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SURFACE TRANSPORTATION BOARD

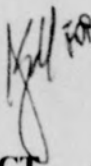
Memorandum

205471



DATE: May 22, 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 the Secretary

MAY 24 2002

Part of
Public Record

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Paul R. Hitchcock
Assistant General Counsel

April 30, 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:

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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).

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 April 30, 2002

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

STB OPERATIONAL MONITORING REPORT

As of April 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 April 30, 2002

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

STB OPERATIONAL MONITORING REPORT

As of April 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 April 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 April 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	Y	05/30/02
6) Chicago, IL	Barr SD – TCS – Phase II	Completed	06/01/01
7) Chicago, IL	Construct 59 th Street North Lead	Completed	06/30/00
8) Chicago, IL	Construct storage tracks & 3 rd Main at Barr Yard	Delayed	
9) Chicago, IL	TCS Blue Island SD to 75 th 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 April 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 nd 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 nd main MP 328-MMP336	Completed	6/15/01

STB OPERATIONAL MONITORING REPORT

As of April 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	12/01/02
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. 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 April 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

STB OPERATIONAL MONITORING REPORT

As of April 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 April 30, 2002

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of April 30, 2002

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of April 30, 2002

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of April 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 April 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.

George A. Aspatore
General Solicitor

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E-mail: george.aspatore@nscorp.com

May 6, 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 April 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

Enclosure

Norfolk Southern Corporation

STB Operational Monitoring Report

As of April 30, 2002

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Note: Bold print indicates changes from previous report.

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

Surface Transportation Board Operational Monitoring Report

As of April 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 April 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
				Const	Complete
			Signal	Design	Complete
				Const	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
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Boundbrook	NJ	Extend siding 15,000 track feet Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
				Const	
			Signal	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
				Const	Complete
			Signal	Design Const	Complete Complete
Buffalo - Cleveland	NY	Traffic control system and remove pole line.	Signal	Design	Complete
	OH	Estimated Completion Date: Complete		Const	Complete
Buffalo	NY	Rehabilitate tracks in sub-leased BPRR yard Estimated Completion Date: Complete	Track	Const	Complete
Buffalo	NY	Construct connection to BPRR yard Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

Surface Transportation Board Operational Monitoring Report
As of April 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
				Const	Complete
			Signal	Design Const	Complete Complete
Butler	IN	Construct track connection Estimated Completion Date: Undetermined	Track	Design	Not 2
				Grading	
			Signal	Const Design Const	
Chicago	IL	Expand and improve 47th St Yard Intermodal Terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Cloggsville	OH	Track Rehabilitation Estimated Completion Date: Complete	Track	Design	Complete
				Const	Complete
Cloggsville	OH	Construct second main Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
			Signal	Const Design Const	Complete Complete Complete
Columbus	OH	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Crockett	VA	Construct 9,100 foot new siding Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
			Signal	Const Design Const	Complete Complete Complete
Croxtan	NJ	Expand and improve intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
E-Rail	NJ	Expand and improve intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Erie	PA	Erie Track Realignment Project Estimated Completion Date: 3Q02	Track	Design	Complete
				Grading	Complete
				Const	In progress
			Signal	Removal Design Const	In progress Complete In progress

Surface Transportation Board Operational Monitoring Report
As of April 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	Note 2
				Grading	
			Signal	Const	
				Design	
				Const	
Hadley Jct (Ft Wayne)	IN	Double tracking Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
				Const	
			Signal	Design	
				Const	
Hagerstown Sec (Greencastle)	PA	Construct siding Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Hagerstown Sec	PA	Traffic Control Estimated Completion Date: Complete	Signal	Design	Complete
				Const	Complete
Harrisburg	PA	Construct double track Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal ¹	Design	Complete
				Const	Complete
Harrisburg (Rutherford)	PA	Construct intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Harrisburg - Reading	PA	Traffic Control System and remove pole line	Signal	Design	Complete
	PA	Estimated Completion Date: 2Q02		Const	In progress
KD Tower - Cumberland Falls	KY	Extending double track 40,120 feet	Track	Design	Complete
	KY	Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Knoxville - Chattanooga	TN	Double Stack Clearances	Track	Design	Complete
	TN	Estimated Completion Date: Complete		Const	Complete
			Bridge	Design	Complete
Marshfield	IN	Upgrade and extend siding 7,908 feet Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Oak Harbor	OH	Construct track connection Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

Surface Transportation Board Operational Monitoring Report

As of April 30, 2002

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Surface Transportation Board Operational Monitoring Report
As of April 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 Track		Complete
				Design	Complete
				Grading	Complete
			Signal	Const	Complete
				Design	Complete
Sandusky-Columbus	OH	Double Track: S 88.30 - S 95.60 Estimated Completion Date: Complete	Land Track	Const	Complete
				Design	Complete
				Grading	Complete
			Signal	Const	Complete
				Design	Complete
Sidney	IL	Construct track connection Estimated Completion Date: Complete	Track	Const	Complete
				Design	Complete
				Grading	Complete
			Signal	Const	Complete
				Design	Complete
Sido	MO	Double tracking 36,458 track feet Estimated Completion Date: Complete	Track	Const	Complete
				Design	Complete
				Grading	Complete
			Bridge	Const	Complete
				Design	Complete
Sloan	IL	Extend siding 5,027 track feet Estimated Completion Date: Complete	Track	Const	Complete
				Design	Complete
				Grading	Complete
			Signal	Const	Complete
				Design	Complete
Southern Tier	NY	Southern Tier Rehabilitation Estimated Completion Date: Undetermined	Track	Const	Note 2
			Bridge	Design	
				Const	
St. Louis (Mitchell)	MO	Expand Mitchell Triple Crown Terminal Estimated Completion Date: Complete	Track	Design	Complete
			Signal	Grade/Pave	Complete
				Design	Complete
Toledo	OH	Intermodal Terminal Estimated Completion Date: Undetermined	Track	Const	Complete
				Grade/Pave	Complete
Tolono	IL	Track Connection Estimated Completion Date: Complete	Track	Design	Note 2
				Design	
				Grading	
			Signal	Const	Complete
				Design	Complete
Vermillion	OH	Track Connection Estimated Completion Date: Complete	Land Track	Const	Complete
				Design	Complete
				Grading	Complete
			Signal	Const	Complete
				Design	Complete

Surface Transportation Board Operational Monitoring Report

As of April 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 April 30, 2002

CUSTOMER SERVICE

Systems and Personnel Training

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

Surface Transportation Board Operational Monitoring Report
As of April 30, 2002

CUSTOMER SERVICE

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

Note: Bold print indicates changes from previous report.

Surface Transportation Board Operational Monitoring Report

As of April 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

5-16-02

D

205407

SURFACE TRANSPORTATION BOARD

Memorandum



205 407

DATE: May 16, 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 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 Ed Nelson at 565-1574.

Attachments

cc: Chairman Morgan
Vice Chairman Burkes
Richard Armstrong
Charles Renninger

ENTERED
Office of the Secretary

MAY 17 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 15, 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 16 A 6:36
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 10th. Cars on-line improved from 232,057 to 231,530 cars. Train velocity increased slightly from 22.2 to 22.4 miles-per-hour. Terminal dwell increased from 23.0 to 24.2 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 13 percentage points to 80%. The percent of trains greater than 6 hours late moved favorably 11 percentage points to 5%.

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 East St. Louis to Northeast corridor with 91%. Overall, the on-time-to-two-hours-late category was 82%, improved six percentage points from last week. The greater-than-six-hours-late category was 8%, down five percentage points from the previous week.

Shared Areas

Daily average on hand cars increased at Pavonia and North Yard, and decreased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 24.8 hours, improved from 25.8 hours the prior week.

Additional Measurements

Train Delay Metric: For 749 train starts, the total weekly train delay for crew totaled 58 hours. Power delay figures were not available for this week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 18.0% for the week, improved from 20.1% the prior week.

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

Daily Number of Recrews Required: Of 1741 crew starts, 44 (3%) were recrews, same percentage as 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 = 3895, Average Available = 3523, and Out-of-Service Ratio = 5.3%, up from the 4.7% recorded for the previous week.

Cars Offered in Interchange: averaged 356 cars daily, 55 of which were for the Norfolk Southern. The total-offered increased, while the NS-offered decreased from the prior week.

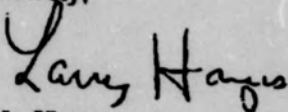
On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh - Washington) and 94% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 54 weeks.

Last week CSXT met the goal for 6 of the 18 key second quarter service measurements. Goals were met for FRA reportable injuries, slow order miles, relief crews, on-time train 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,

A handwritten signature in dark ink, appearing to read "Larry Hayes". The signature is written in a cursive, flowing style.

L. L. Hayes
Director

CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

05/10/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/06/02	05/07/02	05/08/02	05/09/02	05/10/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	255	285	317	370	326
	Cars On Hand - Empty	224	240	343	498	481
	Cars On Hand - Total	479	525	660	868	807
	Cars Handled	253	331	608	647	617
	Dwell Hours	22.3	25.6	22.3	23.9	25.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	328	287	253	351	292
	Cars On Hand - Empty	225	301	309	481	435
	Cars On Hand - Total	553	588	562	832	727
	Cars Handled	370	463	453	550	469
	Dwell Hours	45.8	27.5	21.2	22.0	26.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	181	213	276	261	286
	Cars On Hand - Empty	106	126	237	222	166
	Cars On Hand - Total	287	339	513	483	452
	Cars Handled	256	288	337	330	266
	Dwell Hours	22.7	20.1	22.0	19.8	24.9

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

Overall terminal dwell time was 24.8 hours, down from 25.8 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/06/02	05/07/02	05/08/02	05/09/02	05/10/02
North Jersey SAA	Number of Originations	5	7	8	9	8
	% Ontime	100%	57%	63%	56%	75%
	% Late 0-2 Hours	0%	29%	38%	33%	13%
	% Late 2-4 Hours	0%	0%	0%	0%	13%
	% Late 4-6 Hours	0%	14%	0%	11%	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%	33%	67%
	% Late 0-2 Hours	0%	0%	0%	67%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	33%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	100%	50%	88%	100%	100%
	% Late 0-2 Hours	0%	25%	13%	0%	0%
	% Late 2-4 Hours	0%	25%	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 25 trains. Crew delays were 3 trains for 4 hours; power delays were 2 trains for 3 hours; originating trains 20 for 87 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	05/06/02	05/07/02	05/08/02	05/09/02	05/10/02	Average
Cars Offered	NS	129	47	47	28	22	55
	All Other	374	413	364	243	111	301
	Total	503	460	411	271	133	356

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	05/06/02	05/07/02	05/08/02	05/09/02	05/10/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	50%	0%	100%	60%
MARC	Trains	20	20	20	20	20	100
	% On Time	90%	90%	100%	90%	100%	94%

AMTK measured according to contract with CSX1.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	05/04/02	05/05/02	05/06/02	05/07/02	05/08/02	05/09/02	05/10/02	Total
Baltimore	Train Crew Starts	13	21	17	18	17	18	20	124
	Crews Delayed +2 Hours	7	7	8	10	7	9	11	59
	% Delayed +2 Hours	54%	33%	47%	56%	41%	50%	55%	48%
Buffalo	Train Crew Starts	52	39	34	40	48	48	47	317
	Crews Delayed +2 Hours	5	6	3	3	3	9	1	30
	% Delayed +2 Hours	10%	15%	9%	6%	6%	19%	2%	9%
Chicago	Train Crew Starts	28	28	29	24	31	27	25	192
	Crews Delayed +2 Hours	5	7	5	2	7	9	8	43
	% Delayed +2 Hours	18%	25%	17%	8%	23%	33%	32%	22%
Cincinnati	Train Crew Starts	34	40	37	36	39	40	39	265
	Crews Delayed +2 Hours	4	2	5	2	2	1	3	19
	% Delayed +2 Hours	12%	5%	14%	6%	5%	3%	8%	7%
Cleveland	Train Crew Starts	22	24	20	23	22	21	25	157
	Crews Delayed +2 Hours	7	2	5	4	4	3	0	25
	% Delayed +2 Hours	32%	8%	25%	17%	18%	14%	0%	16%
Cumberland	Train Crew Starts	34	32	30	31	31	32	31	221
	Crews Delayed +2 Hours	3	5	2	1	8	9	3	31
	% Delayed +2 Hours	9%	16%	7%	3%	26%	28%	10%	14%
Detroit	Train Crew Starts	5	4	5	5	6	5	6	36
	Crews Delayed +2 Hours	0	0	0	0	1	0	0	1
	% Delayed +2 Hours	0%	0%	0%	0%	17%	0%	0%	3%
Philadelphia	Train Crew Starts	7	13	9	11	8	9	8	65
	Crews Delayed +2 Hours	0	1	1	2	0	1	0	5
	% Delayed +2 Hours	0%	8%	11%	18%	0%	11%	0%	8%
Selkirk	Train Crew Starts	55	38	30	40	45	47	53	308
	Crews Delayed +2 Hours	13	6	1	9	12	6	15	62
	% Delayed +2 Hours	24%	16%	3%	23%	27%	13%	28%	20%
Toledo	Train Crew Starts	34	32	31	34	26	34	32	223
	Crews Delayed +2 Hours	6	5	7	5	3	13	9	48
	% Delayed +2 Hours	18%	16%	23%	15%	12%	38%	28%	22%
Willard	Train Crew Starts	46	44	38	45	42	49	40	304
	Crews Delayed +2 Hours	9	9	11	8	7	2	9	55
	% Delayed +2 Hours	20%	20%	29%	18%	17%	4%	23%	18%

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

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	05/04/02	05/05/02	05/06/02	05/07/02	05/08/02	05/09/02	05/10/02	Total
Train Delay	Originating Train Starts	99	109	99	101	108	107	126	749
	Delayed Hours - Power	NA	NA	NA	NA	NA	NA	NA	0
	Delayed Hours - Crews	16	28	4	6	0	1	3	58

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	05/04/02	05/05/02	05/06/02	05/07/02	05/08/02	05/09/02	05/10/02	Average
Crew Availability		83%	81%	81%	83%	84%	84%	84%	83%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	05/04/02	05/05/02	05/06/02	05/07/02	05/08/02	05/09/02	05/10/02	Total
Crews/Recrews	Train Crew Starts	257	239	207	264	248	261	265	1741
	Recrews	4	7	5	3	6	7	12	44
	% Recrewed	2%	3%	2%	1%	2%	3%	5%	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

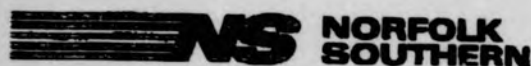
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	05/04/02	05/05/02	05/06/02	05/07/02	05/08/02	05/09/02	05/10/02	Average
Locomotives	Gross Fleet Size	3911	3931	3896	3889	3893	3884	3858	3895
	Avg. Number Available	3533	3520	3522	3502	3515	3520	3550	3523
	OOS Ratio	5.3	5.2	5.0	5.5	5.7	5.4	5.0	5.3

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	05/04/02	05/05/02	05/06/02	05/07/02	05/08/02	05/09/02	05/10/02	Average
Train Delay	Philadelphia/South Jersey	2	1	0	0	1	0	2	1
	North Jersey	3	3	4	1	4	4	3	3
	Detroit	0	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

May 15, 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 10, 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 15, 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/srb
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 15, 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:

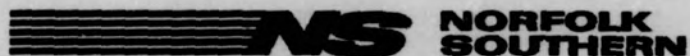
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 59 trains were held for terminal delays, 36 trains were held for crews, and 32 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume decreased at Oak Island and increased at North Yard and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week. Three trains were delayed 4 hours for lack of crews and 2 trains were delayed 3 hours awaiting power. Twenty originating trains were delayed a total of 87 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,

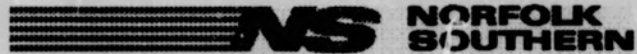
A handwritten signature in dark ink, appearing to read "Tony L. Ingram", followed by a horizontal line.



For the week ending 5/10/02

Shared Asset Area - Yard Performance

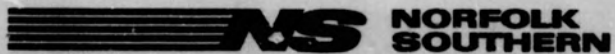
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	5/6/2002	850	106	181	287	256	22.7
	5/7/2002	850	126	213	339	288	20.1
	5/8/2002	850	237	276	513	337	22.0
	5/9/2002	850	222	261	483	330	19.8
	5/10/2002	850	166	286	452	266	24.9
North Yard MI Average		850	171	243	415	295	21.8
Oak Island NJ	5/6/2002	1200	224	255	479	253	22.3
	5/7/2002	1200	240	285	525	331	25.6
	5/8/2002	1200	343	317	660	608	22.3
	5/9/2002	1200	498	370	868	647	23.9
	5/10/2002	1200	481	326	807	617	25.3
Oak Island NJ Average		1200	357	311	668	491	23.9
Pavonia NJ	5/6/2002	900	225	328	553	370	45.8
	5/7/2002	900	301	287	588	463	27.5
	5/8/2002	900	309	253	562	453	21.2
	5/9/2002	900	481	351	832	550	22.0
	5/10/2002	900	435	292	727	469	26.9
Pavonia Average		900	350	302	652	461	27.8



For the week ending 5/10/02

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	6-May	7	100%	0%	0%	0%	0%
	7-May	8	50%	25%	25%	0%	0%
	8-May	8	88%	13%	0%	0%	0%
	9-May	8	100%	0%	0%	0%	0%
	10-May	8	100%	0%	0%	0%	0%
Detroit Total		39	87%	8%	5%	0%	0%
North Jersey Total	6-May	5	100%	0%	0%	0%	0%
	7-May	7	57%	29%	0%	14%	0%
	8-May	8	63%	38%	0%	0%	0%
	9-May	9	56%	33%	0%	11%	0%
	10-May	8	75%	13%	13%	0%	0%
North Jersey Total		37	68%	24%	3%	5%	0%
South Jersey Total	6-May	1	100%	0%	0%	0%	0%
	7-May	3	100%	0%	0%	0%	0%
	8-May	3	100%	0%	0%	0%	0%
	9-May	3	33%	67%	0%	0%	0%
	10-May	3	67%	0%	0%	33%	0%
South Jersey Total		13	77%	15%	0%	8%	0%
Grand Total		89	78%	16%	3%	3%	0%

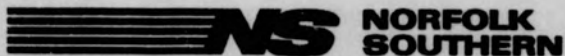


For the week ending 5/10/02

Shared Asset Area Trains Held

area	Sat 04-May	Sun 05-May	Mon 06-May	Tue 07-May	Wed 08-May	Thu 09-May	Fri 10-May	Grand Total
North Jersey	3	3	4	1	4	4	3	22
South Jersey	2	1	0	0	1	0	2	6
Detroit	0	0	0	0	1	1	0	2

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



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	16	0	0	0	16
other	15	0	0	0	0	15
Total	15	16	0	0	0	31

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

NS Northern Region Train Starts and Delays

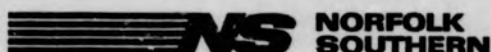
	Saturday 4-May	Sunday 5-May	Monday 6-May	Tuesday 7-May	Wednesday 8-May	Thursday 9-May	Friday 10-May	Grand Total
# of Train Starts	168	136	162	171	186	179	177	1179
Delay Cause								
Crew Delays (hrs)	9.3	16.3	5.0	8.5	3.1	0.0	9.4	51.5
Power Delays (hrs)	22.0	0.0	0.0	46.2	31.8	33.5	40.5	174.0

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 4-May	Sunday 5-May	Monday 6-May	Tuesday 7-May	Wednesday 8-May	Thursday 9-May	Friday 10-May	average
Fleet Size	3249	3237	3284	3274	3192	3232	3248	3245
available	3067	3054	3103	3092	2988	3027	3050	3054
out of service %	5.6%	5.7%	5.5%	5.6%	6.4%	6.3%	6.1%	5.9%

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



NS Crew Starts and Delays

		Saturday 4-May	Sunday 5-May	Monday 6-May	Tuesday 7-May	Wednesday 8-May	Thursday 9-May	Friday 10-May	total
Allentown	crew starts	15	15	17	17	22	20	17	123
	crews delayed	2	5	5	2	6	5	5	30
Bellevue	crew starts	40	40	45	52	42	46	45	310
	crews delayed	5	11	7	13	9	12	10	67
Buffalo	crew starts	21	22	26	28	27	24	23	171
	crews delayed	3	2	6	3	4	2	1	21
Chicago	crew starts	33	38	32	29	37	34	34	237
	crews delayed	17	17	14	14	17	16	18	113
Cincinnati	crew starts	36	34	26	31	37	36	32	232
	crews delayed	10	4	5	4	4	8	2	37
Cleveland	crew starts	9	10	8	6	11	9	8	61
	crews delayed	3	4	4	0	4	5	2	22
Conway	crew starts	57	46	40	49	54	64	55	365
	crews delayed	6	2	7	10	3	13	11	52
Detroit	crew starts	20	13	15	19	20	19	18	124
	crews delayed	6	1	1	8	8	4	3	31
Elkhart	crew starts	41	35	34	41	40	37	40	268
	crews delayed	18	1	18	20	15	9	17	110
Harrisburg	crew starts	60	45	46	55	63	60	57	386
	crews delayed	20	20	17	19	24	23	29	152
Toledo	crew starts	60	59	50	53	64	62	60	408
	crews delayed	18	14	12	14	8	13	17	96

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

NS Northern Region Daily Crew Availability Percentage

	Saturday 4-May	Sunday 5-May	Monday 6-May	Tuesday 7-May	Wednesday 8-May	Thursday 9-May	Friday 10-May	average
availability%	75%	77%	76%	80%	80%	79%	80%	78%

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

NS Northern Region Crew Starts and Recrews

	Saturday 4-May	Sunday 5-May	Monday 6-May	Tuesday 7-May	Wednesday 8-May	Thursday 9-May	Friday 10-May	total
crew starts	347	308	286	330	373	354	344	2342
recrews	12	11	10	16	10	17	11	87

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

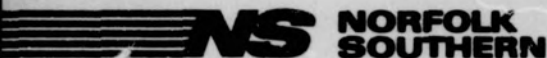
STB

FD-33388

5-15-02

D

205399



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@niscorp.com

205399

Bruno Maestri
Vice President
Public Affairs



May 15, 2002

By Hand Delivery – Original and 25 Copies

ENTERED
Office of the Secretary
MAY 15 2002
Part of
Public Record.

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 15 for the subject environmental condition certifying compliance in accordance with STB Decision No. 89.

Yours very truly,

Bruno Maestri

Enclosure

cc: Victoria J. Rutson (5 copies)

205 399

**SURFACE TRANSPORTATION BOARD
STB FINANCE DOCKET NO. 33388**



ENTERED
Office of the Secretary

MAY 15 2002

Part of
Public Record

**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**

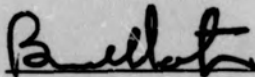
**Quarterly Report Number 15 for
Norfolk Southern Corporation and
Norfolk Southern Railway Company**

May 15, 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 remains in compliance with the requirements of Condition 8(A). Norfolk Southern has continued to address the remaining projects to be completed in accordance with Environmental Condition 8(A) and the Board's orders modifying that condition.

Certified by:



Bruno Maestri
Vice President
Public Affairs

Date: May 15, 2002

STB

FD-33388

5-9-02

D

205362

SURFACE TRANSPORTATION BOARD

Memorandum



205362

DATE: May 9, 2002

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 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
Ron Douglas
Charles Renninger



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

May 8, 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 3rd. Cars on-line increased from 231,902 to 232,657 cars. Train velocity decreased slightly from 22.3 to 22.2 miles-per-hour. Terminal dwell improved from 24.3 to 23.0 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 one percentage point to 67%. The percent of trains greater than 6 hours late moved unfavorably two percentage points to 16%.

Yards and Terminals

Five 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 East St. Louis to Baltimore corridor with 86%. Overall, the on-time-to-two-hours-late category was 76%, same percentage as last week. The greater-than-six-hours-late category was 13%, also the same percentage as the previous week.

RECEIVED
SURFACE TRANSPORTATION
BOARD
2002 MAY -8 P 2:35
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars decreased at Pavonia, North Yard and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 25.8 hours, down from 27.6 hours the prior week.

Additional Measurements

Train Delay Metric: For 751 train starts, the total weekly train delay for power was 7 hours, and crew delay totaled 70 hours. Both power delay and crew delay decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 20.1% for the week, up from 19.27% the prior week.

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

Daily Number of Recrews Required: Of 1762 crew starts, 60 (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, none for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3894, Average Available = 3518, and Out-of-Service Ratio = 4.7%, same percentage recorded for the previous week.

Cars Offered in Interchange: averaged 257 cars daily, 59 of which were for the Norfolk Southern. The total-offered and the NS-offered increased from the prior week.

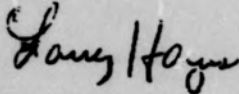
On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh - Washington) and 92% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 53 weeks.

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

A handwritten signature in cursive script, appearing to read "L. L. Hayes".

L. L. Hayes
Director
CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

05/03/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/29/02	04/30/02	05/01/02	05/02/02	05/03/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	248	211	514	346	214
	Cars On Hand - Empty	351	299	491	499	395
	Cars On Hand - Total	599	510	1005	845	609
	Cars Handled	341	254	749	613	416
	Dwell Hours	31.8	20.9	25.0	24.0	21.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	190	203	361	354	286
	Cars On Hand - Empty	254	322	352	340	347
	Cars On Hand - Total	444	525	713	694	633
	Cars Handled	269	252	552	579	349
	Dwell Hours	35.9	35.8	28.1	23.1	24.7
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	240	240	309	180	221
	Cars On Hand - Empty	157	92	131	99	164
	Cars On Hand - Total	397	332	440	279	385
	Cars Handled	257	252	311	252	244
	Dwell Hours	32.2	21.4	24.1	17.3	26.8

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

Overall terminal dwell time was 25.8 hours, down from 27.6 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/29/02	04/30/02	05/01/02	05/02/02	05/03/02
North Jersey SAA	Number of Originations	4	6	10	7	8
	% Ontime	100%	50%	70%	71%	75%
	% Late 0-2 Hours	0%	50%	30%	29%	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%
South Jersey SAA	Number of Originations	1	4	3	3	3
	% Ontime	100%	100%	100%	67%	67%
	% Late 0-2 Hours	0%	0%	0%	33%	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	8	8	8	8
	% Ontime	71%	75%	75%	88%	88%
	% Late 0-2 Hours	29%	25%	25%	13%	13%
	% 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 23 trains. Crew delays were 5 trains for 18 hours; power delays were 2 trains for 6 hours; originating trains 19 for 145 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	04/29/02	04/30/02	05/01/02	05/02/02	05/03/02	Average
Cars Offered	NS	80	113	31	31	40	59
	All Other	321	174	92	114	289	198
	Total	401	287	123	145	329	257

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	04/29/02	04/30/02	05/01/02	05/02/02	05/03/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	100%	50%	50%	60%
MARC	Trains	20	20	20	20	20	100
	% On Time	95%	100%	100%	80%	85%	92%

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	04/27/02	04/28/02	04/29/02	04/30/02	05/01/02	05/02/02	05/03/02	Total
Baltimore	Train Crew Starts	17	13	16	13	13	19	14	105
	Crews Delayed +2 Hours	7	6	8	4	8	9	9	51
	% Delayed +2 Hours	41%	46%	50%	31%	62%	47%	64%	49%
Buffalo	Train Crew Starts	55	39	33	46	53	49	46	321
	Crews Delayed +2 Hours	5	7	3	1	8	1	6	31
	% Delayed +2 Hours	9%	18%	9%	2%	16%	2%	13%	10%
Chicago	Train Crew Starts	27	25	27	31	28	24	28	190
	Crews Delayed +2 Hours	10	3	8	8	13	5	10	57
	% Delayed +2 Hours	37%	12%	30%	26%	46%	21%	36%	30%
Cincinnati	Train Crew Starts	43	35	37	35	33	34	39	256
	Crews Delayed +2 Hours	1	3	2	1	0	3	2	12
	% Delayed +2 Hours	2%	9%	5%	3%	0%	9%	5%	5%
Cleveland	Train Crew Starts	31	17	21	25	18	24	25	161
	Crews Delayed +2 Hours	7	5	4	5	2	7	3	33
	% Delayed +2 Hours	23%	29%	19%	20%	11%	29%	12%	20%
Cumberland	Train Crew Starts	38	29	29	34	34	34	39	237
	Crews Delayed +2 Hours	8	5	4	0	3	2	2	24
	% Delayed +2 Hours	21%	17%	14%	0%	9%	6%	5%	10%
Detroit	Train Crew Starts	9	6	4	6	5	6	4	40
	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	10	7	9	9	10	9	11	65
	Crews Delayed +2 Hours	1	0	1	0	1	0	2	5
	% Delayed +2 Hours	10%	0%	11%	0%	10%	0%	18%	8%
Selkirk	Train Crew Starts	49	32	24	44	40	51	44	284
	Crews Delayed +2 Hours	11	5	2	12	16	1	11	58
	% Delayed +2 Hours	22%	16%	8%	27%	40%	22%	25%	20%
Toledo	Train Crew Starts	27	38	33	27	34	30	28	217
	Crews Delayed +2 Hours	7	14	5	3	6	2	11	43
	% Delayed +2 Hours	26%	37%	15%	11%	18%	7%	39%	22%
Willard	Train Crew Starts	42	49	44	45	48	46	40	314
	Crews Delayed +2 Hours	16	14	14	14	10	7	10	85
	% Delayed +2 Hours	38%	29%	32%	31%	21%	15%	25%	27%

Daily number of train crew starts from selected yards, 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	04/27/02	04/28/02	04/29/02	04/30/02	05/01/02	05/02/02	05/03/02	Total
Train Delay	Originating Train Starts	109	99	97	108	116	120	112	761
	Delayed Hours - Power	0	1	0	0	0	0	0	1
	Delayed Hours - Crews	22	0	10	0	0	0	0	32

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	04/27/02	04/28/02	04/29/02	04/30/02	05/01/02	05/02/02	05/03/02	Average
Crew Availability		82%	83%	84%	85%	86%	86%	84%	84%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	04/27/02	04/28/02	04/29/02	04/30/02	05/01/02	05/02/02	05/03/02	Total
Crews/Recrews	Train Crew Starts	274	215	211	270	273	270	249	1762
	Recrews	7	7	14	9	12	3	8	60
	% Recrewed	3%	3%	7%	3%	4%	1%	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

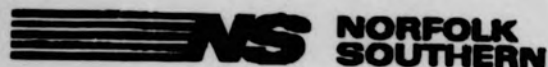
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	04/27/02	04/28/02	04/29/02	04/30/02	05/01/02	05/02/02	05/03/02	Average
Locomotives	Gross Fleet Size	3907	3945	3882	3909	3888	3866	3864	3894
	Avg. Number Available	3527	3537	3530	3528	3517	3471	3517	3518
	OOS Ratio	4.6	5.1	4.6	4.5	4.4	4.8	5.0	4.7

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	04/27/02	04/28/02	04/29/02	04/30/02	05/01/02	05/02/02	05/03/02	Average
Train Delay	Philadelphia/South Jersey	0	0	2	0	0	0	0	0
	North Jersey	3	4	2	0	6	3	4	3
	Detroit	0	0	1	1	0	0	1	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 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

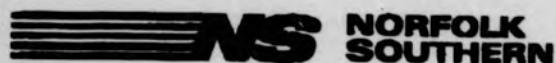
Dear Mr. Clemens:

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, 56 trains were held for terminal delays, 29 trains were held for crews, and 38 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia, North Yard and Oak Island. 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. Five trains were delayed 18 hour for lack of crews and 2 trains were delayed 6 hours awaiting power. Nineteen originating trains were delayed a total of 145 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 52% of the delay hours reported in the SAAs.

Sincerely,

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



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

May 8, 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 3, 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.

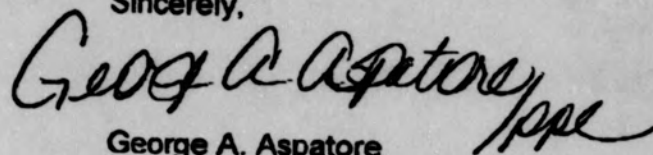
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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 8, 2002
Page 2

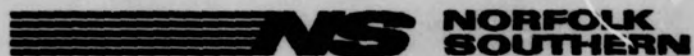
As always, I am including a letter written by Tony L. Ingram, Vice President Transportation - Operations, which discusses delays in our rail operations. If you have any questions or need additional information, please call me.

Sincerely,

A handwritten signature in dark ink, appearing to read "George A. Aspatore", followed by a stylized flourish or set of initials.

George A. Aspatore
General Solicitor

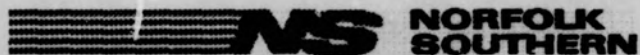
Enclosures



For the week ending 5/3/02

Shared Asset Area - Yard Performance

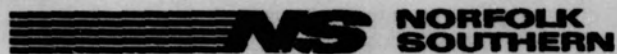
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	4/29/2002	850	157	240	397	257	32.2
	4/30/2002	850	92	240	332	252	21.4
	5/1/2002	850	131	309	440	311	24.1
	5/2/2002	850	99	180	279	252	17.3
	5/3/2002	850	164	221	385	244	26.8
North Yard MI Average		850	129	238	367	263	24.4
Oak Island NJ	4/29/2002	1200	351	248	599	341	31.8
	4/30/2002	1200	299	211	510	254	20.9
	5/1/2002	1200	491	514	1005	749	25.0
	5/2/2002	1200	499	346	845	613	24.0
	5/3/2002	1200	395	214	609	416	21.3
Oak Island NJ Average		1200	407	307	714	475	24.6
Pavonia NJ	4/29/2002	900	254	190	444	269	35.9
	4/30/2002	900	322	203	525	252	35.8
	5/1/2002	900	352	361	713	552	28.1
	5/2/2002	900	340	354	694	579	23.1
	5/3/2002	900	347	286	633	349	24.7
Pavonia Average		900	323	279	602	400	28.1



For the week ending 5/3/02

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	29-Apr	7	71%	29%	0%	0%	0%
	30-Apr	8	75%	25%	0%	0%	0%
	1-May	8	75%	25%	0%	0%	0%
	2-May	8	88%	13%	0%	0%	0%
	3-May	8	88%	13%	0%	0%	0%
Detroit Total		39	79%	21%	0%	0%	0%
North Jersey Total	29-Apr	4	100%	0%	0%	0%	0%
	30-Apr	6	50%	50%	0%	0%	0%
	1-May	10	70%	30%	0%	0%	0%
	2-May	7	71%	29%	0%	0%	0%
	3-May	8	75%	25%	0%	0%	0%
North Jersey Total		35	71%	29%	0%	0%	0%
South Jersey Total	29-Apr	1	100%	0%	0%	0%	0%
	30-Apr	4	100%	0%	0%	0%	0%
	1-May	3	100%	0%	0%	0%	0%
	2-May	3	67%	33%	0%	0%	0%
	3-May	3	67%	33%	0%	0%	0%
South Jersey Total		14	86%	14%	0%	0%	0%
Grand Total		88	77%	23%	0%	0%	0%

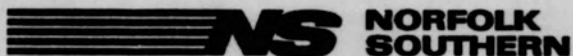


For the week ending 5/3/02

Shared Asset Area Trains Held

area	Sat 27-Apr	Sun 28-Apr	Mon 29-Apr	Tue 30-Apr	Wed 01-May	Thu 02-May	Fri 03-May	Grand Total
North Jersey	3	4	2	0	6	3	4	22
South Jersey	0	0	2	0	0	0	0	2
Detroit	0	0	1	1	0	0	1	3

Daily number of cutbound 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	48	0	0	0	48
other	11	0	0	0	8	19
Total	11	48	0	0	8	67

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

NS Northern Region Train Starts and Delays

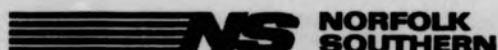
	Saturday 27-Apr	Sunday 28-Apr	Monday 29-Apr	Tuesday 30-Apr	Wednesday 1-May	Thursday 2-May	Friday 3-May	Grand Total
# of Train Starts	153	139	164	171	177	182	171	1157
Delay Cause								
Crew Delays (hrs)	5.3	7.7	7.9	3.9	14.2	6.5	8.2	53.5
Power Delays (hrs)	12.8	21.0	52.5	57.0	8.3	9.8	71.5	232.7

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 27-Apr	Sunday 28-Apr	Monday 29-Apr	Tuesday 30-Apr	Wednesday 1-May	Thursday 2-May	Friday 3-May	average
Fleet Size	3187	3196	3219	3241	3193	3226	3243	3215
available	3014	3008	3034	3044	2994	3051	3061	3029
out of service %	5.4%	5.9%	5.7%	6.1%	6.2%	5.4%	5.6%	5.8%

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



NS Crew Starts and Delays

		Saturday 27-Apr	Sunday 28-Apr	Monday 29-Apr	Tuesday 30-Apr	Wednesday 1-May	Thursday 2-May	Friday 3-May	total
Allentown	crew starts	15	16	17	16	19	18	18	119
	crews delayed	3	4	3	2	3	3	6	24
Bellevue	crew starts	47	40	42	50	47	47	37	310
	crews delayed	12	15	10	6	9	5	11	68
Buffalo	crew starts	19	24	26	25	27	29	27	177
	crews delayed	2	5	5	2	4	4	4	26
Chicago	crew starts	33	35	33	36	32	35	32	236
	crews delayed	17	17	13	16	15	17	16	111
Cincinnati	crew starts	31	33	28	33	31	34	39	229
	crews delayed	6	7	11	4	8	4	14	54
Cleveland	crew starts	16	12	5	10	5	8	10	66
	crews delayed	4	6	3	5	2	3	2	25
Conway	crew starts	53	48	44	46	54	52	51	348
	crews delayed	7	8	9	3	11	8	11	57
Detroit	crew starts	21	10	17	19	18	18	18	121
	crews delayed	8	2	2	4	6	1	5	28
Elkhart	crew starts	45	33	41	34	34	43	37	267
	crews delayed	19	15	23	20	15	24	20	136
Harrisburg	crew starts	56	44	57	52	62	53	61	385
	crews delayed	21	15	19	18	26	16	24	139
Toledo	crew starts	63	56	55	56	59	63	57	409
	crews delayed	16	20	6	8	13	11	18	92

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

NS Northern Region Daily Crew Availability Percentage

	Saturday 27-Apr	Sunday 28-Apr	Monday 29-Apr	Tuesday 30-Apr	Wednesday 1-May	Thursday 2-May	Friday 3-May	average
availability%	77%	77%	78%	80%	80%	80%	78%	78%

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

NS Northern Region Crew Starts and Recrews

	Saturday 27-Apr	Sunday 28-Apr	Monday 29-Apr	Tuesday 30-Apr	Wednesday 1-May	Thursday 2-May	Friday 3-May	total
crew starts	346	311	313	320	344	347	334	2315
recrews	13	8	11	10	14	16	15	87

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

5-7-02

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205339

STEPTOE & JOHNSON LLP**ATTORNEYS AT LAW**1330 Connecticut Avenue, NW
Washington, DC 20036-1795Telephone 202.429.3000
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(202) 429-8063
dcoburn@steptoelaw.com

205339



May 7, 2002

VIA HAND DELIVERYThe Honorable Vernon A. Williams
Secretary
Surface Transportation Board
Room 711
1925 K Street, N.W.
Washington, D.C. 20423**ENTERED**
Office of the Secretary
MAY - 7 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 December 1, 2001 through February 28, 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.

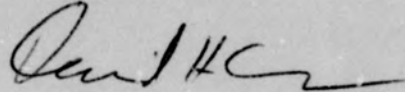
Please note that with respect to the attached New Jersey report, the data reflects the ultimate origin or destination of the surveyed traffic utilizing the George Washington Bridge. The report also shows the volume of surveyed traffic using other Hudson River crossings and the much larger volume of traffic 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
May 7, 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:dyj

Attachments

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

CSX CORPORATION
Intermodal Survey Report No. 13

May 7, 2002

New Jersey Terminals

Survey Results for December, 2001 through February, 2002

ST CITY	INBOUND	OUTBOUND	TOTAL
CT NEW MILFO	0	1	1
CT OLD SAYBR	1	0	1
CT STAMFORD	4	0	4
CT WALLINGFO	1	0	1
CT WINDSOR	1	0	1
MA BOSTON	1	0	1
MA WORCESTER	0	2	2
NY BRONX	126	146	272
NY BROOKLYN	7	12	19
NY LONISLAND	15	6	21
NY QUEENS	6	12	18
NY STAISLAND	3	1	4
George Washington	165	180	345
George Washington	165	180	345
Tappan Zee	15	12	27
Staten Is. Crossings	30	26	56
Manhattan Tunnels	1	2	3
All Other	4	4	8
East of Hudson	215	224	439
West of Hudson	922	1552	2474
GRAND TOTAL	1137	1776	2913

CSX CORPORATION
Intermodal Survey No. 13

May 7, 2002

Massachusetts Terminals

Survey Results for December, 2001 through February, 2002

ST CITY	INBOUND	OUTBOUND	TOTAL
George Washington Bridge	0	0	0
All Other	1052	1268	2320
GRAND TOTAL	1052	1268	2320

STB

FD-33388

5-2-02

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205310

SURFACE TRANSPORTATION BOARD

Memorandum



205300

DATE: May 2, 2002

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

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

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 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
Ron Douglas
Charles Renninger



T. J. Stephenson
Assistant Vice President -
Service Measurements

May 1, 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, April 26th. Cars on-line decreased from 232,420 to 231,902 cars, a new weekly low. Train velocity decreased from 22.4 to 22.3 miles-per-hour. Terminal dwell increased slightly from 24.1 to 24.3 hours. This week's public terminal dwell numbers are based on three days of measured activity. A computer program problem resulted in corrupted dwell data for the other four days. The problem has been corrected.

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 nine percentage points to 68%. The percent of trains greater than 6 hours late moved unfavorably seven percentage points to 14%.

Yards and Terminals

Yard dwell for the twelve measured CSX yards is not available for last week due to the aforementioned computer problem. 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 Chicago to Northeast corridor with 93%. Overall, the on-time-to-two-hours-late category was 76%, down six percentage points from the prior week. The greater-than-six-hours-late category was 13%, up from the 8% recorded for last week.

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

OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

2002 MAY - 2 A 11 27

RECEIVED
SURFACE TRANSPORTATION
BOARD

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 27.6 hours, up from 26.3 hours the prior week.

Additional Measurements

Train Delay Metric: For 751 train starts, the total weekly train delay for power was 7 hours, and crew delay totaled 70 hours. Power delay decreased, while crew delay hours increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 19.2% for the week, up from 18.7% the prior week.

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

Daily Number of Recrews Required: Of 1804 crew starts, 42 (2%) 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, none for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3868, Average Available = 3520, and Out-of-Service Ratio = 4.7%, improved from 4.8% recorded for the previous week.

Cars Offered in Interchange: averaged 207 cars daily, 3 of which were for the Norfolk Southern. The total-offered increased while the NS-offered decreased from the prior week.

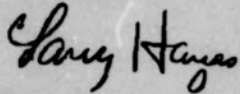
On-time performance, passenger trains through Brunswick, MD: 10% for 10 AMTRAK trains (Pittsburgh - Washington) and 88% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 52 weeks.

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

04/26/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/22/02	04/23/02	04/24/02	04/25/02	04/26/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	355	392	366	286	276
	Cars On Hand - Empty	380	391	536	493	463
	Cars On Hand - Total	735	783	902	779	739
	Cars Handled	325	465	548	586	455
	Dwell Hours	33.9	32.3	25.4	24.2	23.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	297	275	308	241	268
	Cars On Hand - Empty	380	347	512	421	359
	Cars On Hand - Total	677	622	820	662	627
	Cars Handled	377	396	436	429	518
	Dwell Hours	35.9	31.3	28.1	32.5	22.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	164	257	208	247	307
	Cars On Hand - Empty	142	182	222	205	194
	Cars On Hand - Total	306	439	430	452	501
	Cars Handled	138	290	221	393	330
	Dwell Hours	23.6	21.0	14.9	37.4	20.3

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 27.6 hours, up from 26.3 hours last week.

Surface Transportation Board Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/22/02	04/23/02	04/24/02	04/25/02	04/26/02
North Jersey SAA	Number of Originations	6	7	8	8	8
	% Ontime	83%	57%	63%	75%	75%
	% Late 0-2 Hours	17%	43%	38%	13%	25%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	13%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	0%	100%	100%	67%	100%
	% Late 0-2 Hours	100%	0%	0%	33%	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%	88%	75%	88%	75%
	% Late 0-2 Hours	0%	13%	25%	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 26 trains. Crew delays were 4 trains for 10 hours; power delays were 2 trains for 7 hours; originating trains 20 for 79 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 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02	Daily Average
Cars Offered	NS	0	11	1	1	1	3
	All Other	293	291	133	209	97	205
	Total	293	302	134	210	98	207

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 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	0%	0%	50%	10%
MARC	Trains	20	20	20	20	20	100
	% On Time	90%	90%	90%	95%	75%	88%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	04/20/02	04/21/02	04/22/02	04/23/02	04/24/02	04/25/02	04/26/02	Total
Baltimore	Train Crew Starts	17	13	14	17	16	14	16	107
	Crews Delayed +2 Hours	5	7	4	6	10	4	7	43
	% Delayed +2 Hours	29%	54%	29%	35%	63%	29%	44%	40%
Buffalo	Train Crew Starts	48	41	41	43	48	46	44	311
	Crews Delayed +2 Hours	3	2	1	2	2	4	5	19
	% Delayed +2 Hours	6%	5%	2%	5%	4%	9%	11%	6%
Chicago	Train Crew Starts	29	26	26	29	29	23	29	191
	Crews Delayed +2 Hours	9	6	7	7	1	7	9	46
	% Delayed +2 Hours	31%	23%	27%	24%	3%	30%	31%	24%
Cincinnati	Train Crew Starts	39	40	41	31	35	39	36	261
	Crews Delayed +2 Hours	8	3	1	1	1	2	1	17
	% Delayed +2 Hours	21%	8%	2%	3%	3%	5%	3%	7%
Cleveland	Train Crew Starts	29	22	16	21	21	25	18	152
	Crews Delayed +2 Hours	7	3	4	6	8	9	8	45
	% Delayed +2 Hours	24%	14%	25%	29%	38%	36%	44%	30%
Cumberland	Train Crew Starts	32	17	22	28	37	27	33	196
	Crews Delayed +2 Hours	2	1	6	11	8	6	10	44
	% Delayed +2 Hours	6%	6%	27%	39%	22%	22%	30%	22%
Detroit	Train Crew Starts	5	5	7	6	5	6	4	38
	Crews Delayed +2 Hours	1	0	1	0	0	0	0	2
	% Delayed +2 Hours	20%	0%	14%	0%	0%	0%	0%	5%
Philadelphia	Train Crew Starts	8	11	8	10	11	9	7	64
	Crews Delayed +2 Hours	1	0	0	1	1	0	0	3
	% Delayed +2 Hours	13%	0%	0%	10%	9%	0%	0%	5%
Selkirk	Train Crew Starts	50	41	36	42	47	51	47	314
	Crews Delayed +2 Hours	6	8	9	11	7	8	12	61
	% Delayed +2 Hours	12%	20%	25%	26%	15%	16%	26%	19%
Toledo	Train Crew Starts	30	28	37	26	30	32	30	213
	Crews Delayed +2 Hours	5	6	9	5	5	7	5	42
	% Delayed +2 Hours	17%	21%	24%	19%	17%	22%	17%	20%
Willard	Train Crew Starts	46	43	40	43	47	35	42	296
	Crews Delayed +2 Hours	8	10	6	3	12	5	14	58
	% Delayed +2 Hours	17%	23%	15%	7%	26%	14%	33%	20%

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

Surface Transportation Board Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	04/20/02	04/21/02	04/22/02	04/23/02	04/24/02	04/25/02	04/26/02	Total
Train Delay	Originating Train Starts	109	107	97	101	103	119	115	751
	Delayed Hours - Power	2	0	0	1	0	0	4	7
	Delayed Hours - Crews	12	0	7	19	5	10	17	70

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	04/20/02	04/21/02	04/22/02	04/23/02	04/24/02	04/25/02	04/26/02	Average
Crew Availability		81%	82%	84%	84%	85%	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	04/20/02	04/21/02	04/22/02	04/23/02	04/24/02	04/25/02	04/26/02	Total
Crews/Recrews	Train Crew Starts	269	238	232	262	261	271	271	1804
	Recrews	8	1	2	3	7	8	13	42
	% Recrewed	3%	0%	1%	1%	3%	3%	5%	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

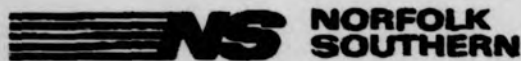
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	04/20/02	04/21/02	04/22/02	04/23/02	04/24/02	04/25/02	04/26/02	Average
Locomotives	Gross Fleet Size	3831	3851	3883	3867	3875	3881	3887	3868
	Avg. Number Available	3506	3511	3519	3520	3505	3542	3539	3520
	OOS Ratio	4.7	4.8	4.8	4.9	4.8	4.6	4.3	4.7

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	04/20/02	04/21/02	04/22/02	04/23/02	04/24/02	04/25/02	04/26/02	Average
Train Delay	Philadelphia/South Jersey	0	1	0	1	1	0	0	0
	North Jersey	4	3	4	1	0	4	6	3
	Detroit	0	0	0	0	0	0	1	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 23510-9241

George A. Aspatore
General Solicitor

—
Writer's Direct Dial Number

(757) 629-2657

(757) 533-4872

E-mail gaaspato@nscorp.com

May 1, 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 April 26, 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 1, 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/sps
George A. Aspatore
General Solicitor

Enclosures



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

205310

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

May 1, 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:

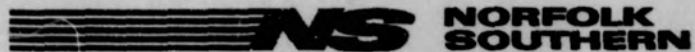
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed decreased, and the average terminal dwell remained the same. On the monitored corridors and Chicago gateway operations, 61 trains were held for terminal delays, 38 trains were held for crews, and 25 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume increased at North Yard, Oak Island and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power increased from the prior week. Four trains were delayed 10 hours for lack of crews and 2 trains were delayed 7 hours awaiting power. Twenty originating trains were delayed a total of 79 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 37% of the delay hours reported in the SAAs.

Sincerely,

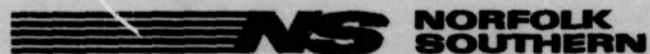
A handwritten signature in dark ink, appearing to read "Thelma", followed by a horizontal line.



For the week ending 4/26/02

Shared Asset Area - Yard Performance

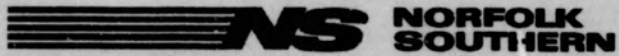
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	4/22/02	850	142	164	306	138	23.6
	4/23/02	850	182	257	439	290	21.0
	4/24/02	850	222	208	430	221	14.9
	4/25/02	850	205	247	452	393	37.4
	4/26/02	850	194	307	501	330	20.3
North Yard MI Average		850	189	237	426	274	24.8
Oak Island NJ	4/22/02	1200	380	355	735	325	33.9
	4/23/02	1200	391	392	783	465	32.3
	4/24/02	1200	536	366	902	548	25.4
	4/25/02	1200	493	286	779	586	24.2
	4/26/02	1200	463	276	739	455	23.3
Oak Island NJ Average		1200	453	335	788	476	27.2
Pavonia NJ	4/22/02	900	380	297	677	377	35.9
	4/23/02	900	347	275	622	396	31.3
	4/24/02	900	512	308	820	436	28.1
	4/25/02	900	421	241	662	429	32.5
	4/26/02	900	359	268	627	518	22.9
Pavonia Average		900	404	278	682	431	29.7



For the week ending 4/26/02

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	22-Apr	7	100%	0%	0%	0%	0%
	23-Apr	8	88%	13%	0%	0%	0%
	24-Apr	8	75%	25%	0%	0%	0%
	25-Apr	8	88%	13%	0%	0%	0%
	26-Apr	8	75%	25%	0%	0%	0%
Detroit Total		39	85%	15%	0%	0%	0%
North Jersey Total	22-Apr	6	83%	17%	0%	0%	0%
	23-Apr	7	57%	43%	0%	0%	0%
	24-Apr	8	63%	38%	0%	0%	0%
	25-Apr	8	75%	13%	0%	13%	0%
	26-Apr	8	75%	25%	0%	0%	0%
North Jersey Total		37	70%	27%	0%	3%	0%
South Jersey Total	22-Apr	1	0%	100%	0%	0%	0%
	23-Apr	3	100%	0%	0%	0%	0%
	24-Apr	3	100%	0%	0%	0%	0%
	25-Apr	3	67%	33%	0%	0%	0%
	26-Apr	3	100%	0%	0%	0%	0%
South Jersey Total		13	85%	15%	0%	0%	0%
Grand Total		89	79%	20%	0%	1%	0%

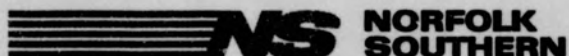


For the week ending 4/26/02

Shared Asset Area Trains Held

area	Sat 20-Apr	Sun 21-Apr	Mon 22-Apr	Tue 23-Apr	Wed 24-Apr	Thu 25-Apr	Fri 26-Apr	Grand Total
North Jersey	4	3	4	1	0	4	6	22
South Jersey	0	1	0	1	1	0	0	3
Detroit	0	0	0	0	0	0	1	1

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



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	12	0	87	0	0	209
Total	12	0	87	0	0	209

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

NS Northern Region Train Starts and Delays

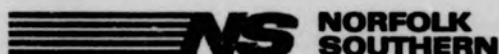
	Saturday 20-Apr	Sunday 21-Apr	Monday 22-Apr	Tuesday 23-Apr	Wednesday 24-Apr	Thursday 25-Apr	Friday 26-Apr	Grand Total
# of Train Starts	156	133	154	173	172	178	172	1138
Delay Cause								
Crew Delays (hrs)	13.6	10.5	2.5	4.5	0.3	7.9	5.8	45.0
Power Delays (hrs)	7.5	0.0	3.2	0.0	9.8	48.0	21.8	90.2

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 20-Apr	Sunday 21-Apr	Monday 22-Apr	Tuesday 23-Apr	Wednesday 24-Apr	Thursday 25-Apr	Friday 26-Apr	average
Fleet Size	3151	3160	3152	3202	3202	3189	3186	3183
available	3013	2964	2966	3029	3036	3012	3022	3006
out of service %	5.6%	6.2%	5.9%	5.4%	5.2%	5.6%	5.1%	5.6%

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



NS Crew Starts and Delays

		Saturday 20-Apr	Sunday 21-Apr	Monday 22-Apr	Tuesday 23-Apr	Wednesday 24-Apr	Thursday 25-Apr	Friday 26-Apr	total
Allentown	crew starts	14	16	18	18	18	17	17	118
	crews delayed	1	0	6	1	4	2	4	18
Bellevue	crew starts	38	42	39	43	41	44	46	293
	crews delayed	9	10	6	11	12	10	12	70
Buffalo	crew starts	21	25	25	24	26	26	25	172
	crews delayed	3	9	5	1	4	5	6	33
Chicago	crew starts	30	32	30	30	37	37	35	231
	crews delayed	12	15	10	11	15	16	19	98
Cincinnati	crew starts	31	37	25	34	31	36	39	233
	crews delayed	3	6	1	7	2	6	3	28
Cleveland	crew starts	11	10	8	7	8	12	7	63
	crews delayed	5	3	4	2	2	4	3	23
Conway	crew starts	53	48	39	48	54	56	56	354
	crews delayed	8	10	5	5	7	10	11	56
Detroit	crew starts	16	13	16	16	19	21	19	120
	crews delayed	4	3	3	3	5	7	4	29
Elkhart	crew starts	36	39	31	39	38	40	43	266
	crews delayed	16	20	16	18	16	16	19	121
Harrisburg	crew starts	54	52	43	53	54	67	58	381
	crews delayed	16	17	15	18	17	25	23	131
Toledo	crew starts	57	50	51	49	63	60	60	390
	crews delayed	10	11	11	7	15	15	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 20-Apr	Sunday 21-Apr	Monday 22-Apr	Tuesday 23-Apr	Wednesday 24-Apr	Thursday 25-Apr	Friday 26-Apr	average
availability%	77%	76%	80%	81%	80%	80%	79%	79%

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

NS Northern Region Crew Starts and Recrews

	Saturday 20-Apr	Sunday 21-Apr	Monday 22-Apr	Tuesday 23-Apr	Wednesday 24-Apr	Thursday 25-Apr	Friday 26-Apr	total
crew starts	319	310	284	322	356	365	353	2309
recrews	11	12	6	6	8	11	7	61

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

Buffalo Update
May 1, 2002

NS continues to experience no major operating issues in the Buffalo area. We remain current with the traffic and the interchanges with our connecting carriers. On our Buffalo Hotline, we received no new calls over the past two weeks.

STB

FD-33388

4-25-02

D

205258

SURFACE TRANSPORTATION BOARD

Memorandum

205258



DATE: April 25, 2002

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 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
Ron Douglas
Charles Renninger

ENTERED
Office of the Secretary

APR 26 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

April 24, 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, April 19th. Cars on-line increased slightly from 232,406 to 232,420 cars, and train velocity dropped from 22.9 to 22.4 miles-per-hour. Terminal dwell increased slightly from 24.0 to 24.1 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 favorably two percentage points to 77%. The percent of trains greater than 6 hours late moved favorably five percentage points to 7%.

Yards and Terminals

Four of the 14 measured yards showed an improvement in dwell time compared to 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 91%. Overall, the on-time-to-two-hours-late category was 82%, down one percentage point from the prior week. The greater-than-six-hours-late category was 8%, up from the 5% recorded for last week.

Shared Areas

Daily average on hand cars decreased at Pavenia, North Yard and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.3, down from 26.9 hours the prior week.

Additional Measurements

Train Delay Metric: For 748 train starts, the total weekly train delay for power was 16 hours, and crew delay totaled 29 hours. Power delay and crew delay hours both increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 18.7% for the week, up from 17.2% the prior week.

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

Daily Number of Recrews Required: Of 1795 crew starts, 43 (2%) were recrews, the same percentage as the previous week.

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

Locomotives: Gross Locomotives = 3820, Average Available = 3447, and Out-of-Service Ratio = 4.8%, same percentage recorded for the previous week.

Cars Offered in Interchange: averaged 97 cars daily, 14 of which were for the Norfolk Southern. The total-offered decreased while the NS-offered increased from the prior week.

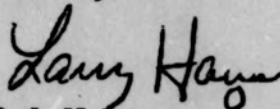
On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh - Washington) and 81% for 98 MARC trains (West Virginia - Washington)

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 51 weeks.

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

A handwritten signature in dark ink, appearing to read "Larry Hayes". The signature is fluid and cursive, with the first name "Larry" and last name "Hayes" clearly distinguishable.

L. L. Hayes

Director

CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 04/19/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/15/02	04/16/02	04/17/02	04/18/02	04/19/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	288	168	380	336	336
	Cars On Hand - Empty	341	296	472	521	516
	Cars On Hand - Total	629	464	852	857	852
	Cars Handled	319	260	569	512	578
	Dwell Hours	27.8	23.1	26.5	24.3	25.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	250	257	282	236	261
	Cars On Hand - Empty	228	273	340	337	517
	Cars On Hand - Total	478	530	622	573	778
	Cars Handled	237	348	416	372	283
	Dwell Hours	41.6	28.0	22.6	26.8	29.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	120	236	216	213	195
	Cars On Hand - Empty	145	169	192	160	116
	Cars On Hand - Total	265	405	408	373	311
	Cars Handled	230	276	234	308	261
	Dwell Hours	18.7	19.8	33.5	22.0	30.0

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

Overall terminal dwell time was 26.3 hours, down from 26.9 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/15/02	04/16/02	04/17/02	04/18/02	04/19/02
North Jersey SAA	Number of Originations	6	6	8	7	7
	% Ontime	83%	100%	50%	71%	43%
	% Late 0-2 Hours	0%	0%	50%	14%	43%
	% Late 2-4 Hours	17%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	14%
	% Late GT 6 Hours	0%	0%	0%	14%	0%
South Jersey SAA	Number of Originations	1	3	3	3	5
	% Ontime	100%	67%	100%	100%	67%
	% Late 0-2 Hours	0%	0%	0%	0%	33%
	% Late 2-4 Hours	0%	33%	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	71%	88%	88%	88%	88%
	% Late 0-2 Hours	29%	13%	0%	13%	0%
	% Late 2-4 Hours	0%	0%	13%	0%	13%
	% 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 34 trains. Crew delays were 1 train for 1 hour; power delays were 2 trains for 4 hours; originating trains 31 for 203 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	04/15/02	04/16/02	04/17/02	04/18/02	04/19/02	Average
Cars Offered	NS	0	0	30	0	39	14
	All Other	59	111	170	25	51	83
	Total	59	111	200	25	90	97

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	04/15/02	04/16/02	04/17/02	04/18/02	04/19/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	0%	0%	0%	30%
MARC	Trains	20	20	20	18	20	98
	% On Time	100%	60%	60%	83%	100%	81%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 04/13/02	Sunday 04/14/02	Monday 04/15/02	Tuesday 04/16/02	Wednesday 04/17/02	Thursday 04/18/02	Friday 04/19/02	Weekly Total
Baltimore	Train Crew Starts	9	18	14	12	16	13	13	95
	Crews Delayed +2 Hours	4	8	4	7	9	4	6	42
	% Delayed +2 Hours	44%	44%	29%	58%	56%	31%	46%	44%
Buffalo	Train Crew Starts	47	44	34	44	48	50	49	316
	Crews Delayed +2 Hours	2	4	5	5	5	5	9	35
	% Delayed +2 Hours	4%	9%	15%	11%	10%	10%	18%	11%
Chicago	Train Crew Starts	26	27	24	29	31	26	28	191
	Crews Delayed +2 Hours	3	5	4	5	5	3	8	33
	% Delayed +2 Hours	12%	19%	17%	17%	16%	12%	29%	17%
Cincinnati	Train Crew Starts	43	37	34	37	39	37	38	265
	Crews Delayed +2 Hours	6	5	3	8	3	5	1	31
	% Delayed +2 Hours	14%	14%	9%	22%	8%	14%	3%	12%
Cleveland	Train Crew Starts	24	26	15	21	26	30	17	159
	Crews Delayed +2 Hours	8	7	2	4	8	7	8	44
	% Delayed +2 Hours	33%	27%	13%	19%	31%	23%	47%	28%
Cumberland	Train Crew Starts	24	33	29	25	31	36	32	210
	Crews Delayed +2 Hours	1	1	4	4	10	4	5	29
	% Delayed +2 Hours	4%	3%	14%	16%	32%	11%	16%	14%
Detroit	Train Crew Starts	7	4	4	7	5	6	5	38
	Crews Delayed +2 Hours	1	0	0	1	0	0	0	2
	% Delayed +2 Hours	14%	0%	0%	14%	0%	0%	0%	5%
Philadelphia	Train Crew Starts	6	10	9	10	9	11	10	65
	Crews Delayed +2 Hours	0	2	0	3	0	2	0	7
	% Delayed +2 Hours	0%	20%	0%	30%	0%	18%	0%	11%
Selkirk	Train Crew Starts	45	43	34	40	43	50	50	305
	Crews Delayed +2 Hours	5	8	4	10	7	14	10	58
	% Delayed +2 Hours	11%	19%	12%	25%	16%	28%	20%	19%
Toledo	Train Crew Starts	35	31	31	28	37	26	32	220
	Crews Delayed +2 Hours	1	4	8	4	8	9	8	42
	% Delayed +2 Hours	3%	13%	26%	14%	22%	35%	25%	19%
Willard	Train Crew Starts	42	48	36	40	47	45	46	304
	Crews Delayed +2 Hours	8	8	6	13	7	12	8	62
	% Delayed +2 Hours	19%	17%	17%	30%	15%	27%	17%	20%

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

Surface Transportation Board Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	04/13/02	04/14/02	04/15/02	04/16/02	04/17/02	04/18/02	04/19/02	Total
Train Delay	Originating Train Starts	99	99	102	101	111	118	118	748
	Delayed Hours - Power	2	0	1	0	7	4	2	16
	Delayed Hours - Crews	3	5	3	5	2	2	9	29

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	04/13/02	04/14/02	04/15/02	04/16/02	04/17/02	04/18/02	04/19/02	Average
Crew Availability		82%	82%	83%	82%	82%	82%	80%	82%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	04/13/02	04/14/02	04/15/02	04/16/02	04/17/02	04/18/02	04/19/02	Total
Crews/Recrews	Train Crew Starts	244	230	231	252	287	282	269	1795
	Recrews	3	5	3	9	10	6	7	43
	% Recrewed	1%	2%	1%	4%	3%	2%	3%	2%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

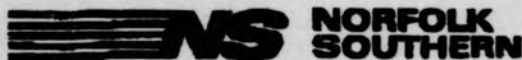
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	04/13/02	04/14/02	04/15/02	04/16/02	04/17/02	04/18/02	04/19/02	Average
Locomotives	Gross Fleet Size	3810	3811	3815	3828	3827	3826	3825	3820
	Avg. Number Available	3432	3427	3429	3449	3433	3461	3496	3447
	OOS Ratio	4.9	4.8	4.9	4.9	4.8	4.7	4.6	4.8

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	04/13/02	04/14/02	04/15/02	04/16/02	04/17/02	04/18/02	04/19/02	Average
Train Delay	Philadelphia/South Jersey	1	1	1	0	0	1	1	1
	North Jersey	0	3	5	6	2	5	5	4
	Detroit	0	1	0	0	1	1	0	0

Daily number of outbound trains read, 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

April 24, 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 April 19, 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.

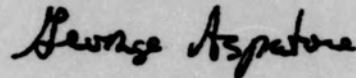
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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.
April 24, 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 Aspatore".

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

April 24, 2002

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

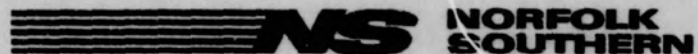
Dear Mr. Clemens:

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, 57 trains were held for terminal delays, 29 trains were held for crews, and 36 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia, North Yard and Oak Island. 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 decreased from last week. One train was delayed 1 hour for lack of crews and 2 trains were delayed 4 hours awaiting power. Thirty-one originating trains were delayed a total of 203 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 62% of the delay hours reported in the SAAs.

Sincerely,

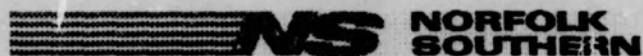
A handwritten signature in dark ink, appearing to read 'Tony L. Ingram', followed by a horizontal line.



For the week ending 4/19/02

Shared Asset Area - Yard Performance

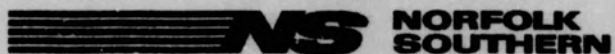
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	4/15/2002	850	145	120	265	230	18.7
	4/16/2002	850	169	236	405	276	19.8
	4/17/2002	850	192	216	408	234	33.5
	4/18/2002	850	160	213	373	308	22.0
	4/19/2002	850	116	195	311	261	30.0
North Yard MI Average		850	156	196	352	262	24.6
Oak Island NJ	4/15/2002	1200	341	288	629	319	27.8
	4/16/2002	1200	296	168	464	260	23.1
	4/17/2002	1200	472	380	852	569	26.5
	4/18/2002	1200	521	336	857	512	24.3
	4/19/2002	1200	516	336	852	578	25.8
Oak Island NJ Average		1200	429	302	731	448	25.6
Pavonia NJ	4/15/2002	900	228	250	478	237	41.6
	4/16/2002	900	273	257	530	348	28.0
	4/17/2002	900	340	282	622	416	22.6
	4/18/2002	900	337	236	573	372	26.8
	4/19/2002	900	517	261	778	283	29.9
Pavonia Average		900	339	257	596	331	28.6



For the week ending 4/19/02

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	15-Apr	7	71%	29%	0%	0%	0%
	16-Apr	8	88%	13%	0%	0%	0%
	17-Apr	8	88%	0%	13%	0%	0%
	18-Apr	8	88%	13%	0%	0%	0%
	19-Apr	8	88%	0%	13%	0%	0%
Detroit Total		39	85%	10%	5%	0%	0%
North Jersey Total	15-Apr	6	83%	0%	17%	0%	0%
	16-Apr	6	100%	0%	0%	0%	0%
	17-Apr	8	50%	50%	0%	0%	0%
	18-Apr	7	71%	14%	0%	0%	14%
	19-Apr	7	43%	43%	0%	14%	0%
North Jersey Total		34	68%	24%	3%	3%	3%
South Jersey Total	15-Apr	1	100%	0%	0%	0%	0%
	16-Apr	3	67%	0%	33%	0%	0%
	17-Apr	3	100%	0%	0%	0%	0%
	18-Apr	3	100%	0%	0%	0%	0%
	19-Apr	3	67%	33%	0%	0%	0%
South Jersey Total		13	85%	8%	8%	0%	0%
Grand Total		86	78%	15%	5%	1%	1%

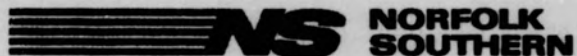


For the week ending 4/19/02

Shared Asset Area Trains Held

area	Sat 13-Apr	Sun 14-Apr	Mon 15-Apr	Tue 16-Apr	Wed 17-Apr	Thu 18-Apr	Fri 19-Apr	Grand Total
North Jersey	0	3	5	6	2	5	5	26
South Jersey	1	1	1	0	0	1	1	5
Detroit	0	1	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	29	0	29
other	0	0	38	105	0	143
Total	0	0	38	134	0	172

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

NS Northern Region Train Starts and Delays

	Saturday 13-Apr	Sunday 14-Apr	Monday 15-Apr	Tuesday 16-Apr	Wednesday 17-Apr	Thursday 18-Apr	Friday 19-Apr	Grand Total
# of Train Starts	155	136	154	163	164	182	163	1117
Delay Cause								
Crew Delays (hrs)	12.8	6.9	2.5	4.7	0.4	10.6	14.7	52.5
Power Delays (hrs)	6.2	48.7	10.1	4.3	84.8	34.2	5.5	193.7

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 13-Apr	Sunday 14-Apr	Monday 15-Apr	Tuesday 16-Apr	Wednesday 17-Apr	Thursday 18-Apr	Friday 19-Apr	average
Fleet Size	3133	3185	3168	3148	3185	3199	3195	3173
available	2949	2999	2952	2932	2970	2992	3006	2971
out of service %	5.9%	5.8%	6.8%	6.9%	6.8%	6.5%	5.9%	6.4%

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



NS Crew Starts and Delays

		Saturday 13-Apr	Sunday 14-Apr	Monday 15-Apr	Tuesday 16-Apr	Wednesday 17-Apr	Thursday 18-Apr	Friday 19-Apr	total
Allentown	crew starts	15	15	16	16	21	17	14	114
	crews delayed	3	1	2	4	3	6	6	25
Beilevue	crew starts	42	40	34	37	41	51	50	295
	crews delayed	6	7	9	8	10	15	6	61
Buffalo	crew starts	21	25	24	24	25	27	22	168
	crews delayed	3	3	4	1	1	7	4	23
Chicago	crew starts	35	37	33	31	33	35	33	237
	crews delayed	18	17	11	13	17	18	14	108
Cincinnati	crew starts	36	32	29	35	36	31	41	240
	crews delayed	3	3	4	5	2	9	9	35
Cleveland	crew starts	10	7	7	10	7	9	10	60
	crews delayed	4	2	2	3	3	3	4	21
Conway	crew starts	56	45	41	45	50	56	57	350
	crews delayed	10	7	10	4	11	12	11	65
Detroit	crew starts	20	11	18	19	22	18	18	126
	crews delayed	4	5	5	3	7	7	7	38
Elkhart	crew starts	44	40	36	35	29	40	40	264
	crews delayed	17	17	12	9	14	18	17	104
Harrisburg	crew starts	56	47	52	51	61	60	61	388
	crews delayed	14	18	18	19	17	21	19	126
Toledo	crew starts	67	50	49	48	60	68	57	399
	crews delayed	10	9	7	12	10	9	10	67

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

NS Northern Region Daily Crew Availability Percentage

	Saturday 13-Apr	Sunday 14-Apr	Monday 15-Apr	Tuesday 16-Apr	Wednesday 17-Apr	Thursday 18-Apr	Friday 19-Apr	average
availability%	78%	76%	78%	79%	80%	80%	78%	78%

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

NS Northern Region Crew Starts and Recrews

	Saturday 13-Apr	Sunday 14-Apr	Monday 15-Apr	Tuesday 16-Apr	Wednesday 17-Apr	Thursday 18-Apr	Friday 19-Apr	total
crew starts	341	294	291	305	317	352	336	2236
recrews	2	5	5	4	6	14	9	45

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

STB

FD-33388

4-18-02

D

205214

SURFACE TRANSPORTATION BOARD

Memorandum



205214

DATE: April 18, 2002

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 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
Ron Douglas
Charles Renninger

ENTERED
Office of the Secretary
APR 19 2002
Part of
Public Record



T. J. Stephenson
Assistant Vice President -
Service Measurements

April 17, 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, April 12th. Cars on-line improved from 233,475 to 232,406 cars, and train velocity improved slightly from 22.8 to 22.9 miles-per-hour. Terminal dwell improved from 24.4 to 24.0 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 four percentage points to 75%. The percent of trains greater than 6 hours late moved unfavorably three percentage points to 12%.

Yards and Terminals

Eight of the 14 measured yards showed an improvement in dwell time compared to 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 East St. Louis to Northeast corridor with 96%. Overall, the on-time-to-two-hours-late category was 83%, down one percentage point from the prior week. The greater-than-six-hours-late category was 5%, the same percentage recorded for last week.

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

RECEIVED
SURFACE TRANSPORTATION
BOARD
2002 APR 17 P 3:13
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars increased at Pavonia, and decreased at North Yard and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.9, down from 28.1 hours the prior week.

Additional Measurements

Train Delay Metric: For 741 train starts, the total weekly train delay for power was zero hours, and crew delay totaled 27 hours. Power delay and crew delay hours both decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 17.2% for the week, up from 14.6% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 85%, up two percentage points from the prior week.

Daily Number of Recrews Required: Of 1709 crew starts, 29 (2%) were recrews, up one percentage point from the previous week.

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

Locomotives: Gross Locomotives = 3856, Average Available = 3461, and Out-of-Service Ratio = 4.8%, improved from 5.2% the previous week.

Cars Offered in Interchange: averaged 222 cars daily, 2 of which were for the Norfolk Southern. Both the total-offered and the NS-offered decreased from the prior week.

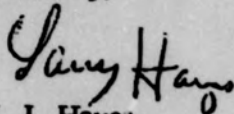
On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 99% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 50 weeks.

Last week CSXT met the goal for 9 of the 18 key second quarter service measurements. Goals were met for overall train velocity, slow order miles, relief crews, crew delay hours, on-time train origination, industrial switching, local train on-time origination, hours of locomotive delay, and 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,

A handwritten signature in dark ink, appearing to read "L. L. Hayes". The signature is written in a cursive, flowing style with a large initial "L".

L. L. Hayes

Director

CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

04/12/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/08/02	04/09/02	04/10/02	04/11/02	04/12/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	333	264	453	369	209
	Cars On Hand - Empty	514	362	490	519	429
	Cars On Hand - Total	847	626	943	888	638
	Cars Handled	295	281	540	624	508
	Dwell Hours	27.4	28.4	29.4	27.6	23.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	388	278	258	303	315
	Cars On Hand - Empty	395	272	358	331	468
	Cars On Hand - Total	783	550	616	634	783
	Cars Handled	316	370	459	391	480
	Dwell Hours	49.8	27.9	23.7	23.7	24.8
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	292	233	253	224	200
	Cars On Hand - Empty	148	210	148	202	135
	Cars On Hand - Total	440	443	401	426	335
	Cars Handled	227	188	283	344	288
	Dwell Hours	27.3	13.7	20.6	25.0	26.7

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

Overall terminal dwell time was 26.9 hours, down from 28.1 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/08/02	04/09/02	04/10/02	04/11/02	04/12/02
North Jersey SAA	Number of Originations	4	7	8	8	7
	% Ontime	100%	57%	38%	50%	57%
	% Late 0-2 Hours	0%	29%	38%	25%	29%
	% Late 2-4 Hours	0%	14%	13%	13%	14%
	% Late 4-6 Hours	0%	0%	13%	13%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	67%	100%	67%	67%
	% Late 0-2 Hours	0%	33%	0%	33%	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	8	8	8	8
	% Ontime	86%	75%	100%	88%	75%
	% Late 0-2 Hours	14%	13%	0%	13%	0%
	% Late 2-4 Hours	0%	13%	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 23 trains. Crew delays were 4 trains for 3 hours; power delays were 4 trains for 15 hours; originating trains 15 for 69 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	04/08/02	04/09/02	04/10/02	04/11/02	04/12/02	Average
Cars Offered	NS	0	4	0	8	0	2
	All Other	150	254	312	171	210	219
	Total	150	258	312	179	210	222

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	04/08/02	04/09/02	04/10/02	04/11/02	04/12/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	50%	50%	100%	70%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	100%	100%	95%	99%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	04/06/02	04/07/02	04/08/02	04/09/02	04/10/02	04/11/02	04/12/02	Total
Baltimore	Train Crew Starts	18	14	16	14	18	12	14	106
	Crews Delayed +2 Hours	3	2	2	6	6	2	6	27
	% Delayed +2 Hours	17%	14%	13%	43%	33%	17%	43%	25%
Buffalo	Train Crew Starts	47	38	33	45	46	47	56	312
	Crews Delayed +2 Hours	5	5	1	1	2	7	6	27
	% Delayed +2 Hours	11%	13%	3%	2%	4%	15%	11%	9%
Chicago	Train Crew Starts	30	28	25	28	31	25	31	198
	Crews Delayed +2 Hours	4	10	5	5	4	8	5	41
	% Delayed +2 Hours	13%	36%	20%	18%	13%	32%	16%	21%
Cincinnati	Train Crew Starts	34	41	29	29	32	35	34	234
	Crews Delayed +2 Hours	1	7	9	2	5	2	2	28
	% Delayed +2 Hours	3%	17%	31%	7%	16%	6%	6%	12%
Cleveland	Train Crew Starts	23	19	21	18	26	24	22	153
	Crews Delayed +2 Hours	6	5	4	3	6	4	7	35
	% Delayed +2 Hours	26%	26%	19%	17%	23%	17%	32%	23%
Cumberland	Train Crew Starts	33	30	30	33	31	29	35	221
	Crews Delayed +2 Hours	3	5	0	3	3	4	1	19
	% Delayed +2 Hours	9%	17%	0%	9%	10%	14%	3%	9%
Detroit	Train Crew Starts	6	4	3	5	6	6	5	35
	Crews Delayed +2 Hours	0	0	0	1	0	0	0	1
	% Delayed +2 Hours	0%	0%	0%	20%	0%	0%	0%	3%
Philadelphia	Train Crew Starts	9	8	9	10	11	9	8	64
	Crews Delayed +2 Hours	1	0	0	0	0	1	0	2
	% Delayed +2 Hours	11%	0%	0%	0%	0%	11%	0%	3%
Selkirk	Train Crew Starts	47	40	32	39	45	49	50	302
	Crews Delayed +2 Hours	12	7	5	12	11	9	7	63
	% Delayed +2 Hours	26%	18%	16%	31%	24%	18%	14%	21%
Toledo	Train Crew Starts	28	27	31	30	32	31	30	209
	Crews Delayed +2 Hours	4	4	7	3	7	5	4	34
	% Delayed +2 Hours	14%	15%	23%	10%	22%	16%	13%	16%
Willard	Train Crew Starts	41	48	38	46	44	45	45	307
	Crews Delayed +2 Hours	14	15	11	8	6	12	8	74
	% Delayed +2 Hours	34%	31%	29%	17%	14%	27%	18%	24%

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

Surface Transportation Board Performance Measures

CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	04/06/02	04/07/02	04/08/02	04/09/02	04/10/02	04/11/02	04/12/02	Total
Train Delay	Originating Train Starts	101	96	106	96	115	108	119	741
	Delayed Hours - Power	0	0	0	0	0	0	0	0
	Delayed Hours - Crews	6	13	0	1	7	0	0	27

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	04/06/02	04/07/02	04/08/02	04/09/02	04/10/02	04/11/02	04/12/02	Average
Crew Availability		84%	85%	85%	84%	87%	86%	84%	85%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	04/06/02	04/07/02	04/08/02	04/09/02	04/10/02	04/11/02	04/12/02	Total
Crews/Recrews	Train Crew Starts	238	214	222	240	276	254	265	1709
	Recrews	3	1	4	9	4	3	5	29
	% Recrewed	1%	0%	2%	4%	1%	1%	2%	2%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

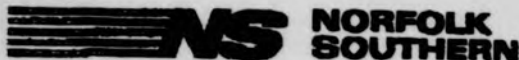
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	04/06/02	04/07/02	04/08/02	04/09/02	04/10/02	04/11/02	04/12/02	Average
Locomotives	Gross Fleet Size	3911	3840	3867	3832	3863	3848	3831	3856
	Avg. Number Available	3494	3471	3472	3462	3469	3431	3429	3461
	OOS Ratio	4.7	5.0	4.8	4.8	4.5	4.8	4.9	4.8

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	04/06/02	04/07/02	04/08/02	04/09/02	04/10/02	04/11/02	04/12/02	Average
Train Delay	Philadelphia/South Jersey	3	0	0	0	0	1	2	1
	North Jersey	2	3	3	2	1	2	3	2
	Detroit	0	0	0	0	1	0	0	0

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



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

April 17, 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 April 12, 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.

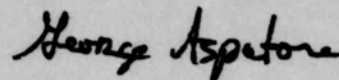
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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.
April 17, 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**

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

April 17, 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:

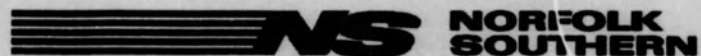
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed decreased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 82 trains were held for terminal delays, 37 trains were held for crews, and 36 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 North Yard and Oak Island and increased at Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week. Four trains were delayed 3 hours for lack of crews and 4 trains were delayed 15 hours awaiting power. Fifteen originating trains were delayed a total of 69 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 36% of the delay hours reported in the SAAs.

Sincerely,

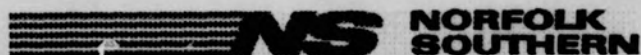
A handwritten signature in black ink, appearing to read "Tony L. Ingram", followed by a horizontal line.



For the week ending 4/12/02

Shared Asset Area - Yard Performance

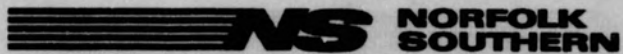
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	4/8/2002	850	148	292	440	227	27.3
	4/9/2002	850	210	233	443	188	13.7
	4/10/2002	850	148	253	401	283	20.6
	4/11/2002	850	202	224	426	344	25.0
	4/12/2002	850	135	200	335	288	26.7
North Yard MI Average		850	169	240	409	266	23.2
Oak Island NJ	4/8/2002	1200	514	333	847	295	27.4
	4/9/2002	1200	362	264	626	281	28.4
	4/10/2002	1200	490	453	943	540	29.4
	4/11/2002	1200	519	369	888	624	27.6
	4/12/2002	1200	429	209	638	508	23.9
Oak Island NJ Average		1200	463	326	788	450	27.3
Pavonia NJ	4/8/2002	900	395	388	783	316	49.8
	4/9/2002	900	272	278	550	370	27.9
	4/10/2002	900	358	258	616	459	23.7
	4/11/2002	900	331	303	634	391	23.7
	4/12/2002	900	468	315	783	480	24.8
Pavonia Average		900	365	308	673	403	28.8



For the week ending 4/12/02

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	8-Apr	7	86%	14%	0%	0%	0%
	9-Apr	8	75%	13%	13%	0%	0%
	10-Apr	8	100%	0%	0%	0%	0%
	11-Apr	8	88%	13%	0%	0%	0%
	12-Apr	8	75%	0%	25%	0%	0%
Detroit Total		39	85%	8%	8%	0%	0%
North Jersey Total	8-Apr	5	100%	0%	0%	0%	0%
	9-Apr	9	57%	29%	14%	0%	0%
	10-Apr	8	38%	38%	13%	13%	0%
	11-Apr	8	50%	25%	13%	13%	0%
	12-Apr	7	57%	29%	14%	0%	0%
North Jersey Total		37	56%	26%	12%	6%	0%
South Jersey Total	8-Apr	3	100%	0%	0%	0%	0%
	9-Apr	4	67%	33%	0%	0%	0%
	10-Apr	4	100%	0%	0%	0%	0%
	11-Apr	4	67%	33%	0%	0%	0%
	12-Apr	4	67%	33%	0%	0%	0%
South Jersey Total		19	77%	23%	0%	0%	0%
Grand Total		95	72%	18%	8%	2%	0%

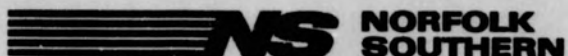


For the week ending 4/12/02

Shared Asset Area Trains Held

area	Sat 06-Apr	Sun 07-Apr	Mon 08-Apr	Tue 09-Apr	Wed 10-Apr	Thu 11-Apr	Fri 12-Apr	Grand Total
North Jersey	2	3	3	2	1	2	3	16
South Jersey	3	0	0	0	0	1	2	6
Detroit	0	0	0	0	1	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 as a notification.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	27	0	0	30	57
other	0	0	0	41	0	41
Total	0	27	0	41	30	98

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

NS Northern Region Train Starts and Delays

	Saturday 6-Apr	Sunday 7-Apr	Monday 8-Apr	Tuesday 9-Apr	Wednesday 10-Apr	Thursday 11-Apr	Friday 12-Apr	Grand Total
# of Train Starts	152	136	153	167	171	180	165	1124
Delay Cause								
Crew Delays (hrs)	1.0	8.0	0.0	25.1	2.8	22.4	8.7	67.9
Power Delays (hrs)	1.5	0.0	1.1	38.3	91.5	55.5	16.8	204.6

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 6-Apr	Sunday 7-Apr	Monday 8-Apr	Tuesday 9-Apr	Wednesday 10-Apr	Thursday 11-Apr	Friday 12-Apr	average
Fleet Size	3204	3205	3177	3195	3166	3153	3156	3179
available	3008	3007	2979	2995	2970	2958	2984	2986
out of service %	6.1%	6.2%	6.2%	6.3%	6.2%	6.2%	5.4%	6.1%

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



NS Crew Starts and Delays

		Saturday 6-Apr	Sunday 7-Apr	Monday 8-Apr	Tuesday 9-Apr	Wednesday 10-Apr	Thursday 11-Apr	Friday 12-Apr	total
Allentown	crew starts	10	13	18	18	16	16	19	110
	crews delayed	4	3	6	1	5	4	5	28
Bellevue	crew starts	42	40	38	40	45	43	44	292
	crews delayed	9	6	5	9	9	7	10	55
Buffalo	crew starts	22	20	27	22	28	23	26	168
	crews delayed	6	8	5	6	2	4	5	36
Chicago	crew starts	32	33	30	29	31	34	29	218
	crews delayed	15	12	15	16	11	17	11	97
Cincinnati	crew starts	33	37	23	34	35	41	38	241
	crews delayed	8	9	1	3	3	8	10	42
Cleveland	crew starts	10	9	6	8	6	8	8	55
	crews delayed	3	2	3	2	4	5	4	23
Conway	crew starts	50	41	44	51	45	54	52	337
	crews delayed	6	12	13	2	6	13	6	58
Detroit	crew starts	16	10	19	20	21	16	19	121
	crews delayed	5	3	2	2	8	3	7	30
Elkhart	crew starts	38	39	34	39	34	38	37	259
	crews delayed	18	16	14	12	20	12	16	108
Harrisburg	crew starts	56	47	44	53	59	62	59	380
	crews delayed	13	18	7	11	19	22	29	119
Toledo	crew starts	59	43	50	58	58	59	56	383
	crews delayed	9	11	3	8	11	13	11	66

Notes: Data source is T&E employees' "End of Trip" reporting
A summary of all "E-C-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 6-Apr	Sunday 7-Apr	Monday 8-Apr	Tuesday 9-Apr	Wednesday 10-Apr	Thursday 11-Apr	Friday 12-Apr	average
availability%	76%	75%	77%	79%	81%	80%	79%	78%

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

NS Northern Region Crew Starts and Recrews

	Saturday 6-Apr	Sunday 7-Apr	Monday 8-Apr	Tuesday 9-Apr	Wednesday 10-Apr	Thursday 11-Apr	Friday 12-Apr	total
crew starts	327	294	284	321	322	340	316	2204
recrews	12	8	7	4	12	12	10	65

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

STB

FD-33388

4-15-02

D

205188

SURFACE TRANSPORTATION BOARD

Memorandum

205188



DATE: April 15, 2002

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

Attached are the original and two copies of the latest monthly reports provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 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
Ron Douglas
Charles Renninger

ENTERED
Office of the Secretary

APR 16 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

March 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).

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 March 31, 2002

Table of Contents

The reports are presented in the following order:

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Training.....	Page 14

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

STB OPERATIONAL MONITORING REPORT

As of March 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 March 31, 2002

CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

STB OPERATIONAL MONITORING REPORT

As of March 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 March 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 March 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	Y	03/30/02
6)	Chicago, IL	Barr SD - TCS - Phase II	Completed	06/01/01
7)	Chicago, IL	Construct 59 th Street North Lead	Completed	06/30/00
8)	Chicago, IL	Construct storage tracks & 3 rd Main at Barr Yard	Delayed	
9)	Chicago, IL	TCS Blue Island SD to 75 th 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 March 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 nd 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 nd main MP 328-MMP336	Completed	6/15/01

STB OPERATIONAL MONITORING REPORT

As of March 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. 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 March 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

STB OPERATIONAL MONITORING REPORT

As of March 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 March 31, 2002

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of March 31, 2002

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of March 31, 2002

INFORMATION TECHNOLOGY

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

STB OPERATIONAL MONITORING REPORT

As of March 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 March 31, 2002

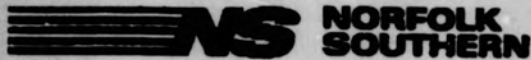
STB Status Submission Report on Training

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.



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April 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 March 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,

A handwritten signature in cursive script that reads 'George Aspatore'.

George A. Aspatore

Enclosure

Norfolk Southern Corporation

STB Operational Monitoring Report

As of March 31, 2002

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Note: Bold print indicates changes from previous report.

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

Surface Transportation Board Operational Monitoring Report

As of March 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 March 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
				Const	Complete
			Signal	Design Const	Complete 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
			Signal	Const	Complete
				Design Const	Complete Complete
Ashtabula	OH	Construct connection track Estimated Completion Date: Complete	Track	Design	Complete
			Signal	Const	Complete
				Const	Complete
Attica	IN	Extend siding 4,580 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Boundbrook	NJ	Extend siding 15,000 track feet Estimated Completion Date: Undetermined	Track	Design	Note 2
			Signal	Grading Const	
				Design Const	
Bristol	VA	Extend siding 14,255 track feet Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
			Signal	Const	Complete
				Design Const	Complete Complete
Bucyrus	OH	Construct track connection Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
Buffalo - Cleveland	NY	Traffic control system and remove pole line.	Signal	Design	Complete
	OH	Estimated Completion Date: Complete		Const	Complete
Buffalo	NY	Rehabilitate tracks in sub-leased BPRR yard Estimated Completion Date: Complete	Track	Const	Complete
Buffalo	NY	Construct connection to BPRR yard Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete

Surface Transportation Board Operational Monitoring Report
As of March 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
				Const	Complete
			Signal	Design Const	Complete Complete
Butler	IN	Construct track connection Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading Const	
			Signal	Design Const	
Chicago	IL	Expand and improve 47th St Yard Intermodal Terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Cloggsville	OH	Track Rehabilitation Estimated Completion Date: Complete	Track	Design	Complete
				Const	Complete
Cloggsville	OH	Construct second main Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
Columbus	OH	Construct track connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design Const	Complete Complete
Crockett	VA	Construct 9,100 foot new siding Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design Const	Complete Complete
			Signal	Design Const	Complete Complete
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 Design Const	Complete In progress

Surface Transportation Board Operational Monitoring Report
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CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Flemington	NJ	Construct 12,500 foot siding Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
				Const	
			Signal	Design	
				Const	
Hadley Jct (Ft Wayne)	IN	Double tracking Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grading	
				Const	
			Signal	Design	
				Const	
Hagerstown Sec (Greencastle)	PA	Construct siding Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Hagerstown Sec	PA	Traffic Control Estimated Completion Date: Complete	Signal	Design	Complete
				Const	Complete
Harrisburg	PA	Construct double track Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Harrisburg (Rutherford)	PA	Construct intermodal terminal Estimated Completion Date: Complete	Track	Design	Complete
				Grade/Pave	Complete
Harrisburg - Reading	PA	Traffic Control System and remove pole line	Signal	Design	Complete
	PA	Estimated Completion Date: 2Q02		Const	In progress
KD Tower - Cumberland Falls	KY	Extending double track 40,120 feet	Track	Design	Complete
	KY	Estimated Completion Date: Complete		Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Knoxville - Chattanooga	TN	Double Stack Clearances	Track	Design	Complete
	TN	Estimated Completion Date: Complete		Const	Complete
			Bridge	Design	Complete
Marshfield	IN	Upgrade and extend siding 7,908 feet Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Bridge	Design	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Oak Harbor	OH	Construct track connection Estimated Completion Date: Complete	Land		Complete
			Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete

Surface Transportation Board Operational Monitoring Report
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CONSTRUCTION AND OTHER CAPITAL PROJECTS

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

Surface Transportation Board Operational Monitoring Report
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CONSTRUCTION AND OTHER CAPITAL PROJECTS

Location		Project	Dept	Phase	Status
Sandusky-Columbus	OH	Double Track: S 78.10 - S 88.40 Estimated Completion Date: Complete	Land Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Sandusky-Columbus	OH	Double Track: S 88.30 - S 95.60 Estimated Completion Date: Complete	Land Track	Design	Complete
				Grading	Complete
				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
			Signal	Grade/Pave	Complete
				Design Const	Complete
Toledo	OH	Intermodal Terminal Estimated Completion Date: Undetermined	Track	Design	Note 2
				Grade/Pave	
Tolono	IL	Track Connection Estimated Completion Date: Complete	Track	Design	Complete
				Grading	Complete
				Const	Complete
			Signal	Design	Complete
				Const	Complete
Vermillion	OH	Track Connection Estimated Completion Date: Complete	Land Track	Design	Complete
				Grading	Complete
			Signal	Const	Complete
				Design	Complete
				Const	Complete
				Const	Complete

Surface Transportation Board Operational Monitoring Report
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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 March 31, 2002

CUSTOMER SERVICE

Systems and Personnel Training

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

Surface Transportation Board Operational Monitoring Report
As of March 31, 2002

CUSTOMER SERVICE

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

Note: Bold print indicates changes from previous report.

Surface Transportation Board Operational Monitoring Report

As of March 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

4-11-02

D

205174

SURFACE TRANSPORTATION BOARD

Memorandum



DATE: April 11, 2002

205174

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 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
Ron Douglas
Charles Renninger

ENTERED
Office of the Secretary

APR 12 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

April 10, 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, April 5th. Cars on-line improved from 233,879 to 233,475 cars, and train velocity improved from 22.4 to 22.8 miles-per-hour. Terminal dwell increased slightly from 24.3 to 24.4 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 eight percentage points to 79%. The percent of trains greater than 6 hours late moved favorably one percentage point to 9%.

Yards and Terminals

Seven of the 14 measured yards showed an improvement in dwell time compared to 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 Chicago to Northeast corridor with 97%. Overall, the on-time-to-two-hours-late category was 84%, down two percentage points from the prior week. The greater-than-six-hours-late category was 5%, up one percentage point from last week.

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BOARD
2002 APR 11 A 6:27
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars increased at North Yard, Pavonia, and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 28.1, up from 26.9 hours the prior week.

Additional Measurements

Train Delay Metric: For 726 train starts, the total weekly train delay for power was seven hours, and crew delay totaled 50 hours. Power delay and crew delay hours both increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 14.6% for the week, improving from 17.6% the prior week.

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

Daily Number of Recrews Required: Of 1697 crew starts, 22 (1%) were recrews, improving two percentage points from the previous week.

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

Locomotives: Gross Locomotives = 3898, Average Available = 3522, and Out-of-Service Ratio = 5.2 %, increasing slightly from the previous week.

Cars Offered in Interchange: averaged 323 cars daily, 5 of which were for the Norfolk Southern. The total-offered increased from the prior week, while the NS-offered decreased.

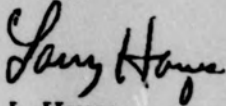
On-time performance, passenger trains through Brunswick, MD: 80% for 10 AMTRAK trains (Pittsburgh – Washington) and 83% for 18 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 49 weeks.

Last week CSXT met the goal for 9 of the 18 key second quarter service measurements. Goals were met for personal injuries, overall train velocity, slow order miles, crews on duty more than 12 hours, relief crews, on-time train origination, industrial switching, local train on-time origination, 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,

A handwritten signature in cursive script, appearing to read "Larry Hayes".

L. L. Hayes
Director
CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

04/05/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/01/02	04/02/02	04/03/02	04/04/02	04/05/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	398	419	354	373	482
	Cars On Hand - Empty	344	393	429	506	462
	Cars On Hand - Total	742	812	783	879	944
	Cars Handled	411	535	515	496	690
	Dwell Hours	28.4	35.8	24.1	27.9	26.4
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	262	393	341	260	294
	Cars On Hand - Empty	239	275	284	347	447
	Cars On Hand - Total	501	668	625	607	741
	Cars Handled	159	470	409	459	595
	Dwell Hours	55.7	33.8	24.9	26.6	21.8
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	147	189	242	215	186
	Cars On Hand - Empty	184	287	275	229	162
	Cars On Hand - Total	331	476	517	444	348
	Cars Handled	135	246	267	292	178
	Dwell Hours	35.8	20.5	22.9	33.8	20.5

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

Overall terminal dwell time was 28.1 hours, up from 26.9 hours last week.

Surface Transportation Board Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	04/01/02	04/02/02	04/03/02	04/04/02	04/05/02
North Jersey SAA	Number of Originations	3	8	7	10	7
	% Ontime	100%	63%	71%	60%	71%
	% Late 0-2 Hours	0%	38%	14%	20%	14%
	% Late 2-4 Hours	0%	0%	14%	10%	14%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	10%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	67%	33%	100%	33%
	% Late 0-2 Hours	0%	33%	67%	0%	33%
	% Late 2-4 Hours	0%	0%	0%	0%	33%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	5	8	8	8	8
	% Ontime	60%	100%	75%	88%	75%
	% Late 0-2 Hours	40%	0%	25%	0%	25%
	% Late 2-4 Hours	0%	0%	0%	13%	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 22 trains. Crew delays were 4 trains for 6 hours; power delays were 5 trains for 14 hours; originating trains 13 for 39 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 04/01/02	Tuesday 04/02/02	Wednesday 04/03/02	Thursday 04/04/02	Friday 04/05/02	Daily Average
Cars Offered	NS	1	11	0	0	14	5
	All Other	163	364	375	354	333	318
	Total	164	375	375	354	347	323

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 04/01/02	Tuesday 04/02/02	Wednesday 04/03/02	Thursday 04/04/02	Friday 04/05/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	100%	50%	100%	80%
MARC	Trains	18	NA	NA	NA	NA	18
	% On Time	83%	NA	NA	NA	NA	83%

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	03/30/02	03/31/02	04/01/02	04/02/02	04/03/02	04/04/02	04/05/02	Total
Baltimore	Train Crew Starts	17	10	14	11	17	15	15	99
	Crews Delayed +2 Hours	3	3	5	2	2	4	7	26
	% Delayed +2 Hours	18%	30%	36%	18%	12%	27%	47%	26%
Buffalo	Train Crew Starts	45	39	30	45	49	45	47	300
	Crews Delayed +2 Hours	5	3	2	4	3	3	5	25
	% Delayed +2 Hours	11%	8%	7%	9%	6%	7%	11%	8%
Chicago	Train Crew Starts	28	25	22	29	27	27	30	188
	Crews Delayed +2 Hours	13	7	7	10	6	3	8	54
	% Delayed +2 Hours	46%	28%	32%	34%	22%	11%	27%	29%
Cincinnati	Train Crew Starts	34	31	34	40	32	33	37	241
	Crews Delayed +2 Hours	2	2	1	1	2	1	2	11
	% Delayed +2 Hours	6%	6%	3%	3%	6%	3%	5%	5%
Cleveland	Train Crew Starts	25	25	26	26	22	21	22	167
	Crews Delayed +2 Hours	6	5	3	6	3	4	7	34
	% Delayed +2 Hours	24%	20%	12%	23%	14%	19%	32%	20%
Cumberland	Train Crew Starts	32	30	28	31	28	34	34	217
	Crews Delayed +2 Hours	3	1	1	0	2	6	4	17
	% Delayed +2 Hours	9%	3%	4%	0%	7%	18%	12%	8%
Detroit	Train Crew Starts	6	2	3	5	5	6	5	32
	Crews Delayed +2 Hours	1	0	0	0	0	0	0	1
	% Delayed +2 Hours	17%	0%	0%	0%	0%	0%	0%	3%
Philadelphia	Train Crew Starts	8	9	9	10	11	9	12	68
	Crews Delayed +2 Hours	0	0	0	1	0	1	0	2
	% Delayed +2 Hours	0%	0%	0%	10%	0%	11%	0%	3%
Selkirk	Train Crew Starts	45	41	32	39	49	46	47	299
	Crews Delayed +2 Hours	10	11	9	5	9	7	5	56
	% Delayed +2 Hours	22%	27%	28%	13%	18%	15%	11%	19%
Toledo	Train Crew Starts	31	33	30	26	26	31	32	209
	Crews Delayed +2 Hours	4	4	3	1	1	2	2	17
	% Delayed +2 Hours	13%	12%	10%	4%	4%	6%	6%	8%
Willard	Train Crew Starts	45	43	33	36	45	41	45	288
	Crews Delayed +2 Hours	14	8	5	3	3	4	4	41
	% Delayed +2 Hours	31%	19%	15%	8%	7%	10%	9%	14%

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	03/30/02	03/31/02	04/01/02	04/02/02	04/03/02	04/04/02	04/05/02	Total
Train Delay	Originating Train Starts	113	101	87	97	105	108	115	726
	Delayed Hours - Power	0	0	0	1	0	5	1	7
	Delayed Hours - Crews	4	27	0	4	1	2	12	50

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	03/30/02	03/31/02	04/01/02	04/02/02	04/03/02	04/04/02	04/05/02	Average
Crew Availability		85%	80%	81%	81%	83%	84%	84%	83%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	03/30/02	03/31/02	04/01/02	04/02/02	04/03/02	04/04/02	04/05/02	Total
Crews/Recrews	Train Crew Starts	258	212	204	237	262	260	264	1697
	Recrews	5	4	1	2	4	3	3	22
	% Recrewed	2%	2%	0%	1%	2%	1%	1%	1%

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	03/30/02	03/31/02	04/01/02	04/02/02	04/03/02	04/04/02	04/05/02	Average
Locomotives	Gross Fleet Size	3903	3902	3907	3909	3872	3909	3882	3898
	Avg. Number Available	3538	3559	3573	3532	3475	3489	3489	3522
	OOS Ratio	4.9	5.3	5.3	5.3	5.7	5.1	5.0	5.2

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	03/30/02	03/31/02	04/01/02	04/02/02	04/03/02	04/04/02	04/05/02	Average
Train Delay	Philadelphia/South Jersey	0	0	0	0	1	2	0	0
	North Jersey	4	3	0	2	1	4	3	2
	Detroit	0	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

April 10, 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 April 5, 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.

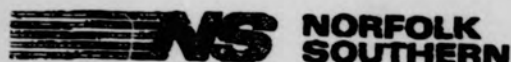
Mr. Melvin F. Clemens, Jr.
April 10, 2002
Page 2

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

April 10, 2002

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

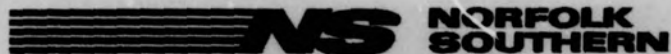
Dear Mr. Clemens:

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, 56 trains were held for terminal delays, 42 trains were held for crews, and 33 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. Four trains were delayed 6 hours for lack of crews and 5 trains were delayed 14 hours awaiting power. Thirteen originating trains were delayed a total of 39 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 27% of the delay hours reported in the SAAs.

Sincerely,

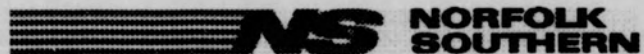
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For the week ending 4/5/02

Shared Asset Area - Yard Performance

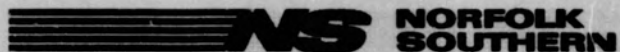
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	4/1/2002	850	184	147	331	135	35.8
	4/2/2002	850	287	189	476	246	20.5
	4/3/2002	850	275	242	517	267	22.9
	4/4/2002	850	229	215	444	292	33.8
	4/5/2002	850	162	186	348	178	20.5
North Yard MI Average		850	227	196	423	224	26.4
Oak Island NJ	4/1/2002	1200	344	398	742	411	28.4
	4/2/2002	1200	393	419	812	535	35.8
	4/3/2002	1200	429	354	783	515	24.1
	4/4/2002	1200	506	373	879	496	27.9
	4/5/2002	1200	462	482	944	690	26.4
Oak Island NJ Average		1200	427	405	832	529	28.4
Pavonia NJ	4/1/2002	900	239	262	501	159	55.7
	4/2/2002	900	275	393	668	470	33.8
	4/3/2002	900	284	341	625	409	24.9
	4/4/2002	900	347	260	607	459	26.6
	4/5/2002	900	447	294	741	595	21.8
Pavonia Average		900	318	310	628	418	28.7



For the week ending 4/5/02

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	1-Apr	5	60%	40%	0%	0%	0%
	2-Apr	8	100%	0%	0%	0%	0%
	3-Apr	8	75%	25%	0%	0%	0%
	4-Apr	8	88%	0%	13%	0%	0%
	5-Apr	8	75%	25%	0%	0%	0%
Detroit Total		37	81%	16%	3%	0%	0%
North Jersey Total	1-Apr	3	100%	0%	0%	0%	0%
	2-Apr	8	63%	38%	0%	0%	0%
	3-Apr	7	71%	14%	14%	0%	0%
	4-Apr	10	60%	20%	10%	0%	10%
	5-Apr	7	71%	14%	14%	0%	0%
North Jersey Total		35	69%	20%	9%	0%	3%
South Jersey Total	1-Apr	1	100%	0%	0%	0%	0%
	2-Apr	3	67%	33%	0%	0%	0%
	3-Apr	3	33%	67%	0%	0%	0%
	4-Apr	3	100%	0%	0%	0%	0%
	5-Apr	3	33%	33%	33%	0%	0%
South Jersey Total		13	62%	31%	8%	0%	0%
Grand Total		85	73%	20%	6%	0%	1%

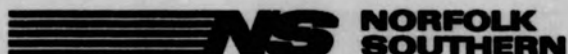


For the week ending 4/5/02

Shared Asset Area Trains Held

area	Sat 30-Mar	Sun 31-Mar	Mon 01-Apr	Tue 02-Apr	Wed 03-Apr	Thu 04-Apr	Fri 05-Apr	Grand Total
North Jersey	4	3	0	2	1	4	3	17
South Jersey	0	0	0	0	1	2	0	3
Detroit	0	0	0	0	1	1	0	2

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



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	46	0	0	0	184	230
Total	46	0	0	0	184	230

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

NS Northern Region Train Starts and Delays

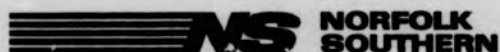
	Saturday 30-Mar	Sunday 31-Mar	Monday 1-Apr	Tuesday 2-Apr	Wednesday 3-Apr	Thursday 4-Apr	Friday 5-Apr	Grand Total
# of Train Starts	144	126	148	154	160	170	171	1073
Delay Cause								
Crew Delays (hrs)	13.1	7.3	29.0	20.9	3.3	12.0	3.9	89.4
Power Delays (hrs)	0.0	3.3	0.0	31.3	63.5	42.3	40.5	180.8

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 30-Mar	Sunday 31-Mar	Monday 1-Apr	Tuesday 2-Apr	Wednesday 3-Apr	Thursday 4-Apr	Friday 5-Apr	average
Fleet Size	3128	3096	3102	3146	3161	3189	3218	3149
available	2926	2890	2915	2944	2974	2996	3031	2954
out of service %	6.5%	6.7%	6.0%	6.4%	5.9%	6.1%	5.8%	6.2%

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



NS Crew Starts and Delays

		Saturday 30-Mar	Sunday 31-Mar	Monday 1-Apr	Tuesday 2-Apr	Wednesday 3-Apr	Thursday 4-Apr	Friday 5-Apr	total
Allentown	crew starts	14	14	16	18	15	17	15	109
	crews delayed	5	4	3	2	5	6	3	28
Bellevue	crew starts	43	36	39	37	40	43	42	280
	crews delayed	8	6	6	2	8	8	11	49
Buffalo	crew starts	22	23	23	21	25	24	23	161
	crews delayed	3	3	5	2	2	6	3	24
Chicago	crew starts	34	31	33	34	30	35	32	229
	crews delayed	14	14	14	16	12	16	16	102
Cincinnati	crew starts	34	33	27	27	34	34	39	228
	crews delayed	4	2	2	4	1	6	7	26
Cleveland	crew starts	6	10	7	11	7	8	9	58
	crews delayed	2	3	1	4	4	2	3	19
Conway	crew starts	49	49	33	46	52	53	54	336
	crews delayed	7	7	9	8	7	10	5	53
Detroit	crew starts	13	9	13	17	17	17	20	106
	crews delayed	1	1	5	3	6	3	4	23
Elkhart	crew starts	40	35	41	29	35	41	38	259
	crews delayed	23	12	16	13	11	2	17	113
Harrisburg	crew starts	58	46	38	50	63	64	61	380
	crews delayed	17	15	10	10	18	27	13	110
Toledo	crew starts	56	44	51	46	53	59	57	366
	crews delayed	8	5	7	11	13	9	10	63

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

NS Northern Region Daily Crew Availability Percentage

	Saturday 30-Mar	Sunday 31-Mar	Monday 1-Apr	Tuesday 2-Apr	Wednesday 3-Apr	Thursday 4-Apr	Friday 5-Apr	average
availability%	77%	73%	74%	77%	78%	79%	76%	76%

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

NS Northern Region Crew Starts and Recrews

	Saturday 30-Mar	Sunday 31-Mar	Monday 1-Apr	Tuesday 2-Apr	Wednesday 3-Apr	Thursday 4-Apr	Friday 5-Apr	total
crew starts	360	307	310	335	346	390	376	2424
recrews	9	7	5	3	38	12	12	86

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

STB

FD-33388

4-5-02

205136

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ZUCKERT SCOUTT & RASENBERGER, L.L.P.
ATTORNEYS AT LAW

888 Seventeenth Street, NW, Washington, DC 20006-3309
Telephone [202] 298-8660 Fax [202] 342-0683
www.zsrlaw.com

205136

RICHARD A. ALLEN

April 5, 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 January, February and March, 2002.

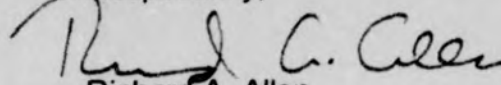
Please do not hesitate to call me if you have any questions regarding the attached report.

ENTERED
Office of the Secretary

APR 08 2002

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Respectfully,


Richard A. Allen

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. 11
Croxtton Intermodal Terminal
Months of Jan Feb Mar 2002

State	City	In-Gate	Out-Gate	Total
	Unknown	0	2	2
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 DARTMOUTH	0	0	0
MA	SOUTH BORO	0	0	0
MA	SOUTHLIE	0	0	0
MA	Unknown	0	0	0
MA	WORCESTER	0	0	0
ME	ROCKLAND	0	0	0
NY	BRONX	133	138	271
NY	BROOKLYN	0	1	1
NY	HICKSVILLE	0	0	0
NY	LONG ISLAND	0	0	0
NY	MANHATTAN	0	0	0
NY	PORT CHESTER	0	0	0
NY	QUEENS	12	8	20
NY	STATEN ISLAND	0	0	0
NY	Unknown	0	0	0
RI	Unknown	0	0	0
George Washington		145	149	294
George Washington		145	149	294
Tappan Zee		65	79	144
Staten Island Crossings		18	14	32
Manhattan Tunnels		0	1	1
Other / Unknown		0	0	0
East of Hudson		228	243	471
West of Hudson		965	920	1,885
GRAND TOTAL		1,193	1,163	2,356

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

STB

FD-33388

4-4-02

D

205123

SURFACE TRANSPORTATION BOARD

Memorandum



205123

DATE: April 4, 2002

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

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

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 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
Ron Douglas
Charles Renninger

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Office of the Secretary
APR 04 2002
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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

April 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

RECEIVED
SURFACE TRANSPORTATION
BOARD
2002 APR - 3 P 3: 56
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, March 29th. Cars on-line increased from 232,999 to 233,879 cars. Terminal dwell increased from 24.0 to 24.3 hours, and train velocity decreased from 22.9 to 22.4 miles-per-hour.

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

Chicago Gateway Operations

The on-time-to-two-hours-late measure moved unfavorably seven percentage points to 71%. The percent of trains greater than 6 hours late moved favorably six percentage points to 10%.

Yards and Terminals

Six of the 14 measured yards showed an improvement in dwell time compared to 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 and the Chicago to Northeast corridors with 93%. Overall, the on-time-to-two-hours-late category was 86%, up two percentage points from the prior week. The greater-than-six-hours-late category was 4%, down one percentage point from last week.

Shared Areas

Daily average on hand cars decreased at North Yard, Pavonia, and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.9, up slightly from 26.8 hours for the prior week.

Additional Measurements

Train Delay Metric: For 722 train starts, the total weekly train delay for power was zero hours, and crew delay totaled 4 hours. Power delay and crew delay hours both decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 17.6% for the week, increasing from 15.8% the prior week.

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

Daily Number of Recrews Required: Of 1721 crew starts, 46 (3%) were recrews, up one percentage point from the previous week.

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

Locomotives: Gross Locomotives = 3869, Average Available = 3504, and Out-of-Service Ratio = 5.0%, improved slightly from the previous week.

Cars Offered in Interchange: averaged 269 cars daily, 14 of which were for the Norfolk Southern. The total-offered decreased from the prior week, and the NS-offered remained the same.

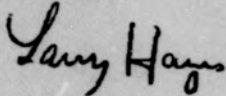
On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 97% for 92 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 48 weeks.

Last week CSXT met the goal for 8 of the 18 key first quarter service measurements. Goals were met for personal injuries, overall train velocity, merchandise train velocity, slow order miles, crews on duty more than 12 hours, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Larry Hayes".

L. L. Hayes
Director
CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

03/29/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	03/25/02	03/26/02	03/27/02	03/28/02	03/29/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	247	320	372	406	300
	Cars On Hand - Empty	261	268	461	510	495
	Cars On Hand - Total	508	588	833	916	795
	Cars Handled	313	362	504	634	526
	Dwell Hours	29.7	26.8	24.0	23.5	27.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	274	246	289	264	257
	Cars On Hand - Empty	262	271	406	444	330
	Cars On Hand - Total	536	517	695	708	587
	Cars Handled	192	357	369	451	184
	Dwell Hours	47.6	24.2	27.8	27.7	24.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	121	171	192	148	241
	Cars On Hand - Empty	169	204	130	93	114
	Cars On Hand - Total	290	375	322	241	355
	Cars Handled	159	282	324	249	103
	Dwell Hours	25.7	31.2	28.9	20.8	20.7

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

Overall terminal dwell time was 26.9 hours, up from 26.8 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	03/25/02	03/26/02	03/27/02	03/28/02	03/29/02
North Jersey SAA	Number of Originations	4	2	8	8	3
	% Ontime	75%	100%	63%	63%	67%
	% Late 0-2 Hours	25%	0%	13%	0%	33%
	% Late 2-4 Hours	0%	0%	25%	25%	0%
	% Late 4-6 Hours	0%	0%	0%	13%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	0	3	3	3
	% Ontime	100%	0%	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	3	5	8	8	5
	% Ontime	100%	40%	88%	75%	80%
	% Late 0-2 Hours	0%	60%	13%	25%	20%
	% 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 19 trains. Crew delays were 4 trains for 4 hours; power delays were 4 trains for 3 hours; originating trains 11 for 31 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	03/25/02	03/26/02	03/27/02	03/28/02	03/29/02	Average
Cars Offered	NS	2	8	25	27	6	14
	All Other	331	219	327	303	96	255
	Total	333	227	352	330	102	269

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	03/25/02	03/26/02	03/27/02	03/28/02	03/29/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	50%	50%	100%	70%
MARC	Trains	18	18	18	18	20	92
	% On Time	94%	100%	100%	94%	95%	97%

AMTK measured according to contract with CSXT.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	03/23/02	03/24/02	03/25/02	03/26/02	03/27/02	03/28/02	03/29/02	Total
Baltimore	Train Crew Starts	18	14	15	16	13	17	17	110
	Crews Delayed +2 Hours	4	7	8	4	4	5	4	36
	% Delayed +2 Hours	22%	50%	53%	25%	31%	29%	24%	33%
Buffalo	Train Crew Starts	49	42	33	42	52	48	53	319
	Crews Delayed +2 Hours	7	7	7	2	9	4	7	43
	% Delayed +2 Hours	14%	17%	21%	5%	17%	8%	13%	13%
Chicago	Train Crew Starts	25	28	23	30	25	28	29	188
	Crews Delayed +2 Hours	8	5	7	14	4	11	8	57
	% Delayed +2 Hours	32%	18%	30%	47%	16%	39%	28%	30%
Cincinnati	Train Crew Starts	40	32	35	34	34	32	36	243
	Crews Delayed +2 Hours	0	1	5	2	1	1	2	12
	% Delayed +2 Hours	0%	3%	14%	6%	3%	3%	6%	5%
Cleveland	Train Crew Starts	29	26	21	21	20	26	27	170
	Crews Delayed +2 Hours	10	7	3	3	6	6	9	44
	% Delayed +2 Hours	34%	27%	14%	14%	30%	23%	33%	26%
Cumberland	Train Crew Starts	36	31	29	30	33	34	34	227
	Crews Delayed +2 Hours	2	0	0	0	0	1	2	5
	% Delayed +2 Hours	6%	0%	0%	0%	0%	3%	6%	2%
Detroit	Train Crew Starts	6	4	5	5	6	5	4	35
	Crews Delayed +2 Hours	1	0	0	0	0	0	0	1
	% Delayed +2 Hours	17%	0%	0%	0%	0%	0%	0%	3%
Philadelphia	Train Crew Starts	8	9	10	9	10	10	8	64
	Crews Delayed +2 Hours	1	0	0	0	0	1	0	2
	% Delayed +2 Hours	13%	0%	0%	0%	0%	10%	0%	3%
Selkirk	Train Crew Starts	44	39	35	44	48	44	49	303
	Crews Delayed +2 Hours	11	10	13	12	8	6	4	64
	% Delayed +2 Hours	25%	26%	37%	27%	17%	14%	8%	21%
Toledo	Train Crew Starts	31	31	28	19	27	30	31	197
	Crews Delayed +2 Hours	3	4	8	5	6	7	3	36
	% Delayed +2 Hours	10%	13%	29%	26%	22%	23%	10%	18%
Willard	Train Crew Starts	49	45	37	35	44	47	43	300
	Crews Delayed +2 Hours	6	0	12	7	11	6	8	50
	% Delayed +2 Hours	12%	0%	32%	20%	25%	13%	19%	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	03/23/02	03/24/02	03/25/02	03/26/02	03/27/02	03/28/02	03/29/02	Total
Train Delay	Originating Train Starts	101	101	92	87	115	109	117	722
	Delayed Hours - Power	0	0	0	0	0	0	0	0
	Delayed Hours - Crews	2	2	0	0	0	0	0	4

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	03/23/02	03/24/02	03/25/02	03/26/02	03/27/02	03/28/02	03/29/02	Average
Crew Availability		84%	83%	84%	84%	84%	84%	86%	84%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	03/23/02	03/24/02	03/25/02	03/26/02	03/27/02	03/28/02	03/29/02	Total
Crews/Recrews	Train Crew Starts	266	214	194	239	268	268	272	1721
	Recrews	7	4	2	12	6	8	7	46
	% Recrewed	3%	2%	1%	5%	2%	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

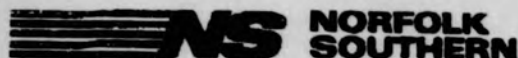
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	03/23/02	03/24/02	03/25/02	03/26/02	03/27/02	03/28/02	03/29/02	Average
Locomotives	Gross Fleet Size	3856	3845	3853	3873	3874	3890	3895	3869
	Avg. Number Available	3437	3450	3508	3502	3539	3542	3548	3504
	OOS Ratio	5.1	5.4	5.4	4.8	5.0	4.7	4.8	5.0

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

Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	03/23/02	03/24/02	03/25/02	03/26/02	03/27/02	03/28/02	03/29/02	Average
Train Delay	Philadelphia/South Jersey	1	0	1	0	0	0	1	0
	North Jersey	4	3	2	1	1	1	1	2
	Detroit	0	0	1	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

April 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 March 29, 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.

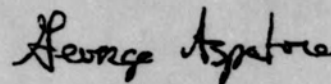
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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.
April 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

April 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:

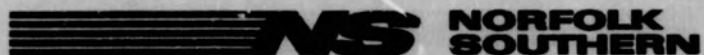
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed remained constant, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 64 trains were held for terminal delays, 39 trains were held for crews, and 33 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 North Yard, Oak Island and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power decreased from the prior week. Four trains were delayed 4 hours for lack of crews and 4 trains were delayed 3 hours awaiting power. Eleven originating trains were delayed a total of 31 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 23% of the delay hours reported in the SAAs.

Sincerely,

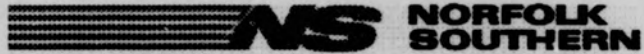
A handwritten signature in dark ink, appearing to read 'Tony L. Ingram', followed by a horizontal line.



For the week ending 3/29/02

Shared Asset Area - Yard Performance

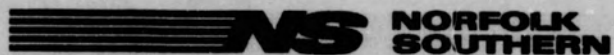
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	3/25/2002	850	169	121	290	159	25.7
	3/26/2002	850	204	171	375	282	31.2
	3/27/2002	850	130	192	322	324	28.9
	3/28/2002	850	93	148	241	249	20.8
	3/29/2002	850	114	241	355	103	20.7
North Yard MI Average		850	142	175	317	223	26.5
Oak Island NJ	3/25/2002	1200	261	247	508	313	29.7
	3/26/2002	1200	268	320	588	362	26.8
	3/27/2002	1200	461	372	833	504	24.0
	3/28/2002	1200	510	406	916	634	23.5
	3/29/2002	1200	495	300	795	526	27.3
Oak Island NJ Average		1200	399	329	728	468	25.8
Pavonia NJ	3/25/2002	900	262	274	536	192	47.6
	3/26/2002	900	271	246	517	357	24.2
	3/27/2002	900	406	289	695	369	27.8
	3/28/2002	900	444	264	708	451	27.7
	3/29/2002	900	330	257	587	184	24.4
Pavonia Average		900	343	266	609	311	29.0



For the week ending 3/29/02

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	25-Mar	3	100%	0%	0%	0%	0%
	26-Mar	5	40%	60%	0%	0%	0%
	27-Mar	8	88%	13%	0%	0%	0%
	28-Mar	8	75%	25%	0%	0%	0%
	29-Mar	5	80%	20%	0%	0%	0%
Detroit Total		29	76%	24%	0%	0%	0%
North Jersey Total	25-Mar	4	75%	25%	0%	0%	0%
	26-Mar	2	100%	0%	0%	0%	0%
	27-Mar	8	63%	13%	25%	0%	0%
	28-Mar	8	63%	0%	25%	13%	0%
	29-Mar	3	67%	33%	0%	0%	0%
North Jersey Total		25	68%	12%	16%	4%	0%
South Jersey Total	25-Mar	1	100%	0%	0%	0%	0%
	26-Mar	0	0%	0%	0%	0%	0%
	27-Mar	3	100%	0%	0%	0%	0%
	28-Mar	3	100%	0%	0%	0%	0%
	29-Mar	3	100%	0%	0%	0%	0%
South Jersey Total		10	100%	0%	0%	0%	0%
Grand Total		64	77%	16%	6%	2%	0%

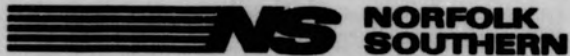


For the week ending 3/29/02

Shared Asset Area Trains Held

area	Sat 23-Mar	Sun 24-Mar	Mon 25-Mar	Tue 26-Mar	Wed 27-Mar	Thu 28-Mar	Fri 29-Mar	Grand Total
North Jersey	4	3	2	1	1	1	1	13
South Jersey	1	0	1	0	0	0	1	3
Detroit	0	0	1	1	1	0	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	0	0	0	0	0	0
Total	0	0	0	0	0	0

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

NS Northern Region Train Starts and Delays

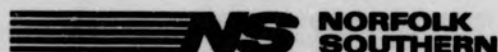
	Saturday 23-Mar	Sunday 24-Mar	Monday 25-Mar	Tuesday 26-Mar	Wednesday 27-Mar	Thursday 28-Mar	Friday 29-Mar	Grand Total
# of Train Starts	151	133	154	160	168	164	155	1085
Delay Cause								
Crew Delays (hrs)	5.2	3.1	1.6	5.0	7.3	13.3	13.3	48.8
Power Delays (hrs)	10.8	9.0	4.5	5.0	8.3	105.5	3.0	146.0

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 23-Mar	Sunday 24-Mar	Monday 25-Mar	Tuesday 26-Mar	Wednesday 27-Mar	Thursday 28-Mar	Friday 29-Mar	average
Fleet Size	3103	3062	3064	3087	3087	3094	3100	3085
available	2919	2872	2884	2902	2894	2910	2909	2899
out of service %	5.9%	6.2%	5.9%	6.0%	6.3%	5.9%	6.2%	6.1%

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



NS Crew Starts and Delays

		Saturday 23-Mar	Sunday 24-Mar	Monday 25-Mar	Tuesday 26-Mar	Wednesday 27-Mar	Thursday 28-Mar	Friday 29-Mar	total
Allentown	crew starts	13	16	14	16	17	16	15	109
	crews delayed	4	3	2	1	4	3	4	21
Bellevue	crew starts	43	42	34	45	41	37	40	282
	crews delayed	10	10	15	9	8	8	13	73
Buffalo	crew starts	24	24	26	25	23	31	20	173
	crews delayed	3	3	4	2	3	4	4	23
Chicago	crew starts	38	36	29	34	37	34	33	241
	crews delayed	15	9	14	17	11	13	16	95
Cincinnati	crew starts	37	36	25	33	37	41	34	243
	crews delayed	11	3	2	1	5	8	8	38
Cleveland	crew starts	8	9	7	9	6	7	7	53
	crews delayed	5	2	6	4	3	3	1	24
Conway	crew starts	52	41	49	46	56	54	51	349
	crews delayed	8	6	8	7	9	12	8	58
Detroit	crew starts	17	13	19	18	18	18	16	119
	crews delayed	5	2	4	3	2	5	5	26
Elkhart	crew starts	37	40	36	36	37	38	37	261
	crews delayed	13	19	20	21	19	16	22	130
Harrisburg	crew starts	55	50	41	55	64	61	61	387
	crews delayed	18	19	14	15	18	28	26	138
Toledo	crew starts	53	59	46	57	60	62	63	400
	crews delayed	12	13	14	13	17	29	10	108

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

NS Northern Region Daily Crew Availability Percentage

	Saturday 23-Mar	Sunday 24-Mar	Monday 25-Mar	Tuesday 26-Mar	Wednesday 27-Mar	Thursday 28-Mar	Friday 29-Mar	average
availability%	76%	76%	76%	77%	78%	76%	79%	77%

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

NS Northern Region Crew Starts and Recrews

	Saturday 23-Mar	Sunday 24-Mar	Monday 25-Mar	Tuesday 26-Mar	Wednesday 27-Mar	Thursday 28-Mar	Friday 29-Mar	total
crew starts	322	311	287	319	346	349	320	2254
recrews	16	5	8	16	11	20	13	89

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

STB

FD-33388

3-28-02

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205094

SURFACE TRANSPORTATION BOARD

Memorandum



DATE: March 28, 2002

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 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
Ron Douglas
Charles Renninger

ENTERED
Office of the Secretary

APR 02 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

March 27, 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, March 22nd. Cars on-line increased from 232,149 to 232,999 cars. Terminal dwell improved from 24.4 to 24.0 hours, and train velocity improved from 22.7 to 22.9 miles-per-hour.

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

Chicago Gateway Operations

The on-time-to-two-hours-late measure moved favorably seven percentage points to 78%. The percent of trains greater than 6 hours late moved favorably three percentage points to 16%.

Yards and Terminals

Seven of the 14 measured yards showed an improvement in dwell time compared to 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 94%, up seven percentage points from the prior week. The greater-than-six-hours-late category was 5%, down nine percentage points from last week.

RECEIVED
SURFACE TRANSPORTATION
BOARD
2002 MAR 27 P 2:47
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars decreased at North Yard and Pavonia, and increased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.8, down from 27.9 hours for the prior week.

Additional Measurements

Train Delay Metric: For 726 train starts, the total weekly train delay for power was 2 hours, and crew delay totaled 12 hours. Power delay increased, and crew delay decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 15.8% for the week, improving slightly from 16.4% the prior week.

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

Daily Number of Recrews Required: Of 1686 crew starts, 38 (2%) were recrews, improving one percentage point from the previous week.

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

Locomotives: Gross Locomotives = 3863, Average Available = 3418, and Out-of-Service Ratio = 5.1%, up slightly from the previous week.

Cars Offered in Interchange: averaged 301 cars daily, 14 of which was for the Norfolk Southern. The NS-offered and the total-offered both decreased from the prior week.

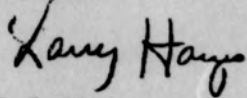
On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh - Washington) and 99% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 47 weeks.

Last week CSXT met the goal for 10 of the 18 key first quarter service measurements. Goals were met for personal injuries, cars on line, overall train velocity, merchandise train velocity, slow order miles, crews on duty more than 12 hours, on-time origination, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Larry Hayes".

L. L. Hayes
Director
CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

03/22/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	03/18/02	03/19/02	03/20/02	03/21/02	03/22/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	331	346	332	312	439
	Cars On Hand - Empty	400	369	415	480	468
	Cars On Hand - Total	731	715	807	792	907
	Cars Handled	408	397	562	550	569
	Dwell Hours	27.2	26.8	24.8	26.3	21.5
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	315	281	270	292	278
	Cars On Hand - Empty	357	426	335	418	415
	Cars On Hand - Total	702	707	605	710	693
	Cars Handled	201	429	308	420	444
	Dwell Hours	46.3	29.3	26.6	29.7	22.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	176	176	247	198	187
	Cars On Hand - Empty	237	219	199	130	97
	Cars On Hand - Total	413	395	446	328	284
	Cars Handled	250	263	298	282	254
	Dwell Hours	32.4	23.3	30.0	23.4	24.2

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

Overall terminal dwell time was 26.8 hours, down from 27.9 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	03/18/02	03/19/02	03/20/02	03/21/02	03/22/02
North Jersey SAA	Number of Originations	7	7	8	8	8
	% Ontime	100%	86%	75%	75%	75%
	% Late 0-2 Hours	0%	0%	25%	13%	25%
	% Late 2-4 Hours	0%	0%	0%	13%	0%
	% Late 4-6 Hours	0%	14%	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%	67%	100%
	% Late 0-2 Hours	0%	0%	0%	33%	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	7	7	7	7
	% Ontime	57%	100%	86%	86%	43%
	% Late 0-2 Hours	43%	0%	14%	14%	43%
	% Late 2-4 Hours	0%	0%	0%	0%	14%
	% 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 7 trains for 17 hours; no trains were delayed for power; originating trains 17 for 47 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	03/18/02	03/19/02	03/20/02	03/21/02	03/22/02	Average
Cars Offered	NS	2	6	22	2	36	14
	All Other	394	393	235	162	254	288
	Total	396	399	257	164	290	301

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	03/18/02	03/19/02	03/20/02	03/21/02	03/22/02	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	100%	100%	90%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	100%	95%	100%	99%

AMTK measured according to contract with CSXT.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	03/16/02	03/17/02	03/18/02	03/19/02	03/20/02	03/21/02	03/22/02	Total
Baltimore	Train Crew Starts	18	11	16	15	12	16	15	103
	Crews Delayed +2 Hours	3	1	5	4	4	9	2	28
	% Delayed +2 Hours	17%	9%	31%	27%	33%	56%	13%	27%
Buffalo	Train Crew Starts	47	39	30	46	48	42	45	297
	Crews Delayed +2 Hours	2	6	1	3	7	12	7	38
	% Delayed +2 Hours	4%	15%	3%	7%	15%	29%	16%	13%
Chicago	Train Crew Starts	29	30	27	26	29	29	29	199
	Crews Delayed +2 Hours	7	10	9	6	8	6	10	56
	% Delayed +2 Hours	24%	33%	33%	23%	28%	21%	34%	28%
Cincinnati	Train Crew Starts	37	34	36	33	39	31	35	245
	Crews Delayed +2 Hours	1	2	1	1	3	0	3	11
	% Delayed +2 Hours	3%	6%	3%	3%	8%	0%	9%	4%
Cleveland	Train Crew Starts	25	21	22	27	25	26	19	165
	Crews Delayed +2 Hours	6	3	4	6	7	2	5	33
	% Delayed +2 Hours	24%	14%	18%	22%	28%	8%	26%	20%
Cumberland	Train Crew Starts	53	31	28	31	33	33	30	219
	Crews Delayed +2 Hours	7	4	7	2	3	1	5	29
	% Delayed +2 Hours	21%	13%	25%	6%	9%	3%	17%	13%
Detroit	Train Crew Starts	5	4	4	6	5	5	6	35
	Crews Delayed +2 Hours	1	1	0	1	0	0	0	3
	% Delayed +2 Hours	20%	25%	0%	17%	0%	0%	0%	9%
Philadelphia	Train Crew Starts	10	9	8	9	9	8	9	62
	Crews Delayed +2 Hours	1	1	0	0	0	2	2	6
	% Delayed +2 Hours	10%	11%	0%	0%	0%	25%	22%	10%
Selkirk	Train Crew Starts	42	41	28	43	44	45	51	294
	Crews Delayed +2 Hours	5	7	10	10	8	8	10	58
	% Delayed +2 Hours	12%	17%	36%	23%	18%	18%	20%	20%
Toledo	Train Crew Starts	33	30	28	31	28	30	33	213
	Crews Delayed +2 Hours	8	1	4	3	2	3	5	26
	% Delayed +2 Hours	24%	3%	14%	10%	7%	10%	15%	12%
Willard	Train Crew Starts	46	44	37	42	41	43	37	290
	Crews Delayed +2 Hours	5	6	2	3	2	4	9	31
	% Delayed +2 Hours	11%	14%	5%	7%	5%	9%	24%	11%

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	03/16/02	03/17/02	03/18/02	03/19/02	03/20/02	03/21/02	03/22/02	Total
Train Delay	Originating Train Starts	107	101	93	104	101	112	108	726
	Delayed Hours - Power	0	0	0	0	0	0	2	2
	Delayed Hours - Crews	0	3	0	5	0	4	0	12

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

Daily Crew Availability Percentage - Northern Region Lines

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	03/16/02	03/17/02	03/18/02	03/19/02	03/20/02	03/21/02	03/22/02	Average
Crew Availability		82%	82%	82%	84%	83%	84%	85%	83%

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

Daily Number of Train Crew Starts and Recrews Required

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	03/16/02	03/17/02	03/18/02	03/19/02	03/20/02	03/21/02	03/22/02	Total
Crews/Recrews	Train Crew Starts	241	221	199	254	252	259	260	1686
	Recrews	3	3	5	5	4	5	13	38
	% Recrewed	1%	1%	3%	2%	2%	2%	5%	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

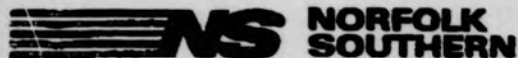
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	03/16/02	03/17/02	03/18/02	03/19/02	03/20/02	03/21/02	03/22/02	Average
Locomotives	Gross Fleet Size	3865	3895	3885	3853	3849	3852	3845	3863
	Avg. Number Available	3433	3400	3407	3389	3414	3433	3449	3418
	OOS Ratio	5.5	5.6	5.5	5.3	4.9	4.7	4.5	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	03/16/02	03/17/02	03/18/02	03/19/02	03/20/02	03/21/02	03/22/02	Average
Train Delay	Philadelphia/South Jersey	2	0	1	0	1	0	0	1
	North Jersey	5	2	2	1	1	1	3	2
	Detroit	0	0	1	1	2	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. 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

March 27, 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 March 22, 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. Ciemens, Jr.
March 27, 2002
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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 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

March 27, 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:

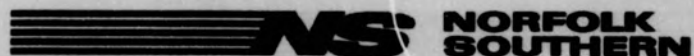
Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell decreased. A portion of the decrease in the cars on line figure is due to an enhancement in the ITMS cars on line calculation which removed over 2,000 Triple Crown highway wheel sets from the ITMS count.

On the monitored corridors and Chicago gateway operations, 78 trains were held for terminal delays, 34 trains were held for crews, and 41 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 decreased. The number of reported road train delays for crews and power decreased from last week. Seven trains were delayed 17 hours for lack of crews and no trains were delayed awaiting power. Seventeen originating trains were delayed a total of 47 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 32% of the delay hours reported in the SAAs.

Sincerely,

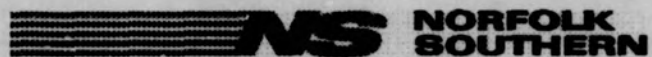
A handwritten signature in dark ink, appearing to read 'Tony L. Ingram', followed by a horizontal line.



For the week ending 3/22/02

Shared Asset Area - Yard Performance

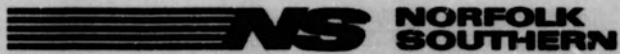
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	3/18/2002	850	237	176	413	250	32.4
	3/19/2002	850	219	176	395	263	23.3
	3/20/2002	850	199	247	446	298	30.0
	3/21/2002	850	130	198	328	282	23.4
	3/22/2002	850	97	187	284	254	24.2
North Yard MI Average		850	176	197	373	269	26.7
Oak Island NJ	3/18/2002	1200	400	331	731	408	27.2
	3/19/2002	1200	369	346	715	397	26.8
	3/20/2002	1200	415	392	807	562	24.8
	3/21/2002	1200	480	312	792	550	26.3
	3/22/2002	1200	468	439	907	569	21.5
Oak Island NJ Average		1200	426	364	790	497	25.1
Pavonia NJ	3/18/2002	900	357	345	702	201	46.3
	3/19/2002	900	426	281	707	429	29.3
	3/20/2002	900	335	270	605	308	26.6
	3/21/2002	900	418	292	710	420	29.7
	3/22/2002	900	415	278	693	444	22.4
Pavonia Average		900	390	293	683	360	29.1



For the week ending 3/22/02

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	18-Mar	7	57%	43%	0%	0%	0%
	19-Mar	7	100%	0%	0%	0%	0%
	20-Mar	7	86%	14%	0%	0%	0%
	21-Mar	7	86%	14%	0%	0%	0%
	22-Mar	7	43%	43%	14%	0%	0%
Detroit Total		35	74%	23%	3%	0%	0%
North Jersey Total	18-Mar	7	100%	0%	0%	0%	0%
	19-Mar	7	86%	0%	0%	14%	0%
	20-Mar	8	75%	25%	0%	0%	0%
	21-Mar	8	75%	13%	13%	0%	0%
	22-Mar	8	75%	25%	0%	0%	0%
North Jersey Total		38	82%	13%	3%	3%	0%
South Jersey Total	18-Mar	1	100%	0%	0%	0%	0%
	19-Mar	3	100%	0%	0%	0%	0%
	20-Mar	3	100%	0%	0%	0%	0%
	21-Mar	3	67%	33%	0%	0%	0%
	22-Mar	3	100%	0%	0%	0%	0%
South Jersey Total		13	92%	8%	0%	0%	0%
Grand Total		86	80%	16%	2%	1%	0%

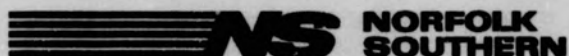


For the week ending 3/22/02

Shared Asset Area Trains Held

area	Sat 16-Mar	Sun 17-Mar	Mon 18-Mar	Tue 19-Mar	Wed 20-Mar	Thu 21-Mar	Fri 22-Mar	Grand Total
North Jersey	5	2	2	1	1	1	3	15
South Jersey	2	0	1	0	1	0	1	5
Detroit	0	0	1	1	2	0	0	4

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



NS Cars Offered in Interchange but not Accepted

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

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

NS Northern Region Train Starts and Delays

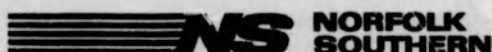
	Saturday 16-Mar	Sunday 17-Mar	Monday 18-Mar	Tuesday 19-Mar	Wednesday 20-Mar	Thursday 21-Mar	Friday 22-Mar	Grand Total
# of Train Starts	162	139	147	165	161	165	163	1102
Delay Cause								
Crew Delays (hrs)	9.7	8.3	6.8	2.3	8.9	2.7	1.6	40.1
Power Delays (hrs)	1.0	15.0	10.7	22.6	6.8	21.5	50.5	128.1

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 16-Mar	Sunday 17-Mar	Monday 18-Mar	Tuesday 19-Mar	Wednesday 20-Mar	Thursday 21-Mar	Friday 22-Mar	average
Fleet Size	3184	3142	3170	3117	3082	3116	3109	3131
available	2977	2945	2971	2927	2886	2942	2928	2939
out of service %	6.5%	6.3%	6.3%	6.1%	6.4%	5.6%	5.8%	6.1%

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



NS Crew Starts and Delays

		Saturday 16-Mar	Sunday 17-Mar	Monday 18-Mar	Tuesday 19-Mar	Wednesday 20-Mar	Thursday 21-Mar	Friday 22-Mar	total
Allentown	crew starts	11	11	19	14	20	17	17	109
	crews delayed	4	2	4	3	3	3	4	23
Bellevue	crew starts	37	37	33	46	40	44	45	282
	crews delayed	4	7	5	7	3	7	16	49
Buffalo	crew starts	24	24	25	25	29	29	25	181
	crews delayed	3	4	1	2	4	2	4	20
Chicago	crew starts	35	33	31	31	31	34	31	226
	crews delayed	16	15	12	14	11	11	10	89
Cincinnati	crew starts	30	36	27	33	35	35	39	235
	crews delayed	8	6	3	6	5	2	3	33
Cleveland	crew starts	6	11	10	8	8	9	5	57
	crews delayed	3	4	4	4	5	4	2	26
Conway	crew starts	55	45	39	49	51	51	45	335
	crews delayed	9	11	5	11	9	9	11	65
Detroit	crew starts	15	13	18	24	18	17	17	122
	crews delayed	3	5	3	4	3	8	6	32
Elkhart	crew starts	43	39	32	39	33	35	42	263
	crews delayed	12	16	16	18	16	12	15	105
Harrisburg	crew starts	59	43	45	55	55	62	62	381
	crews delayed	21	17	13	14	25	21	25	136
Toledo	crew starts	57	59	43	56	64	59	56	394
	crews delayed	15	16	9	7	17	14	16	94

Notes:

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

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

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

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

NS Northern Region Daily Crew Availability Percentage

	Saturday 16-Mar	Sunday 17-Mar	Monday 18-Mar	Tuesday 19-Mar	Wednesday 20-Mar	Thursday 21-Mar	Friday 22-Mar	average
availability%	77%	75%	78%	80%	80%	80%	79%	78%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 16-Mar	Sunday 17-Mar	Monday 18-Mar	Tuesday 19-Mar	Wednesday 20-Mar	Thursday 21-Mar	Friday 22-Mar	total
crew starts	333	301	280	310	336	340	318	2218
recrews	11	7	5	7	8	14	11	63

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