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# Memorandum

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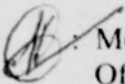
AUG 31 2000

Part of  
Public Record

DATE: August 31, 2000



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

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

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

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

Attachments

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



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

August 30, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, August 25<sup>th</sup>.

Railroad performance continued its general improvement in almost all categories. Most notably, cars on-line moved from 252,919 to 250,743, a decrease of over 2000 cars from the prior week. Overall train velocity improved slightly from 19.6 to 19.7 miles-per-hour. Terminal dwell also improved slightly from 28.4 to 28.1 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**

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago improved seven percentage points. The greater-than-six-hours-late category improved by two percentage points.

### **Yards and Terminals**

Car volumes and dwell times improved at most terminals across the network. Seven of the 14 yards showed an improvement in dwell time from the prior week.

### **Corridor Performance**

One of the six corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the Chicago to Northeast corridor. Overall, the on-time-to-two-hours-late category moved unfavorably by four percentage points compared to last week, while the percent of trains in the greater-than-six-hours-late category also moved unfavorably by three percentage points.

### Shared Areas

Daily average on hand cars decreased slightly at Pavonia and Detroit North Yard, and increased at Oak Island. Oak Island's volume increase was attributable in part to new gondola business. Overall terminal dwell time was 24.2 hours, compared to 25.1 hours last week. For the week, there were a total of 74 trains delayed for CSXT and NS: 49 for crew, 10 for power, and 15 for late arrivals by CSX and NS.

### Additional Measurements

**Train Delay Metric:** For 776 train starts, daily Train Delay totaled 25 hours for Power and 107 hours for Crew. Power delays were down from the prior week, but Crew delays were up slightly.

**Train Crew Delay Metric:** The percent of crews not departing within two hours of the on-duty time averaged 24.4% for the week, an improvement of 1.4 percentage points from the previous week.

**Daily Crew Availability Percentage:** Crew Availability Percentage was 78%, same as the prior week. Manpower numbers continue to show the effects of the high summer vacation period.

**Daily Number of Recrews Required:** Of 1865 crew starts, 42 (2%) were recrews, an improvement of one percentage point from the prior week.

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

**Locomotives:** Gross Locomotives = 4082, Average Available = 3670, and Out-of-Service Ratio = 5.8%, a slight improvement from the prior week.

**Cars Offered in Interchange:** averaged 250 cars daily, of which 14 were allocated to Norfolk Southern. Daily average and the NS average decreased from the prior week.



On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 96% for 90 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to slow orders.

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

CSXT continues to work with our customers at this time of year to provide stable service levels and a continuation of the improvements that have been evident since April. Train operations are being adjusted around the scheduled summer maintenance work programs going on throughout the network in order to provide more efficient windows of work.

CSXT set aggressive goals to prepare for the peak fall shipping period. With one week to go in the measurement period, the report on goal accomplishment is very positive. We have met the target, or are very near on cars on-line, train velocity, crew duty days, re-crews, on-time originations, 30-hour cars, locomotive delay, and locomotive dwell. None of the other goals are considered to be outside of normal control limits. In short, CSXT is well positioned to meet the traditional service challenges of the fall months.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

## Surface Transportation Board Performance Measures

For the week ending: **08/25/00**

### Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 08/21/00	Tuesday 08/22/00	Wednesday 08/23/00	Thursday 08/24/00	Friday 08/25/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	362	312	421	442	413
	Cars On Hand - Empty	505	427	494	526	409
	Cars On Hand - Total	867	739	915	968	822
	Cars Handled	431	444	632	703	605
	Dwell Hours	27.9	31.9	26.5	21.7	30.0
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	335	194	256	193	189
	Cars On Hand - Empty	281	245	329	277	264
	Cars On Hand - Total	616	439	585	470	453
	Cars Handled	501	530	520	499	477
	Dwell Hours	12.6	50.6	25.8	21.4	11.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	150	149	210	281	229
	Cars On Hand - Empty	158	175	143	159	250
	Cars On Hand - Total	308	324	353	440	479
	Cars Handled	421	232	190	329	365
	Dwell Hours	20.0	20.1	14.4	13.9	18.9

**CSX Comments:** Daily average on hand cars decreased slightly at Pavonia and Detroit North Yard, and increased at Oak Island. Overall terminal dwell time was 24.2 hours, down from 25.1 the prior week.

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

## **Train Originations**

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/21/00	08/22/00	08/23/00	08/24/00	08/25/00
North Jersey SAA	Number of Originations	6	13	13	14	12
	% Ontime	17%	23%	31%	36%	17%
	% Late 0-2 Hours	50%	31%	31%	21%	42%
	% Late 2-4 Hours	17%	15%	15%	29%	17%
	% Late 4-6 Hours	17%	15%	15%	7%	8%
	% Late GT 6 Hours	0%	15%	8%	7%	17%
South Jersey SAA	Number of Originations	5	6	6	6	5
	% Ontime	20%	50%	17%	17%	80%
	% Late 0-2 Hours	60%	17%	17%	17%	0%
	% Late 2-4 Hours	20%	17%	17%	50%	0%
	% Late 4-6 Hours	0%	17%	33%	0%	0%
	% Late GT 6 Hours	0%	0%	17%	17%	20%
Detroit SAA	Number of Originations	4	5	6	5	6
	% Ontime	25%	0%	33%	20%	17%
	% Late 0-2 Hours	50%	80%	67%	80%	67%
	% Late 2-4 Hours	25%	0%	0%	0%	17%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	20%	0%	0%	0%

**CSX Comments:** Total road train delays were 74 trains. Crew delays were 49 trains for 299 hours; power 10 trains for 73 hours; originating trains 15 for 86 hours, due to late connections.

## Surface Transportation Board

### Performance Measures

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	08/21/00	08/22/00	08/23/00	08/24/00	08/25/00	Average
Cars Offered	NS	64	2	1	1	1	14
	All Other	230	245	269	276	159	236
	Total	294	247	270	277	160	250

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	08/21/00	08/22/00	08/23/00	08/24/00	08/25/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	50%	0%	50%	50%	30%
MARC	Trains	18	18	18	18	18	90
	% On Time	89%	100%	100%	100%	89%	96%

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	08/19/00	08/20/00	08/21/00	08/22/00	08/23/00	08/24/00	08/25/00	Total
Baltimore	Train Crew Starts	15	14	18	16	18	21	22	124
	Crews Delayed +2 Hours	7	7	10	9	10	11	13	67
	% Delayed +2 Hours	47%	50%	56%	56%	56%	52%	59%	54%
Buffalo	Train Crew Starts	39	39	32	39	44	46	44	283
	Crews Delayed +2 Hours	4	5	6	8	6	6	9	44
	% Delayed +2 Hours	10%	13%	19%	21%	14%	13%	20%	15%
Chicago	Train Crew Starts	26	20	21	29	28	26	29	179
	Crews Delayed +2 Hours	10	9	3	6	5	4	9	46
	% Delayed +2 Hours	38%	45%	8%	21%	18%	15%	31%	26%
Cincinnati	Train Crew Starts	38	37	28	37	43	38	36	257
	Crews Delayed +2 Hours	4	2	7	6	2	2	1	24
	% Delayed +2 Hours	11%	5%	25%	21%	5%	5%	3%	9%
Cleveland	Train Crew Starts	19	26	28	37	29	31	22	192
	Crews Delayed +2 Hours	8	12	7	2	8	11	6	54
	% Delayed +2 Hours	42%	46%	25%	5%	28%	35%	27%	28%
Cumberland	Train Crew Starts	28	31	26	24	29	35	32	205
	Crews Delayed +2 Hours	3	3	8	9	8	6	3	40
	% Delayed +2 Hours	11%	10%	31%	38%	28%	17%	9%	20%
Detroit	Train Crew Starts	4	6	5	6	29	6	6	62
	Crews Delayed +2 Hours	0	1	3	2	3	2	1	12
	% Delayed +2 Hours	0%	17%	60%	33%	10%	33%	17%	19%
Philadelphia	Train Crew Starts	12	10	14	10	7	11	11	75
	Crews Delayed +2 Hours	0	3	5	1	3	2	1	15
	% Delayed +2 Hours	0%	30%	36%	10%	43%	18%	9%	20%
Selkirk	Train Crew Starts	42	33	27	36	40	47	45	270
	Crews Delayed +2 Hours	9	9	5	7	13	16	12	71
	% Delayed +2 Hours	21%	27%	19%	19%	33%	34%	27%	26%
Toledo	Train Crew Starts	30	27	26	30	30	31	25	199
	Crews Delayed +2 Hours	12	5	10	4	8	6	5	50
	% Delayed +2 Hours	40%	19%	38%	13%	27%	19%	20%	25%
Willard	Train Crew Starts	38	47	37	39	43	41	43	288
	Crews Delayed +2 Hours	5	6	3	6	14	10	13	57
	% Delayed +2 Hours	13%	13%	8%	15%	33%	24%	30%	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	08/19/00	08/20/00	08/21/00	08/22/00	08/23/00	08/24/00	08/25/00	Total
Train Delay	Originating Train Starts	110	104	102	102	116	122	120	776
	Delayed Hours - Power	0	2	5	2	7	2	7	25
	Delayed Hours - Crews	20	34	24	6	9	4	10	107

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	08/19/00	08/20/00	08/21/00	08/22/00	08/23/00	08/24/00	08/25/00	Average
Crew Availability	% Available	75%	74%	77%	79%	80%	80%	78%	78%

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	08/19/00	08/20/00	08/21/00	08/22/00	08/23/00	08/24/00	08/25/00	Total
Crews/Recrews	Train Crew Starts	266	232	242	263	290	297	275	1865
	Recrews	4	2	2	8	8	8	7	42
	% Recrewed	2%	1%	2%	3%	3%	3%	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	08/19/00	08/20/00	08/21/00	08/22/00	08/23/00	08/24/00	08/25/00	Average
Locomotives	Gross Fleet Size	4106	4092	4065	4067	4065	4076	4100	4082
	Avg. Number Available	3688	3679	3655	3675	3657	3675	3660	3670
	OOS Ratio	5.7	6.2	5.9	5.6	5.6	6.0	5.9	5.8

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

### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	08/19/00	08/20/00	08/21/00	08/22/00	08/23/00	08/24/00	08/25/00	Average
Train Delay	Philadelphia/South Jersey	5	3	1	4	5	2	3	3
	North Jersey	6	4	5	3	6	5	4	5
	Detroit	4	4	3	1	1	1	2	2

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



George A. Aspatore  
General Solicitor

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

August 30, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending August 25, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

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.

Mr. Melvin F. Clemens, Jr.  
August 30, 2000  
Page 2

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

August 30, 2000

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

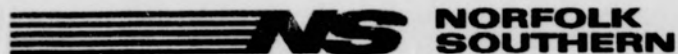
Dear Mr. Clemens:

Norfolk Southern's performance metrics improved over the prior week. The number of cars on line decreased slightly, the average train speed increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 52 trains were held for terminal congestion, 24 trains were held for crews, and 8 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased slightly at Pavonia and North Yard, while increasing at Oak Island. All volume counts were within observed operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power increased from the prior week: 49 trains were delayed 229 hours for lack of crews and 10 trains were delayed for 73 hours awaiting power. Fifteen originating trains were delayed a total of 86 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 58% of the delay hours reported in the SAAs.

Sincerely,

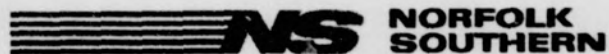




For the week ending 8/25/00

**Shared Asset Area - Yard Performance**

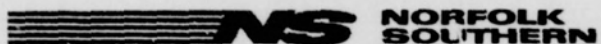
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	8/21/00	850	158	150	308	421	20.0
	8/22/00	850	175	149	324	232	20.1
	8/23/00	850	143	210	353	190	14.4
	8/24/00	850	159	281	440	329	13.9
	8/25/00	850	250	229	479	365	18.9
<b>North Yard MI Average</b>		<b>850</b>	<b>177</b>	<b>204</b>	<b>381</b>	<b>307</b>	<b>17.8</b>
Oak Island NJ	8/21/00	1200	505	362	867	431	27.9
	8/22/00	1200	427	312	739	444	31.9
	8/23/00	1200	494	421	915	632	26.5
	8/24/00	1200	526	442	968	703	21.7
	8/25/00	1200	409	413	822	605	30.0
<b>Oak Island NJ Average</b>		<b>1200</b>	<b>472</b>	<b>390</b>	<b>862</b>	<b>563</b>	<b>27.1</b>
Pavonia NJ	8/21/00	900	281	335	616	501	12.6
	8/22/00	900	245	194	439	530	50.6
	8/23/00	900	329	256	585	520	25.8
	8/24/00	900	277	193	470	499	21.4
	8/25/00	900	264	189	453	477	11.4
<b>Pavonia Average</b>		<b>900</b>	<b>279</b>	<b>233</b>	<b>513</b>	<b>505</b>	<b>24.8</b>



For the week ending 8/25/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	21-Aug	4	25%	50%	25%	0%	0%
	22-Aug	5	0%	80%	0%	0%	20%
	23-Aug	6	33%	67%	0%	0%	0%
	24-Aug	5	20%	80%	0%	0%	0%
	25-Aug	6	17%	67%	17%	0%	0%
Detroit Total		26	19%	69%	8%	0%	4%
North Jersey Total	21-Aug	6	17%	50%	17%	17%	0%
	22-Aug	13	23%	31%	15%	15%	15%
	23-Aug	13	31%	31%	15%	15%	8%
	24-Aug	14	36%	21%	29%	7%	7%
	25-Aug	12	17%	42%	17%	8%	17%
North Jersey Total		58	26%	33%	19%	12%	10%
South Jersey Total	21-Aug	5	20%	60%	20%	0%	0%
	22-Aug	6	50%	17%	17%	17%	0%
	23-Aug	6	17%	17%	17%	33%	17%
	24-Aug	6	17%	17%	50%	0%	17%
	25-Aug	5	80%	0%	0%	0%	20%
South Jersey Total		28	36%	21%	21%	11%	11%
Grand Total		112	27%	38%	17%	9%	9%



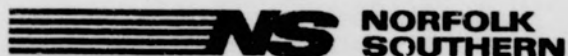
For the week ending 8/25/00

**Shared Asset Area Trains Held**

area	Sat 19-Aug	Sun 20-Aug	Mon 21-Aug	Tue 22-Aug	Wed 23-Aug	Thu 24-Aug	Fri 25-Aug	Grand Total
North Jersey	6	4	5	3	8	5	4	35
South Jersey	5	3	1	4	5	2	3	23
Detroit	4	4	3	1	1	1	2	16

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





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

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	115	0	0	32	0	147
<b>Total</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>147</b>

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

#### NS Northern Region Train Starts and Delays

	Saturday 19-Aug	Sunday 20-Aug	Monday 21-Aug	Tuesday 22-Aug	Wednesday 23-Aug	Thursday 24-Aug	Friday 25-Aug	Grand Total
# of Train Starts	252	237	223	238	256	201	256	1663
<b>Delay Cause</b>								
Crew Delays (hrs)	0.0	1.5	5.9	0.0	0.0	0.0	15.5	22.9
Power Delays (hrs)	26.2	0.0	3.4	0.0	26.7	0.0	0.0	56.2

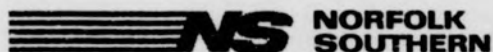
The delay numbers are expressed in hours

#### Locomotive Fleet Statistics

	Saturday 19-Aug	Sunday 20-Aug	Monday 21-Aug	Tuesday 22-Aug	Wednesday 23-Aug	Thursday 24-Aug	Friday 25-Aug	average
<b>Fleet Size</b>	3624	3608	3582	3573	3576	3564	3561	3584
<b>available</b>	3453	3454	3425	3425	3418	3411	3382	3424
<b>out of service %</b>	4.7%	4.3%	4.4%	4.1%	4.4%	4.3%	5.0%	4.5%

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





### NS Crew Starts and Delays

		Saturday 19-Aug	Sunday 20-Aug	Monday 21-Aug	Tuesday 22-Aug	Wednesday 23-Aug	Thursday 24-Aug	Friday 25-Aug	Grand Total
Allentown	crew starts	13	11	16	16	15	18	16	105
	crews delayed	5	3	7	5	3	7	2	32
Bellevue	crew starts	43	41	38	39	50	43	46	300
	crews delayed	17	17	17	24	16	18	15	124
Buffalo	crew starts	26	24	20	29	27	25	24	175
	crews delayed	7	8	4	7	5	6	5	42
Chicago	crew starts	35	31	36	30	40	29	37	238
	crews delayed	13	14	9	7	13	11	15	82
Cincinnati	crew starts	35	38	29	31	35	33	39	240
	crews delayed	4	3	1	5	8	7	7	35
Cleveland	crew starts	18	17	19	16	20	19	19	128
	crews delayed	10	7	6	3	6	7	12	51
Conway	crew starts	56	54	48	57	59	62	56	392
	crews delayed	15	21	13	17	16	14	13	109
Detroit	crew starts	15	15	20	19	22	18	18	127
	crews delayed	9	8	3	7	8	6	5	46
Elkhart	crew starts	33	38	32	36	36	39	36	250
	crews delayed	11	17	11	12	13	15	9	88
Harrisburg	crew starts	56	54	42	70	63	64	61	410
	crews delayed	25	17	14	30	20	26	26	158
Toledo	crew starts	52	53	49	53	52	66	55	380
	crews delayed	25	9	13	10	19	12	17	105

**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

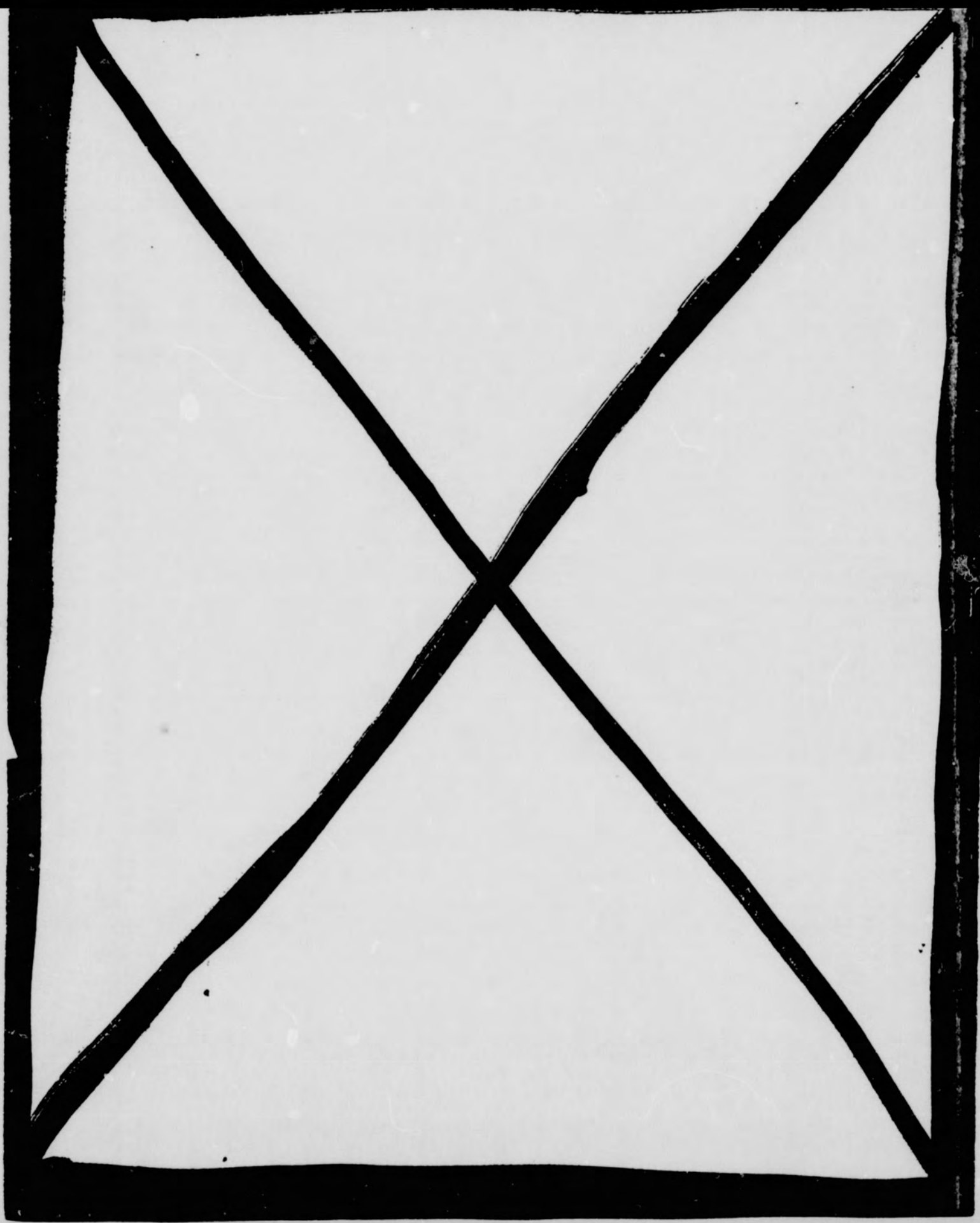
	Saturday 19-Aug	Sunday 20-Aug	Monday 21-Aug	Tuesday 22-Aug	Wednesday 23-Aug	Thursday 24-Aug	Friday 25-Aug	average
availability%	77%	76%	80%	82%	82%	83%	81%	80%

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

### NS Northern Region Crew Starts and Recrews

	Saturday 19-Aug	Sunday 20-Aug	Monday 21-Aug	Tuesday 22-Aug	Wednesday 23-Aug	Thursday 24-Aug	Friday 25-Aug	Grand Total
crew starts	334	316	288	339	349	342	340	2308
recrews	12	9	7	7	13	8	10	66

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



STB

FD-33388

8-24-00

D

199586

SURFACE TRANSPORTATION BOARD

# Memorandum

199586



DATE: August 24, 2000

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

**ENTERED**  
**Office of the Secretary**

**AUG 25 2000**

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

**Part of**  
**Public Record**

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

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

**Attachments**

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

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

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

August 23, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending August 18, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, 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.  
August 23, 2000  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

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

August 23, 2000

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

Dear Mr. Clemens:

Norfolk Southern's performance metrics continue to reflect steady rail operations. Despite the slight increase in the number of cars on line, the average train speed increased and the average terminal dwell remained constant. On the monitored corridors and Chicago gateway operations, 65 trains were held for terminal congestion, 37 trains were held for crews, and 14 trains were held for power.

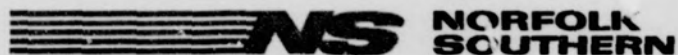
With respect to our customer service hotline in Buffalo, NS did not receive any calls over the two-week period.

In the Shared Assets Areas, daily average on-hand car volume decreased slightly at Pavonia, while increasing slightly at Oak Island and North Yard. All volume counts were within acceptable operating norms. Overall average terminal dwell time decreased slightly. Reported road train delays for crews and power decreased from the prior week: 31 trains were delayed 198 hours for lack of crews and 12 trains were delayed for 71 hours awaiting power. Twenty seven originating trains were delayed a total of 214 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 56% of the delay hours reported in the SAAs.

Sincerely,



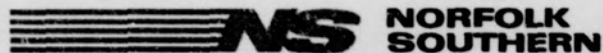




For the week ending 8/18/00

Shared Asset Area - Yard Performance

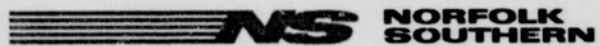
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	8/14/00	850	118	116	234	176	16.1
	8/15/00	850	201	188	389	355	17.0
	8/16/00	850	220	276	496	275	26.3
	8/17/00	850	173	259	432	343	21.3
	8/18/00	850	179	268	447	267	24.9
North Yard MI Average		850	178	221	400	283	21.2
Oak Island NJ	8/14/00	1200	231	333	564	421	27.4
	8/15/00	1200	191	224	415	273	30.2
	8/16/00	1200	412	371	783	686	28.3
	8/17/00	1200	568	353	921	711	27.1
	8/18/00	1200	401	257	658	418	27.5
Oak Island NJ Average		1200	361	308	668	502	27.9
Pavonia NJ	8/14/00	900	263	304	567	507	44.8
	8/15/00	900	161	256	417	473	18.4
	8/16/00	900	276	291	567	490	19.9
	8/17/00	900	448	255	703	541	19.7
	8/18/00	900	286	280	566	545	20.1
Pavonia Average		900	287	277	564	511	24.5



For the week ending 8/18/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	14-Aug	6	67%	33%	0%	0%	0%
	15-Aug	4	25%	0%	0%	0%	75%
	16-Aug	5	40%	0%	0%	0%	60%
	17-Aug	5	20%	0%	20%	20%	40%
	18-Aug	6	33%	33%	0%	17%	17%
<b>Detroit Total</b>		<b>26</b>	<b>38%</b>	<b>15%</b>	<b>4%</b>	<b>8%</b>	<b>35%</b>
North Jersey Total	14-Aug	6	17%	50%	17%	0%	17%
	15-Aug	13	15%	46%	8%	15%	15%
	16-Aug	7	0%	29%	14%	0%	57%
	17-Aug	13	0%	46%	0%	23%	31%
	18-Aug	12	25%	42%	17%	0%	17%
<b>North Jersey Total</b>		<b>51</b>	<b>12%</b>	<b>43%</b>	<b>10%</b>	<b>10%</b>	<b>25%</b>
South Jersey Total	14-Aug	4	25%	50%	0%	0%	25%
	15-Aug	6	50%	17%	33%	0%	0%
	16-Aug	4	0%	25%	0%	25%	50%
	17-Aug	6	33%	33%	17%	17%	0%
	18-Aug	7	0%	14%	57%	14%	14%
<b>South Jersey Total</b>		<b>27</b>	<b>22%</b>	<b>26%</b>	<b>26%</b>	<b>11%</b>	<b>15%</b>
<b>Grand Total</b>		<b>104</b>	<b>21%</b>	<b>32%</b>	<b>13%</b>	<b>10%</b>	<b>25%</b>

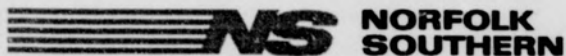


For the week ending 8/18/00

**Shared Asset Area Trains Held**

area	Sat 12-Aug	Sun 13-Aug	Mon 14-Aug	Tue 15-Aug	Wed 16-Aug	Thu 17-Aug	Fri 18-Aug	Grand Total
North Jersey	5	8	2	4	3	7	6	35
South Jersey	3	2	3	3	2	4	3	20
Detroit	4	1	3	2	1	2	2	15

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



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

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

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

#### NS Northern Region Train Starts and Delays

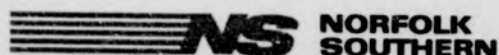
	Saturday 12-Aug	Sunday 13-Aug	Monday 14-Aug	Tuesday 15-Aug	Wednesday 16-Aug	Thursday 17-Aug	Friday 18-Aug	Grand Total
# of Train Starts	235	163	222	240	249	248	255	1612
<b>Delay Cause</b>								
Crew Delays (hrs)	0.0	0.0	0.0	1.5	0.0	0.0	13.5	15.0
Power Delays (hrs)	65.5	32.9	15.5	22.5	3.0	27.6	48.7	215.6

The delay numbers are expressed in hours

#### Locomotive Fleet Statistics

	Saturday 12-Aug	Sunday 13-Aug	Monday 14-Aug	Tuesday 15-Aug	Wednesday 16-Aug	Thursday 17-Aug	Friday 18-Aug	average
<b>Fleet Size</b>	3580	3562	3572	3530	3545	3584	3560	3562
available	3426	3372	3387	3350	3377	3383	3387	3382
out of service %	4.3%	5.3%	5.2%	5.1%	4.9%	5.6%	4.9%	5.0%

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



### NS Crew Starts and Delays

		Saturday 12-Aug	Sunday 13-Aug	Monday 14-Aug	Tuesday 15-Aug	Wednesday 16-Aug	Thursday 17-Aug	Friday 18-Aug	Grand Total
Allentown	crew starts	15	15	18	18	16	18	16	116
	crews delayed	6	5	3	7	6	4	6	37
Bellevue	crew starts	41	38	37	35	42	45	43	281
	crews delayed	15	13	10	16	16	20	19	109
Buffalo	crew starts	25	23	23	31	25	28	29	184
	crews delayed	7	2	6	5	7	9	6	42
Chicago	crew starts	33	34	29	39	33	37	35	240
	crews delayed	15	13	11	19	12	13	13	96
Cincinnati	crew starts	34	36	28	29	36	40	33	236
	crews delayed	7	10	5	6	7	9	6	50
Cleveland	crew starts	18	15	17	20	15	16	19	120
	crews delayed	5	6	6	12	7	3	8	47
Conway	crew starts	56	57	51	51	61	58	63	397
	crews delayed	10	14	16	16	13	15	19	103
Detroit	crew starts	17	13	21	21	18	22	20	132
	crews delayed	7	4	6	3	6	8	6	40
Elkhart	crew starts	35	35	34	41	37	41	40	263
	crews delayed	5	14	11	17	18	16	15	96
Harrisburg	crew starts	64	51	43	60	60	74	61	413
	crews delayed	32	16	16	22	23	32	24	165
Toledo	crew starts	58	52	53	47	66	59	57	392
	crews delayed	21	9	13	13	16	13	11	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 12-Aug	Sunday 13-Aug	Monday 14-Aug	Tuesday 15-Aug	Wednesday 16-Aug	Thursday 17-Aug	Friday 18-Aug	average
availability%	75%	74%	77%	81%	81%	81%	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 12-Aug	Sunday 13-Aug	Monday 14-Aug	Tuesday 15-Aug	Wednesday 16-Aug	Thursday 17-Aug	Friday 18-Aug	Grand Total
crew starts	345	298	293	330	349	373	352	2340
recrews	8	14	9	12	5	15	12	75

**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.



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

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

August 23, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, August 18<sup>th</sup>.

Railroad performance continued its general improvement in almost all categories. Cars on-line moved from 255,385 to 252,919, a decrease from the prior week. Overall train velocity improved slightly from 19.5 to 19.6 miles-per-hour. Terminal dwell decreased slightly from 29.0 to 28.4 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**

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago improved six percentage points. The greater-than-six-hours-late category improved by 13 percentage points. Scheduled track maintenance within the Chicago area by various railroads contributed to some of the delays.

### **Yards and Terminals**

Car volumes and dwell times improved at most terminals across the network. Ten of the 14 yards showed an improvement from the prior week.



### **Corridor Performance**

Five of the six corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the East St. Louis to Northeast corridor. Overall, the on-time-to-two-hours-late category moved favorably by five percentage points compared to last week, while the percent of trains in the greater-than-six-hours-late category also improved by two percentage points.

### **Shared Areas**

Daily average on hand cars decreased slightly at Pavonia and increased slightly at Oak Island and Detroit North Yard. Overall terminal dwell time was 25.1 hours, compared to 25.5 hours last week. For the week, there were a total of 70 trains delayed for CSXT and NS: 31 for crew, 12 for power, and 27 for late arrivals by CSX and NS.

### **Additional Measurements**

Train Delay Metric: For 762 train starts, daily Train Delay totaled 73 hours for Power and 96 hours for Crew. Power and Crew delays were down from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 25.8% for the week, an unfavorable move from the previous week.

Daily Crew Availability Percentage: Crew Availability Percentage was 78%, improving one percentage point from the prior week. Manpower numbers continue to show the effects of the high summer vacation period.

Daily Number of Recrews Required: Of 1817 crew starts, 52 (3%) were recrews, the same as reported the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for Detroit, three trains for South Jersey, and North Jersey averaged five trains. Detroit North Yard improved from the prior week.

Locomotives: Gross Locomotives = 4120, Average Available = 3692, and Out-of-Service Ratio = 5.8%, a decrease from the prior week.

Cars Offered in Interchange: averaged 365 cars daily, of which 36 were allocated to Norfolk Southern. Daily average and the NS average increased from the prior week.



On-time performance, passenger trains through Brunswick, MD: 20% for 10 AMTRAK trains (Pittsburgh – Washington) and 97% for 88 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to slow orders.

Buffalo Customer Service (Hot-Line): the customer service center received one hot-line call seeking assistance in tracing cars. The call was resolved and no further action was required.

CSXT continues to work with our customers at this time of year to provide stable service levels and a continuation of the improvements that have been evident since April. Train operations are being adjusted around the scheduled summer maintenance work programs going on throughout the network in order to provide more efficient windows of work.

Fall peak preparations are complete and additional resources are in place or have been identified. CSXT's plan to have operations at as high a state of effectiveness as possible prior to peak is reflected in the current numbers. Indications show CSXT in a much stronger position this year than last to meet the challenges of the peak season.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

## Surface Transportation Board Performance Measures

For the week ending: 08/18/00

### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/14/00	08/15/00	08/16/00	08/17/00	08/18/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	333	224	371	353	257
	Cars On Hand - Empty	231	191	412	568	401
	Cars On Hand - Total	564	415	783	921	658
	Cars Handled	421	273	686	711	418
	Dwell Hours	27.4	30.2	28.3	27.1	27.5
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	304	256	291	255	280
	Cars On Hand - Empty	263	161	276	448	286
	Cars On Hand - Total	567	417	567	703	566
	Cars Handled	507	473	490	541	545
	Dwell Hours	44.8	18.4	19.9	19.7	20.1
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	116	188	276	259	268
	Cars On Hand - Empty	118	201	220	173	179
	Cars On Hand - Total	234	389	496	432	447
	Cars Handled	176	355	275	343	267
	Dwell Hours	16.1	17.0	26.3	21.3	24.9

**CSX Comments:** Daily average on hand cars decreased at Pavonia, and increased slightly at North Yard and Oak Island. Overall terminal dwell time was 25.1 hours, down from 25.5 the prior week.

## Surface Transportation Board

### Performance Measures

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	08/14/00	08/15/00	08/16/00	08/17/00	08/18/00
North Jersey SAA	Number of Originations	6	13	7	13	12
	% Ontime	17%	15%	0%	0%	25%
	% Late 0-2 Hours	50%	46%	29%	46%	42%
	% Late 2-4 Hours	17%	8%	14%	0%	17%
	% Late 4-6 Hours	0%	15%	0%	23%	0%
	% Late GT 6 Hours	17%	15%	57%	31%	17%
South Jersey SAA	Number of Originations	4	6	4	6	7
	% Ontime	25%	50%	0%	33%	0%
	% Late 0-2 Hours	50%	17%	25%	33%	14%
	% Late 2-4 Hours	0%	33%	0%	17%	57%
	% Late 4-6 Hours	0%	0%	25%	17%	14%
	% Late GT 6 Hours	25%	0%	50%	0%	14%
Detroit SAA	Number of Originations	6	4	5	5	6
	% Ontime	67%	25%	40%	20%	33%
	% Late 0-2 Hours	33%	0%	0%	0%	33%
	% Late 2-4 Hours	0%	0%	0%	20%	0%
	% Late 4-6 Hours	0%	0%	0%	20%	17%
	% Late GT 6 Hours	0%	75%	60%	40%	17%

**CSX Comments:** Total road train delays were 70 trains. Crew delay- were 31 trains for 198 hours; power 12 trains for 71 hours; originating trains 27 for 214 hours, due to late connections.

## Surface Transportation Board

### Performance Measures

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	08/14/00	08/15/00	08/16/00	08/17/00	08/18/00	Average
Cars Offered	NS	37	51	90	1	1	36
	All Other	382	302	441	298	221	329
	Total	419	353	531	299	222	365

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	08/14/00	08/15/00	08/16/00	08/17/00	08/18/00	Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	50%	0%	50%	20%
MARC	Trains	18	16	18	18	18	88
	% On Time	89%	94%	100%	100%	100%	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	08/12/00	08/13/00	08/14/00	08/15/00	08/16/00	08/17/00	08/18/00	Total
Baltimore	Train Crew Starts	18	16	17	17	17	23	13	121
	Crews Delayed +2 Hours	11	9	6	7	9	9	8	59
	% Delayed +2 Hours	61%	56%	35%	41%	53%	39%	62%	49%
Buffalo	Train Crew Starts	37	34	35	38	41	36	39	260
	Crews Delayed +2 Hours	8	8	11	7	3	7	8	52
	% Delayed +2 Hours	22%	24%	31%	18%	7%	19%	21%	20%
Chicago	Train Crew Starts	20	21	27	24	24	24	28	168
	Crews Delayed +2 Hours	8	12	11	7	44	7	10	99
	% Delayed +2 Hours	40%	57%	41%	29%	17%	29%	36%	59%
Cincinnati	Train Crew Starts	36	40	36	34	36	36	40	258
	Crews Delayed +2 Hours	0	0	0	2	2	0	3	7
	% Delayed +2 Hours	0%	0%	0%	6%	6%	0%	8%	3%
Cleveland	Train Crew Starts	24	26	34	27	21	24	22	178
	Crews Delayed +2 Hours	6	9	6	14	8	8	7	58
	% Delayed +2 Hours	25%	35%	25%	52%	38%	33%	32%	33%
Cumberland	Train Crew Starts	28	37	27	31	32	39	33	227
	Crews Delayed +2 Hours	3	1	1	2	4	10	5	26
	% Delayed +2 Hours	11%	3%	4%	6%	13%	26%	15%	11%
Detroit	Train Crew Starts	6	5	3	6	4	6	5	35
	Crews Delayed +2 Hours	2	1	0	2	1	2	2	10
	% Delayed +2 Hours	33%	20%	0%	33%	17%	33%	40%	29%
Philadelphia	Train Crew Starts	9	10	10	12	10	16	9	76
	Crews Delayed +2 Hours	3	2	3	1	4	4	2	19
	% Delayed +2 Hours	33%	20%	30%	8%	40%	25%	22%	25%
Selkirk	Train Crew Starts	43	32	30	39	38	42	44	268
	Crews Delayed +2 Hours	12	11	7	13	11	11	12	77
	% Delayed +2 Hours	28%	34%	23%	33%	29%	26%	27%	29%
Toledo	Train Crew Starts	29	29	29	25	30	30	22	194
	Crews Delayed +2 Hours	8	10	10	4	6	9	6	53
	% Delayed +2 Hours	28%	34%	34%	16%	20%	30%	27%	27%
Willard	Train Crew Starts	46	41	38	35	49	45	45	299
	Crews Delayed +2 Hours	9	6	14	5	20	12	11	77
	% Delayed +2 Hours	20%	15%	37%	14%	41%	27%	24%	26%

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



## Surface Transportation Board Performance Measures

### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	08/12/00	08/13/00	08/14/00	08/15/00	08/16/00	08/17/00	08/18/00	Total
Train Delay	Originating Train Starts	102	123	95	110	106	116	110	762
	Delayed Hours - Power	0	7	1	15	16	26	8	73
	Delayed Hours - Crews	39	15	13	1	4	14	10	96

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	08/12/00	08/13/00	08/14/00	08/15/00	08/16/00	08/17/00	08/18/00	Average
Crew Availability	% Available	75%	75%	78%	80%	80%	80%	80%	78%

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	08/12/00	08/13/00	08/14/00	08/15/00	08/16/00	08/17/00	08/18/00	Total
Crews/Recrews	Train Crew Starts	263	259	239	267	270	253	266	1817
	Recrews	7	10	11	5	10	5	4	52
	% Recrewed	2%	4%	4%	2%	4%	2%	2%	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

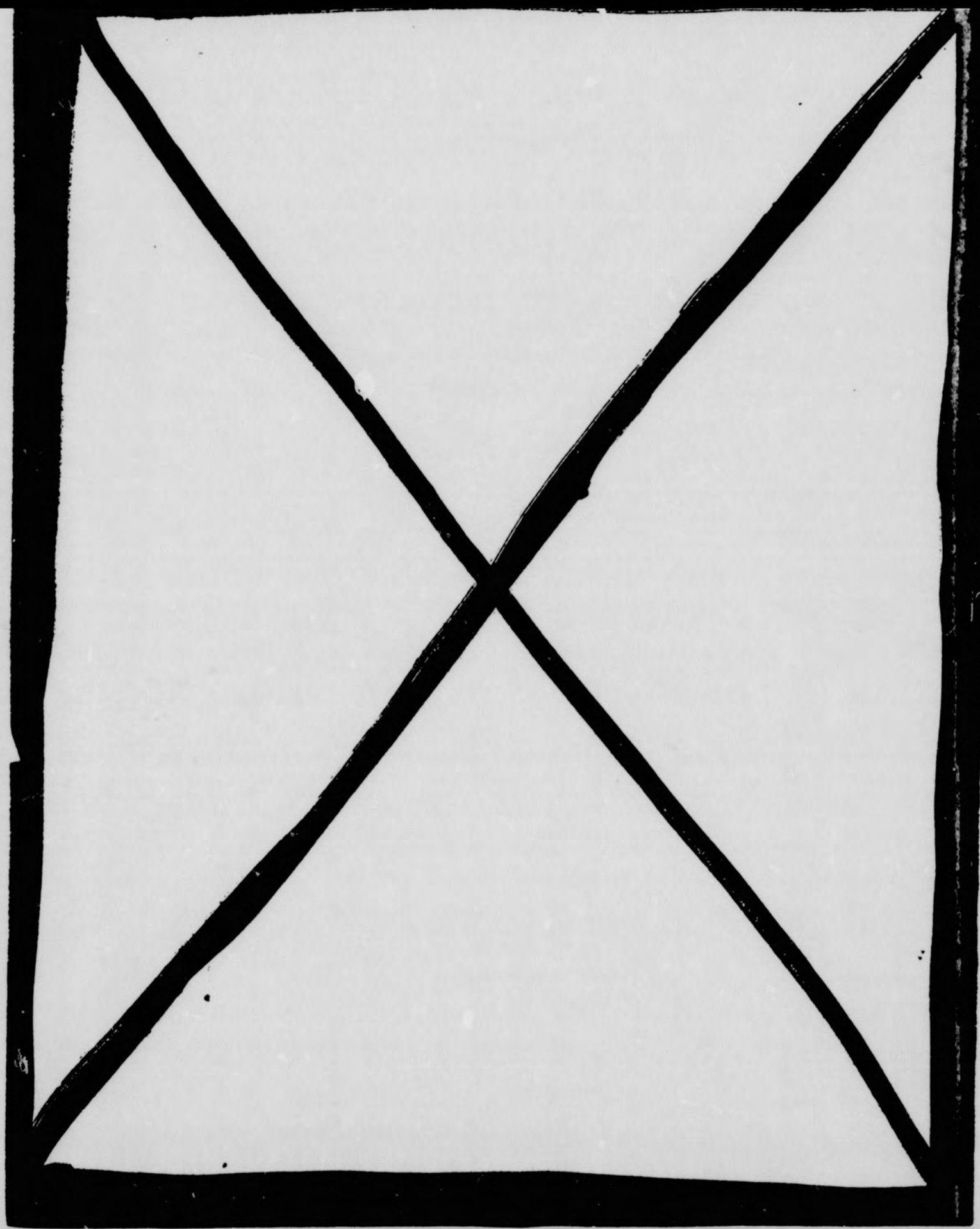
		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	08/12/00	08/13/00	08/14/00	08/15/00	08/16/00	08/17/00	08/18/00	Average
Locomotive	Gross Fleet Size	4157	4135	4127	4121	4132	4082	4086	4120
	Avg. Number Available	3684	3781	3688	3655	3687	3660	3688	3692
	OOS Ratio	6.2	6.1	5.9	5.8	5.5	5.5	5.8	5.8

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	08/12/00	08/13/00	08/14/00	08/15/00	08/16/00	08/17/00	08/18/00	Average
Train Delay	Philadelphia/South Jersey	3	2	3	3	2	4	3	3
	North Jersey	5	8	2	4	3	7	6	5
	Detroit	4	1	3	2	1	2	2	2

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



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8-15-00

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Fax: (202) 906-2821

August 21, 2000 AUG 22 2000

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Public Record

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



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

Dear Mr. Clemens:

On behalf of NS, CSX and itself, the National Railroad Passenger Corporation ("Amtrak") hereby submits the fourth quarterly report regarding the on-time performance of Amtrak trains operated over the lines of NS and CSX since the implementation of the Conrail acquisition. This report covers the period from April 1, 2000 through June 30, 2000.

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

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

The Honorable Melvin F. Clemens, Jr.  
August 21, 2000  
Page 2

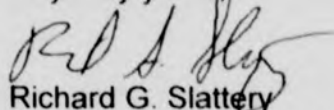
Amtrak's Comment

As the attached figures indicate, Amtrak on-time performance during the second quarter of 2000 on ex-Conrail lines now operated by NS and CSX was comparable to, and in CSX's case slightly improved over, Conrail's performance on the same lines during the one-year "base period" immediately prior to the Conrail acquisition. Performance on lines NS owned prior to the Conrail acquisition also continued to be good.

Amtrak continued to experience delays, in some cases significant ones, on trains operating over CSX's pre-Conrail system. (With the exception of the "Cardinal", trains 50 and 51, which operates in part over ex-Conrail lines, performance of these trains is not reflected in the attached data.) Particular problem areas, all of which were identified in Amtrak's previous report, were the route of the "Sunset Limited" between New Orleans and Jacksonville; the "Cardinal" route between Orange, VA (south of Washington, D.C.) and Maynard, IN (east of Chicago) via Charleston, WV; the "Three Rivers" route between Pittsburgh and Chicago; and CSX's Washington-Richmond-Florida lines.

However, with the exception of the eastbound Cardinal (train 50), Amtrak on-time performance on these CSX routes has improved in recent months, and the number of trains experiencing major delays has also decreased. Amtrak and CSX are continuing to work together to achieve further improvements. For example, Amtrak President George Warrington and CSX Chairman John Snow met recently to discuss, among other things, improving Amtrak on-time performance.

Very truly yours,



Richard G. Slattery  
Senior Associate General Counsel

Attachments

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

The Honorable Melvin F. Clemens, Jr.

August 21, 2000

Page 3

Peter J. Shudtz, Esq.

Vice President – Law and General Counsel

CSX Corporation

One James Center

901 East Cary Street

Richmond, VA 23219

J. Gary Lane, Esq.

Senior Vice President - Law

Norfolk Southern Corporation

Three Commercial Place

Norfolk, VA 23510



CONRAIL/NORFOLK SOUTHERN  
ON-TIME PERFORMANCE<sup>(1)</sup> FOR AMTRAK TRAINS  
PERFORMANCE BY CHECKPOINT  
APRIL - JUNE, 2000

Train	Location	Conrail June 98 thru May 99	NS Previous Quarter	NS Apr-00 thru Jun-00	Percentage Point Difference	
					From Conrail to NS Apr-Jun 2000	NS Prev Qtr to NS Apr-Jun 2000
29	Origin Bloom(Pittsburgh, PA)					
	Checkpoint Toledo, OH	79.5%	70.0%	77.0%	(2.5)	7.0
	Checkpoint 21st St (Chicago, IL)	75.7%	58.9%	88.6%	12.9	29.7
30	Origin 21st St (Chicago, IL)					
	Checkpoint Toledo, OH	73.8%	68.1%	52.3%	(21.5)	(15.8)
	Checkpoint Bloom(Pittsburgh, PA)	54.5%	53.8%	45.3%	(9.2)	(8.5)
40	Origin New Castle, PA					
	Checkpoint Harrisburg, PA	75.6%	90.1%	98.9%	23.3	8.8
41	Origin Harrisburg, PA					
	Checkpoint New Castle, PA	83.2%	91.1%	94.5%	11.3	3.4
43	Origin Harrisburg, PA					
	Checkpoint Cleveland, OH (2)	88.9%	91.2%	84.3%	(4.6)	(6.9)
	Checkpoint 21st St (Chicago, IL)	78.5%	85.7%	83.3%	4.8	(2.4)
44	Origin 21st St (Chicago, IL)					
	Checkpoint Cleveland, OH (2)	74.3%	73.6%	80.9%	6.6	7.3
	Checkpoint Harrisburg, PA	52.4%	74.7%	87.5%	35.1	12.8
48	Origin 21st St (Chicago, IL)					
	Checkpoint Cleveland, OH (2)	74.4%	66.7%	60.7%	(13.7)	(6.0)
49	Origin Cleveland, OH (2)					
	Checkpoint 21st St (Chicago, IL)	70.1%	66.30%	84.4%	14.3	18.1
350,352, 354	Origin 21st St (Chicago, IL)					
	Checkpoint Vinewood(Detroit, MI)	89.4%	88.60%	85.2%	(4.2)	(3.4)
351,353, 355	Origin Vinewood(Detroit, MI)					
	Checkpoint 21st St (Chicago, IL)	76.6%	71.60%	76.4%	(0.2)	4.8
364	Origin 21st St (Chicago, IL)					
	Checkpoint Gord(Battle Creek, MI)	81.3%	62.60%	79.1%	(2.2)	16.5

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

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

CONRAIL/NORFOLK SOUTHERN  
ON-TIME PERFORMANCE<sup>(1)</sup> FOR AMTRAK TRAINS  
PERFORMANCE BY CHECKPOINT  
APRIL - JUNE, 2000

Train	Location	Conrail June 98 thru May 99	NS Previous Quarter	NS Apr-00 thru Jun-00	Percentage Point Difference	
					From Conrail to NS Apr-Jun 2000	NS Prev Qtr to NS Apr-Jun 2000
365/367	Origin Gord(Battle Creek, MI)					
	Checkpoint 21st St (Chicago, IL)	75.4%	65.6%	54.9%	(20.5)	(10.7)
370	Origin 21st St (Chicago, IL)					
	Checkpoint CP-482(Michigan City, MI)	84.6%	51.1%	62.9%	(21.7)	11.8
371	Origin CP-482(Michigan City, MI)					
	Checkpoint 21st St (Chicago,	67.4%	25.3%	39.3%	(28.1)	14.0
<b>Totals</b>		<b>77.2%</b>	<b>73.6%</b>	<b>75.5%</b>	<b>(1.7)</b>	<b>1.9</b>

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

# SIDLEY & AUSTIN

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

August 15, 2000

**Hand Delivered-Original and 25 Copies**

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



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

**Petition for Extension of Time for Completion by Norfolk Southern of Compliance with Condition 8(A) of Appendix Q of STB Decision No. 89 re: Encks Mill Rd., Mechanicsburg, PA, DOT: 592 320H**

Dear Secretary Williams:

Condition 8(A) of Appendix Q of the Board's Decision No. 89 in the above-referenced docket requires, *inter alia*, that Norfolk Southern install flashing lights at the at-grade crossing of Encks Mill Road<sup>1</sup> in Mechanicsburg, Pennsylvania. Alternatively, Norfolk Southern may satisfy this requirement by entering into a negotiated agreement with the affected local jurisdiction and the state department of transportation to provide for "alternative safety improvements in the vicinity of the [identified highway/rail at-grade crossing] that achieves at least an equivalent level of safety enhancement." Condition 8(A) requires compliance with this provision within two years of the effective date of Decision No. 89 (August 22, 2000).

Norfolk Southern has completed its work to install flashing lights at the Encks Mill Rd. crossing. However, the Pennsylvania Fish & Game Commission has just completed negotiations to allow the local electric company (GPU) to install a utility pole on their property.

<sup>1</sup> In Appendix Q under Condition 8(A), this crossing is simply designated "Mill". The full name is Encks Mill Road.

The Honorable Vernon A. Williams

August 15, 2000

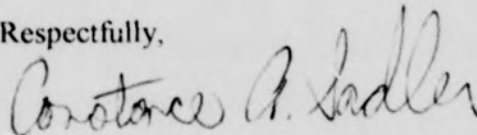
Page 2

The utility pole will help provide the AC power required for operation of the warning devices at the Encks Mill Rd. at-grade crossing. Until the Fish & Game Commission and GPU completed their access agreement, the flashing lights at the crossing could not be placed in service. Norfolk Southern has recently been informed by the Pennsylvania Public Utilities Commission of the progress of this agreement between the Fish & Game Commission and GPU, but no definite date has been established as to when the pole will be set and electrical power provided.

Because the property access issue must be resolved by the Fish & Game Commission and GPU rather than Norfolk Southern, Norfolk Southern is not yet able to certify completion of the Condition 8(A) requirement with regard to the Encks Mill Rd. crossing. Therefore, Norfolk Southern requests that the Board extend for six months the time in which to certify completion of the Condition 8(A) requirement for this crossing. Norfolk Southern will of course notify the Board as soon as Norfolk Southern is informed that the electrical power connection has been made and the crossing is placed in service.

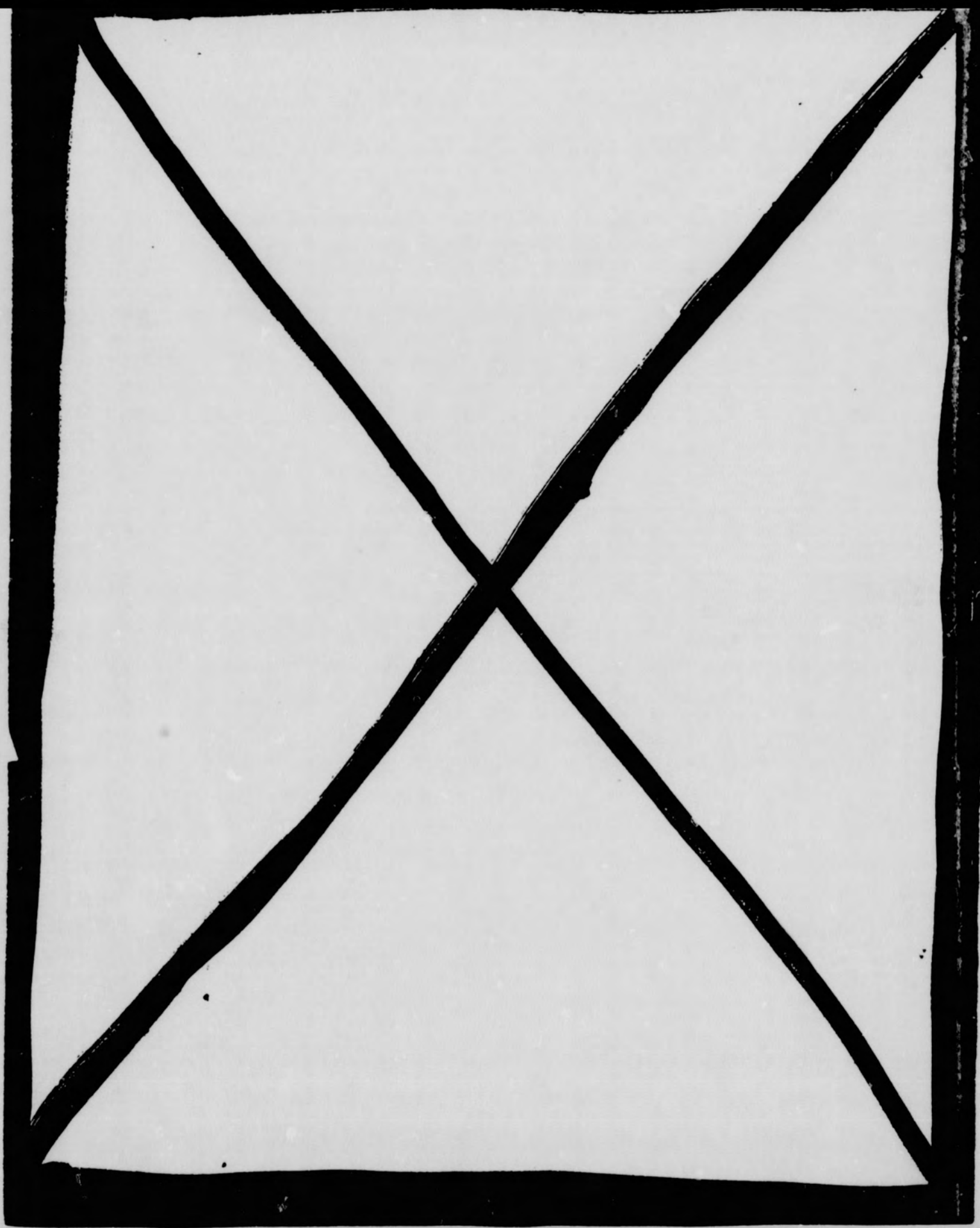
Norfolk Southern respectfully requests that the deadline for compliance with Environmental Condition 8(A) with respect to the Encks Mill Rd. crossing in Mechanicsburg, Pennsylvania be extended by six months to February 22, 2001.

Respectfully,



Constance A. Sadler

cc: Elaine K. Kaiser



STB

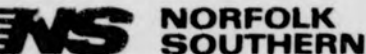
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Norfolk Southern Corporation  
Law Department  
Three Commercial Place  
Norfolk, Virginia 23510-9241

—  
Writer's Direct Dial Number

George A. Aspatore  
General Solicitor



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August 8, 2000

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

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

Dear Mr. Williams:

Pursuant to Ordering Paragraph No. 22 at page 177 of Decision No. 89 in the above proceeding, applicants Norfolk Southern Corporation and Norfolk Southern Railway Company ("NS") hereby submit the attached 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.

This report contains survey results from April, May, and June 2000. During each month, traffic was surveyed for two non-consecutive days, for a total of six survey days. NS experienced a power outage on one of the survey days in April, which affected the number of surveys taken on that day. Additionally, a miscommunication occurred at the terminal, which caused personnel administering the surveys to survey a smaller sample size. NS is addressing this problem for future surveys.

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

Respectfully,

*George Aspatore*  
George A. Aspatore

CC: Melvin F. Clemens, Jr.  
Attachment

Norfolk Southern Corporation  
Intermodal Terminal Report No. 6  
Croxtan Intermodal Terminal  
Survey for April, May, June 2000



State	City	In-Gate	Out-Gate	Total
	Unknown	2	1	3
CT	DANBURY			0
CT	EAST GRANBY			0
CT	EAST HARTFORD			0
CT	NEW HAVEN			0
CT	ORANGE			0
CT	WALLINGFORD			0
MA	ALSTON			0
MA	CHELMSFORD			0
MA	FALL RIVER			0
MA	LENOX			0
MA	NORTH DARTHMOUTH			0
MA	SOUTH BORO			0
MA	SOUTH LEE			0
MA	Unknown		1	1
MA	WORCESTER			0
ME	ROCKLAND			0
NY	BRONX	1	11	12
NY	BROOKLYN	2	3	5
NY	HICKSVILLE			0
NY	LONG ISLAND	2	10	12
NY	MANHATTEN		6	6
NY	PORT CHESTER			0
NY	QUEENS		7	7
NY	STATEN ISLAND		2	2
NY	Unknown		1	1
RI	Unknown			0

George Washington	7	42	49
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George Washington	7	42	49
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Tappan Zee	2	4	6
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Staten Island Crossings		2	2
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Manhattan Tunnels	2	5	7
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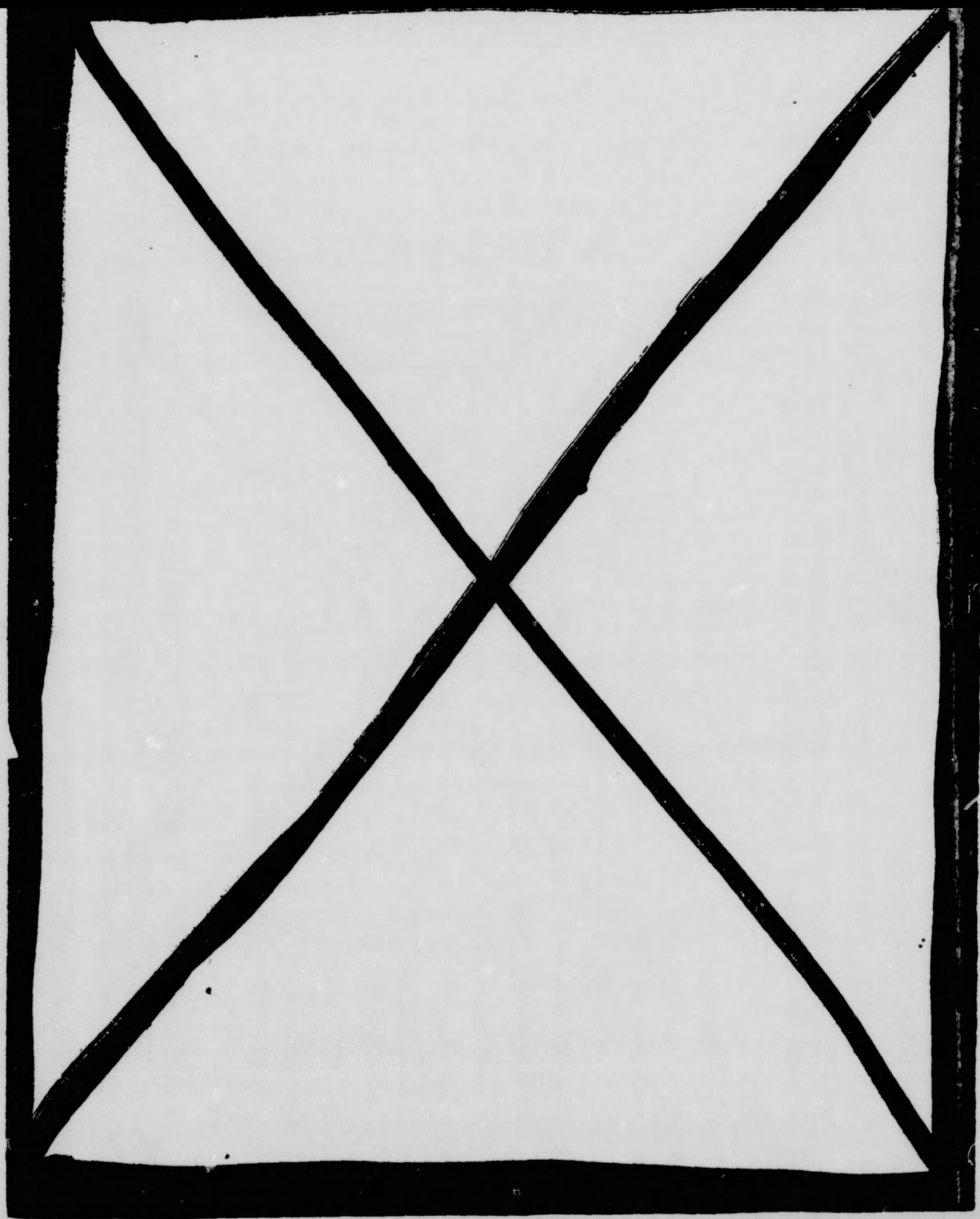
Other / Unknown	1		1
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East of Hudson	12	53	65
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West of Hudson		146	146
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GRAND TOTAL	12	199	211
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These results reported for Croxtan are for loaded units entering and exiting the terminal.



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## FLETCHER & SIPPEL LLC

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180 North Stetson Avenue  
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William C. Sippel  
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wsippel@fletcher-sippel.com

August 4, 2000

### FEDERAL EXPRESS

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

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

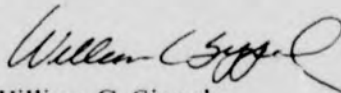
Dear Secretary Williams:

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

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

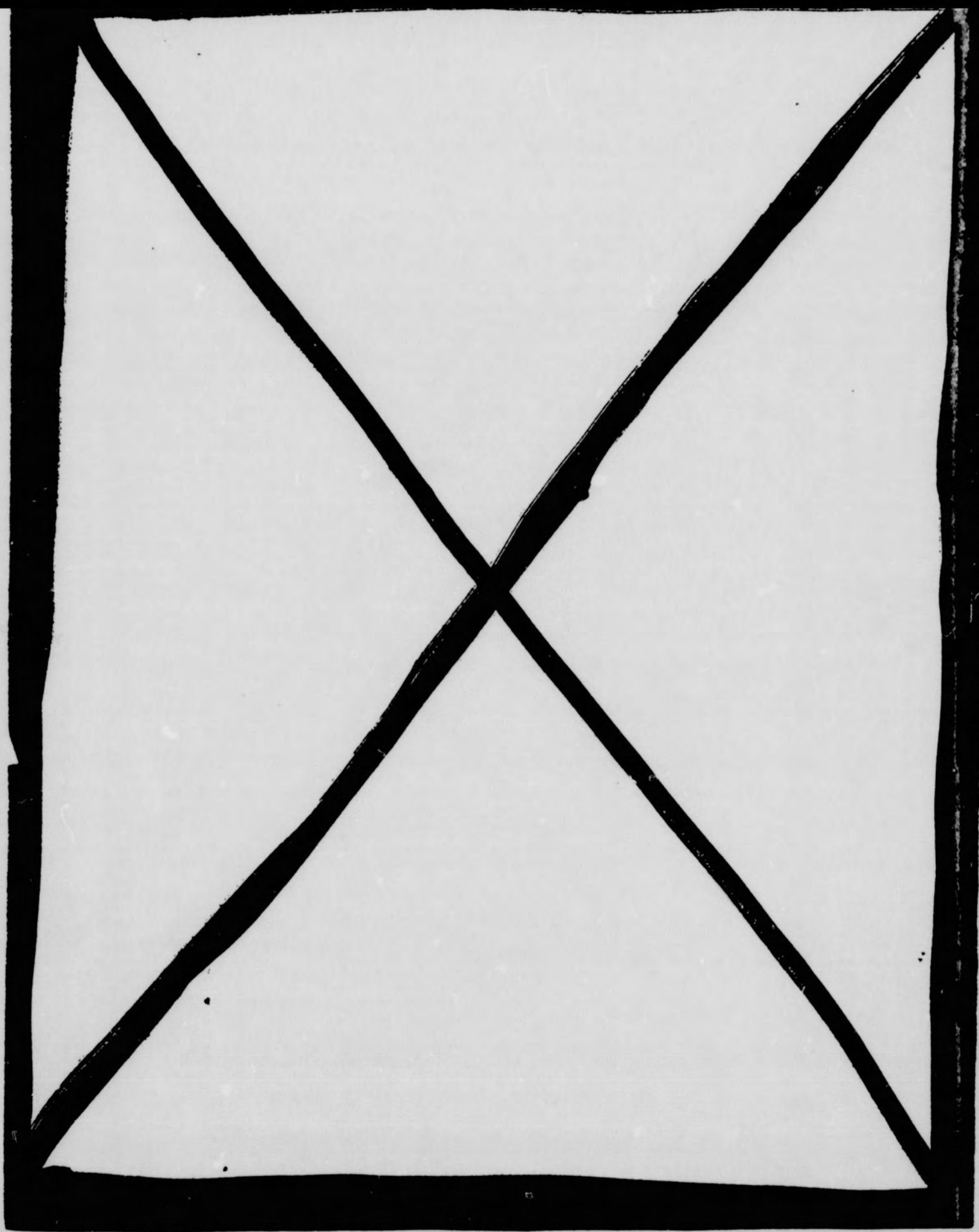
This letter is to advise the Board that the parties continue to work on a resolution of this matter and, accordingly, have decided to extend the test period to February 1, 2001. At the end of that period, the parties will report back to the Board.

Respectfully submitted,

  
William C. Sippel

WCS/pj

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





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8-2-00

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**STEPTOE & JOHNSON LLP**

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DAVID H. COBURN  
(202) 429-8063  
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August 2, 2000

**VIA HAND DELIVERY**

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

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

**CSX Quarterly Intermodal Truck Survey Report**

Dear Secretary Williams:

Further to the requirement in Ordering Paragraph No. 22 at page 177 of Decision No. 89 in the above proceeding, CSX Corporation and CSX Transportation, Inc. ("CSX") hereby submit the attached quarterly report reflecting the origins, destinations and cross-Hudson River routings for truck traffic at those intermodal terminals in Northern New Jersey and Massachusetts that were allocated to CSX by virtue of the Conrail transaction or operated by CSX prior to that transaction (Little Ferry, NJ; North Bergen, NJ; Kearny, NJ; Boston, MA; Springfield, MA and Worcester, MA). This report, which reflects the traffic surveyed on six days during the quarterly survey period, covers the three month period between March 1, 2000 and May 31, 2000.

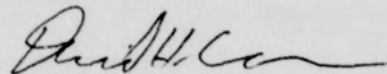
Please note that with respect to the attached New Jersey report, the data reflects the ultimate origin or destination of the surveyed traffic utilizing the George Washington Bridge. The report also shows the volume of surveyed traffic using other Hudson River crossings and the much larger volume of traffic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

The Honorable Vernon A. Williams  
April 11, 2000  
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,

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

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

Attachments

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

CSX CORPORATION  
Intermodal Survey Report No. 6  
New Jersey Terminals<sup>1</sup>

August 2, 2000

Survey Results for March 1, 2000 through May 30, 2000

ST	CITY	INBOUND	OUTBOUND	TOTAL
CT	ANSONIA	1	0	1
CT	BRIDGEPORT	1	0	1
CT	HARTFORD	0	1	1
CT	NEW HAVEN	2	4	6
CT	NEW MILFORD	0	2	2
CT	NORTH IN	0	1	1
CT	SHELTON	0	1	1
CT	STAMFORD	4	5	9
CT	STRATFORD	0	13	13
CT	TRUMBELL	0	1	1
CT	UNKNOWN	1	0	1
CT	WESTPORT	2	1	3
CT	WINDSOR	1	0	1
MA	BOSTON	0	1	1
MA	UNKNOWN	0	1	1
MA	WILLIAMST	0	1	1
MA	WORCESTER	0	7	7
ME	FAR HARBOR	0	1	1
ME	EASTPORT	0	1	1
ME	FREEPORT	1	3	4
NH	NASHUA	0	1	1
NH	PORTSMOUTH	0	3	3
NS	DOGBY	0	1	1
NY	AMSTERDAM	1	0	1
NY	BRONX	58	111	169
NY	BROOKLYN	22	29	51
NY	ELMSFORD	0	1	1
NY	LONG ISLAND	15	38	53
NY	MANHATTAN	0	10	10
NY	MT. VERNON	0	1	1
NY	NEW YORK	1	0	1
NY	QUEENS	17	18	35
NY	STATISLAND	4	6	10
RI	CRANFORD	1	0	1
RI	PROVIDENCE	2	0	2
VT	MANCHESTER	1	2	3
George Washington		135	265	400
George Washington		135	265	400
Tappan Zee		17	30	47
Staten Is. Crossings		34	36	70
Manhattan Tunnels		1	5	6
All Other		17	11	28
East of Hudson		204	347	551
West of Hudson		844	1513	2357
GRAND TOTAL		1048	1860	2908

<sup>1</sup> The surveyed terminals were Little Ferry, Kearny, and North Bergen.

CSX CORPORATION  
Intermodal Survey No. 6

August 2, 2000

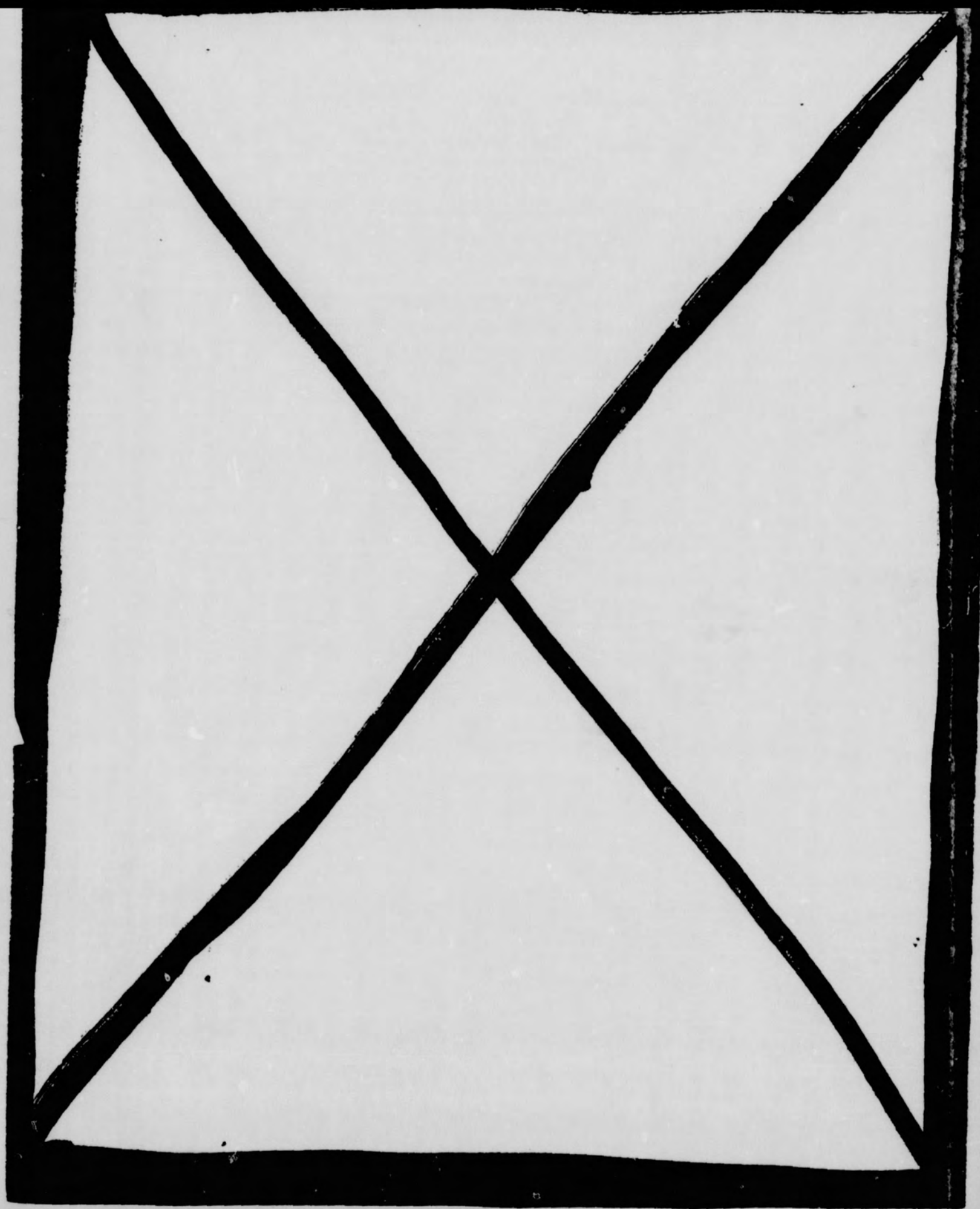
Massachusetts Terminals<sup>1</sup>

Survey Results for March 1, 2000 through May 30, 2000

	INBOUND	OUTBOUND	TOTAL
George Wash Bridge	101	0	101
Other	1984	2695	4679
GRAND TOTAL	2085	2695	4780

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<sup>1</sup> The surveyed terminals were Boston, Springfield and Worcester.





STB

FD-33388

7-27-00

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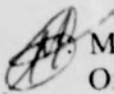
SURFACE TRANSPORTATION BOARD

# Memorandum



DATE: July 27, 2000

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

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

ENTERED  
Office of the Secretary

JUL 27 2000

Part of  
Public Record

D

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

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

Attachments

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



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

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

July 26, 2000

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

Dear Mr. Clemens:

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

Improvement trends continue. Cars on-line moved down slightly from 257,873 to 257,205. Overall train velocity improved from 19.7 to 20.0 miles-per-hour. Terminal dwell improved from 29.0 to 27.8 hours.

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

#### **Chicago Gateway Operations**

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorable three percentage points. The greater-than-six-hours-late category, however, moved unfavorable from the prior week by four percentage points.

#### **Yards and Terminals**

Car volumes were up, yet overall dwell hours decreased across the network as the terminals continue to improve operations following the Fourth of July holiday week.

#### **Corridor Performance**

Three of the six corridors showed an improvement compared to the prior week. The best train performances during this week in the on-time-to-two-hours-late category were the East St. Louis to Northeast and Chicago to Baltimore corridors. Overall, the on-time-to-two-hours-late category moved favorably by three percentage points compared to last week. The percent of trains in the greater-than-six-hours-late category moved unfavorably by one percentage point.

### Shared Areas

Daily average on hand cars decreased at Oak Island and Detroit North Yard, while increasing at Pavonia. Pavonia's increased volume was due to an influx of empty equipment to support new customer operations. Overall terminal dwell time was 29.1 hours, compared to 33.3 hours last week. For the week, there were a total of 15 trains delayed for CSXT and NS: 12 crew, 1 for power, and 2 for late arrivals.

### Additional Measurements

Train Delay Metric: For 746 train starts, average daily Train Delay totaled 79 hours for Power and 80 hours for Crew. Power delays increased while Crew delays were down from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 19.3% for the week, a slightly unfavorable move from the previous week.

Daily Crew Availability Percentage: Crew Availability Percentage was 78%, a slight improvement from the prior week, but still showing the effects of the high summer vacation period.

Daily Number of Recrews Required: Of 1795 crew starts, 57 (3%) were recrews, an improvement from the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged one train per day for Detroit and South Jersey, and North Jersey. North Jersey improved from the previous week.

Locomotives: Gross Locomotives = 4005, Average Available = 3638, and Out-of-Service Ratio = 5.5%, same percentage as the prior week.

Cars Offered in Interchange: averaged 54 cars daily, of which 27 were allocated to Norfolk Southern. Daily averages and the NS average were down from the prior week.

On-time performance, passenger trains through Brunswick, MD: 40% for 10 AMTRAK trains (Pittsburgh - Washington) and 91% for 92 MARC trains (West Virginia -

Washington). Amtrak delays were mostly attributed to additional slow orders and curfew due to scheduled maintenance of way work.

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

CSXT is continuing its scheduled summer maintenance work programs throughout the network. Trains are being annulled or rerouted around these work gangs in order to provide more efficient windows of work without train operations.

The company is making excellent progress on the goals it established for Fall Peak preparation. Nine of the 17 goals were already met at the end of last week, and all are trending so we anticipate the accomplishment of the majority by September 1.

CSXT is working with our customers at this time of year to provide stable service levels and a continuation of the improvements that have been evident since April.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending: 07/21/00

#### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	07/17/00	07/18/00	07/19/00	07/20/00	07/21/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	421	373	451	387	358
	Cars On Hand - Empty	360	371	283	224	330
	Cars On Hand - Total	781	744	734	711	688
	Cars Handled	429	502	545	562	570
	Dwell Hours	39.1	35.3	32.6	26.5	33.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	358	220	387	294	323
	Cars On Hand - Empty	335	345	431	390	452
	Cars On Hand - Total	693	565	818	684	775
	Cars Handled	424	274	575	510	522
	Dwell Hours	47.7	16.6	23.4	18.7	22.2
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	88	122	174	141	132
	Cars On Hand - Empty	106	168	127	137	155
	Cars On Hand - Total	194	290	301	278	287
	Cars Handled	219	269	313	172	195
	Dwell Hours	17.2	15.2	18.3	22.7	17.0

**CSX Comments:** Daily average on hand cars increased at Pavonia.  
Overall terminal dwell time was 27.3 hours, down from 29.1 the prior week.



## Surface Transportation Board

### Performance Measures

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	07/17/00	07/18/00	07/19/00	07/20/00	07/21/00
North Jersey SAA	Number of Originations	2	10	14	14	15
	% Ontime	50%	20%	7%	14%	13%
	% Late 0-2 Hours	0%	0%	29%	50%	47%
	% Late 2-4 Hours	0%	10%	36%	14%	13%
	% Late 4-6 Hours	0%	0%	14%	14%	7%
	% Late GT 6 Hours	50%	70%	14%	7%	20%
South Jersey SAA	Number of Originations	3	3	5	5	6
	% Ontime	0%	0%	40%	20%	33%
	% Late 0-2 Hours	67%	33%	20%	40%	0%
	% Late 2-4 Hours	0%	0%	0%	20%	33%
	% Late 4-6 Hours	33%	0%	40%	20%	17%
	% Late GT 6 Hours	0%	67%	0%	0%	17%
Detroit SAA	Number of Originations	1	4	7	7	8
	% Ontime	100%	0%	14%	29%	25%
	% Late 0-2 Hours	0%	25%	57%	43%	63%
	% Late 2-4 Hours	0%	0%	29%	14%	13%
	% Late 4-6 Hours	0%	25%	0%	14%	0%
	% Late GT 6 Hours	0%	50%	0%	0%	0%

**CSX Comments:** Total road train delays were 15 trains. Crew delays were 12 trains for 73 hours, power 1 train for 15 hours; originating trains 2 for 13 hours, late connections.

## Surface Transportation Board Performance Measures

### CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 07/17/00	Tuesday 07/18/00	Wednesday 07/19/00	Thursday 07/20/00	Friday 07/21/00	Daily Average
Cars Offered	NS	26	1	11	11	86	27
	All Other	1	17	46	24	49	27
	Total	27	18	57	35	135	54

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 07/17/00	Tuesday 07/18/00	Wednesday 07/19/00	Thursday 07/20/00	Friday 07/21/00	Weekly Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	50%	0%	50%	40%
MARC	Trains	18	18	18	18	20	92
	% On Time	94%	78%	83%	100%	100%	91%

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	07/15/00	07/16/00	07/17/00	07/18/00	07/19/00	07/20/00	07/21/00	Total
Baltimore	Train Crew Starts	15	11	14	15	13	14	17	103
	Crews Delayed +2 Hours	9	4	6	3	3	3	6	34
	% Delayed +2 Hours	60%	36%	43%	16%	23%	21%	35%	33%
Buffalo	Train Crew Starts	37	32	31	40	36	38	43	257
	Crews Delayed +2 Hours	7	6	4	4	5	7	8	41
	% Delayed +2 Hours	19%	19%	13%	10%	14%	18%	19%	16%
Chicago	Train Crew Starts	24	24	24	26	27	26	24	175
	Crews Delayed +2 Hours	6	8	7	5	6	6	8	46
	% Delayed +2 Hours	25%	33%	29%	19%	22%	23%	33%	26%
Cincinnati	Train Crew Starts	31	30	28	29	28	30	34	210
	Crews Delayed +2 Hours	2	2	1	0	0	0	4	9
	% Delayed +2 Hours	6%	7%	4%	0%	0%	0%	12%	4%
Cleveland	Train Crew Starts	20	23	18	20	21	28	25	155
	Crews Delayed +2 Hours	7	4	3	1	10	6	5	36
	% Delayed +2 Hours	35%	17%	17%	5%	48%	21%	20%	23%
Cumberland	Train Crew Starts	23	31	28	23	32	30	28	195
	Crews Delayed +2 Hours	1	1	0	2	2	1	6	13
	% Delayed +2 Hours	4%	3%	0%	9%	6%	3%	21%	7%
Detroit	Train Crew Starts	3	5	3	2	6	5	6	30
	Crews Delayed +2 Hours	0	0	0	0	2	0	2	4
	% Delayed +2 Hours	0%	0%	0%	0%	33%	0%	33%	13%
Philadelphia	Train Crew Starts	11	6	10	11	11	9	10	68
	Crews Delayed +2 Hours	1	0	3	1	3	2	3	13
	% Delayed +2 Hours	9%	0%	30%	9%	27%	22%	30%	19%
Selkirk	Train Crew Starts	38	32	26	25	30	40	43	250
	Crews Delayed +2 Hours	21	10	8	14	11	14	13	91
	% Delayed +2 Hours	55%	31%	31%	40%	31%	35%	30%	36%
Toledo	Train Crew Starts	20	20	16	21	21	27	25	150
	Crews Delayed +2 Hours	2	2	1	1	4	4	1	15
	% Delayed +2 Hours	10%	10%	6%	5%	19%	15%	4%	10%
Willard	Train Crew Starts	39	42	34	49	44	44	42	294
	Crews Delayed +2 Hours	4	12	8	7	11	8	12	62
	% Delayed +2 Hours	10%	29%	24%	14%	25%	18%	29%	21%
Totals	Train Crew Starts	261	256	232	275	275	291	297	1887
	Crews Delayed +2 Hours	60	49	41	38	57	51	68	364
	% Delayed +2 Hours	23.0%	19.1%	17.7%	13.8%	20.7%	17.5%	22.9%	19.3%

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.

**CSXT Train Delay - Northern Region Lines**

## Surface Transportation Board Performance Measures

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	07/15/00	07/16/00	07/17/00	07/18/00	07/19/00	07/20/00	07/21/00	Total
Train Delay	Originating Train Starts	104	107	91	102	112	108	122	746
	Delayed Hours - Power	13	7	2	18	0	11	28	79
	Delayed Hours - Crews	34	23	7	7	5	3	1	80

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	07/15/00	07/16/00	07/17/00	07/18/00	07/19/00	07/20/00	07/21/00	Average
Crew Availability	% Available	75%	75%	78%	79%	80%	80%	79%	78%

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	07/15/00	07/16/00	07/17/00	07/18/00	07/19/00	07/20/00	07/21/00	Total
Crews/Recrews	Train Crew Starts	266	237	229	257	247	268	291	1795
	Recrews	5	14	7	7	7	6	11	57
	% Recrewed	2%	6%	3%	3%	3%	2%	4%	3%

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

## Surface Transportation Board Performance Measures

### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	07/15/00	07/16/00	07/17/00	07/18/00	07/19/00	07/20/00	07/21/00	Average
Locomotives	Gross Fleet Size	4129	4075	4093	4036	4026	4025	3649	4005
	Avg. Number Available	3623	3641	3660	3638	3610	3642	3649	3638
	OOS Ratio	5.4	5.8	5.3	5.3	5.7	5.5	5.4	5.5

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

### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	07/15/00	07/16/00	07/17/00	07/18/00	07/19/00	07/20/00	07/21/00	Average
Train Delay	Philadelphia/South Jersey	1	3	1	0	1	0	1	1
	North Jersey	0	2	0	0	1	1	0	1
	Detroit	1	0	1	1	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 after notification. The measure will be a composite of CSX and NS trains.



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

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

July 26, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 39 issued in STB Finance Docket No. 33388, for the week ending July 21, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, 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.  
July 26, 2000  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

July 26, 2000

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

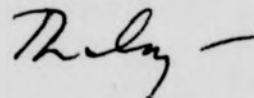
Dear Mr. Clemens:

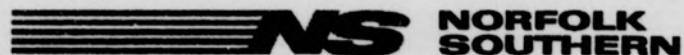
Norfolk Southern's performance metrics improved again over the prior week. The number of cars on line decreased; the average train speed increased; and the average terminal dwell decreased slightly. On the monitored corridors and Chicago gateway operations, 36 trains were held for terminal congestion, 28 trains were held for crews, and 6 trains were held for power.

With respect to our customer service hotline in Buffalo, NS received one call involving tracing. The problem has been resolved.

In the Shared Assets Areas, daily average on-hand car volume decreased slightly at Oak Island and North Yard, while increasing at Pavonia. All volume counts were within acceptable operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week: 12 trains were delayed 73 hours for lack of crews and 1 train was delayed for 15 hours awaiting power. Two originating trains were delayed a total of 13 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 18% of the delay hours reported in the SAAs.

Sincerely,

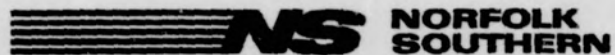




For the week ending 7/21/00

Shared Asset Area - Yard Performance

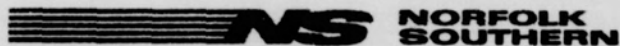
Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	7/17/00	850	106	88	194	219	17.2
	7/18/00	850	168	122	290	269	15.2
	7/19/00	850	127	174	301	313	18.3
	7/20/00	850	137	141	278	172	22.7
	7/21/00	850	155	132	287	195	17.0
North Yard MI Average		850	139	131	270	234	17.8
Oak Island NJ	7/17/00	1200	360	421	781	429	39.1
	7/18/00	1200	371	373	744	502	35.3
	7/19/00	1200	283	451	734	545	32.6
	7/20/00	1200	324	387	711	562	26.5
	7/21/00	1200	330	358	688	570	33.2
Oak Island NJ Average		1200	334	398	732	522	33.0
Pavonia NJ	7/17/00	900	335	358	693	424	47.7
	7/18/00	900	345	220	565	274	16.6
	7/19/00	900	431	387	818	575	23.4
	7/20/00	900	390	294	684	510	18.7
	7/21/00	900	452	323	775	522	22.2
Pavonia Average		900	391	316	707	461	25.7



For the week ending 7/21/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	17-Jul	1	100%	0%	0%	0%	0%
	18-Jul	4	0%	25%	0%	25%	50%
	19-Jul	7	14%	57%	29%	0%	0%
	20-Jul	7	29%	43%	14%	14%	0%
	21-Jul	8	25%	63%	13%	0%	0%
Detroit Total		27	22%	48%	15%	7%	7%
North Jersey Total	17-Jul	2	50%	0%	0%	0%	50%
	18-Jul	10	20%	0%	10%	0%	70%
	19-Jul	14	7%	29%	36%	14%	14%
	20-Jul	14	14%	50%	14%	14%	7%
	21-Jul	15	13%	47%	13%	7%	20%
North Jersey Total		55	15%	33%	18%	9%	25%
South Jersey Total	17-Jul	3	0%	67%	0%	33%	0%
	18-Jul	3	0%	33%	0%	0%	67%
	19-Jul	5	40%	20%	0%	40%	0%
	20-Jul	5	20%	40%	20%	20%	0%
	21-Jul	6	33%	0%	33%	17%	17%
South Jersey Total		22	23%	27%	14%	23%	14%
Grand Total		104	18%	36%	16%	12%	18%

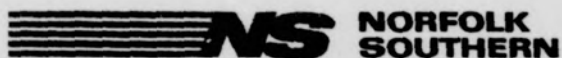


For the week ending 7/21/00

**Shared Asset Area Trains Held**

area	Sat 15-Jul	Sun 16-Jul	Mon 17-Jul	Tue 18-Jul	Wed 19-Jul	Thu 20-Jul	Fri 21-Jul	Grand Total
North Jersey		1			1			2
South Jersey	1	2	1		1		1	6
Detroit	1		1	1	1			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
CX	5	0	0	0	0	5
Other	0	109	84	0	0	193
<b>Total</b>	<b>5</b>	<b>109</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>198</b>

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

#### NS Northern Region Train Starts and Delays

	Saturday 15-Jul	Sunday 16-Jul	Monday 17-Jul	Tuesday 18-Jul	Wednesday 19-Jul	Thursday 20-Jul	Friday 21-Jul	Grand Total
# of Train Starts	228	239	251	261	267	188	253	1687
<b>Delay Cause</b>								
Crew Delays (hrs)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Power Delays (hrs)	66.4	0.0	17.5	75.8	3.5	16.6	15.2	194.9

The delay numbers are expressed in hours

#### Locomotive Fleet Statistics

	Saturday 15-Jul	Sunday 16-Jul	Monday 17-Jul	Tuesday 18-Jul	Wednesday 19-Jul	Thursday 20-Jul	Friday 21-Jul	average
<b>Fleet Size</b>	3358	3346	3344	3365	3383	3379	3371	3364
<b>available</b>	3193	3177	3162	3197	3228	3222	3215	3199
<b>out of service %</b>	4.9%	5.1%	5.4%	5.0%	4.6%	4.6%	4.6%	4.9%

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



### NS Crew Starts and Delays

		Saturday 15-Jul	Sunday 16-Jul	Monday 17-Jul	Tuesday 18-Jul	Wednesday 19-Jul	Thursday 20-Jul	Friday 21-Jul	Grand Total
Allentown	crew starts	11	16	13	18	19	16	19	112
	crews delayed	5	6	6	6	4	5	5	37
Bellevue	crew starts	39	36	22	40	38	40	36	251
	crews delayed	9	15	4	15	10	15	10	78
Buffalo	crew starts	22	23	20	27	29	32	27	180
	crews delayed	5	5	2	2	3	7	6	30
Chicago	crew starts	30	35	32	26	38	34	31	226
	crews delayed	10	14	6	8	18	15	11	82
Cincinnati	crew starts	32	34	27	32	30	35	34	224
	crews delayed	3	5	1	6	1	7	6	29
Cleveland	crew starts	17	13	17	16	14	18	19	114
	crews delayed	8	6	8	7	5	5	6	45
Conway	crew starts	57	56	46	48	56	52	55	370
	crews delayed	15	15	11	10	11	9	15	86
Detroit	crew starts	20	9	18	19	19	22	21	128
	crews delayed	5	2	5	6	7	6	8	39
Elkhart	crew starts	37	39	30	34	40	39	43	262
	crews delayed	12	13	15	14	7	12	15	88
Harrisburg	crew starts	47	47	46	52	56	56	57	361
	crews delayed	11	13	13	13	12	20	14	96
Toledo	crew starts	66	51	42	52	54	56	63	384
	crews delayed	17	11	8	5	10	10	18	79

**Notes:**

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

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

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

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 15-Jul	Sunday 16-Jul	Monday 17-Jul	Tuesday 18-Jul	Wednesday 19-Jul	Thursday 20-Jul	Friday 21-Jul	average
availability%	74%	74%	76%	79%	80%	80%	79%	77%

**Notes:**

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

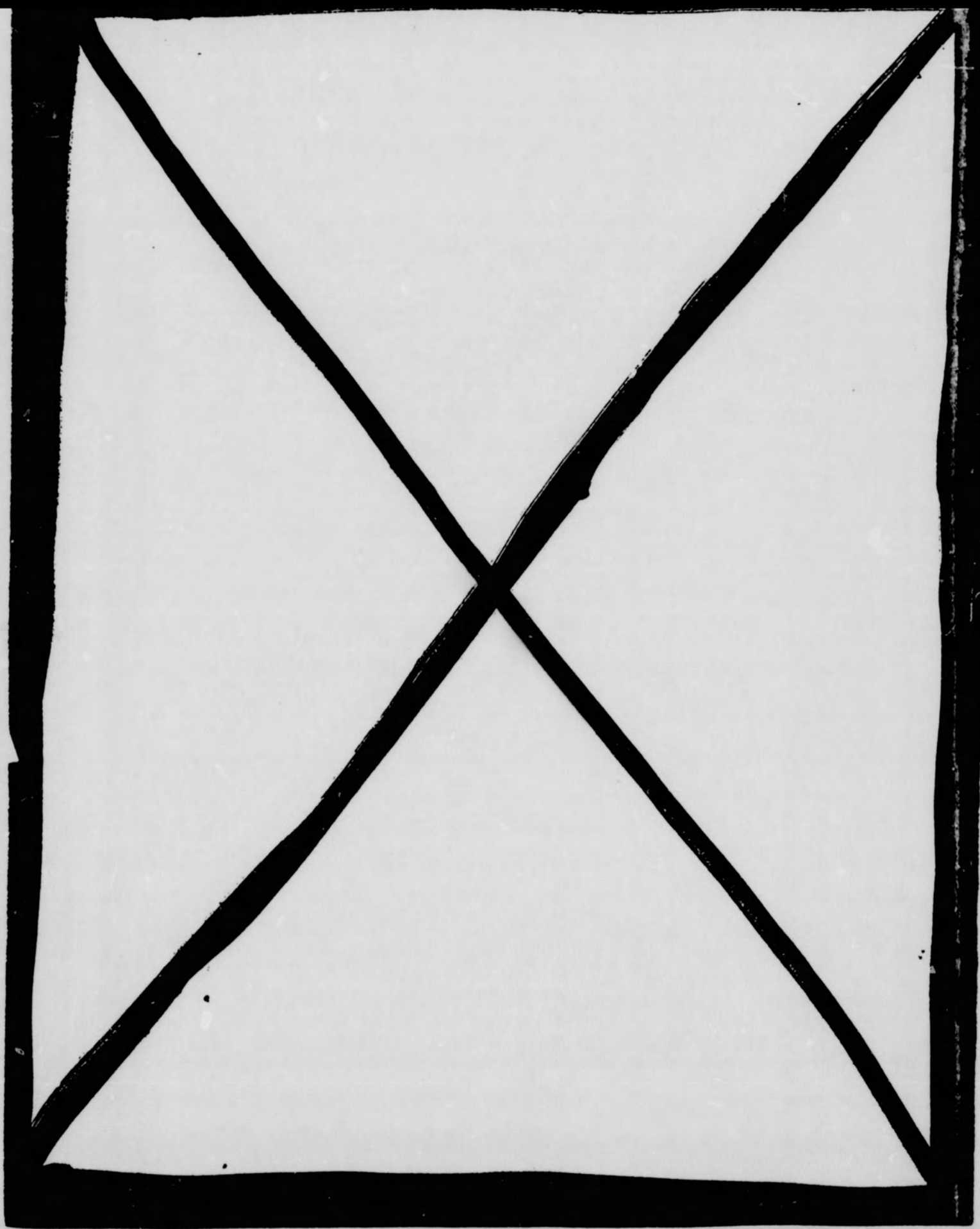
### NS Northern Region Crew Starts and Recrews

	Saturday 15-Jul	Sunday 16-Jul	Monday 17-Jul	Tuesday 18-Jul	Wednesday 19-Jul	Thursday 20-Jul	Friday 21-Jul	Grand Total
crew starts	326	311	287	211	342	332	355	2264
recrews	7	5	5	3	7	12	3	42

**Notes:**

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

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



STB

FD-33388

7-20-00

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199325


SURFACE TRANSPORTATION BOARD

# Memorandum



DATE: July 20, 2000


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

FROM  : Mel Clemens, Director  
Office of Compliance and Enforcement

ENTERED  
Office of the Secretary

JUL 20 2000

Part of  
Public Record



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

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

Attachments

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



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

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

July 19, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, July 14th.

The month of July includes several events that affect cyclical railroad performance. After the 4th of July holiday automobile and coal facilities enter a planned slowdown or shutdown in production, creating some capacity on the railroad. Measurements this week reflect these factors. Cars on-line suffered a correction from the holiday week and moved up slightly from 256,988 to 257,873. Overall train velocity improved from 19.4 to 19.7 miles-per-hour. Terminal dwell rebounded from the holiday week, moving from 32.6 to 29.0 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**

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorable one percentage point. The favorable movement in the greater-than-six-hours-late category was an even more significant ten-percentage point improvement from the prior week.

### **Yards and Terminals**

Car volumes were up, yet overall dwell hours decreased across the network as the terminals continued to improve operations following the holiday week.

### **Corridor Performance**

Five of the six corridors showed an improvement compared to the prior week. The best train performance during this week in the on-time-to-two-hours-late category was the East St. Louis to Northeast corridor. Second place belonged to the East St. Louis to Baltimore corridor. Overall, the on-time-to-two-hours-late category moved favorable by ten percentage points compared to last week. The percent of trains in the greater-than-six-hours-late category also improved, moving favorable by 11 percentage points.

### **Shared Areas**

Daily average on hand cars increased at Oak Island and reduced at Detroit North Yard and Pavonia. Oak Island's increased volume was due to an influx of empty equipment being staged to support a new customer operation. Overall terminal dwell time was 29.1 hours, compared to 33.3 hours last week. For the week, there were a total of 34 trains delayed for CSXT and NS: 19 for crew, 4 for power, and 11 for late arrivals.

### **Additional Measurements**

Train Delay Metric: For 731 train starts, average daily Train Delay totaled 28 hours for Power and 201 hours for Crew. Power and Crew delays were down from the prior 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, a favorable move from the previous week.

Daily Crew Availability Percentage: Crew Availability Percentage was 76%, a slight improvement from the prior week, but still showing the effects of the high summer vacation period.

Daily Number of Recrews Required: Of 1784 crew starts, 73 (4%) were recrews, the same percentage from the prior week.

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

Locomotives: Gross Locomotives = 4118, Average Available = 3693, and Out-of-Service Ratio = 5.5%, up slightly from the prior week.

Cars Offered in Interchange: averaged 128 cars daily, of which 10 were allocated to Norfolk Southern. Daily averages and the NS average were down from the prior week.



On-time performance, passenger trains through Brunswick, MD: 40% for 10 AMTRAK trains (Pittsburgh – Washington) and 99% for 70 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to additional slow orders and curfew due to scheduled maintenance of way work.

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

In April, CSXT committed to a set of stretch goals for better operational performance. On the first of July, the measurement period ended with CSXT having met or exceeded most of the 15 goals, and significantly improving in the other four. This week's report to the Surface Transportation Board reflects the significantly improved performance.

New goals have been set to prepare the railroad for the period referred to in the industry as "fall peak," when traffic traditionally surges. Future letters will track CSXT's progress toward the goals.

CSXT is continuing its scheduled summer maintenance work programs throughout the network. Trains are being annulled or rerouted around these work gangs in order to provide more efficient windows of work without train operations. CSXT is working with our customers at this time of year to provide stable service levels and a continuation of the improvements that have been evident since April.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

## Surface Transportation Board

### Performance Measures

For the week ending: 07/14/00

#### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	07/10/00	07/11/00	07/12/00	07/13/00	07/14/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	295	417	470	361	464
	Cars On Hand - Empty	247	313	302	354	607
	Cars On Hand - Total	542	730	772	715	1071
	Cars Handled	442	449	505	578	710
	Dwell Hours	29.7	34.4	28.2	29.9	24.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	340	215	231	283	230
	Cars On Hand - Empty	299	201	298	455	439
	Cars On Hand - Total	639	416	529	738	669
	Cars Handled	458	298	574	709	400
	Dwell Hours	45.9	32.4	21.2	22.4	29.1
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	180	178	147	192	134
	Cars On Hand - Empty	306	336	152	189	177
	Cars On Hand - Total	486	514	299	381	311
	Cars Handled	181	232	171	237	184
	Dwell Hours	49.8	35.2	20.4	24.3	21.2

**CSX Comments:** Daily average on hand cars increased at all three locations  
Overall terminal dwell time was 29.1 hours, down from 33.0 the prior week.

## Surface Transportation Board

### Performance Measures

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	07/10/00	07/11/00	07/12/00	07/13/00	07/14/00
North Jersey SAA	Number of Originations	3	8	9	7	7
	% Ontime	33%	0%	22%	43%	43%
	% Late 0-2 Hours	33%	38%	11%	14%	14%
	% Late 2-4 Hours	0%	25%	11%	0%	0%
	% Late 4-6 Hours	0%	13%	11%	14%	14%
	% Late GT 6 Hours	33%	25%	44%	29%	29%
South Jersey SAA	Number of Originations	4	3	4	3	3
	% Ontime	50%	0%	25%	0%	0%
	% Late 0-2 Hours	0%	33%	25%	0%	0%
	% Late 2-4 Hours	50%	0%	25%	33%	0%
	% Late 4-6 Hours	0%	0%	0%	67%	33%
	% Late GT 6 Hours	0%	67%	25%	0%	67%
Detroit SAA	Number of Originations	5	6	6	6	6
	% Ontime	40%	50%	33%	67%	17%
	% Late 0-2 Hours	40%	17%	0%	17%	33%
	% Late 2-4 Hours	0%	17%	33%	0%	17%
	% Late 4-6 Hours	0%	0%	17%	0%	17%
	% Late GT 6 Hours	20%	17%	17%	17%	17%

**CSX Comments:** Road train delays for crew and power were reported as 19 delayed for crew for 133 hours, 4 for power for 41 hours, 11 trains delayed between CSX/NS late connections

## Surface Transportation Board

### Performance Measures

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	07/10/00	07/11/00	07/12/00	07/13/00	07/14/00	Average
Cars Offered	NS	0	0	17	31	0	10
	All Other	138	176	125	105	46	118
	Total	138	176	142	136	46	128

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	07/10/00	07/11/00	07/12/00	07/13/00	07/14/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	50%	100%	50%	40%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	100%	94%	100%	100%	99%

AMTK measured according to contract with CSXT.

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

Terminal	Causes of Delay	Saturday 07/08/00	Sunday 07/09/00	Monday 07/10/00	Tuesday 07/11/00	Wednesday 07/12/00	Thursday 07/13/00	Friday 07/14/00	Weekly Total
Baltimore	Train Crew Starts	17	10	8	14	14	14	17	13
	Crews Delayed +2 Hours	10	5	2	6	5	6	7	6
	% Delayed +2 Hours	59%	50%	25%	43%	36%	43%	41%	42%
Buffalo	Train Crew Starts	37	36	25	35	43	38	36	36
	Crews Delayed +2 Hours	8	8	3	2	5	6	3	5
	% Delayed +2 Hours	22%	22%	12%	6%	12%	16%	8%	14%
Chicago	Train Crew Starts	21	23	22	26	26	25	24	24
	Crews Delayed +2 Hours	4	5	3	3	6	5	5	4
	% Delayed +2 Hours	19%	22%	14%	12%	23%	20%	21%	19%
Cincinnati	Train Crew Starts	40	34	37	27	29	36	29	33
	Crews Delayed +2 Hours	1	4	3	3	1	2	2	2
	% Delayed +2 Hours	3%	12%	8%	11%	3%	6%	7%	7%
Cleveland	Train Crew Starts	22	16	22	20	24	26	24	22
	Crews Delayed +2 Hours	6	4	2	4	5	5	2	4
	% Delayed +2 Hours	27%	25%	9%	20%	21%	19%	8%	18%
Cumberland	Train Crew Starts	32	29	26	23	28	28	29	28
	Crews Delayed +2 Hours	2	4	3	3	2	4	3	3
	% Delayed +2 Hours	6%	14%	12%	13%	7%	14%	10%	11%
Detroit	Train Crew Starts	6	3	3	4	3	4	3	4
	Crews Delayed +2 Hours	1	2	1	0	1	0	1	1
	% Delayed +2 Hours	17%	67%	33%	0%	33%	0%	33%	26%
Philadelphia	Train Crew Starts	9	6	7	8	11	103	12	22
	Crews Delayed +2 Hours	1	4	3	1	3	3	7	3
	% Delayed +2 Hours	11%	67%	43%	13%	27%	30%	58%	36%
Selkirk	Train Crew Starts	38	33	29	37	33	45	38	35
	Crews Delayed +2 Hours	13	10	10	10	9	19	10	12
	% Delayed +2 Hours	34%	30%	34%	31%	27%	42%	26%	32%
Toledo	Train Crew Starts	33	21	20	15	19	20	19	21
	Crews Delayed +2 Hours	6	5	0	4	2	1	3	3
	% Delayed +2 Hours	18%	24%	0%	27%	11%	5%	16%	14%
Willard	Train Crew Starts	42	36	34	44	44	47	45	42
	Crews Delayed +2 Hours	8	9	10	8	8	3	4	7
	% Delayed +2 Hours	19%	25%	29%	18%	18%	6%	9%	18%
Totals	Train Crew Starts	267	247	233	248	274	386	276	280
	Crews Delayed +2 Hours	60	60	40	44	47	54	47	50
	% Delayed +2 Hours	20%	24%	17%	18%	17%	14%	17%	18.0%

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.

**CSXT Train Delay - Northern Region Lines**



## Surface Transportation Board

### Performance Measures

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	07/08/00	07/09/00	07/10/00	07/11/00	07/12/00	07/13/00	07/14/00	Total
Train Delay	Originating Train Starts	106	95	93	95	98	123	121	731
	Delayed Hours - Power	8	0	0	5	12	0	3	28
	Delayed Hours - Crews	54	70	29	15	9	13	11	201

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	07/08/00	07/09/00	07/10/00	07/11/00	07/12/00	07/13/00	07/14/00	Average
Crew Availability	% Available	75%	73%	75%	77%	79%	79%	77%	76%

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	07/08/00	07/09/00	07/10/00	07/11/00	07/12/00	07/13/00	07/14/00	Total
Crews/Recrews	Train Crew Starts	258	221	238	249	257	286	275	1784
	Recrews	9	8	9	8	13	16	10	73
	% Recrewed	3%	4%	4%	3%	5%	6%	4%	4%

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



## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	07/08/00	07/09/00	07/10/00	07/11/00	07/12/00	07/13/00	07/14/00	Average
Locomotives	Gross Fleet Size	4128	4089	4096	4102	4105	4146	4162	4118
	Avg. Number Available	3717	3670	3674	3682	3723	3693	3693	3693
	OOS Ratio	5.4	5.5	6.1	5.8	5.6	5.3	5.1	5.5

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	07/08/00	07/09/00	07/10/00	07/11/00	07/12/00	07/13/00	07/14/00	Average
Train Delay	Philadelphia/South Jersey	2	1	0	1	0	0	1	1
	North Jersey	3	3	5	3	3	0	0	2
	Detroit		3	4	1	0	0	0	1

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

George A. Aspatore  
General Solicitor

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

July 19, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending July 14, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.  
July 19, 2000  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

July 19, 2000

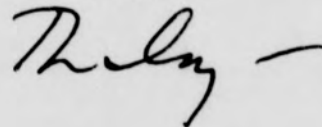
Mr. Melvin F. Clemens, Jr.  
Director, Office of Compliance and Enforcement  
Surface Transportation Board  
1925 K Street, NW  
Washington, D.C. 20423-0001

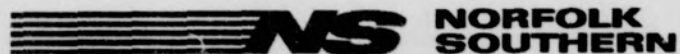
Dear Mr. Clemens:

Norfolk Southern's performance metrics improved across the board over the prior week. The number of cars on line decreased, the average train speed increased, and the average terminal dwell decreased noticeably. On the monitored corridors and Chicago gateway operations, 38 trains were held for terminal congestion, 29 trains were held for crews, and 10 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Oak Island and decreased at North Yard and Pavonia. All volume counts were within acceptable operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week: 19 trains were delayed 133 hours for lack of crews and 4 trains were delayed for 41 hours awaiting power. Eleven originating trains were delayed a total of 177 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 39% of the delay hours reported in the SAAs.

Sincerely,

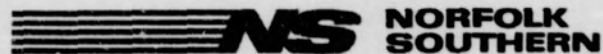




For the week ending 7/14/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	7/10/00	850	306	180	486	181	49.8
	7/11/00	850	336	178	514	232	35.2
	7/12/00	850	152	147	299	171	20.4
	7/13/00	850	189	192	381	237	24.3
	7/14/00	850	177	134	311	184	21.2
North Yard MI Average		850	232	166	398	201	30.2
Oak Island NJ	7/10/00	1200	247	295	542	442	29.7
	7/11/00	1200	313	417	730	449	34.4
	7/12/00	1200	302	470	772	505	28.2
	7/13/00	1200	354	361	715	578	29.9
	7/14/00	1200	607	464	1071	710	24.8
Oak Island NJ Average		1200	365	401	766	537	29.0
Pavonia NJ	7/10/00	900	299	340	639	458	45.9
	7/11/00	900	201	215	416	298	32.4
	7/12/00	900	298	231	529	574	21.2
	7/13/00	900	455	283	738	709	22.4
	7/14/00	900	439	230	669	400	29.1
Pavonia Average		900	338	260	598	488	28.9

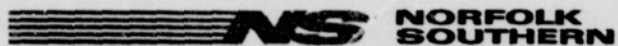


For the week ending 7/14/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	10-Jul	5	40%	40%	0%	0%	20%
	11-Jul	6	50%	17%	17%	0%	17%
	12-Jul	6	53%	0%	33%	17%	17%
	13-Jul	6	67%	17%	0%	0%	17%
	14-Jul	6	17%	33%	17%	17%	17%
Detroit Total		29	41%	21%	14%	7%	17%
North Jersey Total	10-Jul	3	33%	33%	0%	0%	33%
	11-Jul	8	0%	38%	25%	13%	25%
	12-Jul	9	22%	11%	11%	11%	44%
	13-Jul	7	43%	14%	0%	14%	29%
	14-Jul	7	43%	14%	0%	14%	29%
North Jersey Total		34	26%	21%	9%	12%	32%
South Jersey Total	10-Jul	4	50%	0%	50%	0%	0%
	11-Jul	3	0%	33%	0%	0%	67%
	12-Jul	4	25%	25%	25%	0%	25%
	13-Jul	3	0%	0%	33%	67%	0%
	14-Jul	3	0%	0%	0%	33%	67%
South Jersey Total		17	18%	12%	24%	18%	29%
Grand Total		80	30%	19%	14%	11%	26%





For the week ending 7/14/00

**Shared Asset Area Trains Held**

area	Sat 08-Jul	Sun 09-Jul	Mon 10-Jul	Tue 11-Jul	Wed 12-Jul	Thu 13-Jul	Fri 14-Jul	Grand Total
North Jersey	3	3	5	3	3	0	0	17
South Jersey	3	3		2	0	0	1	9
Detroit	3	4	1	0	0	0	0	8

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	128	128
other	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>128</b>

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

#### NS Northern Region Train Starts and Delays

	Saturday 8-Jul	Sunday 9-Jul	Monday 10-Jul	Tuesday 11-Jul	Wednesday 12-Jul	Thursday 13-Jul	Friday 14-Jul	Grand Total
# of Train Starts	245	227	241	259	262	256	248	1736
<b>Delay Cause</b>								
Crew Delays (hrs)	0.0	0.0	1.5	5.3	7.5	0.0	0.0	14.3
Power Delays (hrs)	7.8	69.3	0.0	11.5	88.5	0.0	0.0	0.0

The delay numbers are expressed in hours

#### Locomotive Fleet Statistics

	Saturday 8-Jul	Sunday 9-Jul	Monday 10-Jul	Tuesday 11-Jul	Wednesday 12-Jul	Thursday 13-Jul	Friday 14-Jul	average
<b>Fleet Size</b>	3359	3309	3360	3303	3325	3310	3285	3322
<b>available</b>	3185	3126	3195	3139	3152	3135	3105	3148
<b>out of service %</b>	5.2%	5.5%	4.9%	5.0%	5.2%	5.3%	5.5%	5.2%

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

### NS Crew Starts and Delays

		Saturday 8-Jul	Sunday 9-Jul	Monday 10-Jul	Tuesday 11-Jul	Wednesday 12-Jul	Thursday 13-Jul	Friday 14-Jul	Grand Total
Allentown	crew starts	12	14	19	19	17	16	19	116
	crews delayed	4	2	3	5	3	2	7	26
Bellevue	crew starts	31	37	26	32	37	41	34	238
	crews delayed	14	13	7	11	12	14	15	86
Buffalo	crew starts	19	22	21	26	29	29	27	173
	crews delayed	1	4	3	5	5	7	7	32
Chicago	crew starts	36	30	28	33	35	33	30	225
	crews delayed	14	11	8	8	15	11	16	83
Cincinnati	crew starts	36	34	24	35	33	33	37	232
	crews delayed	11	6	6	7	10	4	14	58
Cleveland	crew starts	20	17	16	16	17	15	17	118
	crews delayed	13	7	6	10	9	11	13	69
Conway	crew starts	58	55	45	46	55	53	57	369
	crews delayed	8	10	9	8	10	13	17	75
Detroit	crew starts	17	9	13	18	16	22	16	111
	crews delayed	6	3	6	3	5	8	6	37
Elkhart	crew starts	33	36	39	32	33	42	34	249
	crews delayed	12	9	15	11	14	11	16	88
Harrisburg	crew starts	62	47	42	48	55	57	60	371
	crews delayed	20	14	9	15	17	19	20	114
Toledo	crew starts	52	55	48	47	59	45	54	360
	crews delayed	12	10	15	13	16	5	14	85

**Notes:**

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

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

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

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 8-Jul	Sunday 9-Jul	Monday 10-Jul	Tuesday 11-Jul	Wednesday 12-Jul	Thursday 13-Jul	Friday 14-Jul	average
availability%	73%	73%	75%	78%	78%	78%	77%	76%

**Notes:**

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

### NS Northern Region Crew Starts and Recrews

	Saturday 8-Jul	Sunday 9-Jul	Monday 10-Jul	Tuesday 11-Jul	Wednesday 12-Jul	Thursday 13-Jul	Friday 14-Jul	Grand Total
crew starts	340	297	276	301	336	338	336	2224
recrews	7	4	2	6	3	16	9	47

**Notes:**

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

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

STB

FD-33388

7-13-00

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SURFACE TRANSPORTATION BOARD

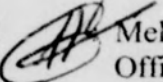
# Memorandum

199251



DATE: July 13, 2000

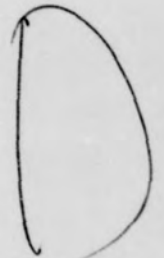
**TO** : Ellen Keys, Assistant Secretary  
Section of Publications/Records  
Office of the Secretary

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

ENTERED  
Office of the Secretary

JUL 14 2000

Part of  
Public Record



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

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

Attachments

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



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

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

July 12, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, July 7<sup>th</sup>.

CSXT implemented a holiday shutdown plan on Tuesday, July 4<sup>th</sup>. This shutdown was the major factor influencing the weekly numbers. In spite of this influence, however, cars on-line continued to trend favorably, decreasing from 258,722 to 256,988. Overall train velocity also improved, to 19.4 miles-per-hour, up from the 18.6 level which had been the average for the past three weeks. Terminal dwell did suffer, primarily due to the holiday, moving from 29.2 to 32.6 hours.

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

#### **Chicago Gateway Operations**

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorable one percentage point. The greater-than-six-hours-late category was down two percentage points from the prior week.

#### **Yards and Terminals**

Car volumes were down slightly, due to the holiday, when compared to the prior week and overall dwell hours increased across the network.



### **Corridor Performance**

Five of the six corridors showed an improvement compared to the prior week. The best train performance during this week in the on-time-to-two-hours-late category was the East St. Louis to Northeast corridor. Second place belonged to the I - 95 corridor. Overall, the on-time-to-two-hours-late category moved favorable by three percentage points compared to last week. The percent of trains in the greater-than-six-hours-late category also remained virtually unchanged, moving unfavorable by two percentage points.

### **Shared Areas**

Daily average on hand cars increased at all three locations; reflecting a modest post-holiday traffic buildup. Overall terminal dwell time was 33.3 hours, compared to 26.0 hours last week. For the week, there were a total of 46 trains delayed for CSXT and NS: 26 for crew, 6 for power, and 14 for late arrivals.

### **Additional Measurements**

Train Delay Metric: For 636 train starts, average daily Train Delay totaled 182 hours for Power and 279 hours for Crew. Power Delays were improved, but crew delays were about the same, primarily due to the holiday.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 23.8% for the week, a slight favorable move from the previous week.

Daily Crew Availability Percentage: Crew Availability Percentage was 75%. This was down three percentage points from the prior week. Vacations and the holiday contributed to the decline in the number for this week.

Daily Number of Recrews Required: Of 1658 crew starts, 70 (4%) were recrews, the same percentage from the prior week.

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

Locomotives: Gross Locomotives = 4083, Average Available = 3679, and Out-of-Service Ratio = 5.3%, down slightly from the prior week.

Cars Offered in Interchange: averaged 133 cars daily, of which 13 were allocated to Norfolk Southern. Daily averages and the NS average were down from the prior week.

On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 90% for 70 MARC trains (West Virginia – Washington). Amtrak delays were most'y attributed to additional slow orders and curfew due to scheduled maintenance of way work.

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

The holiday this week did not hamper our ability to continue our efforts to reduce the number of cars on-line. This number has shown a continued improving trend over the past two and one-half months. Dwell hours were directly impacted by the holiday curtailments. Train velocity improved, after remaining the same for the past three weeks.

CSXT is continuing its scheduled summer maintenance work programs throughout the network. Trains are being annulled or rerouted around these work gangs in order to provide more efficient windows of work without train operations. A major benefit of the holiday shutdown was to provide track maintenance forces an opportunity for unimpeded work on key sectors of the railroad. Several line segments were given to engineering forces completely, with no trains scheduled to run. These segments included track between Erwin TN and Shelby KY, Monroe NC and Hamlet NC, Evansville IN and Danville IL, the River Line between North Jersey and Albany, NY, Waycross Yard, and the IHB railroad between Blue Island Junction and McCook IL in the Chicago area. As a result, CSXT track maintenance forces put in record numbers of ties and miles of rail accelerating the benefits of the shutdown plan.

CSXT is working with our customers at this time of year to provide stable service levels and a continuation of the improvements that have been evident since April.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

# Surface Transportation Board

## Performance Measures

For the week ending:

07/07/00

### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	07/03/00	07/04/00	07/05/00	07/06/00	07/07/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	301	177	442	390	427
	Cars On Hand - Empty	242	152	313	336	366
	Cars On Hand - Total	543	329	755	726	793
	Cars Handled	454	63	385	574	583
	Dwell Hours	27.3	30.7	36.2	33.1	35.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	286	299	194	319	391
	Cars On Hand - Empty	331	351	332	290	403
	Cars On Hand - Total	617	650	526	609	794
	Cars Handled	648	184	415	651	459
	Dwell Hours	44.0	29.3	36.4	21.7	29.8
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	128	213	210	240	255
	Cars On Hand - Empty	220	193	271	249	285
	Cars On Hand - Total	348	406	481	489	540
	Cars Handled	105	3	179	174	262
	Dwell Hours	35.5	59.8	38.7	50.3	26.7

**CSX Comments:** Daily average on hand cars increased at all three locations

Overall terminal dwell time was 33.0 hours, up from the prior week.  
4th of July holiday was a direct impact on the number.

## Surface Transportation Board Performance Measures

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	07/03/00	07/04/00	07/05/00	07/06/00	07/07/00
North Jersey SAA	Number of Originations	2	5	9	12	6
	% Ontime	0%	40%	11%	25%	50%
	% Late 0-2 Hours	100%	40%	78%	50%	0%
	% Late 2-4 Hours	0%	0%	0%	8%	17%
	% Late 4-6 Hours	0%	0%	0%	8%	17%
	% Late GT 6 Hours	0%	20%	11%	8%	17%
South Jersey SAA	Number of Originations	4	1	5	6	2
	% Ontime	50%	0%	40%	50%	0%
	% Late 0-2 Hours	0%	100%	20%	0%	0%
	% Late 2-4 Hours	25%	0%	40%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	33%	50%
	% Late GT 6 Hours	25%	0%	0%	17%	50%
Detroit SAA	Number of Originations	2	0	6	5	7
	% Ontime	0%	0%	17%	40%	71%
	% Late 0-2 Hours	50%	0%	17%	40%	14%
	% Late 2-4 Hours	0%	0%	33%	0%	14%
	% Late 4-6 Hours	0%	0%	0%	20%	0%
	% Late GT 6 Hours	50%	0%	33%	0%	0%

**CSX Comments:** Road train delays for crew and power were reported as 26 delayed for crew for 187 hours, 6 for power for 26 hours, 14 trains delayed between CSX/NS late connections

## Surface Transportation Board

### Performance Measures

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	07/03/00	07/04/00	07/05/00	07/06/00	07/07/00	Average
Cars Offered	NS	8	2	2	0	52	13
	All Other	243	71	69	53	167	121
	Total	251	73	71	53	219	133

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	07/03/00	07/04/00	07/05/00	07/06/00	07/07/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	0%	0%	0%	30%
MARC	Trains	18	0	18	16	18	70
	% On Time	100%	100%	61%	100%	89%	90%

AMTK measured according to contract with CSXT.



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

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	07/01/00	07/02/00	07/03/00	07/04/00	07/05/00	07/06/00	07/07/00	Total
Baltimore	Train Crew Starts	15	12	6	0	18	17	14	82
	Crews Delayed +2 Hours	11	8	2	0	8	8	8	45
	% Delayed +2 Hours	73%	67%	33%	0%	44%	47%	57%	55%
Buffalo	Train Crew Starts	36	33	28	15	23	35	35	205
	Crews Delayed +2 Hours	3	3	8	0	6	6	5	31
	% Delayed +2 Hours	5%	9%	29%	0%	26%	17%	14%	15%
Chicago	Train Crew Starts	21	25	19	14	23	30	21	153
	Crews Delayed +2 Hours	9	8	6	5	4	7	8	47
	% Delayed +2 Hours	43%	32%	32%	36%	17%	23%	38%	31%
Cincinnati	Train Crew Starts	39	44	22	7	50	44	37	243
	Crews Delayed +2 Hours	3	2	2	0	8	4	2	21
	% Delayed +2 Hours	8%	5%	9%	0%	16%	9%	5%	9%
Cleveland	Train Crew Starts	27	25	22	5	26	23	23	151
	Crews Delayed +2 Hours	13	3	4	1	3	4	9	37
	% Delayed +2 Hours	48%	12%	18%	20%	12%	17%	39%	25%
Cumberland	Train Crew Starts	30	34	14	1	28	29	30	166
	Crews Delayed +2 Hours	3	2	1	0	2	10	6	24
	% Delayed +2 Hours	10%	6%	7%	0%	7%	34%	20%	14%
Detroit	Train Crew Starts	4	4	2	0	7	5	2	24
	Crews Delayed +2 Hours	3	2	1	0	1	0	1	8
	% Delayed +2 Hours	75%	50%	50%	0%	14%	0%	50%	33%
Philadelphia	Train Crew Starts	11	9	4	0	10	10	8	52
	Crews Delayed +2 Hours	6	3	2	0	4	4	2	21
	% Delayed +2 Hours	55%	33%	50%	0%	40%	40%	25%	40%
Selkirk	Train Crew Starts	37	27	28	17	24	42	37	212
	Crews Delayed +2 Hours	14	8	11	4	8	20	12	77
	% Delayed +2 Hours	38%	30%	39%	24%	33%	48%	32%	36%
Toledo	Train Crew Starts	29	25	20	0	30	23	25	152
	Crews Delayed +2 Hours	7	6	4	0	5	7	8	37
	% Delayed +2 Hours	24%	24%	20%	0%	17%	30%	32%	24%
Willard	Train Crew Starts	47	47	32	21	27	44	40	258
	Crews Delayed +2 Hours	16	16	4	1	7	6	6	56
	% Delayed +2 Hours	34%	34%	13%	5%	26%	14%	13%	22%
Totals	Train Crew Starts	296	285	157	80	266	302	272	1698
	Crews Delayed +2 Hours	88	61	45	11	56	76	67	404
	% Delayed +2 Hours	30%	21%	23%	14%	21%	25%	25%	23.8%

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.

**CSXT Train Delay - Northern Region Lines**



## Surface Transportation Board Performance Measures

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	07/01/00	07/02/00	07/03/00	07/04/00	07/05/00	07/06/00	07/07/00	Total

Train Delay	Originating Train Starts	107	96	88	42	84	110	109	636
	Delayed Hours - Power	0	66	5	1	37	62	11	182
	Delayed Hours - Crews	3	123	32	11	41	24	45	279

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	07/01/00	07/02/00	07/03/00	07/04/00	07/05/00	07/06/00	07/07/00	Average

Crew Availability	% Available	77%	75%	73%	74%	74%	77%	77%	75%
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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	07/01/00	07/02/00	07/03/00	07/04/00	07/05/00	07/06/00	07/07/00	Total

Crews/Recrews	Train Crew Starts	274	241	222	142	240	279	260	1658
	Recrews	12	12	9	6	10	12	9	70
	% Recrewed	4%	5%	4%	4%	4%	4%	3%	4%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	07/01/00	07/02/00	07/03/00	07/04/00	07/05/00	07/06/00	07/07/00	Average
Locomotives	Gross Fleet Size	4062	4061	4054	4069	4104	4117	4113	4083
	Avg. Number Available	3693	3640	3641	3692	3704	3684	3700	3679
	OOS Ratio	5.2	5.7	5.6	5.1	5.1	5.0	5.7	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	07/01/00	06/25/00	06/26/00	06/27/00	06/28/00	06/29/00	06/30/00	Average
Train Delay	Philadelphia/South Jersey	2	2	1	0	0	2	1	1
	North Jersey	4	5	6	1	0	3	3	3
	Detroit	3	4	4	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. The measure will be a composite of CSX and NS trains.

George A. Aspatore  
General Solicitor

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

July 12, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending July 7, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, 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.  
July 12, 2000  
Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

July 12, 2000

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

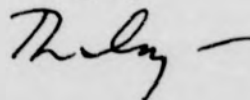
Dear Mr. Clemens:

Norfolk Southern's performance metrics improved over the prior week. The number of cars on line decreased and the average train speed increased, with both measures bettering respective June averages. Average terminal dwell decreased slightly. On the monitored corridors and Chicago gateway operations, 44 trains were held for terminal congestion, 34 trains were held for crews, and 8 trains were held for power.

With respect to our customer service hotline in Buffalo, NS received two calls. Both issues were resolved.

In the Shared Assets Areas, daily average on-hand car volume increased at all yards reflecting a post-holiday traffic build-up. All volume counts were within acceptable operating norms. Overall average terminal dwell time increased due to the holiday operations schedule. Reported road train delays for crews and power decreased from the prior week<sup>1</sup>: 26 trains were delayed 187 hours for lack of crews and 6 trains were delayed for 26 hours awaiting power. Fourteen originating trains were delayed a total of 83 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 30% of the delay hours reported in the SAAs.

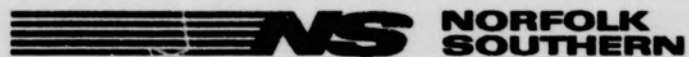
Sincerely,



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<sup>1</sup> Due to technical difficulties, the delay figures for the SAAs were not reported for the week ending June 30, 2000. During that week, 22 trains were delayed 139 hours for crew and 26 trains were delayed 184 hours for power. There were 15 originating trains delayed a total of 167 hours due to late arrivals from the CSXT and/or NS.



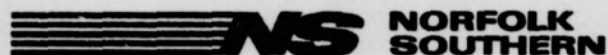


For the week ending 7/7/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	7/3/00	850	220	128	348	105	35.5
	7/4/00	850	193	213	406	3	59.8
	7/5/00	850	271	210	481	179	38.7
	7/6/00	850	249	240	489	174	50.3
	7/7/00	850	285	255	540	262	26.7
North Yard MI Average		850	244	209	453	145	36.8
Oak Island NJ	7/3/00	1200	242	301	543	454	27.3
	7/4/00	1200	152	177	329	63	30.7
	7/5/00	1200	313	442	755	385	36.2
	7/6/00	1200	336	390	726	574	33.1
	7/7/00	1200	366	427	793	583	35.2
Oak Island NJ Average		1200	282	347	629	412	32.9
Pavonia NJ	7/3/00	900	331	286	617	648	44.0
	7/4/00	900	351	299	650	184	29.3
	7/5/00	900	332	194	526	415	36.4
	7/6/00	900	290	319	609	651	21.7
	7/7/00	900	403	391	794	459	29.8
Pavonia Average		900	341	298	639	471	32.6

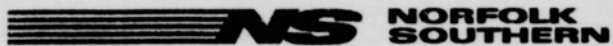




For the week ending 7/7/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	3-Jul	2	0%	50%	0%	0%	50%
	4-Jul	0	0%	0%	0%	0%	0%
	5-Jul	6	17%	17%	33%	0%	33%
	6-Jul	5	40%	40%	0%	20%	0%
	7-Jul	7	71%	14%	14%	0%	0%
Detroit Total		20	40%	25%	15%	5%	15%
North Jersey Total	3-Jul	2	0%	100%	0%	0%	0%
	4-Jul	5	40%	40%	0%	0%	20%
	5-Jul	9	11%	78%	0%	0%	11%
	6-Jul	12	25%	50%	8%	8%	8%
	7-Jul	6	50%	0%	17%	17%	17%
North Jersey Total		34	26%	50%	6%	6%	12%
South Jersey Total	3-Jul	4	50%	0%	25%	0%	25%
	4-Jul	1	0%	100%	0%	0%	0%
	5-Jul	5	40%	20%	40%	0%	0%
	6-Jul	6	50%	0%	0%	33%	17%
	7-Jul	2	0%	0%	0%	50%	50%
South Jersey Total		18	39%	11%	17%	17%	17%
Grand Total		72	33%	33%	11%	8%	14%

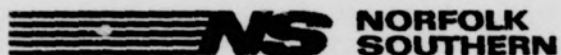


For the week ending 7/7/00

**Shared Asset Area Trains Held**

area	Sat 01-Jul	Sun 02-Jul	Mon 03-Jul	Tue 04-Jul	Wed 05-Jul	Thu 06-Jul	Fri 07-Jul	Grand Total
North Jersey	4	5	6	1	0	3	3	22
South Jersey	2	2	1	0	0	2	1	8
Detroit	3	4	4	1	1	0	3	16

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



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

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

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

#### NS Northern Region Train Starts and Delays

	Saturday 1-Jul	Sunday 2-Jul	Monday 3-Jul	Tuesday 4-Jul	Wednesday 5-Jul	Thursday 6-Jul	Friday 7-Jul	Grand Total
# of Train Starts	260	253	263	245	187	196	241	1645
<b>Delay Cause</b>								
Crew Delays (hrs)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Power Delays (hrs)	14.0	48.3	28.8	0.0	66.9	15.5	4.5	177.9

The delay numbers are expressed in hours

#### Locomotive Fleet Statistics

	Saturday 1-Jul	Sunday 2-Jul	Monday 3-Jul	Tuesday 4-Jul	Wednesday 5-Jul	Thursday 6-Jul	Friday 7-Jul	average
<b>Fleet Size</b>	3493	3457	3463	3428	3473	3390	3325	3433
<b>available</b>	3329	3296	3303	3244	3280	3208	3134	3256
<b>out of service %</b>	4.7%	4.7%	4.6%	5.4%	5.6%	5.4%	5.7%	5.1%

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

### NS Crew Starts and Delays

		Saturday 1-Jul	Sunday 2-Jul	Monday 3-Jul	Tuesday 4-Jul	Wednesday 5-Jul	Thursday 6-Jul	Friday 7-Jul	Grand Total
Allentown	crew starts	15	18	15	13	15	14	16	106
	crews delayed	7	5	4	3	2	2	3	26
Bellevue	crew starts	35	39	42	42	34	43	30	265
	crews delayed	19	17	20	17	13	18	8	112
Buffalo	crew starts	23	23	28	17	26	30	26	173
	crews delayed	7	8	6	5	4	10	5	45
Chicago	crew starts	31	32	31	27	27	35	33	216
	crews delayed	8	8	13	13	7	12	9	70
Cincinnati	crew starts	33	33	31	30	26	32	31	226
	crews delayed	6	12	10	5	7	7	5	52
Cleveland	crew starts	17	16	16	16	13	15	17	110
	crews delayed	8	5	7	9	3	5	6	43
Conway	crew starts	60	57	40	51	39	51	52	350
	crews delayed	16	18	12	11	7	14	15	93
Detroit	crew starts	18	13	13	11	17	21	19	112
	crews delayed	5	5	3	5	5	3	5	31
Elkhart	crew starts	30	38	38	36	35	30	39	246
	crews delayed	11	9	14	16	11	10	18	89
Harrisburg	crew starts	57	49	42	51	46	51	61	357
	crews delayed	19	26	13	15	10	15	20	118
Toledo	crew starts	56	57	45	49	33	43	58	341
	crews delayed	14	20	12	3	4	10	15	78

**Notes:**

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 1-Jul	Sunday 2-Jul	Monday 3-Jul	Tuesday 4-Jul	Wednesday 5-Jul	Thursday 6-Jul	Friday 7-Jul	average
availability%	72%	74%	72%	73%	74%	76%	75%	74%

**Notes:**

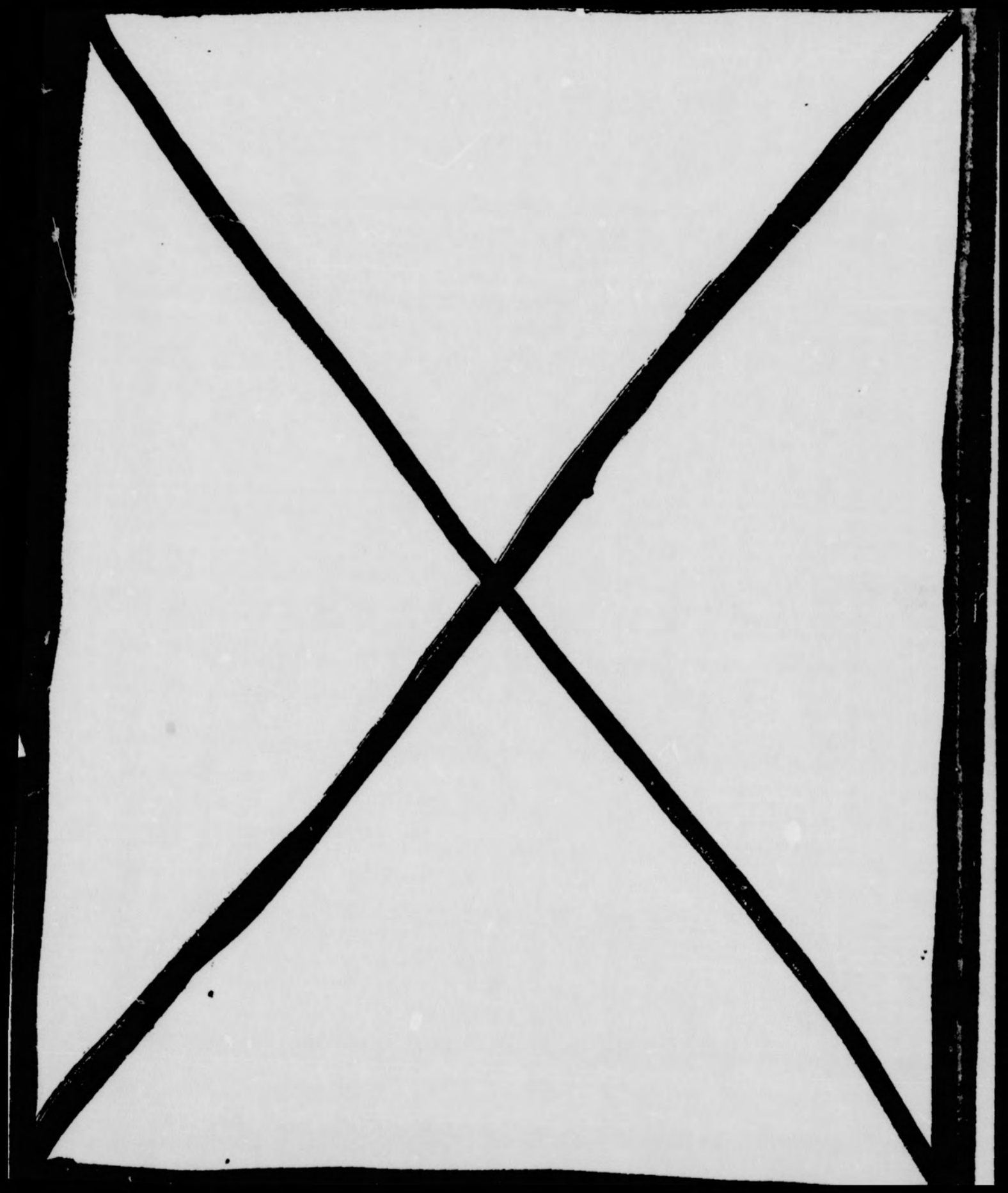
A "snapshot" of percent of Train and Engineman available at approximately 5:00 AM

### NS Northern Region Crew Starts and Recrews

	Saturday 1-Jul	Sunday 2-Jul	Monday 3-Jul	Tuesday 4-Jul	Wednesday 5-Jul	Thursday 6-Jul	Friday 7-Jul	Grand Total
crew starts	329	305	274	277	248	308	330	2071
recrews	8	3	6	8	6	10	6	47

**Notes:**

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



STB

FD-33388

6-29-00

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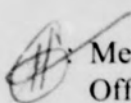
SURFACE TRANSPORTATION BOARD

# Memorandum



DATE: June 29, 2000


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

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

ENTERED  
Office of the Secretary

JUN 29 2000

Part of  
Public Record



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

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

Attachments

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



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

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

June 28, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, June 23<sup>rd</sup>.

This week's report shows relatively level performance and slight movement among the major indicators. Cars on-line passed a significant milestone this week, decreasing from 261,524 to 259,681. Overall train velocity remained at 18.6 miles-per-hour. Terminal dwell decreased slightly from 29.8 to 29.7 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**

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved unfavorable five percentage points, to 60%. The greater-than-six-hours-late category moved unfavorable by eight percentage points from the prior week.

#### **Yards and Terminals**

Car volumes were down slightly when compared to the prior week and overall dwell hours decreased across the network.

### **Corridor Performance**

Three of the six corridors showed an improvement compared to the prior week. The best train performance during this week was the East St. Louis to Northeast corridor at 81% in the on-time-to-two-hours-late category. Second place belonged to the Chicago to Northeast corridor with 80%. Overall, the on-time-to-two-hours-late category moved favorable to 61%, up one percentage point compared to last week. The percent of trains in the greater-than-six-hours-late category moved favorable by two percentage points to 24%.

### **Shared Areas**

Daily average on hand cars increased at Oak Island, while holding steady at Pavonia and Detroit North Yard. Oak Island's volumes reflect slightly higher counts of outbound cars than the prior week for the days observed. Overall terminal dwell time was 26.3 hours, compared to 25.9 hours last week. For the week, there were a total of 51 trains delayed for CSXT and NS: 21 for crew, 17 for power, and 13 for late arrivals.

### **Additional Measurements**

Train Delay Metric: For 802 train starts, average daily Train Delay totaled 94 hours for Power and 240 hours for Crew. Power delays and crew delays were down from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 23.6% for the week, an favorable move from the previous week.

Daily Crew Availability Percentage: Crew Availability Percentage was 80%. This was up one percentage point from the prior week.

Daily Number of Recrews Required: Of 1931 crew starts, 84 (4%) were recrews, the same from the prior week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for Detroit, and three trains per day at North Jersey and South Jersey. North Jersey average one train higher than the previous week.

Locomotives: Gross Locomotives = 4127, Average Available = 3751, and Out-of-Service Ratio = 5.6%, the same percentage as the prior week.

Cars Offered in Interchange: averaged 290 cars daily, of which 102 were allocated to Norfolk Southern. Daily averages and the NS average were down from the prior week.

On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 97% for 88 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to additional slow orders and curfew due to scheduled maintenance of way work.

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

CSXT numbers again show a steady performance scenario. CSXT is in the middle of the scheduled summer maintenance work programs throughout the network. Trains are being annulled or rerouted around these work gangs in order to provide more efficient windows of work without train operations. CSXT continues to work at the number of cars on-line. This number has been declining steadily over the past few months. Dwell hours and train velocity have also remained in a steady range compared to last week.

CSXT continues to work with our customers at this time of year with the maintenance programs to ensure reliable shipment information. CSXT is working to provide stable service levels and a continuation of improvements that have been evident since April.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements

# Surface Transportation Board

## Performance Measures

For the week ending: 06/23/00

### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/19/00	06/20/00	06/21/00	06/22/00	06/23/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	292	246	344	310	304
	Cars On Hand - Empty	383	354	277	302	395
	Cars On Hand - Total	675	600	621	619	699
	Cars Handled	301	202	519	378	582
	Dwell Hours	44.2	34.3	22.0	29.2	28.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	373	276	355	272	233
	Cars On Hand - Empty	254	206	265	263	223
	Cars On Hand - Total	627	482	620	535	456
	Cars Handled	325	329	573	450	592
	Dwell Hours	42.5	20.1	23.1	20.5	24.0
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	67	250	299	325	281
	Cars On Hand - Empty	130	169	204	144	130
	Cars On Hand - Total	197	419	503	469	411
	Cars Handled	146	496	330	320	290
	Dwell Hours	36.0	17.0	20.2	29.0	24.5

**CSX Comments:** Daily average on hand cars increased at Oak Island, while holding steady at Pavonia and Detroit North Yard. Oak Island's increase reflect slightly higher counts of outbound cars then the prior week.  
Overall terminal dwell time was 26.3 hours, slightly higher than the prior week.

## Surface Transportation Board

### Performance Measures

#### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/19/00	06/20/00	06/21/00	06/22/00	06/23/00
North Jersey SAA	Number of Originations	8	13	13	13	15
	% Ontime	13%	38%	31%	31%	33%
	% Late 0-2 Hours	25%	31%	31%	31%	27%
	% Late 2-4 Hours	25%	15%	15%	23%	20%
	% Late 4-6 Hours	0%	0%	8%	0%	13%
	% Late GT 6 Hours	38%	15%	15%	15%	7%
South Jersey SAA	Number of Originations	5	7	6	7	7
	% Ontime	20%	57%	17%	43%	14%
	% Late 0-2 Hours	0%	0%	17%	0%	14%
	% Late 2-4 Hours	40%	14%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	17%	43%	43%
	% Late GT 6 Hours	40%	29%	50%	14%	29%
Detroit SAA	Number of Originations	7	7	9	6	8
	% Ontime	57%	29%	11%	50%	50%
	% Late 0-2 Hours	14%	57%	33%	0%	13%
	% Late 2-4 Hours	14%	14%	0%	0%	13%
	% Late 4-6 Hours	14%	0%	0%	17%	25%
	% Late GT 6 Hours	0%	0%	56%	33%	0%

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



## Surface Transportation Board

### Performance Measures

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	06/19/00	06/20/00	06/21/00	06/22/00	06/23/00	Average
Cars Offered	NS	133	101	48	53	175	102
	All Other	263	228	160	54	236	188
	Total	396	329	208	107	411	290

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

#### CSXT On Time Passenger Train Performance

##### "Brunswick Line"

Between West Virginia/Washington, DC

		Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Service	Measure	06/19/00	06/20/00	06/21/00	06/22/00	06/23/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	0%	50%	0%	50%	30%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	100%	100%	89%	94%	97%

AMTK measured according to contract with CSXT.

# Surface Transportation Board

## Performance Measures

### CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	06/17/00	06/18/00	06/19/00	06/20/00	06/21/00	06/22/00	06/23/00	Total
Baltimore	Train Crew Starts	15	15	12	16	17	13	15	103
	Crews Delayed +2 Hours	7	2	5	8	6	6	10	44
	% Delayed +2 Hours	47%	13%	42%	50%	35%	46%	67%	43%
Buffalo	Train Crew Starts	41	35	30	41	42	33	42	264
	Crews Delayed +2 Hours	8	4	10	8	7	4	8	49
	% Delayed +2 Hours	20%	11%	33%	20%	17%	12%	19%	19%
Chicago	Train Crew Starts	24	22	25	27	26	26	24	174
	Crews Delayed +2 Hours	5	9	7	7	7	8	5	48
	% Delayed +2 Hours	21%	41%	28%	26%	27%	31%	21%	28%
Cincinnati	Train Crew Starts	39	39	35	37	37	39	39	265
	Crews Delayed +2 Hours	4	2	2	3	5	11	0	27
	% Delayed +2 Hours	10%	5%	6%	8%	14%	28%	0%	10%
Cleveland	Train Crew Starts	25	26	27	24	25	23	23	173
	Crews Delayed +2 Hours	7	5	10	6	6	6	6	46
	% Delayed +2 Hours	28%	19%	37%	25%	24%	26%	25%	27%
Cumberland	Train Crew Starts	32	32	32	30	27	31	34	218
	Crews Delayed +2 Hours	3	3	1	2	2	4	1	16
	% Delayed +2 Hours	9%	9%	3%	7%	7%	13%	3%	7%
Detroit	Train Crew Starts	4	4	5	7	8	8	5	41
	Crews Delayed +2 Hours	2	0	2	2	2	2	3	13
	% Delayed +2 Hours	50%	0%	40%	29%	25%	25%	60%	32%
Philadelphia	Train Crew Starts	9	4	6	9	9	9	9	55
	Crews Delayed +2 Hours	1	3	1	3	3	5	4	20
	% Delayed +2 Hours	11%	75%	17%	33%	33%	56%	44%	36%
Selkirk	Train Crew Starts	45	38	30	32	43	42	50	280
	Crews Delayed +2 Hours	10	9	6	9	11	18	20	83
	% Delayed +2 Hours	22%	24%	20%	28%	26%	43%	40%	30%
Toledo	Train Crew Starts	26	27	28	29	30	28	30	198
	Crews Delayed +2 Hours	5	9	14	15	13	8	13	77
	% Delayed +2 Hours	19%	33%	50%	52%	43%	29%	43%	39%
Willard	Train Crew Starts	44	46	38	39	48	43	51	309
	Crews Delayed +2 Hours	3	13	14	8	12	9	9	68
	% Delayed +2 Hours	7%	28%	37%	21%	25%	21%	18%	22%
Totals	Train Crew Starts	304	288	268	291	312	295	322	2080
	Crews Delayed +2 Hours	55	59	72	71	74	81	79	491
	% Delayed +2 Hours	18%	20%	27%	24%	24%	27%	25%	23.6%

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

## Surface Transportation Board

### Performance Measures

terminals for two hours or more after going on-duty. The percentage of those delayed starts

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	06/17/00	06/18/00	06/19/00	06/20/00	06/21/00	06/22/00	06/23/00	Total
Train Delay	Originating Train Starts	112	104	115	110	130	109	122	802
	Delayed Hours - Power	0	0	6	4	23	32	29	94
	Delayed Hours - Crews	41	89	19	11	22	15	43	240

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Crew Availability	06/17/00	06/18/00	06/19/00	06/20/00	06/21/00	06/22/00	06/23/00	Average
Crew Availability	% Available	79%	78%	79%	81%	82%	82%	81%	80%

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

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

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Crew/Recrews	06/17/00	06/18/00	06/19/00	06/20/00	06/21/00	06/22/00	06/23/00	Total
Crews/Recrews	Train Crew Starts	284	244	251	277	297	287	291	1931
	Recrews	9	8	6	9	21	21	10	84
	% Recrewed	3%	3%	2%	3%	7%	7%	3%	4%

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

## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	06/17/00	06/18/00	06/19/00	06/20/00	06/21/00	06/22/00	06/23/00	Average

Locomotives	Gross Fleet Size	4109	4131	4140	4178	4141	4082	4108	4127
	Avg. Number Available	3743	3774	3747	3786	3768	3739	3701	3751
	OOS Ratio	5.7	5.8	5.7	5.8	5.5	5.2	5.5	5.6

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

#### Shared Asset Areas Train Delay

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Shared Area	06/17/00	06/18/00	06/19/00	06/20/00	06/21/00	06/22/00	06/23/00	Average

Train Delay	Philadelphia/South Jersey	2	2	1	2	1	8	3	3
	North Jersey	0	3	2	2	3	4	4	3
	Detroit	2	2	1	3	2	1	3	2

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

George A. Aspatore  
General Solicitor

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

June 28, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending June 23, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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



Mr. Melvin F. Clemens, Jr.

June 28, 2000

Page 2

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures



June 28, 2000

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

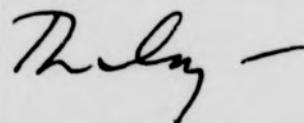
Dear Mr. Clemens:

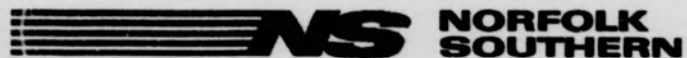
Normal seasonal traffic cycles continue to affect Norfolk Southern's performance metrics. The number of cars on line increased; the average train speed decreased; and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 81 trains were held for terminal congestion, 31 trains were held for crews, and 19 trains were held for power.

With respect to our customer service hotline in Buffalo, NS received one call involving tracing. The issue was resolved.

In the Shared Assets Areas, daily average on-hand car volume increased at Oak Island and held steady at Pavonia and North Yard. All volume counts were within acceptable norms. Overall average terminal dwell time increased slightly. Road train delays for crews and power increased over the prior week: 21 trains were delayed for 142 hours for lack of crews and 17 trains were delayed 177 hours awaiting power. Thirteen originating trains were delayed for 154 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 54% of the train delay hours in the SAAs.

Sincerely,

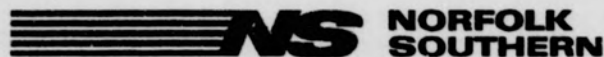




For the week ending 6/23/00

Shared Asset Area - Yard Performance

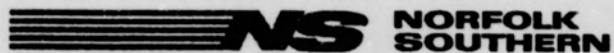
Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	6/19/00	850	130	67	197	146	36.0
	6/20/00	850	169	250	419	496	17.0
	6/21/00	850	204	299	503	330	20.2
	6/22/00	850	144	325	469	320	29.0
	6/23/00	850	130	281	411	290	24.5
North Yard MI Average		850	155	244	400	316	23.2
Oak Island NJ	6/19/00	1200	383	292	675	301	44.2
	6/20/00	1200	354	246	600	202	34.3
	6/21/00	1200	277	344	621	519	22.0
	6/22/00	1200	309	310	619	378	29.2
	6/23/00	1200	395	304	699	582	28.6
Oak Island NJ Average		1200	344	299	643	396	29.9
Pavonia NJ	6/19/00	900	254	373	627	325	42.5
	6/20/00	900	206	276	482	329	20.1
	6/21/00	900	265	355	620	573	23.1
	6/22/00	900	263	272	535	450	20.5
	6/23/00	900	223	233	456	592	24.0
Pavonia Average		900	242	302	544	454	25.2



For the week ending 6/23/00

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	19-Jun	7	57%	14%	14%	14%	0%
	20-Jun	7	29%	57%	14%	0%	0%
	21-Jun	9	11%	33%	0%	0%	56%
	22-Jun	6	50%	0%	0%	17%	33%
	23-Jun	8	50%	13%	13%	25%	0%
<b>Detroit Total</b>		<b>37</b>	<b>38%</b>	<b>24%</b>	<b>8%</b>	<b>11%</b>	<b>19%</b>
North Jersey Total	19-Jun	8	13%	25%	25%	0%	38%
	20-Jun	13	38%	31%	15%	0%	15%
	21-Jun	13	31%	31%	15%	8%	15%
	22-Jun	13	31%	31%	23%	0%	15%
	23-Jun	15	33%	27%	20%	13%	7%
<b>North Jersey Total</b>		<b>62</b>	<b>31%</b>	<b>29%</b>	<b>19%</b>	<b>5%</b>	<b>16%</b>
South Jersey Total	19-Jun	5	20%	0%	40%	0%	40%
	20-Jun	7	57%	0%	14%	0%	29%
	21-Jun	6	17%	17%	0%	17%	50%
	22-Jun	7	43%	0%	0%	43%	14%
	23-Jun	7	14%	14%	0%	43%	29%
<b>South Jersey Total</b>		<b>32</b>	<b>31%</b>	<b>6%</b>	<b>9%</b>	<b>22%</b>	<b>31%</b>
<b>Grand Total</b>		<b>131</b>	<b>33%</b>	<b>22%</b>	<b>14%</b>	<b>11%</b>	<b>21%</b>

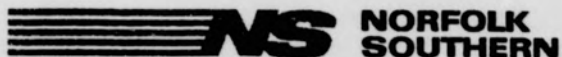


For the week ending 6/23/00

**Shared Asset Area Trains Held**

area	Sat 17-Jun	Sun 18-Jun	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 23-Jun	Grand Total
North Jersey	0	3	2	2	3	4	4	18
South Jersey	2	2	1	2	1	8	3	19
Detroit	2	2	1	3	2	1	3	14

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



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

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	78	0	0	0	0	78
<b>Total</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>

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

#### NS Northern Region Train Starts and Delays

	Saturday 17-Jun	Sunday 18-Jun	Monday 19-Jun	Tuesday 20-Jun	Wednesday 21-Jun	Thursday 22-Jun	Friday 23-Jun	Grand Total
# of Train Starts	257	237	253	257	259	253	264	1780
<b>Delay Cause</b>								
Crew Delays (hrs)	5.0	0.0	0.0	0.0	0.0	0.0	17.5	22.6
Power Delays (hrs)	50.5	41.0	61.7	116.0	135.7	151.0	56.5	612.4

The delay numbers are expressed in hours

#### Locomotive Fleet Statistics

	Saturday 17-Jun	Sunday 18-Jun	Monday 19-Jun	Tuesday 20-Jun	Wednesday 21-Jun	Thursday 22-Jun	Friday 23-Jun	average
<b>Fleet Size</b>	3499	3497	3482	3472	3467	3464	3494	3482
<b>available</b>	3297	3284	3259	3258	3256	3283	3321	3280
<b>out of service %</b>	5.8%	6.1%	6.4%	6.2%	6.1%	5.2%	5.0%	5.8%

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

### NS Crew Starts and Delays

		Saturday 17-Jun	Sunday 18-Jun	Monday 19-Jun	Tuesday 20-Jun	Wednesday 21-Jun	Thursday 22-Jun	Friday 23-Jun	Grand Total
Allentown	crew starts	12	14	14	17	19	20	15	111
	crews delayed	2	4	3	6	6	4	3	28
Bellevue	crew starts	42	39	36	41	34	38	46	276
	crews delayed	22	13	15	22	12	17	18	119
Buffalo	crew starts	29	21	28	28	30	30	31	197
	crews delayed	9	5	9	7	7	5	8	50
Chicago	crew starts	33	33	31	36	31	34	33	231
	crews delayed	12	8	9	12	9	13	11	74
Cincinnati	crew starts	34	39	33	34	33	37	35	245
	crews delayed	9	11	6	4	3	7	3	43
Cleveland	crew starts	15	17	18	21	19	20	15	125
	crews delayed	7	9	10	9	7	6	7	55
Conway	crew starts	60	54	48	55	65	53	65	400
	crews delayed	19	14	18	10	19	19	23	122
Detroit	crew starts	17	15	24	20	19	20	22	137
	crews delayed	6	6	9	4	7	10	5	47
Elkhart	crew starts	36	35	38	34	35	39	41	258
	crews delayed	14	11	10	9	11	9	19	83
Harrisburg	crew starts	55	50	43	60	63	67	63	401
	crews delayed	23	8	15	17	25	20	22	130
Toledo	crew starts	54	49	48	50	56	60	56	373
	crews delayed	11	9	10	8	12	11	10	71

**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 17-Jun	Sunday 18-Jun	Monday 19-Jun	Tuesday 20-Jun	Wednesday 21-Jun	Thursday 22-Jun	Friday 23-Jun	average
availability%	75%	74%	76%	79%	80%	79%	77%	77%

**Notes:**

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

### NS Northern Region Crew Starts and Recrews

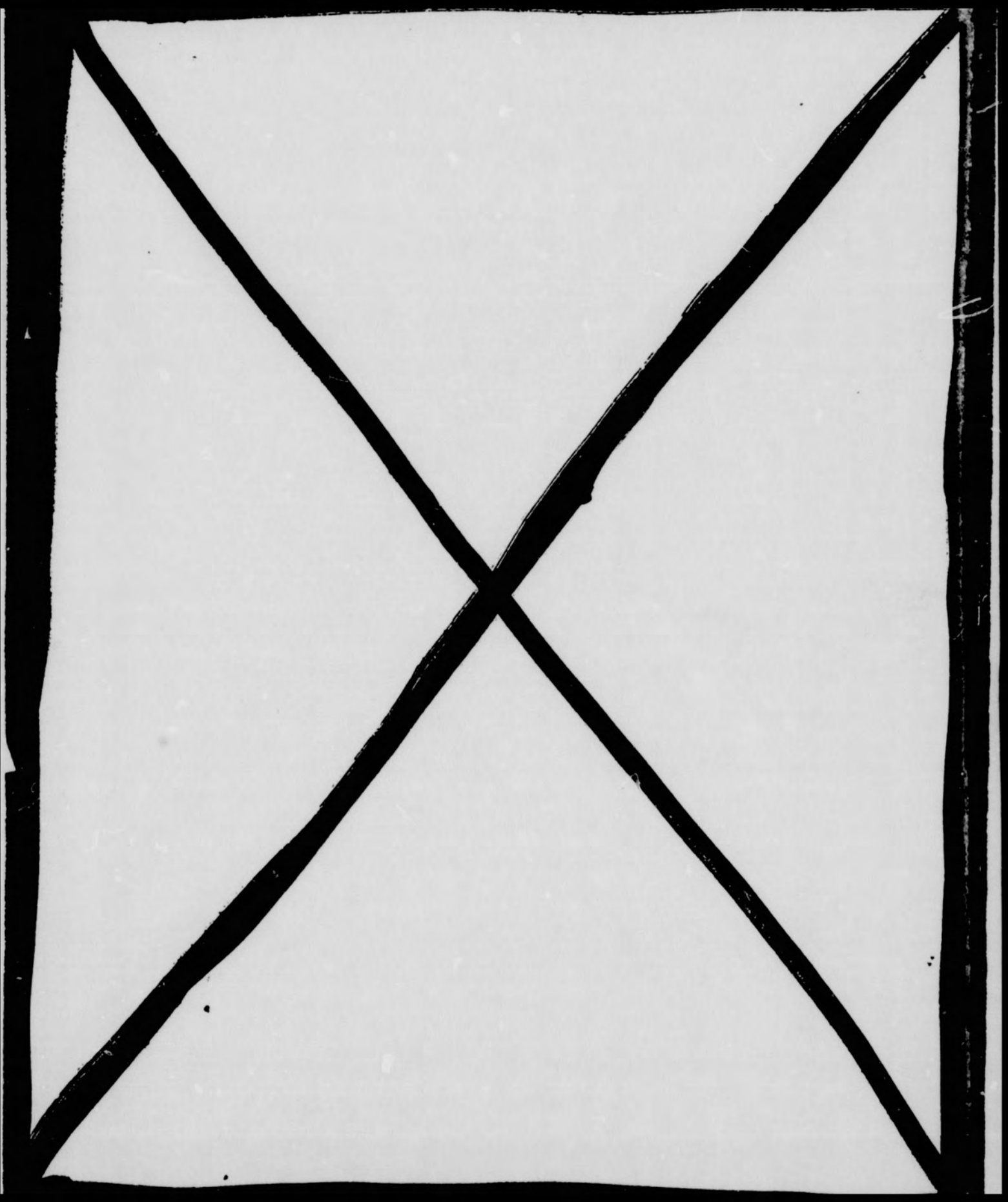
	Saturday 17-Jun	Sunday 18-Jun	Monday 19-Jun	Tuesday 20-Jun	Wednesday 21-Jun	Thursday 22-Jun	Friday 23-Jun	Grand Total
crew starts	344	306	305	324	356	352	347	2334
recrews	12	14	13	10	8	9	9	75

**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

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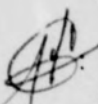
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# Memorandum



**DATE:** June 1, 2000


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

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

ENTERED  
Office of the Secretary

JUN - 1 2000

Part of  
Public Record



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

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

**Attachments**

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



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

T. J. Stephenson  
Assistant Vice President -  
Service Measurements

May 31, 2000

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, May 26<sup>th</sup>.

For the second straight week, the reports showed improvement in the three key measurements of cars on-line, system velocity, and terminal dwell. Average daily total cars on-line decreased another thousand cars from the prior week, from 264,603 to 263,550. Terminal dwell was down from 30.7 to 29.9 hours. Overall train velocity increased slightly from 17.6 to 17.8 miles-per-hour. These are representative of the positive movement we are seeing in numbers which measure the overall operational situation on CSXT.

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

#### **Chicago Gateway Operations**

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorable by 10 percentage points, to 52%. Traffic conditions are continuing to improve within the Chicago gateway.

#### **Yards and Terminals**

Car volumes were slightly lower compared to the prior week, and overall dwell hours decreased across the network. For the second week in a row, 9 of the 14 reported terminals showed an improvement in terminal dwell.

### **Corridor Performance**

Four of the six corridors showed an improvement compared to the prior week. The best train performance during this week was the East St. Louis to Northeast corridor, improving eleven percentage points to 90% in the on-time-to-two-hours-late category. Second place belonged to Chicago to Northeast corridor with 85%, up fifteen percentage points from the prior week. Overall, the on-time-to-two-hours-late category moved favorably to 62%, up six percentage points compared to last week. The percent of trains in the greater-than-six-hours-late category moved unfavorable one percentage point to 35%.

### **Shared Areas**

Daily average on hand cars increased at all three locations. The increase in on-hand traffic at Oak Island stems chiefly from an increased level of inbound traffic for local industries. Still, overall terminal dwell time was 26.4 hours, down slightly from last week's 28.1. The chief driver of performance was improved local elapsed time at Pavonia. Road train delays for crew and power increased over the prior week, while hours of delay decreased slightly. For the week, there were a total of 70 trains delayed for CSXT and NS: 36 for crew, 18 for power, and 16 for late arrivals.

### **Additional Measurements**

Train Delay Metric: For 846 train starts, average daily Train Delay totaled 146 hours for Power and 245 hours for Crew. Power delays were down 49% , while crew delays were up 12% from the previous week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 23.1% for the week, a favorable move for the second straight week.

Daily Crew Availability Percentage: Crew Availability Percentage decreased one percentage point to 81%. Crew availability remains at a very healthy level and the number of crews assigned and available at each supply point is generally adequate and stable.

Daily Number of Recrews Required: Of 1989 crew starts, 65 (3%) were recrews, which is down two percentage points from the prior week.

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

Locomotives: Gross Locomotives = 4296, Average Available = 3879, and Out-of-Service Ratio = 5.1%, an improvement from the prior week.

Cars Offered in Interchange: averaged 147 cars daily, of which 42 were allocated to Norfolk Southern. This was a decrease in the daily average and a decrease with the NS from the prior week.

On-time performance, passenger trains through Brunswick, MD: 40% for 10 AMTRAK trains (Pittsburgh – Washington) and 99% for 90 MARC trains (West Virginia – Washington). Amtrak delays were mostly attributed to additional slow orders and curfew due to scheduled maintenance of way work.

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

The current report reflects a continuation in the favorable trends in almost all measured areas. Operational problems which have existed on the Southern portion of the CSXT network have been mitigated to a large degree. As the number of cars on-line goes down and dwell goes down, CSXT is building momentum for strong improvements in service delivery and customer satisfaction.

Sincerely,

T. J. Stephenson  
Assistant Vice President  
Service Measurements



## Surface Transportation Board

### Performance Measures

For the week ending: 05/26/00

### Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/22/00	05/23/00	05/24/00	05/25/00	05/26/00
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	507	438	415	465	425
	Cars On Hand - Empty	499	425	298	359	482
	Cars On Hand - Total	1006	863	713	824	907
	Cars Handled	441	535	399	499	476
	Dwell Hours	33.2	28.3	34.8	29.1	28.4
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	323	267	379	384	287
	Cars On Hand - Empty	333	325	388	415	355
	Cars On Hand - Total	656	592	767	799	642
	Cars Handled	208	333	442	545	351
	Dwell Hours	34.0	25.4	21.0	21.3	26.1
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	164	134	283	299	226
	Cars On Hand - Empty	276	117	127	133	102
	Cars On Hand - Total	440	251	410	432	328
	Cars Handled	431	254	322	329	380
	Dwell Hours	29.7	23.8	16.6	23.1	21.1

**CSX Comments:** Daily average on hand cars increased at all three locations. The increase in on-hand traffic at Oak Island stems chiefly from an increased level of inbound traffic for local industries. Overall terminal dwell time was 26.4 hours, down slightly from last week's 28.1 hours. The chief driver of performance was improved local elapsed time at Pavonia.

## Surface Transportation Board

### Performance Measures

For the week ending: 05/26/00

### Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	05/22/00	05/23/00	05/24/00	05/25/00	05/26/00
North Jersey SAA	Number of Originations	11	17	17	17	17
	% Ontime	22%	47%	50%	29%	27%
	% Late 0-2 Hours	11%	13%	21%	14%	20%
	% Late 2-4 Hours	33%	7%	14%	14%	20%
	% Late 4-6 Hours	11%	13%	0%	14%	0%
	% Late GT 6 Hours	22%	20%	14%	29%	33%
South Jersey SAA	Number of Originations	4	6	6	6	7
	% Ontime	50%	33%	33%	40%	71%
	% Late 0-2 Hours	0%	17%	17%	0%	0%
	% Late 2-4 Hours	50%	17%	33%	20%	0%
	% Late 4-6 Hours	0%	17%	17%	20%	29%
	% Late GT 6 Hours	0%	17%	0%	20%	0%
Detroit SAA	Number of Originations	9	7	9	7	9
	% Ontime	38%	29%	20%	0%	33%
	% Late 0-2 Hours	38%	29%	60%	67%	44%
	% Late 2-4 Hours	13%	0%	0%	0%	0%
	% Late 4-6 Hours	13%	43%	20%	0%	11%
	% Late GT 6 Hours	0%	0%	0%	33%	11%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 05/26/00

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

(Snapshot at Midnight for Day Measured)

		Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Railroad Offered To	05/22/00	05/23/00	05/24/00	05/25/00	05/26/00	Average
Cars Offered	NS	139	30	7	7	28	42
	All Other	44	103	127	225	26	105
	Total	183	133	134	232	54	147

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	05/22/00	05/23/00	05/24/00	05/25/00	05/26/00	Average
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	0%	0%	50%	100%	40%
MARC	Trains	18	18	18	18	18	90
	% On Time	94%	100%	100%	100%	100%	99%

AMTK measured according to contract with CSXT.

# Surface Transportation Board

## Performance Measures

For the week ending: 05/26/00

### CSXT Train Crew Delay

	Causes of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Terminal	Trains / Hours	05/20/00	05/21/00	05/22/00	05/23/00	05/24/00	05/25/00	05/26/00	Total
Baltimore	Train Crew Starts	16	14	14	15	14	13	15	101
	Crews Delayed +2 Hours	9	4	6	5	7	6	8	45
	% Delayed +2 Hours	56%	29%	43%	33%	50%	46%	53%	45%
Buffalo	Train Crew Starts	46	34	36	46	37	37	39	275
	Crews Delayed +2 Hours	6	6	8	4	7	9	7	47
	% Delayed +2 Hours	13%	18%	22%	9%	19%	24%	18%	17%
Chicago	Train Crew Starts	21	25	27	26	24	23	25	171
	Crews Delayed +2 Hours	8	10	9	5	3	8	8	51
	% Delayed +2 Hours	38%	40%	33%	19%	13%	35%	32%	30%
Cincinnati	Train Crew Starts	39	37	33	29	34	32	35	239
	Crews Delayed +2 Hours	5	3	1	2	4	2	3	20
	% Delayed +2 Hours	13%	8%	3%	7%	12%	6%	9%	8%
Cleveland	Train Crew Starts	34	32	31	32	28	30	26	213
	Crews Delayed +2 Hours	7	10	7	10	5	9	7	59
	% Delayed +2 Hours	21%	31%	23%	31%	18%	30%	27%	28%
Cumberland	Train Crew Starts	37	33	26	31	28	28	33	216
	Crews Delayed +2 Hours	9	9	6	3	1	7	9	44
	% Delayed +2 Hours	24%	27%	23%	10%	4%	25%	27%	20%
Detroit	Train Crew Starts	2	5	7	6	6	5	7	38
	Crews Delayed +2 Hours	0	1	1	4	1	2	2	11
	% Delayed +2 Hours	0%	20%	14%	67%	17%	40%	29%	29%
Philadelphia	Train Crew Starts	9	5	6	10	5	10	9	54
	Crews Delayed +2 Hours	4	4	1	2	3	4	3	21
	% Delayed +2 Hours	44%	80%	17%	20%	60%	40%	33%	39%
Selkirk	Train Crew Starts	36	37	25	44	38	42	36	258
	Crews Delayed +2 Hours	5	14	10	13	8	12	15	77
	% Delayed +2 Hours	14%	38%	40%	30%	21%	29%	42%	30%
Toledo	Train Crew Starts	25	33	30	31	25	34	25	203
	Crews Delayed +2 Hours	2	4	6	5	5	5	6	33
	% Delayed +2 Hours	8%	12%	20%	16%	20%	15%	24%	16%
Willard	Train Crew Starts	43	48	36	39	45	46	38	295
	Crews Delayed +2 Hours	11	8	5	12	8	13	11	68
	% Delayed +2 Hours	26%	17%	14%	31%	18%	28%	29%	23%

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

## Surface Transportation Board

### Performance Measures

For the week ending: 05/26/00

#### CSXT Train Delay - Northern Region Lines

	Cause of Delay	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly
Measure	Trains / Hours	05/20/00	05/21/00	05/22/00	05/23/00	05/24/00	05/25/00	05/26/00	Total

Train Delay	Originating Train Starts	123	113	116	126	125	120	123	846
	Delayed Hours - Power	0	71	6	3	31	15	20	146
	Delayed Hours - Crews	81	73	8	13	10	5	55	245

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	05/20/00	05/21/00	05/22/00	05/23/00	05/24/00	05/25/00	05/26/00	Average

Crew Availability	% Available	82%	81%	82%	81%	82%	82%	79%	81%
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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	05/20/00	05/21/00	05/22/00	05/23/00	05/24/00	05/25/00	05/26/00	Total

Crews/Recrews	Train Crew Starts	298	251	255	303	308	300	274	1989
	Recrews	8	7	10	7	16	8	9	65
	% Recrewed	3%	3%	4%	2%	5%	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

For the week ending: 05/26/00

#### CSXT Locomotive Fleet Condition

		Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Daily
Measure	Locomotives	05/20/00	05/21/00	05/22/00	05/23/00	05/24/00	05/25/00	05/26/00	Average
Locomotives	Gross Fleet Size	4332	4309	4323	4328	4275	4261	4245	4296
	Avg. Number Available	3898	3854	3890	3888	3908	3857	3857	3879
	OOS Ratio	5.1	5.5	5.3	4.9	5.0	5.1	5.0	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	05/20/00	05/21/00	05/22/00	05/23/00	05/24/00	05/25/00	05/26/00	Average
Train Delay	Philadelphia/South Jersey	3	3	3	4	2	4	2	3
	North Jersey	2	6	4	5	6	2	5	4
	Detroit	1	2	2	3	2	4	5	3

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



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

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

May 31, 2000

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending May 26, 2000, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

This week's report does not contain number of blocked sidings and main lines on NS's Northern Region. As you acknowledged in your letter dated May 9, 2000, this particular measure has "dropped to such a low level that it is no longer indicative of other [than] normal operating conditions."

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

Sincerely,

George A. Aspatore  
General Solicitor

Enclosures

May 31, 2000

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

Dear Mr. Clemens:

Norfolk Southern's performance metrics fluctuated within a normal range for our rail operations. The number of cars on line remained relatively constant; the average train speed decreased slightly; and the average terminal dwell increased marginally. On the monitored corridors and Chicago gateway operations, 71 trains were held for terminal congestion, 29 trains were held for crews, and 11 trains were held for power.

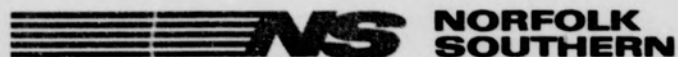
In accordance with your letter dated May 19, 2000, our weekly measures no longer include the number of blocked sidings and main lines on the Northern Region. As you acknowledged, this particular measure has "dropped to such a low level that it is no longer indicative of other [than] normal operating conditions."

With respect to our customer service hotline in Buffalo, NS received one call, which involved a matter related to our Buffalo operations. The issue has been resolved.

In the Shared Assets Areas, daily average on-hand car volumes increased at all three yards. However, all volume counts were within expected norms. Overall average terminal dwell time decreased, primarily as a result of improved local elapsed time at Pavonia. Road train delays for crews and power increased over the prior week: 36 trains were delayed for 270 hours for lack of crews and 18 trains were delayed 170 hours awaiting power. Sixteen originating trains were delayed for 58 hours due to late arrivals from CSXT and/or NS. Together, these causes account for about 50% of the train delay hours in the SAAs.

Sincerely,





For the week ending 5/26/00

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand -Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	5/22/00	850	276	164	440	431	29.7
	5/23/00	850	117	134	251	254	23.8
	5/24/00	850	127	283	410	322	16.6
	5/25/00	850	133	299	432	329	23.1
	5/26/00	850	102	226	328	380	21.1
North Yard MI Average		850	151	221	372	343	23.2
Oak Island NJ	5/22/00	1200	499	507	1006	441	33.2
	5/23/00	1200	425	438	863	535	28.3
	5/24/00	1200	298	415	713	399	34.8
	5/25/00	1200	359	465	824	499	29.1
	5/26/00	1200	482	425	907	476	28.4
Oak Island NJ Average		1200	413	450	863	470	30.5
Pavonia NJ	5/22/00	900	333	323	656	208	34.0
	5/23/00	900	325	267	592	333	25.4
	5/24/00	900	388	379	767	442	21.0
	5/25/00	900	415	384	799	545	21.3
	5/26/00	900	355	287	642	351	26.1
Pavonia Average		900	363	328	691	376	24.3

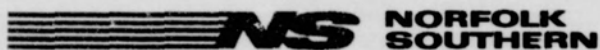


**NORFOLK  
SOUTHERN**

For the week ending 5/26/00

**Shared Asset Train Origination Performance**

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	22-May	8	38%	38%	13%	13%	0%
	23-May	7	29%	29%	0%	43%	0%
	24-May	5	20%	60%	0%	20%	0%
	25-May	6	0%	67%	0%	0%	33%
	26-May	9	33%	44%	0%	11%	11%
<b>Detroit Total</b>		<b>35</b>	<b>26%</b>	<b>46%</b>	<b>3%</b>	<b>17%</b>	<b>9%</b>
North Jersey Total	22-May	9	22%	11%	33%	11%	22%
	23-May	15	47%	13%	7%	13%	20%
	24-May	14	50%	21%	14%	0%	14%
	25-May	14	29%	14%	14%	14%	29%
	26-May	15	27%	20%	20%	0%	33%
<b>North Jersey Total</b>		<b>67</b>	<b>36%</b>	<b>16%</b>	<b>16%</b>	<b>7%</b>	<b>24%</b>
South Jersey Total	22-May	2	50%	0%	50%	0%	0%
	23-May	6	33%	17%	17%	17%	17%
	24-May	6	33%	17%	33%	17%	0%
	25-May	5	40%	0%	20%	20%	20%
	26-May	7	71%	0%	0%	29%	0%
<b>South Jersey Total</b>		<b>26</b>	<b>46%</b>	<b>8%</b>	<b>19%</b>	<b>19%</b>	<b>8%</b>
<b>Grand Total</b>		<b>128</b>	<b>35%</b>	<b>23%</b>	<b>13%</b>	<b>13%</b>	<b>16%</b>



For the week ending 5/26/00

**Shared Asset Area Trains Held**

area	Sat 20-May	Sun 21-May	Mon 22-May	Tue 23-May	Wed 24-May	Thu 25-May	Fri 26-May	Grand Total
North Jersey	2	6	4	5	6	2	5	30
South Jersey	3	3	3	4	2	4	2	21
Detroit	1	2	2	3	2	4	5	19

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





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

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	37	0	0	0	0	37
other	0	51	0	0	0	51
<b>Total</b>	<b>37</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>

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

#### NS Northern Region Train Starts and Delays

	Saturday 20-May	Sunday 21-May	Monday 22-May	Tuesday 23-May	Wednesday 24-May	Thursday 25-May	Friday 26-May	Grand Total
# of Train Starts	254	232	231	265	269	259	268	1778
<b>Delay Cause</b>								
Crew Delays (hrs)	4.5	0.0	0.0	7.3	0.0	0.0	0.0	11.8
Power Delays (hrs)	0.0	0.0	6.5	5.5	29.9	64.8	58.8	165.4

The delay numbers are expressed in hours

#### Locomotive Fleet Statistics

	Saturday 20-May	Sunday 21-May	Monday 22-May	Tuesday 23-May	Wednesday 24-May	Thursday 25-May	Friday 26-May	average
<b>Fleet Size</b>	3523	3461	3520	3529	3555	3537	3548	3525
<b>available</b>	3332	3265	3331	3333	3380	3349	3364	3336
<b>out of service %</b>	5.4%	5.7%	5.4%	5.6%	4.9%	5.3%	5.2%	5.3%

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

### NS Crew Starts and Delays

		Saturday 20-May	Sunday 21-May	Monday 22-May	Tuesday 23-May	Wednesday 24-May	Thursday 25-May	Friday 26-May	Grand Total
Allentown	crew starts	15	12	17	21	16	17	22	120
	crews delayed	3	4	3	6	4	6	5	31
Bellevue	crew starts	41	43	38	45	44	45	43	299
	crews delayed	22	20	16	16	12	16	20	122
Buffalo	crew starts	19	29	27	29	25	29	28	186
	crews delayed	3	7	7	6	9	6	7	45
Chicago	crew starts	33	35	26	38	33	37	37	239
	crews delayed	13	12	7	12	9	10	10	73
Cincinnati	crew starts	32	44	33	30	34	35	39	247
	crews delayed	7	8	4	5	3	5	6	38
Cleveland	crew starts	17	20	18	18	17	17	18	125
	crews delayed	6	9	7	7	8	6	1	44
Conway	crew starts	59	44	48	51	60	54	56	372
	crews delayed	13	12	15	9	18	11	11	89
Detroit	crew starts	17	11	18	19	22	23	26	136
	crews delayed	6	4	7	6	9	9	12	53
Elkhart	crew starts	43	37	34	39	37	40	42	272
	crews delayed	11	10	10	16	12	13	16	88
Harrisburg	crew starts	48	42	55	58	63	63	62	391
	crews delayed	16	15	27	26	25	22	23	154
Toledo	crew starts	57	49	48	54	50	62	62	382
	crews delayed	13	8	7	10	12	12	15	77

**Notes:**

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

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

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

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

### NS Northern Region Daily Crew Availability Percentage

	Saturday 20-May	Sunday 21-May	Monday 22-May	Tuesday 23-May	Wednesday 24-May	Thursday 25-May	Friday 26-May	average
availability%	78%	76%	78%	80%	81%	80%	78%	79%

**Notes:**

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

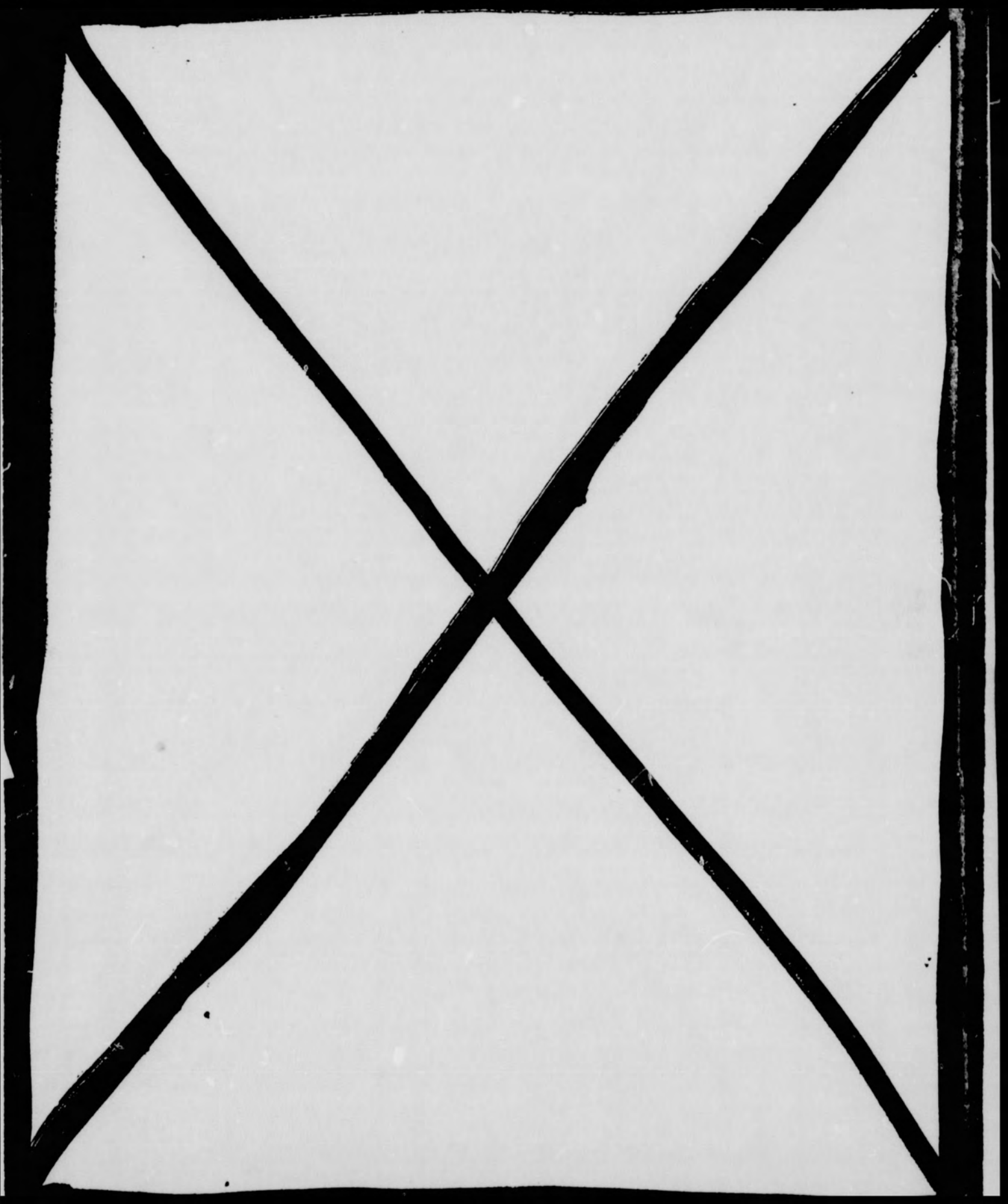
### NS Northern Region Crew Starts and Recrews

	Saturday 20-May	Sunday 21-May	Monday 22-May	Tuesday 23-May	Wednesday 24-May	Thursday 25-May	Friday 26-May	Grand Total
crew starts	325	283	284	330	329	341	349	2241
recrews	11	12	12	6	15	12	10	78

**Notes:**

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

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



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STATE OF VERMONT  
OFFICE OF THE ATTORNEY GENERAL  
TRANSPORTATION DIVISION  
133 STATE STREET  
MONTPELIER, VERMONT 05633-5001

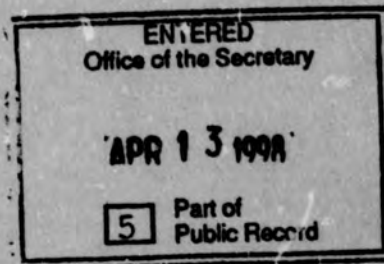
187105  
TELEPHONE:  
(802) 828-2831

FAX:  
(802) 828-2817

April 10, 1998



Honorable Vernon A. Williams, Secretary  
Surface Transportation Board  
Suite 700  
1925 K Street, N.W.  
Washington, DC 20423-0001



Re: STB Finance Docket No. 33388 Oral Argument

Dear Mr. Williams:

Pursuant to the Board's Decision No. 70, the State of Vermont ("Vermont") hereby gives notice of its intent to participate in the oral argument in the above-referenced proceeding. Vermont will address the impacts of the proposed consolidation on competition and passenger rail operations (particularly within the area east of the Hudson River), as well as the need for the Board to retain oversight to monitor and mitigate these impacts. Vermont submits that the primary application can be granted only subject to appropriate conditions for protection of the public interest. Vermont also supports the responsive application of New England Central Railroad, Inc.

Vermont requests five minutes of time to present its views at the oral argument.

Sincerely,

John K. Dunlavy  
Assistant Attorney General

jkd/bem

cc: Parties of Record

g:\wptext\stb-arg-jkd

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**McHALE  
COOK &  
WELCH**

PROFESSIONAL CORPORATION

ATTORNEYS AT LAW  
ESTABLISHED 1933

CHAMBER OF COMMERCE  
BUILDING

SUITE 1100

320 NORTH MERIDIAN STREET

INDIANAPOLIS, INDIANA

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E-MAIL mchw@mchalelaw.com

WILLIAM F. WELCH

DONALD W. BUTTREY

DANIEL P. BYRON

RANDOLPH L. SEGER

MICHAEL K. GUEST

MICHAEL L. ECKERLE

BRIAN W. WELCH

S. ANDREW BOWMAN

J. PETER MILLER

ROBERT L. TAGGART

SCOTT R. LEISZ

THOMAS F. SCHNELLENBERGER

ROBERT B. SCOTT

JEFFREY T. BENNETT

WILLIAM J. KAISER, JR.

DONALD W. RUTPRECHT

WILLIAM M. BRAMAN

JAMES J. McGRATH

STEVEN G. CRACRAFT

LESLIE VAN NATA REX

STEPHAN L. HODGE

JAN KEPLY KEEFER

THOMAS A. JENSEN

STEVEN D. HARDIN

SHARON L. BOHNENKEMPER

MATTHEW M. PRICE

JENNIFER E. PERRY

STACY L. DIMITRI

DAVID L. HATCHETT

FRANK D. OTTE

MICHAEL P. MAXWELL, JR.

AMIE PEELE CARTER

OF COUNSEL

JOHN I. BRADSHAW, JR.

E. ANDREW STEFFEN

PHILLIP A. TERRY

PAUL R. BLACK

JOHN S. CHAPPELL

SUE A. BEESLEY

\* ALSO ADMITTED IN FLORIDA & CALIFORNIA

April 9, 1998

Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
1925 K Street, N.W.  
Washington, D.C. 20423-0001

VIA FEDERAL EXPRESS



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RE: STB Finance Docket No. 33388  
Participation by the City of Indianapolis in Oral Arguments

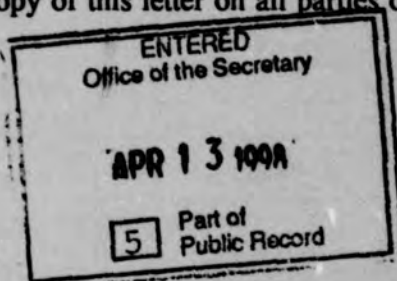
Dear Sir or Madam:

Pursuant to Decision No. 70 of the Surface Transportation Board, the City of Indianapolis hereby advises the Board of its wish to participate in the June 4, 1998 oral argument.

In its oral argument, the City will address how the proposed transaction does not maintain the competitive status quo in Indianapolis inasmuch as it does not give NS the physical presence, ability or incentive to compete with CSX in Indianapolis, and it allows CSX to have total physical and management control over the quality and cost of services NS can offer to Indianapolis customers. The City will further address how the conditions requested by the City are essential to ameliorating the anti-competitive impact of the proposed transaction to the City of Indianapolis as a whole.

The City of Indianapolis requests 15 minutes speaking time at the oral argument. However, the City is willing to coordinate with other parties opposed to the transaction in working out an equitable allocation of time.

Enclosed are 25 copies of this letter. We certify that we are serving a copy of this letter on all parties of record by first class mail.



Very truly yours,

McHALE, COOK & WELCH, P.C.

Randolph L. Seger  
Michael P. Maxwell, Jr.

mja

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OFFICES IN  
INDIANAPOLIS AND JASPER

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**SHERROD BROWN**  
THIRTEENTH DISTRICT  
OHIO

COMMITTEE ON COMMERCE

RANKING MEMBER,  
SUBCOMMITTEE ON HEALTH  
AND ENVIRONMENT

SUBCOMMITTEE ON ENERGY  
AND POWER

COMMITTEE ON  
INTERNATIONAL RELATIONS

SUBCOMMITTEE ON ASIA AND THE PACIFIC

sherrod@mail.house.gov  
http://www.house.gov/sherrod/brown/

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

April 10, 1998

DISTRICT OFFICES: 187088

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ELYRIA, OH 44035-1451  
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FAX (440) 934-5145

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(330) 722-9262

15561 WEST HIGH STREET  
MIDDLEFIELD, OH 44062-9292  
(440) 632-5913

1-800-234-6413 (OH13)

WASHINGTON OFFICE:

328 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-3401  
FAX (202) 225-2266

Mr. Vernon A. Williams  
Office of the Secretary  
Surface Transportation Board  
1925 K Street, NW  
Washington, DC 20423-0001

RE: STB Finance Docket No. 33388 Oral Argument

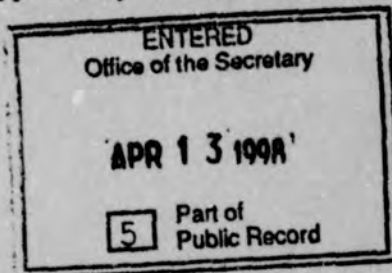
Dear Mr. Williams;

I am writing to request the opportunity to address the members of the Surface Transportation Board (STB) concerning the proposed joint acquisition of the Conrail Corporation by the CSX Corporation (CSX) and Norfolk Southern (NS). I am opposed to the proposed merger plan in its current form, and request five minutes to present my concerns and those of my constituents in northeast Ohio.

Many of my constituents fear the increase in freight traffic resulting from this proposed merger would compromise their access to vital fire, police, and emergency medical services. Specifically, I am deeply concerned that emergency response teams would be forced to wait at train crossings while slow, lumbering freight cars move through the densely populated communities of northeast Ohio. Such delays would be clearly unacceptable.

Additionally, this merger would significantly increase noise levels, compromise air quality, and without the benefit of grade separations, jeopardize public safety. It is clear that unless these concerns are properly addressed, and grade separations are built to relieve areas of heavy traffic flow, approval of this proposed merger should be denied.

I appreciate your consideration of this request, and look forward to your reply.



Sincerely,

*Sherrod Brown*  
SHERROD BROWN  
Member of Congress

SB:jab



STB

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**DONELAN, CLEARY, WOOD & MASER, P.C.**

ATTORNEYS AND COUNSELORS AT LAW

SUITE 750

1100 NEW YORK AVENUE, N.W.  
WASHINGTON, D.C. 20005-3934

OFFICE: (202) 371-9500

TELECOPIER: (202) 371-0900

April 10, 1998

Via Hand Delivery

The Honorable Vernon A. Williams  
Secretary, Surface Transportation Board  
1925 K Street, N.W., 7th Floor  
Washington, D.C. 20423-0001



Attn: Case Control Unit

Re: STB Finance Docket No. 33388 Oral Argument

Dear Secretary Williams:

Pursuant to Decision No. 70 in this proceeding, served March 12, 1998, Erie-Niagara Rail Steering Committee ("ENRS") hereby notifies the Board of its intention to participate in the oral argument currently scheduled for June 4, 1998. ENRS intends to discuss the issues raised in its Comments, Evidence, and Requests for Conditions (ENRS-6) and in its brief (ENRS-19) in support of the alternative conditions sought by ENRS in this proceeding. ENRS is opposed to the primary application as proposed by the Applicants. ENRS respectfully requests that it be allocated 15 minutes for the presentation of its oral argument in this important proceeding.

Respectfully submitted,

John K. Maser III  
Attorney for  
Erie-Niagara Rail Steering Committee

cc: All parties of record  
4898-020

ENTERED	
Office of the Secretary	
APR 13 1998	
5	Part of Public Record

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**DONELAN, CLEARY, WOOD & MASER, P.C.**

ATTORNEYS AND COUNSELORS AT LAW

SUITE 750

1100 NEW YORK AVENUE, N.W.

WASHINGTON, D.C. 20005-3934

OFFICE: (202) 371-9500

TELECOPIER: (202) 371-0900

April 10, 1998

Via Hand Delivery

Honorable Vernon A. Williams, Secretary

Case Control Unit

ATTN: STB Finance Docket No. 33388/Oral Argument

Surface Transportation Board

1925 K Street, N.W.

Washington, DC 20423-0001



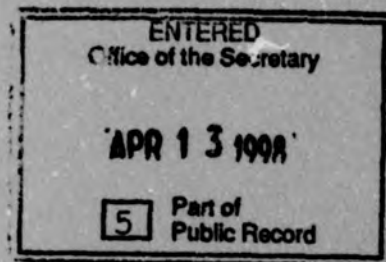
Re: Finance Docket No. 33388 *CSX CORPORATION AND CSX TRANSPORTATION, INC., NORFOLK SOUTHERN CORPORATION AND NORFOLK SOUTHERN RAILWAY COMPANY—Control and Operating Leases/Agreements—CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION*

Dear Secretary Williams:

Pursuant to Decision No. 70 in this proceeding, served March 12, 1998, Joseph Smith & Sons, Inc. ("JS&S") hereby requests leave to participate in the oral argument of this matter on June 4, 1998, and states the following:

1. In its oral argument, JS&S intends to address its Request for Conditions to preserve rail competition at its Capitol Heights, MD facility, which was filed on October 21, 1997, as JSSI-5.
2. JS&S does not oppose the primary application with the conditions that it has requested.
3. JS&S requests 5 minutes to argue this matter.
4. The following individual will speak on behalf of JS&S:

Jeffrey O. Moreno  
Donelan, Cleary, Wood & Maser, P.C.  
1100 New York Ave., N.W., Suite 750  
Washington, D.C. 20005  
(202) 371-9500



Respectfully submitted,

Jeffrey O. Moreno  
Attorney for Joseph Smith & Sons, Inc.

cc: parties of record  
4899-020

STB FD

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4-10-98

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**DONELAN, CLEARY, WOOD & MASER, P.C.**

ATTORNEYS AND COUNSELORS AT LAW

SUITE 750

1100 NEW YORK AVENUE, N.W.  
WASHINGTON, D.C. 20005-3934

OFFICE: (202) 371-9500

TELECOPIER: (202) 371-0900

April 10, 1998

Via Hand Delivery

The Honorable Vernon A. Williams  
Secretary, Surface Transportation Board  
1925 K Street, N.W., 7th Floor  
Washington, D.C. 20423-0001

Attn: Case Control Unit

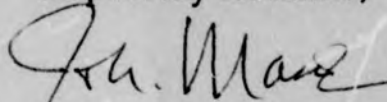
Re: STB Finance Docket No. 33388 Oral Argument

Dear Secretary Williams:

Pursuant to Decision No. 70 in this proceeding, served March 12, 1998, Niagara Mohawk Power Corporation ("NIMO") hereby notifies the Board of its intention to participate in the oral argument currently scheduled for June 4, 1998. NIMO intends to discuss the issues raised in its Comments, Evidence, and Requests for Conditions (NIMO-6) and in its brief (NIMO-12) in support of the conditions sought by NIMO in this proceeding. NIMO is opposed to the primary application as proposed by the Applicants. In addition, NIMO supports the request for conditions of Erie-Niagara Rail Steering Committee (ENRS-6), the request for conditions of Eighty-Four Mining Company (EFM-7), and the responsive application and request for conditions of Bessemer and Lake Erie Railroad Company (BLE-7 and BLE-8).

NIMO respectfully requests that it be allocated eight minutes for the presentation of its oral argument in this important proceeding.

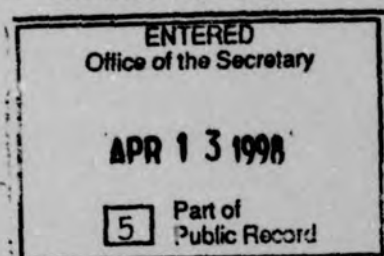
Respectfully submitted,



John K. Maser III

Attorney for

Niagara Mohawk Power Corporation



cc: All parties of record  
3315-020

STB

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**DONELAN, CLEARY, WOOD & MASER, P.C.**

ATTORNEYS AND COUNSELORS AT LAW

SUITE 750

1100 NEW YORK AVENUE, N.W.  
WASHINGTON, D.C. 20005-3934

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April 10, 1998

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

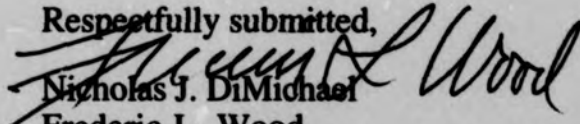
**Attn:** Case Control Unit

Re: Finance Docket No. 33388, *CSX Corporation, et al.* -- *Control and Operating Leases/Agreements* -- *Conrail Inc., et al.*

Dear Secretary Williams:

In accordance with Decision No. 70 in this proceeding, served March 12, 1998, The National Industrial Transportation League ("NITL") hereby notifies the Board of its intention to participate in the oral argument currently scheduled for June 4, 1998. NITL intends to discuss the issues presented in its Joint Brief filed with the U.S. Clay Producers Traffic Association, The Fertilizer Institute, and Indianapolis Power & Light Company (NITL-12 etc.) relating to the requested Post-Implementation Rate Conditions. NITL respectfully requests that it be allocated 10 minutes for the presentation of its oral argument in this important proceeding.

Respectfully submitted,

  
Nicholas J. DiMichael

Frederic L. Wood

*Attorneys for The National Industrial  
Transportation League*

cc: All parties of record

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**DONELAN, CLEARY, WOOD & MASER, P.C.**

ATTORNEYS AND COUNSELORS AT LAW

SUITE 750

1100 NEW YORK AVENUE, N.W.  
WASHINGTON, D.C. 20005-3934

OFFICE: (202) 371-9500

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April 10, 1998

**Via Hand Delivery**

The Honorable Vernon A. Williams  
Secretary, Surface Transportation Board  
1925 K Street, N.W., 7th Floor  
Washington, D.C. 20423-0001

**Attn:** Case Control Unit

Re: Finance Docket No. 33388, *CSX Corporation, et al.* -- *Control and Operating Leases/Agreements -- Conrail Inc., et al.*

Dear Secretary Williams:

In accordance with Decision No. 70 in this proceeding, served March 12, 1998, AK Steel Corporation ("AKSC") hereby notifies the Board of its intention to participate in the oral argument currently scheduled for June 4, 1998. AKSC intends to discuss the issues raised in its Comments, Evidence, and Requests for Conditions (AKSC-6 and AKSC-7) and in its Briefs (AKSC-9 and AKSC-10) relating to the Applicants' request for approval of the related application in Finance Docket No. 33388 (Sub-No. 26) *CSX Corp. et al. — Control — The Lakefront Dock and Railroad Terminal Company*. AKSC is opposed to both the primary and related applications as proposed by the Applicants. AKSC respectfully requests that it be allocated 10 minutes for the presentation of its oral argument in this important proceeding.

Respectfully submitted,

*Frederic L. Wood*  
Frederic L. Wood  
Attorney for  
AK Steel Corporation

cc: All parties of record

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LAW OFFICES

**OBERMAYER REBMANN MAXWELL & HIPPEL LLP**

ONE PENN CENTER - 19TH FLOOR  
1617 JOHN F. KENNEDY BOULEVARD  
PHILADELPHIA, PA 19103-1895  
(215) 665-3000  
FAX (215) 665-3165

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April 10, 1998

**VIA HAND DELIVERY**

Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
1925 K Street, N.W.  
Washington D.C. 20423-0001



**Re: STB Finance Docket No. 33388 Oral Argument**

Dear Sir or Madam:

We represent the Southeastern Pennsylvania Transportation Authority ("SEPTA") in the above proceeding. SEPTA has requested that the Board impose certain conditions upon the Applicants' proposed Merger and Acquisition. Pursuant to the Board's Decision No. 70, we request ten (10) minutes to present oral argument on the issues set forth in the Brief in Support of SEPTA's Comments and Request for Conditions.

If you have any problems or questions, please contact me at (215) 665-3082.

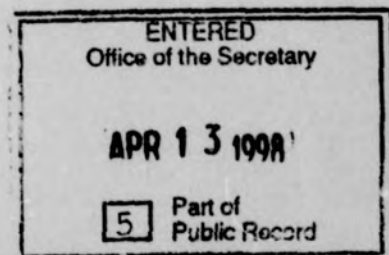
Respectfully submitted,

John J. Ehlinger, Jr.  
Catherine Pyune McEldowney

For: OBERMAYER REBMANN MAXWELL & HIPPEL LLP

JJE:CPM:kas

cc: Honorable Jacob Leventhal  
Dennis G. Lyons, Esquire  
Paul A. Cunningham, Esquire  
Richard A. Allen, Esquire  
Service List



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187081

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1020 NINETEENTH STREET NW  
WASHINGTON, D. C. 20036

TEL 202.496.4920  
FAX 202.293.6200

April 10, 1998



Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
1925 K Street, N.W.  
Washington, D.C. 20423-0001

Re: STB Finance Docket No. 33388 - Oral Argument

Dear People:

Pursuant to Decision No. 70, request is here made by Southern Tier West Regional Planning and Development Board (STW) to participate in oral argument on June 4, 1998.

STW requests two (2) minutes time in which to address issues concerning the assumption of responsibilities and operations contemplated by Norfolk Southern for the Southern Tier Extension.

Enclosed are an original and twenty-six (26) copies of STW's request. Please file and return a copy to my office in the envelope provided.

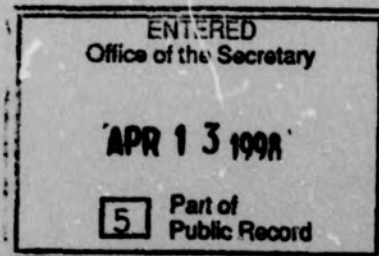
Thank you for your assistance.

Very truly yours,

*Paul H. Lamboley*  
Paul H. Lamboley

Enclosures

cc: Parties of Record



STB

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4-10-98

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**LAROE, WINN, MOERMAN & DONOVAN**

ATTORNEYS AT LAW

3506 IDAHO AVENUE, N.W.

WASHINGTON, D. C. 20016

TELEPHONE (202) 362-3010

FAX (202) 362-3050



April 10, 1998

Vernon A. Williams, Secretary  
Office of the Secretary  
Case Control Branch  
ATTN: STB Finance Docket No. 33388  
Surface Transportation Board  
1925 K Street, NW  
Washington, DC 20423-0001

D

Re: 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,  
Finance Docket No. 33388

Dear Secretary Williams:

Enclosed is an original and twenty-five (25) copies of the Notice of the Port Authority of New York and New Jersey of Settlement With Applicants (NY/NJ-20) for filing in the above-captioned proceeding. An additional copy is enclosed for file stamping and return with out messenger. Please note that this filing is also contained on a 3.5-inch diskette in WordPerfect 5.1 format which is also enclosed.

In view of the noted settlement, the Port Authority now supports the primary application and pursuant to Decision No. 70, hereby requests five minutes of time at the oral argument scheduled for June 4, 1998 herein.

Very truly yours,

Paul M. Donovan

cc: All parties of record

ENTERED	
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NY/NJ-20

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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

NOTICE OF THE PORT AUTHORITY OF NEW YORK  
AND NEW JERSEY OF SETTLEMENT WITH APPLICANTS

Hugh H. Welsh, Deputy General  
Counsel  
The Port Authority of New York  
and New Jersey  
One World Trade Center, 67E  
New York, NY 10048  
(212) 435-6915

Paul M. Donovan  
LaRoe, Winn, Moerman & Donovan  
3506 Idaho Avenue, N.W.  
Washington, DC 20016  
(202) 362-3010

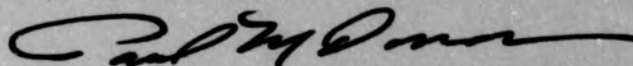
Attorneys for  
The Port Authority of New York  
and New Jersey

April 10, 1998

The Port Authority of New York and New Jersey ("the Port Authority") and the Applicants have entered into a "Settlement Agreement" designed to address the issues raised by the Port Authority in this proceeding. A copy of the executed agreement is attached hereto as an Appendix.

In view of this agreement, the concerns of the Port Authority have been addressed by Applicants, and the Port Authority now supports the primary application consistent with the terms of the agreement.

Hugh H. Welsh, Deputy General  
Counsel  
The Port Authority of New York  
and New Jersey  
One World Trade Center, 67E  
New York, NY 10048  
(212) 435-6915



Paul M. Donovan  
LaRoe, Winn, Moerman & Donovan  
3506 Idaho Avenue, N.W.  
Washington, DC 20016  
(202) 362-3010

Attorneys for  
The Port Authority of New York  
and New Jersey

CERTIFICATE OF SERVICE

I, Paul M. Donovan, certify that on April 10, 1998, I caused a copy of the foregoing to be served, by first class mail, postage prepaid, on all parties on the Service List of this proceeding.

  
Paul M. Donovan



**SETTLEMENT AGREEMENT**

**WHEREAS**, The Port Authority of New York and New Jersey ("Port Authority") is a bi-State agency created to among other things, promote, develop, represent and protect the commercial interests of the Port of New York District ("Port District") and, in furtherance of its mission, is actively participating before the Surface Transportation Board ("STB") in the joint application of CSX Corporation ("CSX") and Norfolk Southern Corporation ("NS") in Finance Docket No. 33388 for the control and operation of Conrail; and

**WHEREAS**, the Port Authority sought and secured from CSX and NS in the STB proceeding, through informal discussions, additional information concerning the proposed operations of the Conrail Shared Assets Organization ("CSAO") in the Port District, and the Port Authority has expressed concerns with respect to the proposed rail operations within the Port District and the CSX and NS share the Port Authority's concern and recognize the importance of these issues, and the Port Authority, CSX, NS and CSAO also share a concern regarding future railroad operations in the Port District and now desire to establish an ongoing relationship that will permit the Port Authority to participate in the future planning and operations of CSX and NS in the Port District and in any oversight that may be ordered by the STB to promote the provision of effective and efficient rail service within the Port District, and;

**WHEREAS**, CSX and NS are desirous of continuing to provide the levels of service heretofore furnished by Conrail in the Port District and to afford the District the additional benefits of competitive rail service and economic development that the Port Authority seeks and that consummation of the proposed transaction will produce; and

**WHEREAS**, the Port Authority, CSX and NS desire to enter into this Settlement Agreement to set forth their understandings and to express the support of the Port Authority for the proposed Conrail transaction;

Accordingly, it is agreed as follows:

1. The parties agree to meet regularly in accordance with a mutually amenable schedule, to discuss major issues affecting the Port Authority and the provision of rail service to the Port District, for the purpose of promoting effective and efficient transportation for the District. The parties agree that prior to the STB's decision on the joint application, they will meet no less than monthly and subsequent to the STB decision, no less than quarterly. Present at these meetings will be senior officials of the parties, including such officials from CSAO. In the event that any issues cannot be resolved by the representatives of the parties then the issues may be referred by the Chairman and the Executive Director of the Port Authority to the Presidents of CSX and NS for resolution.
2.
  - a) Prior to the STB's decision on the joint application, the Port Authority, CSX and NS will continue to cooperate with each other in the planning process regarding CSAO operations within the Port District. The Port Authority will not preempt the prerogatives of the railroads but will provide information and advice from a regional perspective.
  - b) The Port Authority will reserve the right to maintain an independent position on any planning issues.
  - c) Should any impasse develop between CSX and NS relating to the planning of operations, the Port Authority may, in its discretion, attempt to facilitate a resolution of any

disagreement.

3. a) In the event the STB approves the joint application, the Port Authority will continue to review CSX's and NS's continued planning for the operations within the Port District and to consult with CSX and NS from time to time with respect to significant changes to CSAO operations within the District.

b) The Port Authority, CSX and NS will mutually agree upon the development of certain operational data that is appropriate and necessary for the Port Authority to analyze the efficiency of rail operations within the Port District and between the Port District and major origins or destinations. To this end, the parties will meet on a periodic basis to develop and review data. It is contemplated by the parties that such data may include statistical data of the type currently produced by Conrail for the Port Authority, including aggregated traffic, car supply and distribution data, as well as data that will demonstrate transit times and performance standards for several time sensitive traffic types. The parties understand that the production, handling and disclosure of any such data will be treated in accordance with all applicable laws, and will be maintained, where appropriate, in a confidential manner to protect any proprietary or confidential information.

4. a) CSX and NS will provide the Port Authority the capital plans and budgets for CSAO within the Port District, and CSX and NS will continue to provide the Port Authority the same level of cooperation provided by Conrail in the past with respect to capital spending for operations within the Port District.

b) Should any impasse arise between CSX and NS that they submit to arbitration under the Shared Assets Agreement regarding CSAO improvements or capital investment in the Port



District affecting the Port Authority's interest, the Port Authority will have a right to present an amicus position to the arbitrator or arbitrators setting forth the Port Authority's views from a regional perspective.

5. CSX, NS and CSAO will provide and implement economic development programs designed to promote the development of rail traffic within the Port District. CSX and NS will consult with the Port Authority in the development of such plans, and the Port Authority will apprise CSX and NS of opportunities for the development of rail traffic affecting the Port District. To the extent it deems appropriate, the Port Authority will seek input from CSX, NS and CSAO in its capital planning process.

6. The parties anticipate that the STB may maintain oversight, for such period as it deems appropriate, with respect to the joint application and operations within the Port District and elsewhere. The parties also understand that any such oversight would include the STB's continuing jurisdiction to take appropriate action in the event circumstances required it.

7. CSX and NS recognize that the Port Authority, as a bi-State agency of New York and New Jersey, represents the Port Districts's commercial interests. CSX and NS hereby stipulate that the Port Authority will have standing before the STB, when it deems appropriate, to seek whatever necessary relief during such time that the STB maintains oversight with respect to the Port District; and CSX and NS shall not challenge the Port Authority's standing, but may take such position as they think appropriate on the merits.

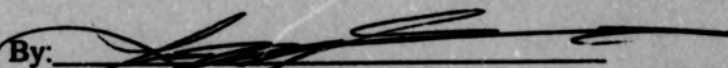
8. The foregoing provisions shall take effect immediately and, in the event the STB approves the Transaction, will continue in effect for five (5) years and thereafter for such period of time as

the parties may mutually agree.

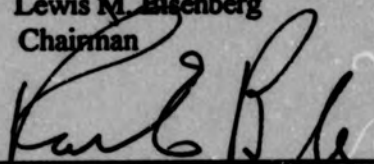
9. The Port Authority will publicly support the joint application before the STB consistent with the foregoing understandings.

IN WITNESS WHEREOF, the parties have cause this agreement to be executed by their duly authorized representatives.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

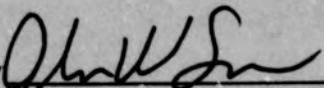
By: 

Lewis M. Eisenberg  
Chairman

By: 

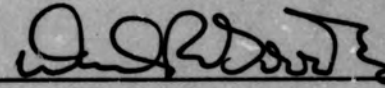
Robert E. Boyle  
Executive Director

CSX CORPORATION

By: 

John W. Snow  
President, Chairman and  
Chief Executive Officer

NORFOLK SOUTHERN CORPORATION

By: 

David R. Goode  
President, Chairman and  
Chief Executive Officer

STB FD

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L.L.P.

A LIMITED LIABILITY PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

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1875 CONNECTICUT AVENUE, N.W.  
WASHINGTON, DC 20009-5728

(202) 986-8000

TELEX: 440274 FACSIMILE: (202) 986-8102

WRITER'S DIRECT DIAL:

(202) 986-8050

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IP&L-13

April 10, 1998

VIA HAND DELIVERY

Mr. Vernon A. Williams, Secretary  
Surface Transportation Board  
1925 K Street, N.W., 7th Floor  
Washington, D.C. 20423-0001

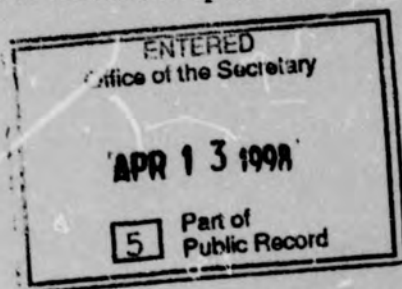


Re. CSX Corp./Norfolk Southern Corp. -- Contract and Operating  
Leases/Agreements -- Conrail: Finance Docket No. 33388

Dear Secretary Williams:

Pursuant to Decision No. 70, served March 12, 1998, in the above-referenced proceeding, please be advised that the undersigned intends to participate in the oral argument on behalf of Indianapolis Power & Light Company ("IPL"). I intend to address the issues raised in IPL's Supplemental Comments (IP&L-3), filed October 21, 1997, and in its Supplemental Brief (IP&L-11), filed February 23, 1998.

IPL opposes the primary Application, unless its requests for conditions are granted, and it supports the Responsive Application of Indiana Southern Railroad, Inc. I request 15 minutes to speak on behalf of IPL.



Respectfully submitted,

*Michael F. McBride*

Michael F. McBride

Attorney for Indianapolis Power  
& Light company

cc: All Parties of Record

STB

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4-10-98

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187078



187678

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WASHINGTON, DC 20009-5728

(202) 986-8000

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WRITER'S DIRECT DIAL:

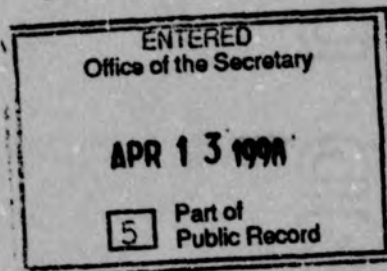
(202) 986-8050

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BRUSSELS  
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ALMATY  
LONDON  
(A LONDON-BASED  
MULTINATIONAL PARTNERSHIP)

**VIA HAND DELIVERY**

Mr. Vernon A. Williams, Secretary  
Surface Transportation Board  
1925 K Street, N.W., Seventh Floor  
Washington, DC 20423-0001

April 10, 1998



Re: CSX Corp./Norfolk Southern Corp. -- Contract and Operating  
Leases/Agreements -- Conrail: Finance Docket No. 33388

Dear Secretary Williams:

Pursuant to Decision No. 70, served March 12, 1998, in the above-referenced proceeding, please be advised that the undersigned intends to participate in the oral argument on behalf of The Fertilizer Institute ("TFI"), and intends to address the following issue: whether, if the Board uses the Rail Cost Adjustment Factor in any action it may take in the above-referenced proceeding, should it use the RCAF with or without an adjustment for productivity.

Should the Board approve the primary transaction, TFI urges the Board to use the RCAF(Adjusted). I request five minutes to speak on behalf of TFI.

Respectfully submitted,

*Michael F. McBride*

Michael F. McBride

Attorney for The Fertilizer Institute

cc: All Parties of Record



STB

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4-10-98

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L.L.P.

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WRITER'S DIRECT DIAL:

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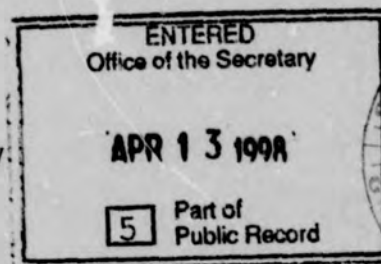
LOS ANGELES  
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PORTLAND, OR  
SALT LAKE CITY  
SAN FRANCISCO  
BRUSSELS  
MOSCOW  
ALMATY  
LONDON  
(A LONDON BASED  
MULTINATIONAL PARTNERSHIP)

AEP-8

April 10, 1998

VIA HAND DELIVERY

Mr. Vernon A. Williams, Secretary  
Surface Transportation Board  
1925 K Street, N.W., 7th Floor  
Washington, D.C. 20423-0001



Re: CSX Corp./Norfolk Southern Corp. -- Contract and Operating  
Leases/Agreements -- Conrail: Finance Docket No. 33388

Dear Secretary Williams:

Pursuant to Decision No. 70, served March 12, 1998, in the above-referenced proceeding, please be advised that the undersigned intends to participate in the oral argument on behalf of American Electric Power Service Corporation ("AEP"). I intend to address the issue raised in AEP's Comments (AEP-5), filed October 21, 1997, i.e., protection of AEP's dual rail access to its Cardinal Plant.

Should the Board approve the primary transaction, AEP urges the Board to grants its requested protective condition. I request 3 minutes to speak on behalf of AEP. We are in discussions with Applicants in an effort to resolve this matter amicably. If we are able to do so, we will promptly advise the Board.

Respectfully submitted,

*Michael F. McBride*

Michael F. McBride

Attorney for American Electric Power  
Service Corporation

cc: All Parties of Record

STB

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4-10-98

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187076

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ORIGINAL

LAW OFFICES  
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1750 PENNSYLVANIA AVE., N. W.  
WASHINGTON, D. C. 20006  
TELEPHONE (202) 393-5710  
TELECOPIER (202) 393-5721  
email: mah@mshpc.com  
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WILLIAM I. HARKAWAY  
COUNSEL

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DOUGLAS M. CANTER  
JOHN M. CUTLER, JR.  
ANDREW P. GOLDSTEIN  
STEVEN J. KALIS  
KATHLEEN L. MAZURE  
HARVEY L. REYER  
DANIEL J. SWEENEY

April 10, 1998

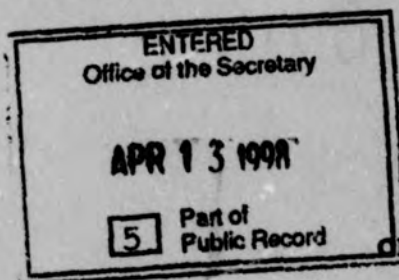
Surface Transportation Board  
Office of the Secretary  
Case Control Branch  
1925 K Street, N.W.  
Washington, DC 20423-0001



Re: STB Finance Docket No. 33388 Oral Argument;  
Participation by Orange and Rockland Utilities, Inc.

Dear Secretary Williams:

Pursuant to Order No. 70 in the above-referenced proceeding, Orange and Rockland Utilities, Inc. requests 10 minutes of time to present its position at the oral argument scheduled for June 4, 1998. Orange and Rockland will address adverse impacts of the Transaction on competition and reliability of service with respect to shipments of coal in unit-train volumes to Orange and Rockland's Lovett Plant. To mitigate these adverse impacts, Orange and Rockland supports imposition of conditions on the Transaction. The undersigned will present the argument.



Respectfully submitted,

John M. Cutler, Jr.

CERTIFICATE OF SERVICE

I hereby certify that I have caused copies of this letter to be served on all parties of record by first class mail this 10th day of April, 1998.

John M. Cutler, Jr.

STB

FD

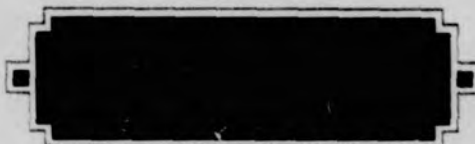
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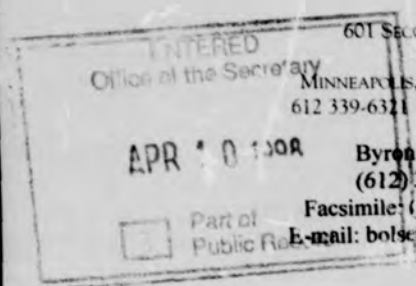
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A PROFESSIONAL ASSOCIATION OF ATTORNEYS AT LAW



601 SECOND AVENUE SOUTH  
SUITE 4200  
MINNEAPOLIS, MINNESOTA 55402-4302  
612 339-6321 • FACSIMILE 612 338-0535

2100 MINNESOTA WORLD TRADE CENTER  
30 EAST SEVENTH STREET  
SAINT PAUL, MINNESOTA 55101-4901  
612 222 6321 • FACSIMILE 612 222-8905

Byron D. Olsen  
(612) 373-8512  
Facsimile: (612) 338-4608  
E-mail: [bolsen@felhaber.com](mailto:bolsen@felhaber.com)

D

April 9, 1998

***Via Federal Express***

**EKC-5**

Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
Attn: STB Finance Docket No. 33388  
1925 K Street NW  
Washington, D.C. 20423-0001

Re: *STB Finance Docket No. 33388 - Oral Argument*

Dear Secretary:

This letter will constitute request on behalf of Eastman Kodak Company to participate in oral argument in the above proceeding, to be held on Thursday, June 4, 1998 at 10:00 a.m. The undersigned, Byron D. Olsen, will present the argument on behalf of Kodak.

In accordance with Decision No. 70 of the Board, Kodak makes the following response to the information required by the oral argument procedural order.

1. The Issue or Issues Kodak Will Address: Kodak will address the issue of whether the Board, in its decision on the primary application, should tamper with or change provisions in existing Conrail transportation contracts, as requested by the Applicants, or whether such contracts should be left to stand unaltered as negotiated by the contracting parties.

2. Whether Kodak Supports or Opposes the Primary Application, the Responsive Applications, or the Various Requests for Conditions: Kodak supports the primary application, provided the Board takes no action to impair or otherwise affect existing Conrail transportation contracts. To the extent responsive applications and requests for conditions seek to maintain competitive access and freedom of interchange, Kodak also supports them.

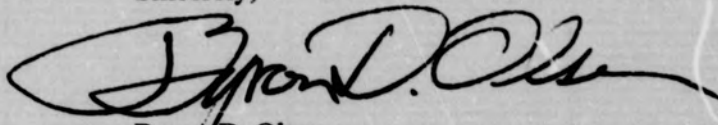


Surface Transportation Board  
April 9, 1998  
Page 2

3. Speaking Time Requested: Kodak requests five minutes of oral argument time. Byron D. Olsen, transportation counsel for Kodak in this proceeding, will present the oral argument.

Enclosed for filing are an original and 25 copies of this letter. There is an additional copy enclosed, and we ask that the STB date and time stamp this copy and return to me in the enclosed envelope.

Sincerely,



Byron D. Olsen


mcd

Enclosures: Original + 26 copies of Letter

c: Judge Jacob Leventhal  
All Parties of Record

I hereby certify that I have caused this letter to be served by first-class mail, postage pre-paid on all Parties of Record in STB Finance Docket No. 33388.

Date: 9 April 1998



Byron D. Olsen

STB

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4-10-98

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187074

OPPENHEIMER WOLFF & DONNELLY  
(ILLINOIS)

Two Prudential Plaza  
45th Floor  
180 North Stetson Avenue  
Chicago, IL 60601-6710

(312) 616-1800  
FAX (312) 616-5800

April 9, 1998



Firm/Affiliate Offices  
Brussels\*  
Chicago  
Geneva\*  
Irvine\*  
Los Angeles\*  
Minneapolis\*  
New York\*  
Paris\*  
Saint Paul\*  
San Jose\*  
Washington, D.C.\*

**VIA FEDERAL EXPRESS**

Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
1925 K Street, N.W.  
Washington, D.C. 20423-0001

Re: **STB Finance Docket No. 33388 Oral Argument**

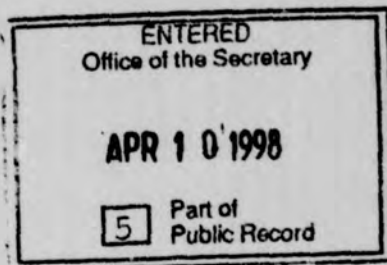
Dear Secretary Williams:

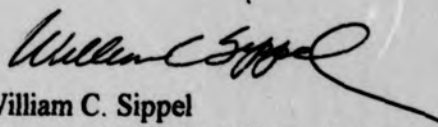
Elgin, Joliet & Eastern Railway Company, Transtar, Inc. and I&M Rail Link, LLC (the "Coalition") intend to participate in oral argument before the Board in the above-referenced proceeding, presently scheduled for June 4, 1998. The Coalition will address why the divestiture of Consolidated Rail Corporation's ownership interest in the Indiana Harbor Belt Railroad Company as a condition to any approval of the primary transaction is necessary to assure that neutral intermediate switching service and dispatching will be provided for all railroads, including specifically non-Class I railroads, interchanging traffic through the nation's largest rail gateway.

The Coalition respectfully requests fifteen minutes in which to present its arguments.

Twenty-five copies of this letter are enclosed for filing at the Board. A copy also has been served on all parties of record. Thank you for your assistance on this matter.

Respectfully submitted,



  
William C. Sippel  
Attorney for Elgin, Joliet and Eastern  
Railway Company, Transtar, Inc. and  
I & M Rail Link, LLC

WCS/pj  
Enclosures  
cc: Parties of Record

STB

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4-10-98

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OPPENHEIMER WOLFF & DONNELLY  
(ILLINOIS)

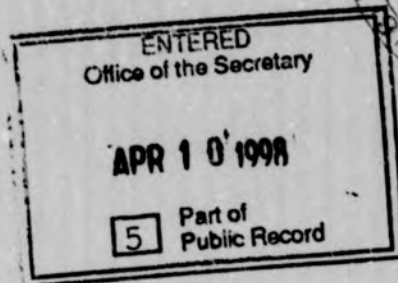
Two Prudential Plaza  
45th Floor  
180 North Stetson Avenue  
Chicago, IL 60601-6710

(312) 616-1800  
FAX (312) 616-5800

**VIA FEDERAL EXPRESS**

Mr. Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K Street, N.W., Room 700  
Washington, DC 20423-0001

April 9, 1998



D

187072 Firm/Affiliate Offices  
Brussels\*  
Chicago  
Geneva\*  
Irvine\*  
Los Angeles\*  
Minneapolis\*  
New York\*  
Paris\*  
Saint Paul\*  
San Jose\*  
Washington, D.C.\*

Re: **Finance Docket No. 33388 Oral Argument**

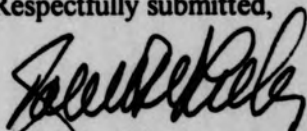
Dear Secretary Williams:

Pursuant to Decision No. 70 herein, Wisconsin Central Ltd. ("WCL") informs the Board that it intends to participate in oral argument in this matter on June 4, 1998. WCL will address the adverse competitive and operational impacts of the primary transaction within the Chicago switching district and the three specific conditions WCL has proposed to ameliorate those impacts. WCL requests ten minutes in which to present its arguments.

I would also request that, if possible, WCL's oral argument be scheduled during the first part of the day on June 4th. I will be presenting WCL's argument, and hope to be able to return to Chicago in time to attend graduation ceremonies in the evening. I appreciate any consideration the Board can give to this request.

Twenty copies of this letter are enclosed for filing at the Board. Copies also have been served on all parties of record. Thank you for your assistance on this matter.

Respectfully submitted,

  
Robert H. Wheeler  
Attorney for Wisconsin Central Ltd.

RHW:tjl

Enclosures

cc: Parties of Record

STB

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4-10-98

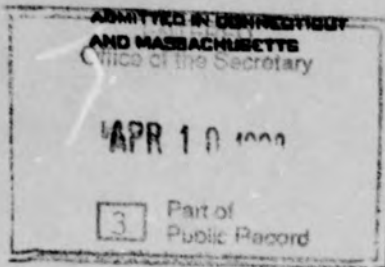
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187071  
EDWARD J. RODRIGUEZ  
ATTORNEY AT LAW  
87 MAIN STREET  
POST OFFICE BOX 298  
CENTERBROOK, CONNECTICUT 06409

TEL: (860) 767-9629  
FAX: (860) 767-7419



March 26, 1998



Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
1925 K Street, N.W.  
Washington, D.C. 20423-0001

Re: STB Finance Docket No. 33388 Oral Argument

Ladies and Gentlemen:

This letter will serve as notice that I wish to participate in oral argument on behalf of Housatonic Railroad Company, Inc. My argument will support the Primary Application provided that conditions requested by Housatonic Railroad are imposed.

The argument will address the conditions requested by Housatonic Railroad, will support those conditions, and will focus upon the principal reasons that the requested conditions are necessary to address transaction related harms. The argument will show that the conditions are required to advance the goals and purposes of the Transaction. The oral argument will also address any questions which Board members may have concerning the HRRC position.

Housatonic Railroad Company, Inc., requests 9 minutes of speaking time for oral argument.

Thank you.

Very truly yours,

Edward J. Rodriguez

EJR/swf

STB FD

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4-10-98

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OPPENHEIMER WOLFF & DONNELLY  
(ILLINOIS)

Two Prudential Plaza  
45th Floor  
180 North Stetson Avenue  
Chicago, IL 60601-6710

(312) 616-1800  
FAX (312) 516-5800

April 9, 1998



Brussels\*  
Chicago  
Geneva\*  
Irvine\*  
Los Angeles\*  
Minneapolis\*  
New York\*  
Paris\*  
Saint Paul\*  
San Jose\*  
Washington, D.C.\*

**VIA FEDERAL EXPRESS**

Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
1925 K Street, N.W.  
Washington, DC 20423-0001

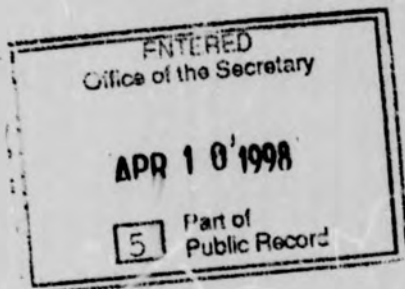
Re: **STB Finance Docket No. 33388 Oral Argument**

Dear Secretary Williams:

Bessemer and Lake Erie Railroad Company ("B&LE") intends to participate in oral argument before the Board in the above-referenced proceeding, presently scheduled for June 4, 1998. B&LE will address why the primary transaction as presently structured will not result in adequate transportation service to the public in the "lake coal" market and why the conditions sought by B&LE and broadly supported by lake coal shippers and receivers are necessary to assure adequate transportation service and competitive routings in that market.

B&LE respectfully requests ten minutes in which to present its arguments.

Twenty-five copies of this letter are enclosed for filing at the Board. A copy also has been served on all parties of record. Thank you for your assistance on this matter.



Respectfully submitted,

William C. Sippel  
Attorney for Bessemer and Lake Erie  
Railroad Company

WCS/pj

Enclosures

cc: Parties of Record

STB

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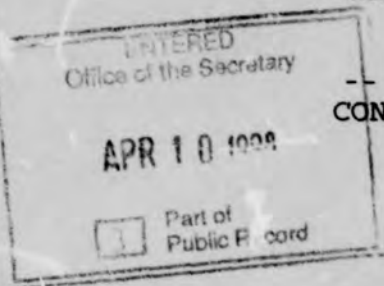
BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Finance Docket No. 33388  
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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

D



SDB - 12

Stark Development Board, Inc., --  
NOTICE OF INTENT TO PARTICIPATE  
IN ORAL ARGUMENT

Pursuant to Decision No. 70 in the above-captioned proceedings, Stark Development Board, Inc., (SDB) hereby gives notice of its intent to participate in the oral argument, scheduled for June 4, 1998, and requests argument time. SDB will be arguing in support of its fundamental opposition to the proposed transaction and further in support of the responsive application filed by the Wheeling & Lake Erie Railway Company and in support of adoption of the conditions that will assure that CSX and NS will integrate Neomodal into their respective rail systems; and, that will require CSX and NS to enter into long term take or pay lift contracts with Neomodal should the Board otherwise determine to grant the primary application. SDB hereby requests that it be allocated ten (10) minutes of argument time.

SDB is cooperating with a group of parties opposing the Applicants or seeking protective conditions in this proceeding. SDB understands that separate correspondence to the Board will issue from this group which will address STB oral argument scheduling and related matters.

Respectfully submitted,

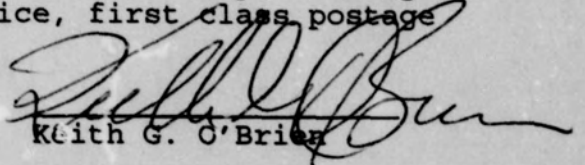
*Keith G. O'Brien*  
Keith G. O'Brien  
Rea, Cross & Auchincloss  
1707 "L" Street, N.W.  
Suite 570  
Washington, DC 20036  
(202) 785-3700

Counsel for Stark Development  
Board, Inc.,

DATED: April 10, 1998

CERTIFICATE TO SERVICE

I hereby certify that I have, this 10th day of April, 1998, served copies of the foregoing document upon the Primary Applicants and all other parties of record in this proceeding by means of the United States Postal Service, first class postage pre-paid.

  
Keith G. O'Brien



STB

FD

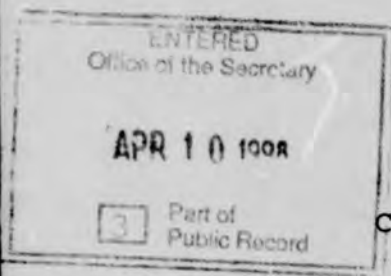
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BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Finance Docket No. 33388  
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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

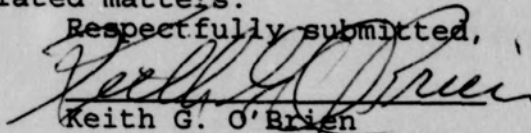
OAG - 10

The Ohio Attorney General, The Ohio Rail  
Development Commission and The Public Utilities  
Commission of Ohio -- NOTICE OF INTENT TO  
PARTICIPATE IN ORAL ARGUMENT

Pursuant to Decision No. 70 in the above-captioned proceedings, The Ohio Attorney General, The Ohio Rail Development Commission and the Public Utilities Commission of Ohio (Ohio) hereby give notice of intent to participate in the oral argument, scheduled for June 4, 1998, and requests argument time. Ohio will be arguing in support of its fundamental opposition to the proposed transaction absent adoption of conditions adequate to assure the Wheeling & Lake Erie Railway Company can remain fully intact as an independent and viable regional carrier; adoption of conditions adequate to assure utilization and viability of the Neomodal intermodal facility; adoption of conditions to assure Centerior Energy Corporation of continued availability of competitive and efficient single-line service from coal suppliers, imposition of conditions adequate to preserve service and pricing elements of single-line service currently available to Ohio aggregate shippers; Imposition of protective conditions adequate to ameliorate the adverse impact of loss of revenue traffic on the Ann Arbor Railroad; prescription of reciprocal switching between CSX and NS at Ashtabula to avoid circuitous and inefficient handling of hazardous chemical shipments for ASHTA Chemicals, Inc.; imposition of a condition requiring that Applicants may not effect substantial increases in traffic over Ohio corridors and/or through Ohio cities and communities without first having negotiated and committed to agreements with State and local officials which will adequately mitigate adverse safety and environmental impacts; and adoption to pro-active oversight provisions. Ohio hereby requests that it be allocated fifteen (15) minutes of argument time.

Ohio is cooperating with a group of parties opposing the Applicants or seeking protective conditions in this proceeding. Ohio understands that separate correspondence to the Board will issue from this group which will address STB oral argument scheduling and related matters.

Respectfully submitted,



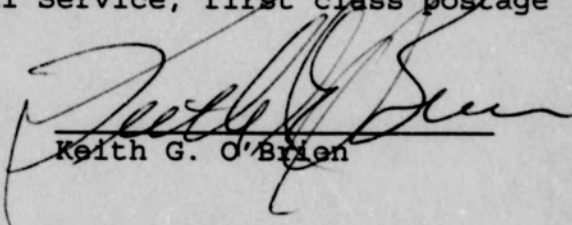
Keith G. O'Brien  
Rea, Cross & Auchincloss  
1707 "L" Street, N.W.  
Suite 570  
Washington, DC 20036  
(202) 785-3700

Counsel for The Ohio Attorney  
General, The Ohio Rail  
Development Commission and  
The Public Utilities Commission]  
of Ohio

DATED: April 10, 1998

CERTIFICATE OF SERVICE

I hereby certify that I have, this 10th day of April, 1998, served copies of the foregoing document upon the Primary Applicants and all other parties of record in this proceeding by means of the United States Postal Service, first class postage pre-paid.



Keith G. O'Brien

STB

FD

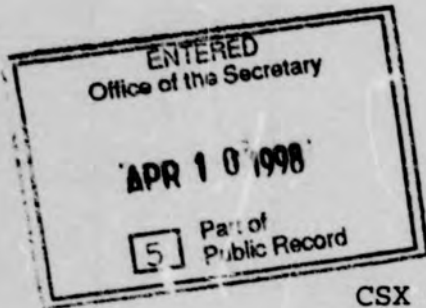
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BEFORE THE  
SURFACE TRANSPORTATION BOARD

-----  
Finance Docket No. 33388  
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CSX CORPORATION AND CSX TRANSPORTATION, INC.  
NORFOLK SOUTHERN CORPORATION AND  
NORFOLK SOUTHERN RAILWAY COMPANY  
-- CONTROL AND OPERATING LEASES/AGREEMENTS --  
CONFAIL INC. AND CONSOLIDATED RAIL CORPORATION

WYANDOT-6

WYANDOT DOLOMITE, INC. -- NOTICE OF  
INTENT TO PARTICIPATE IN ORAL ARGUMENT

Pursuant to Decision No. 70 in the above-captioned proceeding, Wyandot Dolomite, Inc. ("Wyandot") hereby gives notice of its intent to participate in the oral argument, scheduled for June 4, 1998, and requests argument time.

In previous submissions, Wyandot has requested the imposition of four (4) protective conditions, should the underlying railroad consolidation transaction be approved. It will argue in support of those conditions, and in particular it will present the legal bases mandating the imposition of relief for so-called "1-to-2" shippers. Wyandot hereby requests that it be apportioned five (5) minutes of argument time.

Wyandot is cooperating with a group of shipper and railroad parties opposing the Applicants or seeking protective conditions in this proceeding. Wyandot understands that separate correspondence to the Board will issue from this group, which



will address STB oral argument scheduling and related matters.  
As discussions within this group progress, Wyandot may adapt its  
presentation request to conform with the group's proposed  
argument schedule.

Respectfully submitted,

Robert A. Wimbish

Robert A. Wimbish  
REA, CROSS & AUCHINCLOSS  
1707 "L" Street, N.W.  
Suite 570  
Washington, D.C. 20036  
(202) 785-3700

Counsel for Wyandot Dolomite, Inc.

DATED. April 10, 1998

**CERTIFICATE OF SERVICE**

I hereby certify that I have, this 10th day of April, 1998, served copies of the foregoing document upon the Primary Applicants and all other parties of record in this proceeding by means of the United States Postal Service, first class postage pre-paid.

Robert A. Wimbish

Robert A. Wimbish

STB

FD

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4-10-98

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# HOPKINS & SUTTER

(A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS)

888 SIXTEENTH STREET, N.W., WASHINGTON, D.C. 20006-4103 (202) 835-8000

FACSIMILE (202) 835-8136

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CHICAGO OFFICE THREE FIRST NATIONAL PLAZA 60602-4203

DE SOFT OFFICE 2800 LIVERMORE SUITE 220 TROY, MI 48063-1220

CHARLES A. SPITULNIK  
(202) 835-8196  
Email: [CSpitulnik@hopsut.com](mailto:CSpitulnik@hopsut.com)



April 10, 1998

Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
1925 K Street, N.W.  
Washington, D.C. 20423-0001



D

Re: STB Finance Docket No. 33388 Oral Argument

Dear Sir:

We represent the New York City Economic Development Corporation ("EDC") in this proceeding, and this letter is submitted pursuant to the Board's Decision No. 70 (Service Date March 12, 1998). EDC, which is representing the interests of the City of New York, New York, plans to participate in the oral argument in this proceeding, and states the following in response to Decision No. 70:

- (1) EDC will address the anticompetitive effects of the transaction under review in F.D. No. 33388 and related cases that arise from the decision of the applicants to divide the New York City market between them in such a way that shippers on the east side of the Hudson River and of New York Harbor will be placed at a competitive disadvantage as compared to their competitors in northern New Jersey and elsewhere in the New York market where shippers have direct access to two (2) or more rail carriers. Shippers on the east side of the Hudson River and of New York Harbor, by contrast, will require drayage to the nearest rail carrier, which will require movement of goods across crowded and aging highway infrastructure.
- (2) EDC cannot support the proposed transactions unless the Board grants the relief sought in the responsive application filed jointly by EDC and the State of New York in Finance Docket No. 33388 (Sub-No. 69), *Responsive Application - State of New York by and through its Department of Transportation, and the New York City Economic Development Corporation* (NYS-12/NYC-11). The relief sought there includes the imposition of trackage rights over the line on the east side of the Hudson

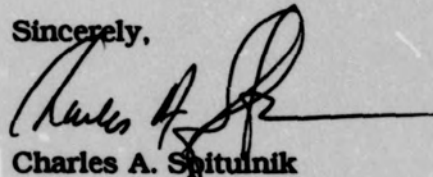
Surface Transportation Board  
Office of the Secretary  
April 10, 1998  
Page 2

River for the benefit of a carrier that will provide direct rail service over that line.

(3) EDC requests fifteen (15) minutes of speaking time.

I am enclosing an additional twenty-five (25) copies of this letter, along with an additional copy that I will appreciate your date stamping and returning to the messenger.

Sincerely,

A handwritten signature in dark ink, appearing to read "Charles A. Spitulnik", with a long horizontal line extending to the right.

Charles A. Spitulnik

cc: Mr. Charles Milford  
Mr. Michael Carey  
Mr. Michael Canavan  
All Parties of Record

STB

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4-10-98

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OPPENHEIMER WOLFF & DONNELLY LLP

1020 Nineteenth Street N.W.  
Suite 400  
Washington, D.C. 20036-6105

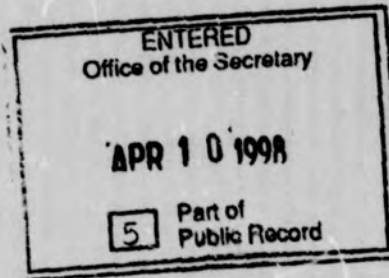
(202) 293-6300  
FAX (202) 293-6200

Direct Dial: 202-496-4906  
Email: ksheys@owdnlaw.com

April 10, 1998

**VIA HAND DELIVERY**

Honorable Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K Street, N.W., Room 700  
Washington, D.C. 20423-0001



Brussels  
Chicago  
Geneva  
Irvine  
Los Angeles  
Minneapolis  
New York  
Paris  
Saint Paul  
San Jose  
Washington, D.C.

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

Dear Secretary Williams:

Pursuant to Decision No. 70, please be advised that Livonia, Avon & Lakeville Railroad Corporation ("LAL") wishes to participate in the oral argument scheduled for June 4, 1998. LAL will speak in support of the conditions described in LAL-4. LAL requests ten (10) minutes of speaking time at the oral argument.

An original and 25 copies of this letter are enclosed for filing. Please stamp the extra copy and return it to my messenger.

Respectfully submitted,

Kevin M. Sheys

Enclosures

cc: All Parties Referenced in Certificate of Service



**CERTIFICATE OF SERVICE**

I hereby certify that on this 10th day of April, 1998, a copy of the foregoing was served by first class mail, postage prepaid, upon the entities listed in 49 C.F.R. § 1105.7(b), Administrative Law Judge Jacob Leventhal and all Parties of Record on the Service List.

  
\_\_\_\_\_  
Kevin M. Sheys

STB

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(A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS)

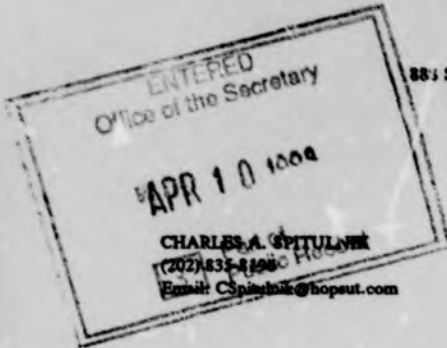
88; SIXTEENTH STREET, N.W., WASHINGTON, D.C. 20006-4103 (202) 835-8000

FACSIMILE (202) 835-8136

INTERNET <http://www.hopsut.com>

CHICAGO OFFICE THREE FIRST NATIONAL PLAZA 60602-4205

DETROIT OFFICE 2800 LIVERNOIS SUITE 220 TROY, MI 48063-1220



April 10, 1998

D

Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
1925 K Street, N.W.  
Washington, D.C. 20423-0001

Re: STB Finance Docket No. 33388 Oral Argument

Dear Sir:

We represent the Philadelphia Belt Line Railroad Company ("PBL") in this proceeding, and this letter is submitted pursuant to the Board's Decision No. 70 (Service Date March 12, 1998). PBL plans to participate in the oral argument in this proceeding, and states the following in response to Decision No. 70:

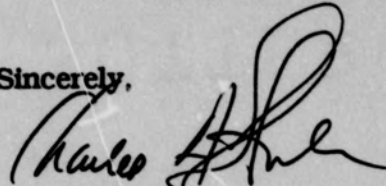
- (1) The issue PBL will address focuses on the need for the Board to confirm that its approval of the transactions proposed by applicants, including the Shared Assets Operating Agreement for the Philadelphia area, does not in any way preempt the preservation and continued application of the Belt Line Principle, as enunciated in an Ordinance of the Council of the City of Philadelphia dated December 26, 1890, and/or as imposed upon the parties, their successors and assigns to the agreement of March 23, 1914, commonly known as the South Philadelphia Agreement, and/or as contained as a condition of any contracts, including, but not limited to any agreements, leases, licenses, trackage agreements, or other contracts heretofore entered into by any applicant, or predecessor of any applicant, or its predecessors, and entered into by and among parties, whether or not such parties include the applicants, their predecessors, or the PBL.
- (2) PBL cannot support the proposed transactions unless the Board conditions any approval on a statement confirming that such approval has no effect on the continued application and viability of the Belt Line Principle.

Surface Transportation Board  
Office of the Secretary  
April 10, 1998  
Page 2

(3) PBL requests ten (10) minutes speaking time.

I am enclosing an additional twenty-five (25) copies of this letter, along with an additional copy that I will appreciate your date stamping and returning to the messenger.

Sincerely,

A handwritten signature in dark ink, appearing to read "Charles A. Spivulnik", written over the typed name.

Charles A. Spivulnik

cc: All Parties of Record

STB

FD

33388

4-10-98

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187062

# OPPENHEIMER WOLFF & DONNELLY LLP

1020 Nineteenth Street N.W.  
Suite 400  
Washington, D.C. 20036-6105

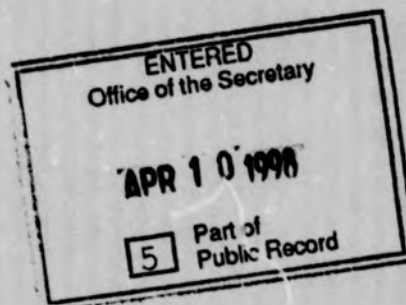
(202) 293-6300  
FAX (202) 293-6200

Direct Dial: 202-496-4906  
Email: ksheys@owdlaw.com

April 10, 1998

## **VIA HAND DELIVERY**

Honorable Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K Street, N.W., Room 700  
Washington, D.C. 20423-0001



Brussels  
Chicago  
Geneva  
Irvine  
Los Angeles  
Minneapolis  
New York  
Paris  
Saint Paul  
San Jose  
Washington, D.C.

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

Dear Secretary Williams:

Pursuant to Decision No. 70, please be advised that Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission ("VRE") wish to participate in the oral argument scheduled for June 4, 1998. VRE will speak in support of the conditions described in VRE-8 and VRE-9. VRE respectfully requests fifteen (15) minutes of speaking time at the oral argument.

An original and 25 copies of this letter are enclosed for filing. Please stamp the extra copy and return it to my messenger.

Respectfully submitted,

Kevin M. Sheys

Enclosures

cc: All Parties Referenced in Certificate of Service



**CERTIFICATE OF SERVICE**

I hereby certify that on this 10th day of April, 1998, a copy of the foregoing was served by first class mail, postage prepaid, upon the entities listed in 49 C.F.R. § 1105.7(b), Administrative Law Judge Jacob Leventhal and all Parties of Record on the Service List.

  
\_\_\_\_\_  
Kevin M. Sheys

STB FD

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## HOPKINS & SUTTER

(A PARTNERSHIP INCORPORATING PROFESSIONAL CORPORATIONS)

888 SIXTEENTH STREET, N.W., WASHINGTON, D.C. 20006-4103 (202) 835-8000

FACSIMILE (202) 835-8136

INTERNET <http://www.hopsut.com>

CHICAGO OFFICE THREE FIRST NATIONAL PLAZA 60602-4203  
DETROIT OFFICE 2800 LIVERNOIS SUITE 220 TROY, MI 48063-1220

CHARLES A. SPITULNIK  
(202) 835-8196  
Email: [CSpitulnik@hopsut.com](mailto:CSpitulnik@hopsut.com)

April 10, 1998

Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
1925 K Street, N.W.  
Washington, D.C. 20423-0001



Re: STB Finance Docket No. 33388 Oral Argument

Dear Sir:

We represent the City of Cleveland, Ohio in this proceeding, and this letter is submitted pursuant to the Board's Decision No. 70 (Service Date March 12, 1998). Cleveland plans to participate in the oral argument in this proceeding, and states the following in response to Decision No. 70:

- (1) The issues the City of Cleveland will address focus on:
  - (a) the substantial adverse effects of the proposed transactions on the people of Cleveland's neighborhoods, particularly the minority and poor populations who will experience a disproportionate impact, as a result of factors including but not limited to the enormous increases in noise, air pollutant emissions, vibrations, hazardous materials transported, and delays at crossings due to substantial increases in train frequencies; and
  - (b) the conditions the Board should impose to address these substantial adverse effects on the quality of the human environment in Cleveland's neighborhoods.
- (2) Cleveland cannot support the proposed transactions unless the Board imposes conditions upon any approval that will require sufficient

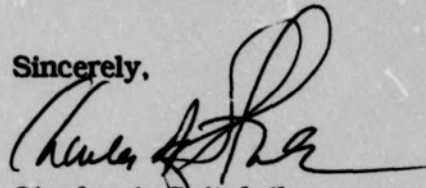
Surface Transportation Board  
Office of the Secretary  
April 10, 1998  
Page 2

mitigation of the harms that will otherwise be inflicted on the people of the City.

(3) Cleveland requests twenty (20) minutes speaking time.

I am enclosing an additional twenty-five (25) copies of this letter, along with an additional copy that I will appreciate your date stamping and returning to the messenger.

Sincerely,



Charles A. Spitulnik

cc: Hon. Michael R White  
All Parties of Record

STB

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# **RUTGERS ENVIRONMENTAL LAW CLINIC**

187060

15 Washington Street  
Newark, NJ 07102-3192  
Phone: (973) 353-5695

Rutgers, The State University of New Jersey  
School of Law - Newark  
Fax: (973) 353-1249  
E-Mail: relc@igc.apc.org

April 8, 1998

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**VIA FEDERAL EXPRESS**  
Surface Transportation Board  
Office of the Secretary  
Case Control Unit  
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  
**ORAL ARGUMENT**

Dear Sir or Madam:

Pursuant to Decision No. 70, please be advised that Tri-State Transportation Campaign (Tri-State) wishes to participate in the oral argument scheduled for June 4, 1998. At oral argument Tri-State will speak in support of the nine conditions, described most recently in the brief submitted February 21, 1998, addressed to the issue of reducing truck traffic across New York Harbor and on both sides of the Hudson. Tri-State asks that these conditions be imposed if the Board approves the transactions proposed in the primary application.

Tri-State requests ten (10) minutes of speaking time at oral argument. Tri-State is willing to coordinate with other intervenors in the event that the total requested speaking time for intervenors exceeds the three hours contemplated by Decision No. 70.

Edward Lloyd, Esq.  
Director

William C. Cahill, Esq.  
Staff Attorney

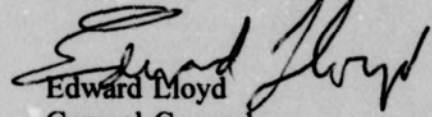
Therese Langer  
Staff Scientist



Office of the Secretary  
April 8, 1998  
Page 2

As required by Decision No. 70, an original and 25 copies of this letter are enclosed for filing.

Respectfully submitted,

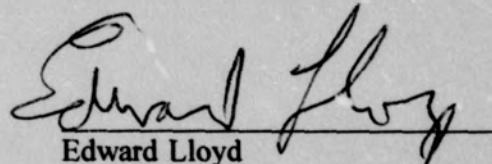


Edward Lloyd  
General Counsel

Tri-State Transportation Campaign

CERTIFICATE OF SERVICE

I hereby certify that by April 17, 1998 a copy of the foregoing document will be served by first-class mail upon all parties of record in this proceeding by first-class mail.



Edward Lloyd  
Rutgers Environmental Law Clinic  
15 Washington Street  
Newark, N.J. 07102

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BEFORE THE  
SURFACE TRANSPORTATION BOARD



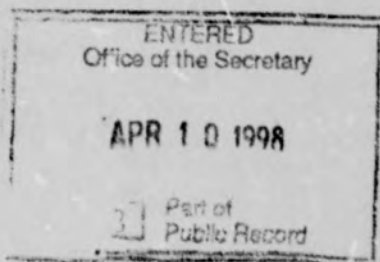
Finance Docket No. 33388

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 - TRANSFER OF  
RAILROAD LINE BY NORFOLK SOUTHERN RAILWAY COMPANY TO CSX  
TRANSPORTATION, INC.

D

**NOTICE OF INTENT OF  
AMERICAN PUBLIC TRANSIT ASSOCIATION  
TO PARTICIPATE IN ORAL ARGUMENT**

Daniel Duff  
Chief Counsel  
Mattie C. Condray  
Senior Counsel  
American Public Transit Association  
1201 New York Ave., NW  
Washington, DC 20005  
202-898-4000



BEFORE THE  
SURFACE TRANSPORTATION BOARD

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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 CONSOLODATED RAIL CORPORATION - TRANSFER OF  
RAILROAD LINE BY NORFOLK SOUTHERN RAILWAY COMPANY TO CSX  
TRANSPORTATION, INC.

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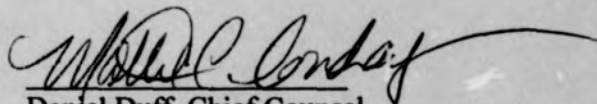
**NOTICE OF INTENT OF  
AMERICAN PUBLIC TRANSIT ASSOCIATION  
TO PARTICIPATE IN ORAL ARGUMENT**

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Pursuant to Decision No. 70 of the Surface Transportation Board, the American Public Transit Association ("APTA") hereby provides notice of its intent to participate in the scheduled oral argument in the above-referenced proceeding.

APTA will be represented by the APTA President, William W. Millar. Mr. Millar will address APTA's concern that the proposed acquisition will result in reduced or restricted access of commuter rail operators to track owned or controlled by the various parties to the acquisition. Such potential limitations could adversely affect the commuter rail operators' ability to provide service at current and future desirable levels. APTA requests five (5) minutes of time to present its views.

Respectfully submitted,



Daniel Duff, Chief Counsel  
Mattie C. Condray, Senior Counsel  
American Public Transit Association  
1201 New York Avenue, NW  
Washington, DC 20005  
202-898-4000

Dated: April 9, 1998

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Finance Docket No. 33388

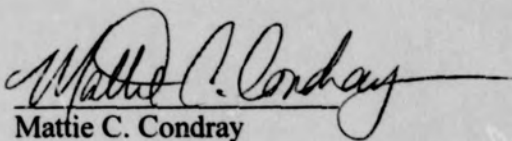
CSX CORPORATION AND CSX TRANSPORTATION, INC.,  
NORFOLK SOUTHERN CORPORATION AND NORFOLK SOUTHERN RAILWAY  
COMPANY-- CONTROL AND OPERATING LEASES/AGREEMENTS --  
CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION -- TRANSFER OF  
RAILROAD LINE BY NORFOLK SOUTHERN RAILWAY COMPANY TO CSX  
TRANSPORTATION, INC.

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CERTIFICATE OF SERVICE

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I hereby certify that I have served Administrative Law Judge Jacob Leventhal and all Parties of Record, by first class mail, with the notice of the American Public Transit Association's intent to participate in the oral argument in the above captioned proceeding.



Mattie C. Condray  
Senior Counsel  
American Public Transit Association  
1201 New York Avenue, NW  
Washington, DC 20005  
202/898-4108

Date: April 9, 1998

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LAW OFFICES OF  
**BANKS, NASON & HICKSON**  
PROFESSIONAL ASSOCIATION  
113 BAPTIST STREET  
P.O. BOX 44  
SALISBURY, MARYLAND 21803-0044

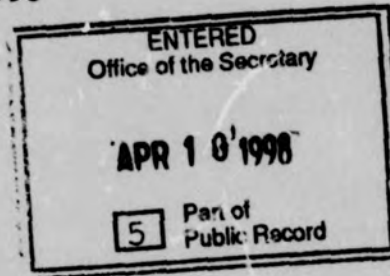
EDWARD G. BANKS, JR.  
JOHN C. NASON  
H. MICHAEL HICKSON



April 9, 1998

SENT VIA FEDERAL EXPRESS

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



RE: Request To Participate In Oral Argument  
F.D. No. 33388

Dear Mr. Williams:

Please be advised that The Maryland and Delaware Railroad is interested in participating at the June 4, 1998 hearing scheduled at 10:00 a.m. to hear oral arguments.

The Maryland and Delaware Railroad would like to address the issue of Norfolk Southern's short line connections, speaking in favor of the primary application, requiring five (5) minutes or less.

Enclosed are twenty-five (25) copies of this letter.

I have mailed a copy of this letter to all parties on the service list.

Very truly yours,

Edward G. Banks, Jr.

Enclosures

cc: John C. Paredes, President, The Maryland & Delaware Railroad  
Eric Callaway, Vice President, The Maryland & Delaware Railroad

EGB:mmc  
egb\ndrr\STB01.ltr

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**WEINER, BRODSKY, SIDMAN & KIDER**  
ATTORNEYS AT LAW

PROFESSIONAL CORPORATION

1350 NEW YORK AVENUE, N.W., SUITE 800  
WASHINGTON, D.C. 20005-4797  
(202) 628-2000  
TELECOPIER (202) 628-2011

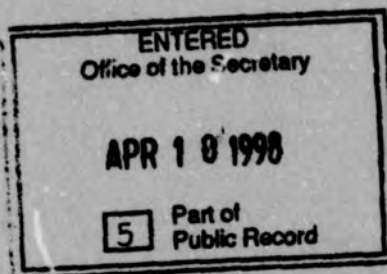
RICHARD J. ANDREANO, JR.  
JAMES A. BRODSKY  
JENNIFER A. COHN  
JO A. DeROCHE  
CYNTHIA L. GILMAN  
KAREN R. GUSTAVSON\*  
DON J. HALPERN  
MICHAEL W. KARDASH\*  
MITCHEL H. KIDER  
SUSAN L. KORYTKOWSKI  
SHERRI L. LEDNER  
TODD A. NEWMAN  
MARK H. SIDMAN  
RUGENIA SILVER  
JOHN D. SOCKNAT\*  
HARVEY E. WEINER  
ROSE-MICHELE WEINRYB  
JOSEPH F. YENOUSKAS



April 9, 1998

**BY HAND**

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



**NYAR No. 5**

Re: STB Finance Docket No. 33388, CSX Corp. and CSX Transp., Inc.,  
Norfolk Southern Corp. and Norfolk Southern Ry. Co. -- Control and  
Operating Leases/Agreements -- Conrail Inc. and Consolidated Rail Corp.

Dear Secretary Williams:

Enclosed for filing in the above-referenced proceeding are twenty-five copies of the request of New York & Atlantic Railway ("NYAR") to participate in the oral argument in this proceeding. NYAR wishes to reserve 5 minutes to address the request by Congressman Jerrold Nadler and twenty-three other Members of Congress representing the States of New York and Connecticut ("Congressional Delegation") that the primary application be conditioned on the forced inclusion of the Bay Ridge Line into a joint facility operation. NYAR has exclusive freight operating rights over the Bay Ridge Line and strongly objects to this requested condition. NYAR's comments during oral argument will be limited to the issues raised by the Congressional Delegation as they relate to the Bay Ridge Line; NYAR takes no position on the merits of the primary application.

WEINER, BRODSKY, SIDMAN & KIDER, P.C.

Hon. Vernon A. Williams

- 2 -

April 9, 1998

Please acknowledge receipt of this letter by date-stamping the enclosed acknowledgment copy and returning it to our messenger.

Very truly yours,

*Rose Michele Weinryb*

Rose-Michele Weinryb

Harper Bond

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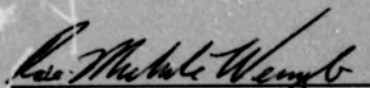


## CERTIFICATE OF SERVICE

I hereby certify that on April 9, 1998, a copy of the foregoing Request to Participate in

Oral Argument was served by first-class mail, postage pre-paid on:

- (i) Parties of Record
- (ii) Judge Jacob Leventhal  
Federal Energy Regulatory Commission  
888 First Street, NE., Suite 11F  
Washington, DC 20006-3939
- (iii) Honorable Janet Reno  
Attorney General of the United States  
Department of Justice  
950 Pennsylvania Avenue, N.W.  
Room 4440  
Washington, D.C. 20530-0001
- (iv) U.S. Secretary of Transportation  
Department of Transportation  
400 7th Street, S.W.  
Washington, D.C. 20590

  
Rose-Michele Weinryb, Esq.