



T. J. Stephenson
Assistant Vice President -
Service Measurements

December 26, 2001

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, December 21st. Cars on-line increased from 232,202 to 232,771 cars. Train velocity increased from 23.2 to 23.3 miles-per-hour. Terminal dwell slightly increased from 23.4 to 23.5 hours.

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

Chicago Gateway Operations

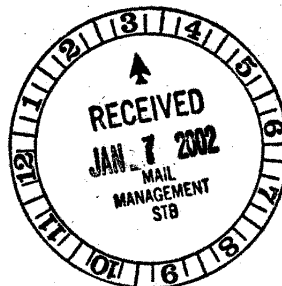
The on-time-to-two-hours-late measure moved unfavorably eight percentage points to 88%. The percent of trains greater than 6 hours late moved unfavorably four percentage points to 4%, up from 0% recorded for last week.

Yards and Terminals

Eight of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

Two of the six measured corridors showed an improvement last week. The best performance in the on-time-to-two-hours-late category occurred on the I-95 corridor with 100%. Overall, the on-time-to-two-hours-late category was 91%, down one percentage point from the prior week. The greater-than-six-hours-late category was 4%, up two percentage points from the prior week.



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

204323

ENTERED
Office of the Secretary

JAN - 8 2002

Part of
Public Record

Shared Areas

Daily average on hand cars decreased at Pavonia, North Yard, and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 25.1, down from 26.2 hours for the prior week.

Additional Measurements

Train Delay Metric: For 739 train starts, weekly train delay totaled 49 hours for Crew, an increase from the previous week. No data was available for delayed hours for Power.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 13.8% for the week, improved from last week's 14.9%.

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

Daily Number of Recrews Required: Of 1767 crew starts, 34 (2%) were recrews, the same percentage as the previous week.

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

Locomotives: Gross Locomotives = 3930, Average Available = 3452, and Out-of-Service Ratio = 4.9, up from 4.6% recorded for the previous week.

Cars Offered in Interchange: averaged 329 cars daily, 67 of which were for the Norfolk Southern. The NS-offered and total-offered both increased from the prior week.

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

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 34 weeks.

Last week CSXT met the goal for 15 of the 18 of the key fourth quarter service measurements. Goals were met for cars on-line, train velocity (overall and merchandise), slow order miles, crews on duty greater than 12 hours, relief crews, crew delay hours, cars dwell, right connection, on-time originations and arrivals, 30-hour cars, industrial switching, hours of locomotive delay, and locomotive out of service ratio-CSXT. No data was available for FRA reportable injuries or derailments.

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

Sincerely,

C. K. Murphy
Secretary
CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 12/21/01

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 12/17/01	Tuesday 12/18/01	Wednesday 12/19/01	Thursday 12/20/01	Friday 12/21/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	209	288	297	281	384
	Cars On Hand - Empty	222	324	325	388	469
	Cars On Hand - Total	431	612	622	669	853
	Cars Handled	285	461	488	566	543
	Dwell Hours	27.7	29.8	25.8	23.7	22.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	293	389	286	284	240
	Cars On Hand - Empty	140	379	296	324	273
	Cars On Hand - Total	433	768	582	608	513
	Cars Handled	184	572	505	454	381
	Dwell Hours	50.4	24.1	26.5	16.3	29.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	199	249	241	245	177
	Cars On Hand - Empty	103	121	197	124	121
	Cars On Hand - Total	302	370	438	369	298
	Cars Handled	146	237	272	346	214
	Dwell Hours	29.3	22.2	23.2	20.1	17.9

CSX Comments: Daily average on hand cars decreased at Pavonia, North Yard and Oak Island.

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 25.1, down from 26.2 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 12/17/01	Tuesday 12/18/01	Wednesday 12/19/01	Thursday 12/20/01	Friday 12/21/01
North Jersey SAA	Number of Originations	5	7	7	9	7
	% Ontime	60%	43%	57%	44%	43%
	% Late 0-2 Hours	20%	43%	14%	44%	43%
	% Late 2-4 Hours	0%	14%	14%	0%	14%
	% Late 4-6 Hours	0%	0%	14%	11%	0%
	% Late GT 6 Hours	20%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	0%	67%	33%	33%	33%
	% Late 0-2 Hours	100%	33%	67%	33%	67%
	% Late 2-4 Hours	0%	0%	0%	33%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	6	8	8	8	8
	% Ontime	100%	50%	88%	75%	75%
	% Late 0-2 Hours	0%	25%	13%	0%	25%
	% Late 2-4 Hours	0%	25%	0%	25%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 33 trains. Crew delays were 4 trains for 23 hours;

4 trains were delayed 16 hours for power; originating trains 25 for 54 hours, due to late arrivals.

Surface Transportation Board

Performance Measures

CSXT Cars Offered in Interchange but not Accepted

(Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 12/17/01	Tuesday 12/18/01	Wednesday 12/19/01	Thursday 12/20/01	Friday 12/21/01	Daily Average
Cars Offered	NS	0	37	98	199	2	67
	All Other	252	219	219	300	318	262
	Total	252	256	317	499	320	329

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

CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

Service	Measure	Monday 12/17/01	Tuesday 12/18/01	Wednesday 12/19/01	Thursday 12/20/01	Friday 12/21/01	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	100%	100%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	100%	100%	95%	99%

AMTK measured according to contract with CSXT.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 12/15/01	Sunday 12/16/01	Monday 12/17/01	Tuesday 12/18/01	Wednesday 12/19/01	Thursday 12/20/01	Friday 12/21/01	Weekly Total
Baltimore	Train Crew Starts	22	11	18	13	17	16	18	115
	Crews Delayed +2 Hours	4	2	1	4	5	1	9	26
	% Delayed +2 Hours	18%	18%	6%	31%	29%	6%	50%	23%
Buffalo	Train Crew Starts	48	41	33	48	42	46	49	307
	Crews Delayed +2 Hours	8	7	4	2	2	3	4	30
	% Delayed +2 Hours	17%	17%	12%	4%	5%	7%	8%	10%
Chicago	Train Crew Starts	25	29	23	24	26	28	24	179
	Crews Delayed +2 Hours	4	8	4	2	3	6	4	31
	% Delayed +2 Hours	16%	28%	17%	8%	12%	21%	17%	17%
Cincinnati	Train Crew Starts	39	42	33	29	34	33	38	248
	Crews Delayed +2 Hours	2	2	0	1	5	0	1	11
	% Delayed +2 Hours	5%	5%	0%	3%	15%	0%	3%	4%
Cleveland	Train Crew Starts	19	26	27	20	25	23	23	163
	Crews Delayed +2 Hours	6	4	4	5	4	5	4	32
	% Delayed +2 Hours	32%	15%	15%	25%	16%	22%	17%	20%
Cumberland	Train Crew Starts	35	30	27	30	35	32	29	218
	Crews Delayed +2 Hours	0	1	1	1	0	3	0	6
	% Delayed +2 Hours	0%	3%	4%	3%	0%	9%	0%	3%
Detroit	Train Crew Starts	6	5	5	6	5	7	7	41
	Crews Delayed +2 Hours	2	1	2	2	2	3	2	14
	% Delayed +2 Hours	33%	20%	40%	33%	40%	43%	29%	34%
Philadelphia	Train Crew Starts	14	12	11	8	10	12	10	77
	Crews Delayed +2 Hours	0	1	1	1	2	1	1	7
	% Delayed +2 Hours	0%	8%	9%	13%	20%	8%	10%	9%
Selkirk	Train Crew Starts	50	40	34	42	45	48	51	310
	Crews Delayed +2 Hours	8	5	6	12	7	10	15	63
	% Delayed +2 Hours	16%	13%	18%	29%	16%	21%	29%	20%
Toledo	Train Crew Starts	31	33	34	29	30	31	32	220
	Crews Delayed +2 Hours	3	3	2	4	2	2	5	21
	% Delayed +2 Hours	10%	9%	6%	14%	7%	6%	16%	10%
Willard	Train Crew Starts	48	49	34	40	45	45	44	305
	Crews Delayed +2 Hours	9	4	5	2	4	9	10	43
	% Delayed +2 Hours	19%	8%	15%	5%	9%	20%	23%	14%
Daily number of train crew starts from selected yards or terminals and the number of those originating train crews that were delayed in those yards or terminals for two hours or more after going on-duty. The percentage of those delayed starts.									

Surface Transportation Board

Performance Measures

CSXT Train Delay - Northern Region Lines

Measure	Cause of Delay Trains / Hours	Saturday 12/15/01	Sunday 12/16/01	Monday 12/17/01	Tuesday 12/18/01	Wednesday 12/19/01	Thursday 12/20/01	Friday 12/21/01	Weekly Total
Train Delay	Originating Train Starts	101	103	98	100	110	114	113	739
	Delayed Hours - Power	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
	Delayed Hours - Crews	0	7	12	22	2	2	4	49

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

Measure	Crew Availability	Saturday 12/15/01	Sunday 12/16/01	Monday 12/17/01	Tuesday 12/18/01	Wednesday 12/19/01	Thursday 12/20/01	Friday 12/21/01	Daily Average
Crew Availability		81%	80%	79%	80%	80%	79%	78%	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

Measure	Crew/Recrews	Saturday 12/15/01	Sunday 12/16/01	Monday 12/17/01	Tuesday 12/18/01	Wednesday 12/19/01	Thursday 12/20/01	Friday 12/21/01	Weekly Total
Crews/Recrews	Train Crew Starts	257	234	221	253	263	267	272	1767
	Recrews	2	5	6	5	3	5	8	34
	% Recrewed	1%	2%	3%	2%	1%	2%	3%	2%

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

Surface Transportation Board

Performance Measures

CSXT Locomotive Fleet Condition

Measure	Locomotives	Saturday 12/15/01	Sunday 12/16/01	Monday 12/17/01	Tuesday 12/18/01	Wednesday 12/19/01	Thursday 12/20/01	Friday 12/21/01	Daily Average
Locomotives									
Gross Fleet Size		3934	3930	3925	3926	3938	3940	3916	3930
Avg. Number Available		3464	3460	3454	3446	3445	3440	3453	3452
OOS Ratio		4.5	4.8	5.0	5.3	5.1	4.9	4.9	4.9

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

Shared Asset Areas Train Delay

Measure	Shared Area	Saturday 12/15/01	Sunday 12/16/01	Monday 12/17/01	Tuesday 12/18/01	Wednesday 12/19/01	Thursday 12/20/01	Friday 12/21/01	Daily Average
Train Delay									
	Philadelphia/South Jersey	2	0	0	0	1	0	0	0
	North Jersey	6	3	4	3	5	5	3	4
	Detroit	0	0	0	0	1	0	0	0

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

George A. Aspatore
General Solicitor

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

December 26, 2001

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending December 21, 2001, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.
December 26, 2001
Page 2

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

Sincerely,

George A. Aspatore
General Solicitor

Enclosures

December 26, 2001

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

Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 28 trains were held for terminal delays, 18 trains were held for crews, and 23 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume decreased at North Yard, Oak Island and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week. Four trains were delayed 23 hours for lack of crews and 4 trains were delayed 16 hours for power. Twenty-five originating trains were delayed a total of 54 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 45% of the delay hours reported in the SAAs.

Sincerely,





For the week ending 12/28/01

Shared Asset Area - Yard Performance

Yard	date	Fluid Capacity	On hand - Empty	On hand - Loaded	On hand - Total	Cars handled	Average dwell
North Yard MI	#####	850	103	199	302	146	29.3
	#####	850	121	249	370	237	22.2
	#####	850	197	241	438	272	23.2
	#####	850	124	245	369	346	20.1
	#####	850	121	177	298	214	17.9
North Yard MI Average		850	133	222	355	243	21.9
Oak Island NJ	#####	1200	222	209	431	285	27.7
	#####	1200	324	288	612	461	29.8
	#####	1200	325	297	622	488	25.8
	#####	1200	388	281	669	566	23.7
	#####	1200	469	384	853	543	22.9
Oak Island NJ Average		1200	346	292	637	469	25.6
Pavonia NJ	#####	900	140	293	433	184	50.4
	#####	900	379	389	768	572	24.1
	#####	900	296	286	582	505	26.5
	#####	900	324	284	608	454	16.3
	#####	900	273	240	513	381	29.4
Pavonia Average		900	282	298	581	419	26.3



For the week ending 12/21/02

Shared Asset Train Origination Performance

Location	date	Trains	On time	0-2 hours late	2-4 hours late	4-6 hours late	6+ hours late
Detroit Total	17-Dec	6	100%	0%	0%	0%	0%
	18-Dec	8	50%	25%	25%	0%	0%
	19-Dec	8	88%	13%	0%	0%	0%
	20-Dec	8	75%	0%	25%	0%	0%
	21-Dec	8	75%	25%	0%	0%	0%
Detroit Total		38	76%	13%	11%	0%	0%
North Jersey Total	17-Dec	5	60%	20%	0%	0%	20%
	18-Dec	7	43%	43%	14%	0%	0%
	19-Dec	7	57%	14%	14%	14%	0%
	20-Dec	9	44%	44%	0%	11%	0%
	21-Dec	7	43%	43%	14%	0%	0%
North Jersey Total		35	49%	34%	9%	6%	3%
South Jersey Total	17-Dec	1	0%	100%	0%	0%	0%
	18-Dec	3	67%	33%	0%	0%	0%
	19-Dec	3	33%	67%	0%	0%	0%
	20-Dec	3	33%	33%	33%	0%	0%
	21-Dec	3	33%	67%	0%	0%	0%
South Jersey Total		13	38%	54%	8%	0%	0%
Grand Total		86	59%	28%	9%	2%	1%



For the week ending 12/28/01

Shared Asset Area Trains Held

area	Sat 22-Dec	Sun 23-Dec	Mon 24-Dec	Tue 25-Dec	Wed 26-Dec	Thu 27-Dec	Fri 28-Dec	Grand Total
North Jersey	6	3	4	3	5	5	3	29
South Jersey	2	0	0	0	1	0	0	3
Detroit	0	0	0	0	1	0	0	1

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



NS Cars Offered in Interchange but not Accepted

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

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

NS Northern Region Train Starts and Delays

	Sunday 15-Dec	Monday 16-Dec	Tuesday 17-Dec	Wednesday 18-Dec	Thursday 19-Dec	Friday 20-Dec	Saturday 21-Dec	Grand Total
# of Train Starts	166	141	159	165	156	169	171	1127
Delay Cause								
Crew Delays (hrs)	26.0	0.8	1.8	2.0	11.1	1.0	0.5	43.3
Power Delays (hrs)	37.1	21.3	22.3	8.3	0.0	0.0	25.5	114.3

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Sunday 15-Dec	Monday 16-Dec	Tuesday 17-Dec	Wednesday 18-Dec	Thursday 19-Dec	Friday 20-Dec	Saturday 21-Dec	average
Fleet Size	3148	3056	3082	3130	3109	3127	3132	3112
available	2967	2880	2896	2942	2916	2945	2940	2927
out of service %	5.7%	5.8%	6.0%	6.0%	6.2%	5.8%	6.1%	6.0%

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



NS Crew Starts and Delays

		Saturday 15-Dec	Sunday 16-Dec	Monday 17-Dec	Tuesday 18-Dec	Wednesday 19-Dec	Thursday 20-Dec	Friday 21-Dec	total
Allentown	crew starts	12	16	17	17	17	21	16	116
	crews delayed	2	5	3	5	4	4	3	26
Bellevue	crew starts	42	51	39	45	51	40	48	316
	crews delayed	17	18	15	16	8	6	16	96
Buffalo	crew starts	27	22	26	23	25	22	24	169
	crews delayed	4	4	3	5	4	4	3	27
Chicago	crew starts	35	34	34	35	38	37	36	249
	crews delayed	14	11	15	17	12	12	11	92
Cincinnati	crew starts	33	37	30	26	37	36	34	233
	crews delayed	3	9	3	3	8	2	7	35
Cleveland	crew starts	9	12	8	7	5	9	11	61
	crews delayed	2	1	4	2	2	3	5	19
Conway	crew starts	54	50	50	50	50	53	55	362
	crews delayed	11	13	12	8	6	12	17	79
Detroit	crew starts	15	13	16	18	17	18	18	115
	crews delayed	4	2	5	5	3	1	6	26
Elkhart	crew starts	41	38	35	36	35	38	42	265
	crews delayed	15	14	13	13	18	16	22	111
Harrisburg	crew starts	53	46	37	44	52	54	49	335
	crews delayed	14	11	12	9	7	8	12	73
Toledo	crew starts	53	63	43	55	54	57	69	394
	crews delayed	9	9	10	13	9	11	15	76

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-Dec	Sunday 16-Dec	Monday 17-Dec	Tuesday 18-Dec	Wednesday 19-Dec	Thursday 20-Dec	Friday 21-Dec	average
availability%	76%	75%	75%	75%	76%	75%	74%	75%

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

NS Northern Region Crew Starts and Recrews

	Saturday 15-Dec	Sunday 16-Dec	Monday 17-Dec	Tuesday 18-Dec	Wednesday 19-Dec	Thursday 20-Dec	Friday 21-Dec	total
crew starts	330	317	288	293	311	328	329	2196
recrews	4	4	3	9	7	10	4	41

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