

SURFACE TRANSPORTATION BOARD

Memorandum

205174



DATE: April 11, 2002

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

FROM  Mel Clemens, Director
Office of Compliance and Enforcement

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

Attached are the original and two copies of the latest weekly public data files provided to this office by CSX and Norfolk Southern as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing the three paper copies to Ron Douglas, two for the docket and one for Da 2 Da Legal. If there are any questions, please don't hesitate to contact Ed Nelson at 565-1574.

Attachments

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

ENTERED
Office of the Secretary

APR 12 2002

Part of
Public Record



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

April 10, 2002

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

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, April 5th. Cars on-line improved from 233,879 to 233,475 cars, and train velocity improved from 22.4 to 22.8 miles-per-hour. Terminal dwell increased slightly from 24.3 to 24.4 hours.

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

Chicago Gateway Operations

The on-time-to-two-hours-late measure moved favorably eight percentage points to 79%. The percent of trains greater than 6 hours late moved favorably one percentage point to 9%.

Yards and Terminals

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

Corridor Performance

Of the six measured corridors, three showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the Chicago to Northeast corridor with 97%. Overall, the on-time-to-two-hours-late category was 84%, down two percentage points from the prior week. The greater-than-six-hours-late category was 5%, up one percentage point from last week.

Shared Areas

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

Additional Measurements

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

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

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

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

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

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

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

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

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

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

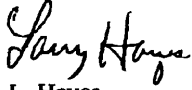
APR. -10' 02 (WED) 15:17 SAFETY DEPT.

TEL:904 359 3175

P. 001

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

Sincerely,

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

L. L. Hayes

Director

CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

04/05/02

Yard Performance

(Composite of NS/CSX Traffic)

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

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

All volumes still remain within expected norms for comparable periods.

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

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 04/01/02	Tuesday 04/02/02	Wednesday 04/03/02	Thursday 04/04/02	Friday 04/05/02
North Jersey SAA	Number of Originations	3	8	7	10	7
	% Ontime	100%	63%	71%	60%	71%
	% Late 0-2 Hours	0%	38%	14%	20%	14%
	% Late 2-4 Hours	0%	0%	14%	10%	14%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	67%	33%	100%	33%
	% Late 0-2 Hours	0%	33%	67%	0%	33%
	% Late 2-4 Hours	0%	0%	0%	0%	33%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	5	8	8	8	8
	% Ontime	60%	100%	75%	88%	75%
	% Late 0-2 Hours	40%	0%	25%	0%	25%
	% Late 2-4 Hours	0%	0%	0%	13%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 22 trains. Crew delays were 4 trains for 6 hours; power delays were 5 trains for 14 hours; originating trains 13 for 39 hours, due to late arrivals.

Surface Transportation Board Performance Measures

CSXT Cars Offered in Interchange but not Accepted (Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 04/01/02	Tuesday 04/02/02	Wednesday 04/03/02	Thursday 04/04/02	Friday 04/05/02	Daily Average
Cars Offered	NS	1	11	0	0	14	5
	All Other	163	364	375	354	333	318
	Total	164	375	375	354	347	323

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

CSXT On Time Passenger Train Performance "Brunswick Line"

Between West Virginia/Washington, DC

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

AMTK measured according to contract with CSX1.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

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

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

Surface Transportation Board **Performance Measures**

CSXT Train Delay - Northern Region Lines

Measure	Cause of Delay Trains / Hours	Saturday 03/30/02	Sunday 03/31/02	Monday 04/01/02	Tuesday 04/02/02	Wednesday 04/03/02	Thursday 04/04/02	Friday 04/05/02	Weekly Total
Train Delay	Originating Train Starts	113	101	87	97	105	108	115	726
	Delayed Hours - Power	0	0	0	1	0	5	1	7
	Delayed Hours - Crews	4	27	0	4	1	2	12	50

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

Daily Crew Availability Percentage - Northern Region Lines

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

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

Daily Number of Train Crew Starts and Recrews Required

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

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



Norfolk Southern Corporation
Law Department
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Norfolk, Virginia 23510-9242

George A. Aspato
General Solicitor

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(757) 533-4872
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April 10, 2002

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending April 5, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.

April 10, 2002

Page 2

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

Sincerely,


George A. Aspatore
General Solicitor

Enclosures



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

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

April 10, 2002

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

Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 56 trains were held for terminal delays, 42 trains were held for crews, and 33 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Pavonia, North Yard and Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time increased. The number of reported road train delays for crews and power increased from last week. Four trains were delayed 6 hours for lack of crews and 5 trains were delayed 14 hours awaiting power. Thirteen originating trains were delayed a total of 39 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 27% of the delay hours reported in the SAAs.

Sincerely,

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



For the week ending 4/5/02

Shared Asset Area - Yard Performance

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



For the week ending 4/5/02

Shared Asset Train Origination Performance

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



For the week ending 4/5/02

Shared Asset Area Trains Held

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

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



NS Cars Offered in Interchange but not Accepted

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

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

NS Northern Region Train Starts and Delays

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

The delay numbers are expressed in hours

Locomotive Fleet Statistics

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

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



NS Crew Starts and Delays

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

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

NS Northern Region Daily Crew Availability Percentage

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

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

NS Northern Region Crew Starts and Recrews

	Saturday 30-Mar	Sunday 31-Mar	Monday 1-Apr	Tuesday 2-Apr	Wednesday 3-Apr	Thursday 4-Apr	Friday 5-Apr	total
crew starts	360	307	310	335	346	390	378	2424
recrews	9	7	5	3	38	12	12	86

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