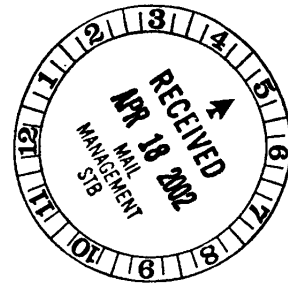


SURFACE TRANSPORTATION BOARD

Memorandum



205214

DATE: April 18, 2002

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

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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

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Office of the Secretary
APR 19 2002
Part of
Public Record



T. J. Stephenson
Assistant Vice President -
Service Measurements

April 17, 2002

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, April 12th. Cars on-line improved from 233,475 to 232,406 cars, and train velocity improved slightly from 22.8 to 22.9 miles-per-hour. Terminal dwell improved from 24.4 to 24.0 hours.

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

Chicago Gateway Operations

The on-time-to-two-hours-late measure moved unfavorably four percentage points to 75%. The percent of trains greater than 6 hours late moved unfavorably three percentage points to 12%.

Yards and Terminals

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

Corridor Performance

Of the six measured corridors, three showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 96%. Overall, the on-time-to-two-hours-late category was 83%, down one percentage point from the prior week. The greater-than-six-hours-late category was 5%, the same percentage recorded for last week.

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

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

Shared Areas

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

Additional Measurements

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

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

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

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

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

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

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

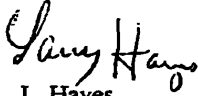
On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 99% for 100 MARC trains (West Virginia – Washington).

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

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

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

Sincerely,

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

L. L. Hayes
Director
CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 04/12/02

Yard Performance

(Composite of NS/CSX Traffic)

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

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

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

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 04/08/02	Tuesday 04/09/02	Wednesday 04/10/02	Thursday 04/11/02	Friday 04/12/02
North Jersey SAA	Number of Originations	4	7	8	8	7
	% Ontime	100%	57%	38%	50%	57%
	% Late 0-2 Hours	0%	29%	38%	25%	29%
	% Late 2-4 Hours	0%	14%	13%	13%	14%
	% Late 4-6 Hours	0%	0%	13%	13%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	67%	100%	67%	67%
	% Late 0-2 Hours	0%	33%	0%	33%	33%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	86%	75%	100%	88%	75%
	% Late 0-2 Hours	14%	13%	0%	13%	0%
	% Late 2-4 Hours	0%	13%	0%	0%	25%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 23 trains. Crew delays were 4 trains for 3 hours; power delays were 4 trains for 15 hours; originating trains 15 for 69 hours, due to late arrivals.

Surface Transportation Board **Performance Measures**

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

Measure	Railroad Offered To	Monday 04/08/02	Tuesday 04/09/02	Wednesday 04/10/02	Thursday 04/11/02	Friday 04/12/02	Daily Average
Cars Offered	NS	0	4	0	8	0	2
	All Other	150	254	312	171	210	219
	Total	150	258	312	179	210	222

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

CSXT On Time Passenger Train Performance "Brunswick Line" Between West Virginia/Washington, DC

Service	Measure	Monday 04/08/02	Tuesday 04/09/02	Wednesday 04/10/02	Thursday 04/11/02	Friday 04/12/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	50%	50%	100%	70%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	100%	100%	95%	99%

AMTK measured according to contract with CSXT.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

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

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

Surface Transportation Board

Performance Measures

CSXT Train Delay - Northern Region Lines

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

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

Daily Crew Availability Percentage - Northern Region Lines

Measure	Crew Availability	Saturday 04/06/02	Sunday 04/07/02	Monday 04/08/02	Tuesday 04/09/02	Wednesday 04/10/02	Thursday 04/11/02	Friday 04/12/02	Daily Average
Crew Availability		84%	83%	83%	84%	87%	86%	84%	85%

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

Daily Number of Train Crew Starts and Recrews Required

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

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



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

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

(757) 629-2657

(757) 533-4872

E-mail gaaspato@nscorp.com

April 17, 2002

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending April 12, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

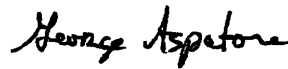
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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

Mr. Melvin F. Clemens, Jr.
April 17, 2002
Page 2

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

Sincerely,

A handwritten signature in cursive script, reading "George Aspatore".

George A. Aspatore
General Solicitor

Enclosures



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

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2806
FAX: 757 629-2344

April 17, 2002

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

Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed decreased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 82 trains were held for terminal delays, 37 trains were held for crews, and 36 trains were held for power.

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

In the Shared Assets Areas, daily average on-hand car volume decreased at North Yard and Oak Island and increased at Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week. Four trains were delayed 3 hours for lack of crews and 4 trains were delayed 15 hours awaiting power. Fifteen originating trains were delayed a total of 69 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 36% of the delay hours reported in the SAAs.

Sincerely,

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



For the week ending 4/12/02

Shared Asset Area - Yard Performance

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



For the week ending 4/12/02

Shared Asset Train Origination Performance

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



For the week ending 4/12/02

Shared Asset Area Trains Held

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

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



NS Cars Offered in Interchange but not Accepted

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

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

NS Northern Region Train Starts and Delays

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

The delay numbers are expressed in hours

Locomotive Fleet Statistics

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

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



NS Crew Starts and Delays

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

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

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

NS Northern Region Crew Starts and Recrews

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

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