

SURFACE TRANSPORTATION BOARD

*Memorandum*

205362



**DATE:** May 9, 2002

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

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

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

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

Attachments

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



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

T. J. Stephenson  
Assistant Vice President -  
Service Measurements

May 8, 2002

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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, May 3rd. Cars on-line increased from 231,902 to 232,657 cars. Train velocity decreased slightly from 22.3 to 22.2 miles-per-hour. Terminal dwell improved from 24.3 to 23.0 hours.

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

#### Chicago Gateway Operations

The on-time-to-two-hours-late measure moved unfavorably one percentage point to 67%. The percent of trains greater than 6 hours late moved unfavorably two percentage points to 16%.

#### Yards and Terminals

Five of the 14 measured yards showed an improvement from the prior week. Volumes remained within expected levels across the network.

#### Corridor Performance

Of the six measured corridors, three showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Baltimore corridor with 86%. Overall, the on-time-to-two-hours-late category was 76%, same percentage as last week. The greater-than-six-hours-late category was 13%, also the same percentage as the previous week.

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OFFICE OF COMPLIANCE  
AND ENFORCEMENT  
DIRECTOR'S OFFICE

### Shared Areas

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

### Additional Measurements

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

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

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

Daily Number of Recrews Required: Of 1762 crew starts, 60 (3%) were recrews, up one percentage point from the previous week.

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

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

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

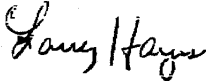
On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh - Washington) and 92% for 100 MARC trains (West Virginia - Washington).

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

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

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

Sincerely,



L. L. Hayes  
Director  
CSXT Service Measurements

# Surface Transportation Board

## Performance Measures

For the week ending: 05/03/02

### Yard Performance

(Composite of NS/CSX Traffic)

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

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

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

# Surface Transportation Board

## Performance Measures

### Train Originations

(Composite of NS/CSX Traffic)

| Location         | Measure                | Monday<br>04/29/02 | Tuesday<br>04/30/02 | Wednesday<br>05/01/02 | Thursday<br>05/02/02 | Friday<br>05/03/02 |
|------------------|------------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|
| North Jersey SAA | Number of Originations | 4                  | 6                   | 10                    | 7                    | 8                  |
|                  | % Ontime               | 100%               | 50%                 | 70%                   | 71%                  | 75%                |
|                  | % Late 0-2 Hours       | 0%                 | 50%                 | 30%                   | 29%                  | 25%                |
|                  | % Late 2-4 Hours       | 0%                 | 0%                  | 0%                    | 0%                   | 0%                 |
|                  | % Late 4-6 Hours       | 0%                 | 0%                  | 0%                    | 0%                   | 0%                 |
| South Jersey SAA | Number of Originations | 1                  | 4                   | 3                     | 3                    | 3                  |
|                  | % Ontime               | 100%               | 100%                | 100%                  | 67%                  | 67%                |
|                  | % Late 0-2 Hours       | 0%                 | 0%                  | 0%                    | 33%                  | 33%                |
|                  | % Late 2-4 Hours       | 0%                 | 0%                  | 0%                    | 0%                   | 0%                 |
|                  | % Late 4-6 Hours       | 0%                 | 0%                  | 0%                    | 0%                   | 0%                 |
| Detroit SAA      | Number of Originations | 7                  | 8                   | 8                     | 8                    | 8                  |
|                  | % Ontime               | 71%                | 75%                 | 75%                   | 88%                  | 88%                |
|                  | % Late 0-2 Hours       | 29%                | 25%                 | 25%                   | 13%                  | 13%                |
|                  | % Late 2-4 Hours       | 0%                 | 0%                  | 0%                    | 0%                   | 0%                 |
|                  | % Late 4-6 Hours       | 0%                 | 0%                  | 0%                    | 0%                   | 0%                 |

**CSX Comments:** Total road train delays were 23 trains. Crew delays were 5 trains for 18 hours; power delays were 2 trains for 6 hours; originating trains 19 for 145 hours, due to late arrivals.

## Surface Transportation Board

### Performance Measures

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

(Snapshot at Midnight for Day Measured)

| Measure      | Railroad Offered To | Monday<br>04/29/02 | Tuesday<br>04/30/02 | Wednesday<br>05/01/02 | Thursday<br>05/02/02 | Friday<br>05/03/02 | Daily<br>Average |
|--------------|---------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|------------------|
| Cars Offered | NS                  | 80                 | 113                 | 31                    | 31                   | 40                 | 59               |
|              | All Other           | 321                | 174                 | 92                    | 114                  | 289                | 198              |
|              | Total               | 401                | 287                 | 123                   | 145                  | 329                | 257              |

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

#### CSXT On Time Passenger Train Performance

"Brunswick Line"

Between West Virginia/Washington, DC

| Service | Measure   | Monday<br>04/29/02 | Tuesday<br>04/30/02 | Wednesday<br>05/01/02 | Thursday<br>05/02/02 | Friday<br>05/03/02 | Weekly<br>Totals |
|---------|-----------|--------------------|---------------------|-----------------------|----------------------|--------------------|------------------|
| AMTK    | Trains    | 2                  | 2                   | 2                     | 2                    | 2                  | 10               |
|         | % On Time | 50%                | 50%                 | 100%                  | 50%                  | 50%                | 60%              |
| MARC    | Trains    | 20                 | 20                  | 20                    | 20                   | 20                 | 100              |
|         | % On Time | 95%                | 100%                | 100%                  | 80%                  | 85%                | 92%              |

AMTK measured according to contract with CSX1.

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

| Terminal                                                                                                                                                                                                                                            | Causes of Delay<br>Trains / Hours | Saturday<br>04/27/02 | Sunday<br>04/28/02 | Monday<br>04/29/02 | Tuesday<br>04/30/02 | Wednesday<br>05/01/02 | Thursday<br>05/02/02 | Friday<br>05/03/02 | Weekly<br>Total |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|-----------------|
| Baltimore                                                                                                                                                                                                                                           | Train Crew Starts                 | 17                   | 13                 | 16                 | 13                  | 13                    | 19                   | 14                 | 105             |
|                                                                                                                                                                                                                                                     | Crews Delayed +2 Hours            | 7                    | 6                  | 8                  | 4                   | 8                     | 9                    | 9                  | 51              |
|                                                                                                                                                                                                                                                     | % Delayed +2 Hours                | 41%                  | 46%                | 50%                | 31%                 | 62%                   | 47%                  | 64%                | 49%             |
| Buffalo                                                                                                                                                                                                                                             | Train Crew Starts                 | 55                   | 39                 | 33                 | 46                  | 53                    | 49                   | 46                 | 321             |
|                                                                                                                                                                                                                                                     | Crews Delayed +2 Hours            | 5                    | 7                  | 3                  | 1                   | 8                     | 1                    | 6                  | 31              |
|                                                                                                                                                                                                                                                     | % Delayed +2 Hours                | 9%                   | 18%                | 9%                 | 2%                  | 16%                   | 2%                   | 13%                | 10%             |
| Chicago                                                                                                                                                                                                                                             | Train Crew Starts                 | 27                   | 25                 | 27                 | 31                  | 28                    | 24                   | 28                 | 190             |
|                                                                                                                                                                                                                                                     | Crews Delayed +2 Hours            | 10                   | 3                  | 8                  | 8                   | 13                    | 5                    | 10                 | 57              |
|                                                                                                                                                                                                                                                     | % Delayed +2 Hours                | 37%                  | 12%                | 30%                | 26%                 | 46%                   | 21%                  | 36%                | 30%             |
| Cincinnati                                                                                                                                                                                                                                          | Train Crew Starts                 | 43                   | 35                 | 37                 | 35                  | 33                    | 34                   | 39                 | 256             |
|                                                                                                                                                                                                                                                     | Crews Delayed +2 Hours            | 1                    | 3                  | 2                  | 1                   | 0                     | 3                    | 2                  | 12              |
|                                                                                                                                                                                                                                                     | % Delayed +2 Hours                | 2%                   | 9%                 | 5%                 | 3%                  | 0%                    | 9%                   | 5%                 | 5%              |
| Cleveland                                                                                                                                                                                                                                           | Train Crew Starts                 | 31                   | 17                 | 21                 | 25                  | 18                    | 24                   | 25                 | 161             |
|                                                                                                                                                                                                                                                     | Crews Delayed +2 Hours            | 7                    | 5                  | 4                  | 5                   | 2                     | 7                    | 3                  | 33              |
|                                                                                                                                                                                                                                                     | % Delayed +2 Hours                | 23%                  | 29%                | 19%                | 20%                 | 11%                   | 29%                  | 12%                | 20%             |
| Cumberland                                                                                                                                                                                                                                          | Train Crew Starts                 | 38                   | 29                 | 29                 | 34                  | 34                    | 34                   | 39                 | 237             |
|                                                                                                                                                                                                                                                     | Crews Delayed +2 Hours            | 8                    | 5                  | 4                  | 0                   | 3                     | 2                    | 2                  | 24              |
|                                                                                                                                                                                                                                                     | % Delayed +2 Hours                | 21%                  | 17%                | 14%                | 0%                  | 9%                    | 6%                   | 5%                 | 10%             |
| Detroit                                                                                                                                                                                                                                             | Train Crew Starts                 | 9                    | 6                  | 4                  | 6                   | 5                     | 6                    | 4                  | 40              |
|                                                                                                                                                                                                                                                     | Crews Delayed +2 Hours            | 0                    | 0                  | 0                  | 0                   | 0                     | 0                    | 0                  | 0               |
|                                                                                                                                                                                                                                                     | % Delayed +2 Hours                | 0%                   | 0%                 | 0%                 | 0%                  | 0%                    | 0%                   | 0%                 | 0%              |
| Philadelphia                                                                                                                                                                                                                                        | Train Crew Starts                 | 10                   | 7                  | 9                  | 9                   | 10                    | 9                    | 11                 | 65              |
|                                                                                                                                                                                                                                                     | Crews Delayed +2 Hours            | 1                    | 0                  | 1                  | 0                   | 1                     | 0                    | 2                  | 5               |
|                                                                                                                                                                                                                                                     | % Delayed +2 Hours                | 10%                  | 0%                 | 11%                | 0%                  | 10%                   | 0%                   | 18%                | 8%              |
| Selkirk                                                                                                                                                                                                                                             | Train Crew Starts                 | 49                   | 32                 | 24                 | 44                  | 40                    | 51                   | 44                 | 284             |
|                                                                                                                                                                                                                                                     | Crews Delayed +2 Hours            | 11                   | 5                  | 2                  | 12                  | 16                    | 1                    | 11                 | 58              |
|                                                                                                                                                                                                                                                     | % Delayed +2 Hours                | 22%                  | 16%                | 8%                 | 27%                 | 40%                   | 22%                  | 25%                | 20%             |
| Toledo                                                                                                                                                                                                                                              | Train Crew Starts                 | 27                   | 38                 | 33                 | 27                  | 34                    | 30                   | 28                 | 217             |
|                                                                                                                                                                                                                                                     | Crews Delayed +2 Hours            | 7                    | 14                 | 5                  | 3                   | 6                     | 2                    | 11                 | 48              |
|                                                                                                                                                                                                                                                     | % Delayed +2 Hours                | 26%                  | 37%                | 15%                | 11%                 | 18%                   | 7%                   | 39%                | 22%             |
| Willard                                                                                                                                                                                                                                             | Train Crew Starts                 | 42                   | 49                 | 44                 | 45                  | 48                    | 46                   | 40                 | 314             |
|                                                                                                                                                                                                                                                     | Crews Delayed +2 Hours            | 16                   | 14                 | 14                 | 14                  | 10                    | 7                    | 10                 | 85              |
|                                                                                                                                                                                                                                                     | % Delayed +2 Hours                | 38%                  | 29%                | 32%                | 31%                 | 21%                   | 15%                  | 25%                | 27%             |
| Daily number of train crew starts from selected yards 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<br>Trains / Hours | Saturday<br>04/27/02 | Sunday<br>04/28/02 | Monday<br>04/29/02 | Tuesday<br>04/30/02 | Wednesday<br>05/01/02 | Thursday<br>05/02/02 | Friday<br>05/03/02 | Weekly<br>Total |
|-------------|----------------------------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|-----------------|
| Train Delay | Originating Train Starts         | 109                  | 99                 | 97                 | 108                 | 116                   | 120                  | 112                | 761             |
|             | Delayed Hours - Power            | 0                    | 1                  | 0                  | 0                   | 0                     | 0                    | 0                  | 1               |
|             | Delayed Hours - Crews            | 22                   | 0                  | 10                 | 0                   | 0                     | 0                    | 0                  | 32              |

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

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

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

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

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

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

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

## Surface Transportation Board

### Performance Measures

#### CSXT Locomotive Fleet Condition

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

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

#### Shared Asset Areas Train Delay

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

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



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

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

May 8, 2002

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

Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line increased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 56 trains were held for terminal delays, 29 trains were held for crews, and 38 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia, North Yard and Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. The number of reported road train delays for crews and power increased from last week. Five trains were delayed 18 hour for lack of crews and 2 trains were delayed 6 hours awaiting power. Nineteen originating trains were delayed a total of 145 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 52% of the delay hours reported in the SAAs.

Sincerely,

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



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

George A. Aspatore  
General Solicitor

Writer's Direct Dial Number

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

May 8, 2002

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

Dear Mr. Clemens:

Pursuant to Decision No. 89 issued in STB Finance Docket No. 33388, for the week ending May 3, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

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

Mr. Melvin F. Clemens, Jr.  
May 8, 2002  
Page 2

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

Sincerely,

A handwritten signature in black ink that reads "George A. Aspatore" followed by a stylized flourish or initials "ppe".

George A. Aspatore  
General Solicitor

Enclosures



For the week ending 5/3/02

Shared Asset Area - Yard Performance

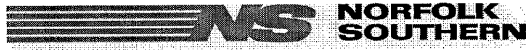
| Yard                  | date      | Fluid Capacity | On hand - Empty | On hand - Loaded | On hand - Total | Cars handled | Average dwell |
|-----------------------|-----------|----------------|-----------------|------------------|-----------------|--------------|---------------|
| North Yard MI   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



For the week ending 5/3/02

Shared Asset Train Origination Performance

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



For the week ending 5/3/02

**Shared Asset Area Trains Held**

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

Daily number of 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         | 48        | 0         | 0        | 0        | 48        |
| other        | 11        | 0         | 0         | 0        | 8        | 19        |
| <b>Total</b> | <b>11</b> | <b>48</b> | <b>0</b>  | <b>0</b> | <b>8</b> | <b>67</b> |

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

#### NS Northern Region Train Starts and Delays

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

The delay numbers are expressed in hours

#### Locomotive Fleet Statistics

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

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



### NS Crew Starts and Delays

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

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

### NS Northern Region Daily Crew Availability Percentage

|               | Saturday<br>27-Apr | Sunday<br>28-Apr | Monday<br>29-Apr | Tuesday<br>30-Apr | Wednesday<br>1-May | Thursday<br>2-May | Friday<br>3-May | average |
|---------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|-----------------|---------|
| availability% | 77%                | 77%              | 78%              | 80%               | 80%                | 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<br>27-Apr | Sunday<br>28-Apr | Monday<br>29-Apr | Tuesday<br>30-Apr | Wednesday<br>1-May | Thursday<br>2-May | Friday<br>3-May | total |
|-------------|--------------------|------------------|------------------|-------------------|--------------------|-------------------|-----------------|-------|
| crew starts | 346                | 311              | 313              | 320               | 344                | 347               | 334             | 2315  |
| recrews     | 13                 | 8                | 11               | 10                | 14                 | 16                | 15              | 87    |

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