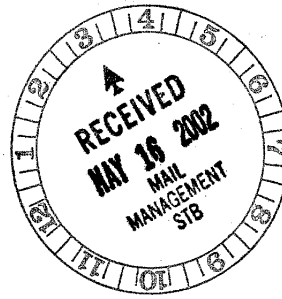


SURFACE TRANSPORTATION BOARD

Memorandum

205 407



DATE: May 16, 2002

TO : Ron Douglas, Printing Officer
Section of Facilities Management
Office of Economics, Environmental Analysis, and Administration

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, 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
Charles Renninger

ENTERED
Office of the Secretary

MAY 17 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

May 15, 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 MAY 16 A 6:36
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, May 10th. Cars on-line improved from 232,057 to 231,530 cars. Train velocity increased slightly from 22.2 to 22.4 miles-per-hour. Terminal dwell increased from 23.0 to 24.2 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 13 percentage points to 80%. The percent of trains greater than 6 hours late moved favorably 11 percentage points to 5%.

Yards and Terminals

Six 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 Northeast corridor with 91%. Overall, the on-time-to-two-hours-late category was 82%, improved six percentage points from last week. The greater-than-six-hours-late category was 8%, down five percentage points from the previous week.

Shared Areas

Daily average on hand cars increased at Pavonia and North Yard, and decreased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 24.8 hours, improved from 25.8 hours the prior week.

Additional Measurements

Train Delay Metric: For 749 train starts, the total weekly train delay for crew totaled 58 hours. Power delay figures were not available for this week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 18.0% for the week, improved from 20.1% 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 1741 crew starts, 44 (3%) were recrews, same percentage as the previous week.

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

Locomotives: Gross Locomotives = 3895, Average Available = 3523, and Out-of-Service Ratio = 5.3%, up from the 4.7% recorded for the previous week.

Cars Offered in Interchange: averaged 356 cars daily, 55 of which were for the Norfolk Southern. The total-offered increased, while the NS-offered decreased from the prior week.

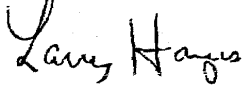
On-time performance, passenger trains through Brunswick, MD: 60% for 10 AMTRAK trains (Pittsburgh - Washington) and 94% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 54 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, relief crews, on-time train originations, hours of locomotive delay, and local originations.

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:

05/10/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	255	285	317	370	326
	Cars On Hand - Empty	224	240	343	498	481
	Cars On Hand - Total	479	525	660	868	807
	Cars Handled	253	331	608	647	617
	Dwell Hours	22.3	25.6	22.3	23.9	25.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	328	287	253	351	292
	Cars On Hand - Empty	225	301	309	481	435
	Cars On Hand - Total	553	588	562	832	727
	Cars Handled	370	463	453	550	469
	Dwell Hours	45.8	27.5	21.2	22.0	26.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	181	213	276	261	286
	Cars On Hand - Empty	106	126	237	222	166
	Cars On Hand - Total	287	339	513	483	452
	Cars Handled	256	288	337	330	266
	Dwell Hours	22.7	20.1	22.0	19.8	24.9

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

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 24.8 hours, down from 25.8 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02
North Jersey SAA	Number of Originations	5	7	8	9	8
	% Ontime	100%	57%	63%	56%	75%
	% Late 0-2 Hours	0%	29%	38%	33%	13%
	% Late 2-4 Hours	0%	0%	0%	0%	13%
	% Late 4-6 Hours	0%	14%	0%	11%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	100%	100%	33%	67%
	% Late 0-2 Hours	0%	0%	0%	67%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	33%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	100%	50%	88%	100%	100%
	% Late 0-2 Hours	0%	25%	13%	0%	0%
	% Late 2-4 Hours	0%	25%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 25 trains. Crew delays were 3 trains for 4 hours; power delays were 2 trains for 3 hours; originating trains 20 for 87 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 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02	Daily Average
Cars Offered	NS	129	47	47	28	22	55
	All Other	374	413	364	243	111	301
	Total	503	460	411	271	133	356

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 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	50%	0%	100%	60%
MARC	Trains	20	20	20	20	20	100
	% On Time	90%	90%	100%	90%	100%	94%

AMTK measured according to contract with CSX1.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay	Saturday 05/04/02	Sunday 05/05/02	Monday 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02	Weekly Total
Baltimore	Train Crew Starts	13	21	17	18	17	18	20	124
	Crews Delayed +2 Hours	7	7	8	10	7	9	11	59
	% Delayed +2 Hours	54%	33%	47%	56%	41%	50%	55%	48%
Buffalo	Train Crew Starts	52	39	34	49	48	48	47	317
	Crews Delayed +2 Hours	5	6	3	3	3	9	1	30
	% Delayed +2 Hours	10%	15%	9%	6%	6%	19%	2%	9%
Chicago	Train Crew Starts	28	28	29	24	31	27	25	192
	Crews Delayed +2 Hours	5	7	5	2	7	9	8	43
	% Delayed +2 Hours	18%	25%	17%	8%	23%	33%	32%	22%
Cincinnati	Train Crew Starts	34	40	37	36	39	40	39	265
	Crews Delayed +2 Hours	4	2	5	2	2	1	3	19
	% Delayed +2 Hours	12%	5%	14%	6%	5%	3%	8%	7%
Cleveland	Train Crew Starts	22	24	20	23	22	21	25	157
	Crews Delayed +2 Hours	7	2	5	4	4	3	0	25
	% Delayed +2 Hours	32%	8%	25%	17%	18%	14%	0%	16%
Cumberland	Train Crew Starts	34	32	30	31	31	32	31	221
	Crews Delayed +2 Hours	3	5	2	1	8	9	3	31
	% Delayed +2 Hours	9%	16%	7%	3%	26%	28%	10%	14%
Detroit	Train Crew Starts	5	4	5	5	6	5	6	36
	Crews Delayed +2 Hours	0	0	0	0	1	0	0	1
	% Delayed +2 Hours	0%	0%	0%	0%	17%	0%	0%	3%
Philadelphia	Train Crew Starts	7	13	9	11	8	9	8	65
	Crews Delayed +2 Hours	0	1	1	2	0	1	0	5
	% Delayed +2 Hours	0%	8%	11%	18%	0%	11%	0%	8%
Selkirk	Train Crew Starts	55	38	30	40	45	47	53	308
	Crews Delayed +2 Hours	13	6	1	9	12	6	15	62
	% Delayed +2 Hours	24%	16%	3%	23%	27%	13%	28%	20%
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	% Delayed +2 Hours	20%	20%	29%	18%	17%	4%	23%	18%
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

Memorandum



DATE: May 16, 2002

TO : Ron Douglas, Printing Officer
Section of Facilities Management
Office of Economics, Environmental Analysis, and Administration

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

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

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Attachments

cc: Chairman Morgan
Vice Chairman Burkes
Richard Armstrong
Charles Renninger

ENTERED
Office of the Secretary

MAY 17 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

May 15, 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
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BOARD
2002 MAY 16 A 6:36
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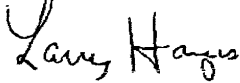
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Sincerely,



L. L. Hayes
Director
CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

05/10/02

Yard Performance

(Composite of NS/CSX Traffic)

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Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

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North Jersey SAA	Number of Originations	5	7	8	9	8
	% Ontime	100%	57%	63%	56%	75%
	% Late 0-2 Hours	0%	29%	38%	33%	13%
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South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	100%	100%	33%	67%
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	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	33%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	100%	50%	88%	100%	100%
	% Late 0-2 Hours	0%	25%	13%	0%	0%
	% Late 2-4 Hours	0%	25%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 25 trains. Crew delays were 3 trains for 4 hours; power delays were 2 trains for 3 hours; originating trains 20 for 87 hours, due to late arrivals.

Surface Transportation Board Performance Measures

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

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	All Other	374	413	364	243	111	301
	Total	503	460	411	271	133	356

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 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	50%	0%	100%	60%
MARC	Trains	20	20	20	20	20	100
	% On Time	90%	90%	100%	90%	100%	94%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 05/04/02	Sunday 05/05/02	Monday 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02	Weekly Total
Baltimore	Train Crew Starts	13	21	17	18	17	18	20	124
	Crews Delayed +2 Hours	7	7	8	10	7	9	11	59
	% Delayed +2 Hours	54%	33%	47%	56%	41%	50%	55%	48%
Buffalo	Train Crew Starts	52	39	34	49	48	48	47	317
	Crews Delayed +2 Hours	5	6	3	3	3	9	1	30
	% Delayed +2 Hours	10%	15%	9%	6%	6%	19%	2%	9%
Chicago	Train Crew Starts	28	28	29	24	31	27	25	192
	Crews Delayed +2 Hours	5	7	5	2	7	9	8	43
	% Delayed +2 Hours	18%	25%	17%	8%	23%	33%	32%	22%
Cincinnati	Train Crew Starts	34	40	37	36	39	40	39	265
	Crews Delayed +2 Hours	4	2	5	2	2	1	3	19
	% Delayed +2 Hours	12%	5%	14%	6%	5%	3%	8%	7%
Cleveland	Train Crew Starts	22	24	20	23	22	21	25	157
	Crews Delayed +2 Hours	7	2	5	4	4	3	0	25
	% Delayed +2 Hours	32%	8%	25%	17%	18%	14%	0%	16%
Cumberland	Train Crew Starts	34	32	30	31	31	32	31	221
	Crews Delayed +2 Hours	3	5	2	1	8	9	3	31
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Detroit	Train Crew Starts	5	4	5	5	6	5	6	36
	Crews Delayed +2 Hours	0	0	0	0	1	0	0	1
	% Delayed +2 Hours	0%	0%	0%	0%	17%	0%	0%	3%
Philadelphia	Train Crew Starts	7	13	9	11	8	9	8	65
	Crews Delayed +2 Hours	0	1	1	2	0	1	0	5
	% Delayed +2 Hours	0%	8%	11%	18%	0%	11%	0%	8%
Selkirk	Train Crew Starts	55	38	30	40	45	47	53	308
	Crews Delayed +2 Hours	13	6	1	9	12	6	15	62
	% Delayed +2 Hours	24%	16%	3%	23%	27%	13%	28%	20%
Toledo	Train Crew Starts	34	32	31	34	26	34	32	223
	Crews Delayed +2 Hours	6	5	7	5	3	13	9	48
	% Delayed +2 Hours	18%	16%	23%	15%	12%	38%	28%	22%
Willard	Train Crew Starts	46	44	38	45	42	49	40	304
	Crews Delayed +2 Hours	9	9	11	8	7	2	9	55
	% Delayed +2 Hours	20%	20%	29%	18%	17%	4%	23%	18%
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 05/04/02	Sunday 05/05/02	Monday 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02	Weekly Total
Train Delay	Originating Train Starts	99	109	99	101	108	107	126	749
	Delayed Hours - Power	NA	NA	NA	NA	NA	NA	NA	0
	Delayed Hours - Crews	16	28	4	6	0	1	3	58

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 05/04/02	Sunday 05/05/02	Monday 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02	Daily Average
Crew Availability		83%	81%	81%	83%	84%	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	Crew/Recrews	Saturday 05/04/02	Sunday 05/05/02	Monday 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02	Weekly Total
Crews/Recrews	Train Crew Starts	257	239	207	264	248	261	265	1741
	Recrews	4	7	5	3	6	7	12	44
	% Recrewed	2%	3%	2%	1%	2%	3%	5%	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 05/04/02	Sunday 05/05/02	Monday 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02	Daily Average
Locomotives	Gross Fleet Size	3911	3931	3896	3889	3893	3884	3858	3895
	Avg. Number Available	3533	3520	3522	3502	3515	3520	3550	3523
	OOS Ratio	5.3	5.2	5.0	5.5	5.7	5.4	5.0	5.3

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

Shared Asset Areas Train Delay

Measure	Shared Area	Saturday 05/04/02	Sunday 05/05/02	Monday 05/06/02	Tuesday 05/07/02	Wednesday 05/08/02	Thursday 05/09/02	Friday 05/10/02	Daily Average
Train Delay	Philadelphia/South Jersey	2	1	0	0	1	0	2	1
	North Jersey	3	3	4	1	4	4	3	3
	Detroit	0	0	0	0	1	1	0	0

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



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May 15, 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 10, 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.
May 15, 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/srb
George A. Aspatore
General Solicitor

Enclosures



**NORFOLK
SOUTHERN**

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 15, 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 increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 59 trains were held for terminal delays, 36 trains were held for crews, and 32 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 Oak Island and increased at North Yard and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week. Three trains were delayed 4 hours for lack of crews and 2 trains were delayed 3 hours awaiting power. Twenty originating trains were delayed a total of 87 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 45% of the delay hours reported in the SAAs.

Sincerely,

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



For the week ending 5/10/02

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	5/6/2002	850	106	181	287	256	22.7
	5/7/2002	850	126	213	339	288	20.1
	5/8/2002	850	237	276	513	337	22.0
	5/9/2002	850	222	261	483	330	19.8
	5/10/2002	850	166	286	452	266	24.9
North Yard MI Average		850	171	243	415	295	21.8
Oak Island NJ	5/6/2002	1200	224	255	479	253	22.3
	5/7/2002	1200	240	285	525	331	25.6
	5/8/2002	1200	343	317	660	608	22.3
	5/9/2002	1200	498	370	868	647	23.9
	5/10/2002	1200	481	326	807	617	25.3
Oak Island NJ Average		1200	357	311	668	491	23.9
Pavonia NJ	5/6/2002	900	225	328	553	370	45.8
	5/7/2002	900	301	287	588	463	27.5
	5/8/2002	900	309	253	562	453	21.2
	5/9/2002	900	481	351	832	550	22.0
	5/10/2002	900	435	292	727	469	26.9
Pavonia Average		900	350	302	652	461	27.8



For the week ending 5/10/02

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	6-May	7	100%	0%	0%	0%	0%
	7-May	8	50%	25%	25%	0%	0%
	8-May	8	88%	13%	0%	0%	0%
	9-May	8	100%	0%	0%	0%	0%
	10-May	8	100%	0%	0%	0%	0%
Detroit Total		39	87%	8%	5%	0%	0%
North Jersey Total	6-May	5	100%	0%	0%	0%	0%
	7-May	7	57%	29%	0%	14%	0%
	8-May	8	63%	38%	0%	0%	0%
	9-May	9	56%	33%	0%	11%	0%
	10-May	8	75%	13%	13%	0%	0%
North Jersey Total		37	68%	24%	3%	5%	0%
South Jersey Total	6-May	1	100%	0%	0%	0%	0%
	7-May	3	100%	0%	0%	0%	0%
	8-May	3	100%	0%	0%	0%	0%
	9-May	3	33%	67%	0%	0%	0%
	10-May	3	67%	0%	0%	33%	0%
South Jersey Total		13	77%	15%	0%	8%	0%
Grand Total		89	78%	16%	3%	3%	0%



For the week ending 5/10/02

Shared Asset Area Trains Held

area	Sat 04-May	Sun 05-May	Mon 06-May	Tue 07-May	Wed 08-May	Thu 09-May	Fri 10-May	Grand Total
North Jersey	3	3	4	1	4	4	3	22
South Jersey	2	1	0	0	1	0	2	6
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	16	0	0	0	16
other	15	0	0	0	0	15
Total	15	16	0	0	0	31

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

NS Northern Region Train Starts and Delays

	Saturday 4-May	Sunday 5-May	Monday 6-May	Tuesday 7-May	Wednesday 8-May	Thursday 9-May	Friday 10-May	Grand Total
# of Train Starts	168	136	162	171	186	179	177	1179
Delay Cause								
Crew Delays (hrs)	9.3	16.3	5.0	8.5	3.1	0.0	9.4	51.5
Power Delays (hrs)	22.0	0.0	0.0	46.2	31.8	33.5	40.5	174.0

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 4-May	Sunday 5-May	Monday 6-May	Tuesday 7-May	Wednesday 8-May	Thursday 9-May	Friday 10-May	average
Fleet Size								
available	3249	3237	3284	3274	3192	3232	3248	3245
out of service %	3067	3054	3103	3092	2988	3027	3050	3054
	5.6%	5.7%	5.5%	5.6%	6.4%	6.3%	6.1%	5.9%

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



NS Crew Starts and Delays

		Saturday 4-May	Sunday 5-May	Monday 6-May	Tuesday 7-May	Wednesday 8-May	Thursday 9-May	Friday 10-May	total
Allentown	crew starts	15	15	17	17	22	20	17	123
	crews delayed	2	5	5	2	6	5	5	30
Bellevue	crew starts	40	40	45	52	42	46	45	310
	crews delayed	5	11	7	13	9	12	10	67
Buffalo	crew starts	21	22	26	28	27	24	23	171
	crews delayed	3	2	6	3	4	2	1	21
Chicago	crew starts	33	38	32	29	37	34	34	237
	crews delayed	17	17	14	14	17	16	18	113
Cincinnati	crew starts	36	34	26	31	37	36	32	232
	crews delayed	10	4	5	4	4	8	2	37
Cleveland	crew starts	9	10	8	6	11	9	8	61
	crews delayed	3	4	4	0	4	5	2	22
Conway	crew starts	57	46	40	49	54	64	55	365
	crews delayed	6	2	7	10	3	13	11	52
Detroit	crew starts	20	13	15	19	20	19	18	124
	crews delayed	6	1	1	8	8	4	3	31
Elkhart	crew starts	41	35	34	41	40	37	40	268
	crews delayed	18	13	18	20	15	9	17	110
Harrisburg	crew starts	60	45	46	55	63	60	57	386
	crews delayed	20	20	17	19	24	23	29	152
Toledo	crew starts	60	59	50	53	64	62	60	408
	crews delayed	18	14	12	14	8	13	17	96

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

NS Northern Region Daily Crew Availability Percentage

	Saturday 4-May	Sunday 5-May	Monday 6-May	Tuesday 7-May	Wednesday 8-May	Thursday 9-May	Friday 10-May	average
availability%	75%	77%	76%	80%	80%	79%	80%	78%

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

NS Northern Region Crew Starts and Recrews

	Saturday 4-May	Sunday 5-May	Monday 6-May	Tuesday 7-May	Wednesday 8-May	Thursday 9-May	Friday 10-May	total
crew starts	347	308	286	330	373	354	344	2342
recrews	12	11	10	16	10	17	11	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