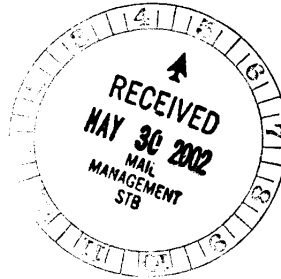


SURFACE TRANSPORTATION BOARD

Memorandum

205510



DATE: May 30, 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 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 31 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 29, 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 29 P 1:59
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 24th. Cars on-line, again, improved from 230,406 to 229,913 cars. Train velocity improved from 22.4 to 22.9 miles-per-hour. Terminal dwell increased from 25.6 to 26.1 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 three percentage points to 72%. The percent of trains greater than 6 hours late moved unfavorably one percentage point to 10%.

Yards and Terminals

Seven 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, two 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 81%, the same percentage recorded for last week. The greater-than-six-hours-late category was 7%, same percentage as the prior week.

Shared Areas

Daily average on hand cars decreased at Pavonia and increased at North Yard and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 24.0 hours, improved from 25.6 hours the prior week.

Additional Measurements

Train Delay Metric: For 746 train starts, the total weekly train delay for crew totaled 38 hours and power delay totaled 8 hours.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 17.85% for the week, up slightly from 17.5% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 83%, the same percentage as the prior week.

Daily Number of Recrews Required: Of 1731 crew starts, 37 (2%) were recrews, moving favorably one percentage point from the previous week.

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

Locomotives: Gross Locomotives = 3772, Average Available = 3306, and Out-of-Service Ratio = 4.6%, improved from the 5.2% recorded for the previous week.

Cars Offered in Interchange: averaged 309 cars daily, 89 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: 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 98% 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 56 weeks.

Last week CSXT met the goal for 10 of the 18 key second quarter service measurements. Goals were met for cars on line, overall train velocity, merchandise train velocity, slow order miles, relief crews, right car right train, on-time originations, local originations, hours of locomotive delay, and combined 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: **05/24/02**

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	298	356	356	330	446
	Cars On Hand - Empty	252	323	410	466	481
	Cars On Hand - Total	550	679	766	796	927
	Cars Handled	352	361	493	583	654
	Dwell Hours	25.7	22.8	23.0	21.6	24.7
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	262	214	237	221	197
	Cars On Hand - Empty	229	289	463	366	416
	Cars On Hand - Total	491	503	700	587	613
	Cars Handled	289	458	511	570	503
	Dwell Hours	46.3	26.0	22.6	19.4	25.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	119	241	243	216	255
	Cars On Hand - Empty	153	118	168	155	168
	Cars On Hand - Total	272	359	411	371	423
	Cars Handled	134	281	337	251	338
	Dwell Hours	23.6	21.4	14.8	23.1	24.6

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

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 24.0 hours, down from 25.6 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02
North Jersey SAA	Number of Originations	5	7	8	8	8
	% OnTime	80%	57%	50%	75%	75%
	% Late 0-2 Hours	20%	43%	25%	0%	25%
	% Late 2-4 Hours	0%	0%	13%	25%	0%
	% Late 4-6 Hours	0%	0%	13%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% OnTime	100%	100%	100%	100%	100%
	% Late 0-2 Hours	0%	0%	0%	0%	0%
	% 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%	63%	63%
	% Late 0-2 Hours	14%	0%	0%	38%	13%
	% Late 2-4 Hours	0%	25%	0%	0%	25%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 26 trains. Crew delays were 3 trains for 4 hours;
2 trains were delayed 6 hours for power; originating trains 21 for a total of 101 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 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Daily Average
Cars Offered	NS	30	15	123	198	78	89
	All Other	164	249	169	313	204	220
	Total	194	264	292	511	282	309

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 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	100%	0%	70%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	95%	100%	95%	100%	98%

AMTK measured according to contract with CSX.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 05/18/02	Sunday 05/19/02	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Weekly Total
Baltimore	Train Crew Starts	19	21	17	19	14	15	22	127
	Crews Delayed +2 Hours	11	10	7	7	5	3	9	52
	% Delayed +2 Hours	58%	48%	41%	37%	36%	20%	41%	41%
Buffalo	Train Crew Starts	48	39	35	49	41	49	49	310
	Crews Delayed +2 Hours	5	3	5	3	3	7	3	29
	% Delayed +2 Hours	10%	8%	14%	6%	7%	14%	6%	9%
Chicago	Train Crew Starts	26	23	27	24	30	28	29	187
	Crews Delayed +2 Hours	7	7	7	3	8	5	7	44
	% Delayed +2 Hours	27%	30%	26%	13%	27%	18%	24%	24%
Cincinnati	Train Crew Starts	41	34	38	32	37	38	33	253
	Crews Delayed +2 Hours	1	4	3	0	2	3	3	16
	% Delayed +2 Hours	2%	12%	8%	0%	5%	8%	9%	6%
Cleveland	Train Crew Starts	21	21	17	23	21	25	24	152
	Crews Delayed +2 Hours	5	4	4	3	6	6	5	33
	% Delayed +2 Hours	24%	19%	24%	13%	29%	24%	21%	22%
Cumberland	Train Crew Starts	35	31	26	29	32	29	33	215
	Crews Delayed +2 Hours	2	4	5	2	3	5	2	23
	% Delayed +2 Hours	6%	13%	19%	7%	9%	17%	6%	11%
Detroit	Train Crew Starts	6	3	5	4	6	5	7	36
	Crews Delayed +2 Hours	0	0	0	0	1	0	1	2
	% Delayed +2 Hours	0%	0%	0%	0%	17%	0%	14%	6%
Philadelphia	Train Crew Starts	10	9	6	8	9	11	10	63
	Crews Delayed +2 Hours	2	1	1	0	1	2	0	7
	% Delayed +2 Hours	20%	11%	17%	0%	11%	18%	0%	11%
Selkirk	Train Crew Starts	52	41	25	46	46	48	53	311
	Crews Delayed +2 Hours	11	11	6	9	17	14	10	78
	% Delayed +2 Hours	21%	27%	24%	20%	37%	29%	19%	25%
Toledo	Train Crew Starts	38	30	35	32	27	29	30	221
	Crews Delayed +2 Hours	6	4	10	1	3	5	6	35
	% Delayed +2 Hours	16%	13%	29%	3%	11%	17%	20%	16%
Willard	Train Crew Starts	46	44	41	46	42	46	41	306
	Crews Delayed +2 Hours	10	9	5	12	1	4	4	45
	% Delayed +2 Hours	22%	20%	12%	26%	2%	9%	10%	15%

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 05/18/02	Sunday 05/19/02	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Weekly Total
Train Delay	Originating Train Starts	111	107	87	99	107	117	118	746
	Delayed Hours - Power	0	1	0	0	1	1	5	8
	Delayed Hours - Crews	6	10	8	8	4	0	2	38

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 05/18/02	Sunday 05/19/02	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Daily Average
Crew Availability		82%	82%	82%	82%	84%	83%	83%	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 05/18/02	Sunday 05/19/02	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Weekly Total
Crews/Recrews	Train Crew Starts	261	228	204	254	260	267	257	1731
	Recrews	3	3	7	8	9	4	3	37
	% Recrewed	1%	1%	3%	3%	3%	1%	1%	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

May 29, 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 24, 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.

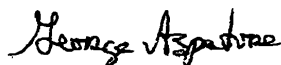
Mr. Melvin F. Clemens, Jr.

May 29, 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, appearing to read "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: 757 629-2606
FAX: 757 629-2344

May 29, 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, 45 trains were held for terminal delays, 37 trains were held for crews, and 42 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 Pavonia and increased at North Yard and Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power increased from the prior week. Three trains were delayed 4 hours for lack of crews and 2 trains were delayed 6 hours awaiting power. Twenty-one originating trains were delayed a total of 101 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 5/24/02

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	5/20/2002	850	153	119	272	134	23.6
	5/21/2002	850	118	241	359	281	21.4
	5/22/2002	850	168	243	411	337	14.8
	5/23/2002	850	155	216	371	251	23.1
	5/24/2002	850	168	255	423	338	24.6
North Yard MI Average		850	152	215	367	268	21.1
Oak Island NJ	5/20/2002	1200	252	298	550	352	25.7
	5/21/2002	1200	323	356	679	361	22.8
	5/22/2002	1200	410	356	766	493	23.0
	5/23/2002	1200	466	330	796	583	21.6
	5/24/2002	1200	481	446	927	654	24.7
Oak Island NJ Average		1200	386	357	744	489	23.5
Pavonia NJ	5/20/2002	900	229	262	491	289	46.3
	5/21/2002	900	289	214	503	458	26.0
	5/22/2002	900	463	237	700	511	22.6
	5/23/2002	900	366	221	587	570	19.4
Pavonia Average		900	353	226	579	466	26.2



For the week ending 5/24/02

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	20-May	7	86%	14%	0%	0%	0%
	21-May	8	75%	0%	25%	0%	0%
	22-May	8	100%	0%	0%	0%	0%
	23-May	8	63%	38%	0%	0%	0%
	24-May	8	63%	13%	25%	0%	0%
Detroit Total		39	77%	13%	10%	0%	0%
North Jersey Total	20-May	5	80%	20%	0%	0%	0%
	21-May	7	57%	43%	0%	0%	0%
	22-May	8	50%	25%	13%	13%	0%
	23-May	8	75%	0%	25%	0%	0%
	24-May	8	75%	25%	0%	0%	0%
North Jersey Total		36	67%	22%	8%	3%	0%
South Jersey Total	20-May	1	100%	0%	0%	0%	0%
	21-May	3	100%	0%	0%	0%	0%
	22-May	3	100%	0%	0%	0%	0%
	23-May	3	100%	0%	0%	0%	0%
	24-May	3	100%	0%	0%	0%	0%
South Jersey Total		13	100%	0%	0%	0%	0%
Grand Total		88	76%	15%	8%	1%	0%



For the week ending 5/24/02

Shared Asset Area Trains Held

area	Sat 18-May	Sun 19-May	Mon 20-May	Tue 21-May	Wed 22-May	Thu 23-May	Fri 24-May	Grand Total
North Jersey	3	2	2	4	2	5	3	21
South Jersey	1	0	0	0	0	0	1	2
Detroit	1	0	0	0	1	1	0	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	0	0	0	0	0
other	136	1	5	7	106	255
Total	136	1	5	7	106	255

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

NS Northern Region Train Starts and Delays

	Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	Grand Total
# of Train Starts	164	144	164	173	175	191	174	1185
Delay Cause								
Crew Delays (hrs)	75.2	14.1	4.8	13.4	5.3	13.6	10.8	137.1
Power Delays (hrs)	25.8	20.0	10.5	1.0	74.7	46.3	107.1	285.3

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	average
Fleet Size	3200	3208	3255	3298	3260	3284	3284	3256
available	2997	2998	3051	3072	3047	3069	3074	3044
out of service %	6.3%	6.5%	6.3%	6.9%	6.5%	6.5%	6.4%	6.5%

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



NS Crew Starts and Delays

		Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	total
Allentown	crew starts	15	15	17	15	16	20	18	116
	crews delayed	3	4	6	4	6	6	3	32
Bellevue	crew starts	43	47	41	51	48	50	45	325
	crews delayed	15	13	9	13	6	19	7	82
Buffalo	crew starts	22	23	25	25	28	26	25	174
	crews delayed	3	4	4	4	3	3	2	23
Chicago	crew starts	33	35	36	34	37	37	37	249
	crews delayed	16	18	17	21	20	17	23	132
Cincinnati	crew starts	31	38	29	28	31	36	36	229
	crews delayed	8	10	6	11	8	7	8	58
Cleveland	crew starts	7	13	10	8	8	9	12	67
	crews delayed	5	4	2	2	3	2	3	21
Conway	crew starts	54	51	39	51	51	55	49	350
	crews delayed	11	14	9	9	14	8	10	75
Detroit	crew starts	17	14	18	16	22	18	20	125
	crews delayed	8	2	5	3	8	4	6	36
Elkhart	crew starts	41	36	39	45	37	42	45	285
	crews delayed	20	11	20	15	13	18	14	111
Harrisburg	crew starts	56	46	47	59	60	60	57	385
	crews delayed	21	17	16	17	28	24	18	141
Toledo	crew starts	60	58	53	61	62	60	62	416
	crews delayed	10	9	9	17	12	12	15	84

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 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	average
availability%	74%	74%	75%	77%	79%	78%	77%	76%

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

NS Northern Region Crew Starts and Recrews

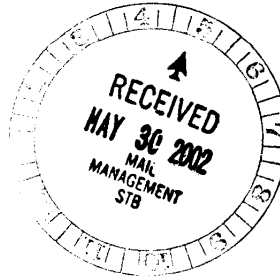
	Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	total
crew starts	348	331	302	349	343	363	352	2388
recrews	12	7	8	5	21	9	18	80

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

SURFACE TRANSPORTATION BOARD

Memorandum

205510



DATE: May 30, 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 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 31 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 29, 2002

Mr. Melvin F. Clemens, Jr.
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Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, May 24th. Cars on-line, again, improved from 230,406 to 229,913 cars. Train velocity improved from 22.4 to 22.9 miles-per-hour. Terminal dwell increased from 25.6 to 26.1 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 three percentage points to 72%. The percent of trains greater than 6 hours late moved unfavorably one percentage point to 10%.

Yards and Terminals

Seven 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, two 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 81%, the same percentage recorded for last week. The greater-than-six-hours-late category was 7%, same percentage as the prior week.

Shared Areas

Daily average on hand cars decreased at Pavonia and increased at North Yard and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 24.0 hours, improved from 25.6 hours the prior week.

Additional Measurements

Train Delay Metric: For 746 train starts, the total weekly train delay for crew totaled 38 hours and power delay totaled 8 hours.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 17.85% for the week, up slightly from 17.5% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 83%, the same percentage as the prior week.

Daily Number of Recrews Required: Of 1731 crew starts, 37 (2%) were recrews, moving favorably one percentage point from the previous week.

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

Locomotives: Gross Locomotives = 3772, Average Available = 3306, and Out-of-Service Ratio = 4.6%, improved from the 5.2% recorded for the previous week.

Cars Offered in Interchange: averaged 309 cars daily, 89 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: 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 98% 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 56 weeks.

Last week CSXT met the goal for 10 of the 18 key second quarter service measurements. Goals were met for cars on line, overall train velocity, merchandise train velocity, slow order miles, relief crews, right car right train, on-time originations, local originations, hours of locomotive delay, and combined 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: 05/24/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	298	356	356	330	446
	Cars On Hand - Empty	252	323	410	466	481
	Cars On Hand - Total	550	679	766	796	927
	Cars Handled	352	361	493	583	654
	Dwell Hours	25.7	22.8	23.0	21.6	24.7
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	262	214	237	221	197
	Cars On Hand - Empty	229	289	463	366	416
	Cars On Hand - Total	491	503	700	587	613
	Cars Handled	289	458	511	570	503
	Dwell Hours	46.3	26.0	22.6	19.4	25.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	119	241	243	216	255
	Cars On Hand - Empty	153	118	168	155	168
	Cars On Hand - Total	272	359	411	371	423
	Cars Handled	134	281	337	251	338
	Dwell Hours	23.6	21.4	14.8	23.1	24.6

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

Overall terminal dwell time was 24.0 hours, down from 25.6 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02
North Jersey SAA	Number of Originations	5	7	8	8	8
	% OnTime	80%	57%	50%	75%	75%
	% Late 0-2 Hours	20%	43%	25%	0%	25%
	% Late 2-4 Hours	0%	0%	13%	25%	0%
	% Late 4-6 Hours	0%	0%	13%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% OnTime	100%	100%	100%	100%	100%
	% Late 0-2 Hours	0%	0%	0%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% OnTime	86%	75%	100%	63%	63%
	% Late 0-2 Hours	14%	0%	0%	38%	13%
	% Late 2-4 Hours	0%	25%	0%	0%	25%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	%Late GT 6 hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 26 trains. Crew delays were 3 trains for 4 hours;
2 trains were delayed 6 hours for power; originating trains 21 for a total of 101 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 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Daily Average
Cars Offered	NS	30	15	123	198	78	89
	All Other	164	249	169	313	204	220
	Total	194	264	292	511	282	309

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 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	100%	0%	70%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	95%	100%	95%	100%	98%

AMTK measured according to contract with CSX I.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 05/18/02	Sunday 05/19/02	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Weekly Total
Baltimore	Train Crew Starts	19	21	17	19	14	15	22	127
	Crews Delayed +2 Hours	11	10	7	7	5	3	9	52
	% Delayed +2 Hours	58%	48%	41%	37%	36%	20%	41%	41%
Buffalo	Train Crew Starts	48	39	35	49	41	49	49	310
	Crews Delayed +2 Hours	5	3	5	3	3	7	3	29
	% Delayed +2 Hours	10%	8%	14%	6%	7%	14%	6%	9%
Chicago	Train Crew Starts	26	23	27	24	30	28	29	187
	Crews Delayed +2 Hours	7	7	7	3	8	5	7	44
	% Delayed +2 Hours	27%	30%	26%	13%	27%	18%	24%	24%
Cincinnati	Train Crew Starts	41	34	38	32	37	38	33	253
	Crews Delayed +2 Hours	1	4	3	0	2	3	3	16
	% Delayed +2 Hours	2%	12%	8%	0%	5%	8%	9%	6%
Cleveland	Train Crew Starts	21	21	17	23	21	25	24	152
	Crews Delayed +2 Hours	5	4	4	3	6	6	5	33
	% Delayed +2 Hours	24%	19%	24%	13%	29%	24%	21%	22%
Cumberland	Train Crew Starts	35	31	26	29	32	29	33	215
	Crews Delayed +2 Hours	2	4	5	2	3	5	2	23
	% Delayed +2 Hours	6%	13%	19%	7%	9%	17%	6%	11%
Detroit	Train Crew Starts	6	3	5	4	6	5	7	36
	Crews Delayed +2 Hours	0	0	0	0	1	0	1	2
	% Delayed +2 Hours	0%	0%	0%	0%	17%	0%	14%	6%
Philadelphia	Train Crew Starts	10	9	6	8	9	11	10	63
	Crews Delayed +2 Hours	2	1	1	0	1	2	0	7
	% Delayed +2 Hours	20%	11%	17%	0%	11%	18%	0%	11%
Selkirk	Train Crew Starts	52	41	25	46	46	48	53	311
	Crews Delayed +2 Hours	11	11	6	9	17	14	10	78
	% Delayed +2 Hours	21%	27%	24%	20%	37%	29%	19%	25%
Toledo	Train Crew Starts	38	30	35	32	27	29	30	221
	Crews Delayed +2 Hours	6	4	10	1	3	5	6	35
	% Delayed +2 Hours	16%	13%	29%	3%	11%	17%	20%	16%
Willard	Train Crew Starts	46	44	41	46	42	46	41	306
	Crews Delayed +2 Hours	10	9	5	12	1	4	4	45
	% Delayed +2 Hours	22%	20%	12%	26%	2%	9%	10%	15%
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 05/18/02	Sunday 05/19/02	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Weekly Total
Train Delay	Originating Train Starts	111	107	87	99	107	117	118	746
	Delayed Hours - Power	0	1	0	0	1	1	5	8
	Delayed Hours - Crews	6	10	8	8	4	0	2	38

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 05/18/02	Sunday 05/19/02	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Daily Average
Crew Availability		82%	82%	82%	82%	84%	83%	83%	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 05/18/02	Sunday 05/19/02	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Weekly Total
Crews/Recrews	Train Crew Starts	261	228	204	254	260	267	257	1731
	Recrews	3	3	7	8	9	4	3	37
	% Recrewed	1%	1%	3%	3%	3%	1%	1%	2%

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

Surface Transportation Board Performance Measures

CSXT Locomotive Fleet Condition

Measure	Locomotives	Saturday 05/18/02	Sunday 05/19/02	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Daily Average
Locomotives	Gross Fleet Size	3824	3786	3779	3755	3761	3742	3760	3772
	Avg. Number Available	3483	3451	3442	2456	3439	3439	3429	3306
	OOS Ratio	4.5	5.1	4.9	4.5	4.5	4.2	4.3	4.6

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 05/18/02	Sunday 05/19/02	Monday 05/20/02	Tuesday 05/21/02	Wednesday 05/22/02	Thursday 05/23/02	Friday 05/24/02	Daily Average
Train Delay	Philadelphia/South Jersey	1	0	0	0	0	0	1	0
	North Jersey	3	2	2	4	2	5	3	3
	Detroit	1	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.



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

May 29, 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 24, 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.

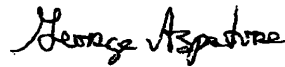
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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 29, 2002
Page 2

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

Sincerely,



George A. Aspatore
General Solicitor

Enclosures



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

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

May 29, 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, 45 trains were held for terminal delays, 37 trains were held for crews, and 42 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 Pavonia and increased at North Yard and Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power increased from the prior week. Three trains were delayed 4 hours for lack of crews and 2 trains were delayed 6 hours awaiting power. Twenty-one originating trains were delayed a total of 101 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 5/24/02

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	5/20/2002	850	153	119	272	134	23.6		
	5/21/2002	850	118	241	359	281	21.4		
	5/22/2002	850	168	243	411	337	14.8		
	5/23/2002	850	155	216	371	251	23.1		
	5/24/2002	850	168	255	423	338	24.6		
North Yard MI Average		850	152	215	367	288	21.1		
Oak Island NJ	5/20/2002	1200	252	298	550	352	25.7		
	5/21/2002	1200	323	356	679	361	22.8		
	5/22/2002	1200	410	356	766	493	23.0		
	5/23/2002	1200	466	330	796	583	21.6		
	5/24/2002	1200	481	446	927	654	24.7		
Oak Island NJ Average		1200	386	357	744	489	23.5		
Pavonia NJ	5/20/2002	900	229	262	491	289	46.3		
	5/21/2002	900	289	214	503	458	26.0		
	5/22/2002	900	463	237	700	511	22.6		
	5/23/2002	900	366	221	587	570	19.4		
	5/24/2002	900	416	197	613	503	25.9		
Pavonia Average		900	353	226	579	466	26.2		



For the week ending 5/24/02

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	20-May	7	86%	14%	0%	0%	0%
	21-May	8	75%	0%	25%	0%	0%
	22-May	8	100%	0%	0%	0%	0%
	23-May	8	63%	38%	0%	0%	0%
	24-May	8	63%	13%	25%	0%	0%
Detroit Total		39	77%	13%	10%	0%	0%
North Jersey Total	20-May	5	80%	20%	0%	0%	0%
	21-May	7	57%	43%	0%	0%	0%
	22-May	8	50%	25%	13%	13%	0%
	23-May	8	75%	0%	25%	0%	0%
	24-May	8	75%	25%	0%	0%	0%
North Jersey Total		36	67%	22%	8%	3%	0%
South Jersey Total	20-May	1	100%	0%	0%	0%	0%
	21-May	3	100%	0%	0%	0%	0%
	22-May	3	100%	0%	0%	0%	0%
	23-May	3	100%	0%	0%	0%	0%
	24-May	3	100%	0%	0%	0%	0%
South Jersey Total		13	100%	0%	0%	0%	0%
Grand Total		88	76%	15%	8%	1%	0%



For the week ending 5/24/02

Shared Asset Area Trains Held

area	Sat 18-May	Sun 19-May	Mon 20-May	Tue 21-May	Wed 22-May	Thu 23-May	Fri 24-May	Grand Total
North Jersey	3	2	2	4	2	5	3	21
South Jersey	1	0	0	0	0	0	1	2
Detroit	1	0	0	0	1	1	0	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	0	0	0	0	0
other	136	1	5	7	106	255
Total	136	1	5	7	106	255

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

NS Northern Region Train Starts and Delays

	Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	Grand Total
# of Train Starts	164	144	164	173	175	191	174	1185
Delay Cause								
Crew Delays (hrs)	75.2	14.1	4.8	13.4	5.3	13.6	10.8	137.1
Power Delays (hrs)	25.8	20.0	10.5	1.0	74.7	46.3	107.1	285.3

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	average
Fleet Size	3200	3208	3255	3298	3260	3284	3284	3256
available	2997	2998	3051	3072	3047	3069	3074	3044
out of service %	6.3%	6.5%	6.3%	6.9%	6.5%	6.5%	6.4%	6.5%

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



NS Crew Starts and Delays

		Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	total
Allentown	crew starts	15	15	17	15	16	20	18	116
	crews delayed	3	4	6	4	6	6	3	32
Bellevue	crew starts	43	47	41	51	48	50	45	325
	crews delayed	15	13	9	13	6	19	7	82
Buffalo	crew starts	22	23	25	25	28	26	25	174
	crews delayed	3	4	4	4	3	3	2	23
Chicago	crew starts	33	35	36	34	37	37	37	249
	crews delayed	16	18	17	21	20	17	23	132
Cincinnati	crew starts	31	38	29	28	31	36	36	229
	crews delayed	8	10	6	11	8	7	8	58
Cleveland	crew starts	7	13	10	8	8	9	12	67
	crews delayed	5	4	2	2	3	2	3	21
Conway	crew starts	54	51	39	51	51	55	49	350
	crews delayed	11	14	9	9	14	8	10	75
Detroit	crew starts	17	14	18	16	22	18	20	125
	crews delayed	8	2	5	3	8	4	6	36
Elkhart	crew starts	41	36	39	45	37	42	45	285
	crews delayed	20	11	20	15	13	18	14	111
Harrisburg	crew starts	56	46	47	59	60	60	57	385
	crews delayed	21	17	16	17	28	24	18	141
Toledo	crew starts	60	58	53	61	62	60	62	416
	crews delayed	10	9	9	17	12	12	15	84

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 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	average
availability%	74%	74%	75%	77%	79%	78%	77%	76%

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

NS Northern Region Crew Starts and Recrews

	Saturday 18-May	Sunday 19-May	Monday 20-May	Tuesday 21-May	Wednesday 22-May	Thursday 23-May	Friday 24-May	total
crew starts	348	331	302	349	343	363	352	2388
recrews	12	7	8	5	21	9	18	80

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