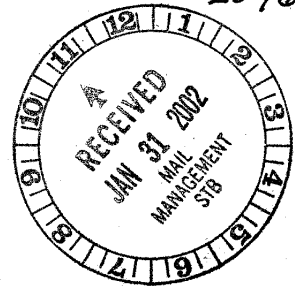


SURFACE TRANSPORTATION BOARD

*Memorandum*



DATE: January 31, 2002

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

FROM : Mel Clemens, Director  
Office of Compliance and Enforcement

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

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

Attachments

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

ENTERED  
Office of the Secretary

FEB 01 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

January 30, 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, January 25th. Cars on-line decreased from 235,607 to 235,077 cars. Train velocity decreased slightly from 23.4 to 23.1 miles-per-hour. Terminal dwell increased from 23.7 to 24.3 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 seven percentage points to 78%. The percent of trains greater than 6 hours late moved favorably 12 percentage points to 9%.

**Yards and Terminals**

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

**Corridor Performance**

Three of the six measured corridors showed an improvement last week. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 100% for the second consecutive week. Overall, the on-time-to-two-hours-late category was 85%, improved two percentage points from the prior week. The greater-than-six-hours-late category was 6%, down one percentage point from the prior week.

### Shared Areas

Daily average on hand cars increased at Pavonia, and decreased at Oak Island and North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.4, improved from 29.4 hours for the prior week.

### Additional Measurements

**Train Delay Metric:** For 697 train starts, weekly train delay for power totaled 16 hours and crew delay totaled 116 hours. Power delay hours decreased and crew delay hours increased from the prior week.

**Train Crew Delay Metric:** The percent of crews not departing within two hours of the on-duty time averaged 19.3% for the week, an increase from last week's 17.3%.

**Daily Crew Availability Percentage:** Crew Availability Percentage was 83%, down two percentage points from the prior week.

**Daily Number of Recrews Required:** Of 1709 crew starts, 44 (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, one for South Jersey, and none for Detroit.

**Locomotives:** Gross Locomotives = 3831, Average Available = 3381, and Out-of-Service Ratio = 5.5%, the same as the previous week.

**Cars Offered in Interchange:** averaged 203 cars daily, 12 of which were for the Norfolk Southern. The NS-offered decreased and the total-offered increased from the prior week.

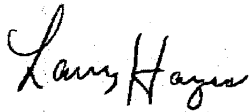
**On-time performance, passenger trains through Brunswick, MD:** 90% for 10 AMTRAK trains (Pittsburgh – Washington) and 92% for 90 MARC trains (West Virginia – Washington).

**Buffalo Customer Service (Hot Line):** the customer service center received no calls this week. Customers have not used this line for the past 39 weeks.

Last week CSXT met the goal for 12 of the 18 key first quarter service measurements. Goals were met for FRA-reportable injuries, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, crew delay hours, on-time origination, on-time destination arrival, 30 hour cars, local train on-time origination, and hours of locomotive delay.

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

Sincerely,

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

L. L. Hayes  
Director  
CSXT Service Measurements

# Surface Transportation Board

## Performance Measures

For the week ending: 01/25/02

### Yard Performance

(Composite of NS/CSX Traffic)

| Location       | Measure               | Monday<br>01/21/02 | Tuesday<br>01/22/02 | Wednesday<br>01/23/02 | Thursday<br>01/24/02 | Friday<br>01/25/02 |
|----------------|-----------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|
| Oak Island, NJ | Fluid Capacity        | 1200               | 1200                | 1200                  | 1200                 | 1200               |
|                | Cars On Hand - Loaded | 292                | 363                 | 277                   | 319                  | 308                |
|                | Cars On Hand - Empty  | 211                | 241                 | 340                   | 406                  | 397                |
|                | Cars On Hand - Total  | 503                | 604                 | 617                   | 725                  | 705                |
|                | Cars Handled          | 276                | 338                 | 493                   | 493                  | 496                |
|                | Dwell Hours           | 29.1               | 29.8                | 26.7                  | 24.1                 | 21.8               |
| Pavonia, NJ    | Fluid Capacity        | 900                | 900                 | 900                   | 900                  | 900                |
|                | Cars On Hand - Loaded | 278                | 256                 | 275                   | 294                  | 291                |
|                | Cars On Hand - Empty  | 217                | 320                 | 369                   | 403                  | 459                |
|                | Cars On Hand - Total  | 495                | 576                 | 644                   | 697                  | 750                |
|                | Cars Handled          | 242                | 320                 | 406                   | 420                  | 511                |
|                | Dwell Hours           | 43.1               | 33.6                | 24.4                  | 30.0                 | 22.5               |
| North Yard, MI | Fluid Capacity        | 850                | 850                 | 850                   | 850                  | 850                |
|                | Cars On Hand - Loaded | 103                | 134                 | 152                   | 182                  | 214                |
|                | Cars On Hand - Empty  | 159                | 148                 | 185                   | 193                  | 167                |
|                | Cars On Hand - Total  | 262                | 282                 | 337                   | 375                  | 381                |
|                | Cars Handled          | 74                 | 149                 | 306                   | 201                  | 247                |
|                | Dwell Hours           | 23.6               | 26.5                | 26.0                  | 16.5                 | 21.1               |

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

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 26.4, down from 29.4 hours last week.

# Surface Transportation Board

## Performance Measures

### Train Originations

(Composite of NS/CSX Traffic)

| Location         | Measure                | Monday<br>01/21/02 | Tuesday<br>01/22/02 | Wednesday<br>01/23/02 | Thursday<br>01/24/02 | Friday<br>01/25/02 |
|------------------|------------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|
| North Jersey SAA | Number of Originations | 3                  | 8                   | 7                     | 8                    | 8                  |
|                  | % Ontime               | 67%                | 63%                 | 29%                   | 50%                  | 88%                |
|                  | % Late 0-2 Hours       | 33%                | 38%                 | 57%                   | 25%                  | 13%                |
|                  | % Late 2-4 Hours       | 0%                 | 0%                  | 0%                    | 25%                  | 0%                 |
|                  | % Late 4-6 Hours       | 0%                 | 0%                  | 14%                   | 0%                   | 0%                 |
| South Jersey SAA | Number of Originations | 1                  | 3                   | 3                     | 3                    | 3                  |
|                  | % Ontime               | 100%               | 100%                | 100%                  | 67%                  | 67%                |
|                  | % Late 0-2 Hours       | 0%                 | 0%                  | 0%                    | 0%                   | 0%                 |
|                  | % Late 2-4 Hours       | 0%                 | 0%                  | 0%                    | 33%                  | 33%                |
|                  | % Late 4-6 Hours       | 0%                 | 0%                  | 0%                    | 0%                   | 0%                 |
| Detroit SAA      | Number of Originations | 2                  | 8                   | 8                     | 8                    | 8                  |
|                  | % Ontime               | 50%                | 88%                 | 100%                  | 100%                 | 75%                |
|                  | % Late 0-2 Hours       | 50%                | 13%                 | 0%                    | 0%                   | 25%                |
|                  | % 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 26 trains. Crew delays were 2 trains for 2 hours; 6 trains were delayed 30 hours for power; originating trains 18 for 91 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>01/21/02 | Tuesday<br>01/22/02 | Wednesday<br>01/23/02 | Thursday<br>01/24/02 | Friday<br>01/25/02 | Daily<br>Average |
|--------------|---------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|------------------|
| Cars Offered | NS                  | 35                 | 10                  | 14                    | 0                    | 0                  | 12               |
|              | All Other           | 173                | 169                 | 198                   | 205                  | 211                | 191              |
|              | Total               | 208                | 179                 | 212                   | 205                  | 211                | 203              |

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>01/21/02 | Tuesday<br>01/22/02 | Wednesday<br>01/23/02 | Thursday<br>01/24/02 | Friday<br>01/25/02 | Weekly<br>Totals |
|---------|-----------|--------------------|---------------------|-----------------------|----------------------|--------------------|------------------|
| AMTK    | Trains    | 2                  | 2                   | 2                     | 2                    | 2                  | 10               |
|         | % On Time | 100%               | 100%                | 100%                  | 100%                 | 50%                | 90%              |
| MARC    | Trains    | 12                 | 18                  | 20                    | 20                   | 20                 | 90               |
|         | % On Time | 83%                | 89%                 | 90%                   | 95%                  | 100%               | 92%              |

AMTK measured according to contract with CSXT.

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

| Terminal     | Causes of Delay<br>Trains / Hours | Saturday<br>01/19/02 | Sunday<br>01/20/02 | Monday<br>01/21/02 | Tuesday<br>01/22/02 | Wednesday<br>01/23/02 | Thursday<br>01/24/02 | Friday<br>01/25/02 | Weekly<br>Total |
|--------------|-----------------------------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|-----------------|
| Baltimore    | Train Crew Starts                 | 19                   | 10                 | 13                 | 17                  | 11                    | 18                   | 13                 | 101             |
|              | Crews Delayed +2 Hours            | 5                    | 4                  | 8                  | 5                   | 3                     | 8                    | 5                  | 38              |
|              | % Delayed +2 Hours                | 26%                  | 40%                | 62%                | 29%                 | 27%                   | 44%                  | 38%                | 38%             |
| Buffalo      | Train Crew Starts                 | 39                   | 35                 | 30                 | 43                  | 43                    | 48                   | 50                 | 288             |
|              | Crews Delayed +2 Hours            | 3                    | 3                  | 4                  | 1                   | 3                     | 8                    | 3                  | 25              |
|              | % Delayed +2 Hours                | 8%                   | 9%                 | 13%                | 2%                  | 7%                    | 17%                  | 6%                 | 9%              |
| Chicago      | Train Crew Starts                 | 25                   | 26                 | 22                 | 27                  | 28                    | 27                   | 28                 | 183             |
|              | Crews Delayed +2 Hours            | 6                    | 8                  | 4                  | 5                   | 3                     | 1                    | 5                  | 32              |
|              | % Delayed +2 Hours                | 24%                  | 31%                | 18%                | 19%                 | 11%                   | 4%                   | 18%                | 17%             |
| Cincinnati   | Train Crew Starts                 | 37                   | 30                 | 31                 | 35                  | 26                    | 32                   | 37                 | 228             |
|              | Crews Delayed +2 Hours            | 11                   | 1                  | 3                  | 0                   | 0                     | 2                    | 4                  | 21              |
|              | % Delayed +2 Hours                | 30%                  | 3%                 | 10%                | 0%                  | 0%                    | 6%                   | 11%                | 9%              |
| Cleveland    | Train Crew Starts                 | 26                   | 15                 | 23                 | 19                  | 23                    | 25                   | 22                 | 153             |
|              | Crews Delayed +2 Hours            | 7                    | 5                  | 8                  | 4                   | 2                     | 8                    | 7                  | 41              |
|              | % Delayed +2 Hours                | 27%                  | 33%                | 35%                | 21%                 | 9%                    | 32%                  | 32%                | 27%             |
| Cumberland   | Train Crew Starts                 | 31                   | 28                 | 22                 | 31                  | 33                    | 32                   | 30                 | 207             |
|              | Crews Delayed +2 Hours            | 3                    | 6                  | 1                  | 0                   | 2                     | 1                    | 1                  | 14              |
|              | % Delayed +2 Hours                | 10%                  | 21%                | 5%                 | 0%                  | 6%                    | 3%                   | 3%                 | 7%              |
| Detroit      | Train Crew Starts                 | 7                    | 4                  | 2                  | 5                   | 6                     | 5                    | 6                  | 35              |
|              | Crews Delayed +2 Hours            | 3                    | 0                  | 0                  | 2                   | 2                     | 2                    | 3                  | 12              |
|              | % Delayed +2 Hours                | 43%                  | 0%                 | 0%                 | 40%                 | 33%                   | 40%                  | 50%                | 34%             |
| Philadelphia | Train Crew Starts                 | 9                    | 11                 | 11                 | 14                  | 10                    | 9                    | 12                 | 76              |
|              | Crews Delayed +2 Hours            | 0                    | 3                  | 1                  | 0                   | 1                     | 0                    | 2                  | 7               |
|              | % Delayed +2 Hours                | 0%                   | 27%                | 9%                 | 0%                  | 10%                   | 0%                   | 17%                | 9%              |
| Selkirk      | Train Crew Starts                 | 46                   | 35                 | 24                 | 38                  | 45                    | 47                   | 49                 | 284             |
|              | Crews Delayed +2 Hours            | 17                   | 18                 | 6                  | 12                  | 14                    | 12                   | 19                 | 98              |
|              | % Delayed +2 Hours                | 37%                  | 51%                | 25%                | 32%                 | 31%                   | 26%                  | 39%                | 35%             |
| Toledo       | Train Crew Starts                 | 28                   | 30                 | 25                 | 23                  | 30                    | 27                   | 27                 | 190             |
|              | Crews Delayed +2 Hours            | 3                    | 4                  | 1                  | 1                   | 2                     | 1                    | 3                  | 15              |
|              | % Delayed +2 Hours                | 11%                  | 13%                | 4%                 | 4%                  | 7%                    | 4%                   | 11%                | 8%              |
| Willard      | Train Crew Starts                 | 40                   | 46                 | 37                 | 39                  | 43                    | 37                   | 40                 | 282             |
|              | Crews Delayed +2 Hours            | 10                   | 9                  | 9                  | 6                   | 9                     | 4                    | 15                 | 62              |
|              | % Delayed +2 Hours                | 25%                  | 20%                | 24%                | 15%                 | 21%                   | 11%                  | 38%                | 22%             |

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>01/19/02 | Sunday<br>01/20/02 | Monday<br>01/21/02 | Tuesday<br>01/22/02 | Wednesday<br>01/23/02 | Thursday<br>01/24/02 | Friday<br>01/25/02 | Weekly<br>Total |
|--------------------------|----------------------------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|-----------------|
| Train Delay              |                                  |                      |                    |                    |                     |                       |                      |                    |                 |
| Originating Train Starts |                                  | 95                   | 95                 | 87                 | 91                  | 113                   | 104                  | 112                | 697             |
| Delayed Hours - Power    |                                  | 2                    | 5                  | 9                  | 0                   | 0                     | 0                    | 0                  | 16              |
| Delayed Hours - Crews    |                                  | 14                   | 62                 | 30                 | 1                   | 1                     | 5                    | 3                  | 116             |

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>01/19/02 | Sunday<br>01/20/02 | Monday<br>01/21/02 | Tuesday<br>01/22/02 | Wednesday<br>01/23/02 | Thursday<br>01/24/02 | Friday<br>01/25/02 | Daily<br>Average |
|-------------------|-------------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|------------------|
| Crew Availability |                   | 83%                  | 81%                | 82%                | 83%                 | 85%                   | 85%                  | 85%                | 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<br>01/19/02 | Sunday<br>01/20/02 | Monday<br>01/21/02 | Tuesday<br>01/22/02 | Wednesday<br>01/23/02 | Thursday<br>01/24/02 | Friday<br>01/25/02 | Weekly<br>Total |
|-------------------|--------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|-----------------|
| Crews/Recrews     |              |                      |                    |                    |                     |                       |                      |                    |                 |
| Train Crew Starts |              | 251                  | 236                | 198                | 240                 | 259                   | 261                  | 264                | 1709            |
| Recrews           |              | 11                   | 13                 | 7                  | 4                   | 4                     | 2                    | 3                  | 44              |
| % Recrewed        |              | 4%                   | 6%                 | 4%                 | 2%                  | 2%                    | 1%                   | 1%                 | 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>01/19/02 | Sunday<br>01/20/02 | Monday<br>01/21/02 | Tuesday<br>01/22/02 | Wednesday<br>01/23/02 | Thursday<br>01/24/02 | Friday<br>01/25/02 | Daily<br>Average |
|-------------|-----------------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|------------------|
| Locomotives | Gross Fleet Size      | 3818                 | 3823               | 3839               | 3857                | 3844                  | 3832                 | 3805               | 3831             |
|             | Avg. Number Available | 3360                 | 3339               | 3371               | 3406                | 3411                  | 3391                 | 3387               | 3381             |
|             | OOS Ratio             | 5.4                  | 6.0                | 6.0                | 5.5                 | 5.3                   | 5.1                  | 5.2                | 5.5              |

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>01/19/02 | Sunday<br>01/20/02 | Monday<br>01/21/02 | Tuesday<br>01/22/02 | Wednesday<br>01/23/02 | Thursday<br>01/24/02 | Friday<br>01/25/02 | Daily<br>Average |
|-------------|---------------------------|----------------------|--------------------|--------------------|---------------------|-----------------------|----------------------|--------------------|------------------|
| Train Delay | Philadelphia/South Jersey | 2                    | 1                  | 0                  | 0                   | 1                     | 0                    | 1                  | 1                |
|             | North Jersey              | 4                    | 2                  | 5                  | 3                   | 0                     | 2                    | 3                  | 3                |
|             | Detroit                   | 0                    | 1                  | 1                  | 0                   | 0                     | 0                    | 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

January 30, 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 January 25, 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.

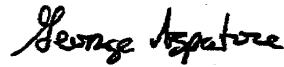
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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.  
January 30, 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**

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

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

January 30, 2002

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

Dear Mr. Clemens:

Norfolk Southern's performance metrics remain within normal operating range. The number of cars on line decreased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 51 trains were held for terminal delays, 28 trains were held for crews, and 35 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Pavonia and decreased at Oak Island and North Yard. 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. Two trains were delayed 2 hours for lack of crews and 6 trains were delayed 30 hours awaiting power. Eighteen originating trains were delayed a total of 91 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 39% of the delay hours reported in the SAAs.

Sincerely,

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



For the week ending 1/25/02

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         | ##### | 850            | 159             | 103              | 262             | 74           | 23.6          |
|                       | ##### | 850            | 148             | 134              | 282             | 149          | 26.5          |
|                       | ##### | 850            | 185             | 152              | 337             | 306          | 26.0          |
|                       | ##### | 850            | 193             | 182              | 375             | 201          | 16.5          |
|                       | ##### | 850            | 167             | 214              | 381             | 247          | 21.1          |
| North Yard MI Average |       | 850            | 170             | 157              | 327             | 195          | 22.7          |
| Oak Island NJ         | ##### | 1200           | 211             | 292              | 503             | 276          | 29.1          |
|                       | ##### | 1200           | 241             | 363              | 604             | 338          | 29.8          |
|                       | ##### | 1200           | 340             | 277              | 617             | 493          | 26.7          |
|                       | ##### | 1200           | 406             | 319              | 725             | 493          | 24.1          |
|                       | ##### | 1200           | 397             | 308              | 705             | 496          | 21.8          |
| Oak Island NJ Average |       | 1200           | 319             | 312              | 631             | 419          | 25.7          |
| Pavonia NJ            | ##### | 900            | 217             | 278              | 495             | 242          | 43.1          |
|                       | ##### | 900            | 320             | 256              | 576             | 320          | 33.6          |
|                       | ##### | 900            | 369             | 275              | 644             | 406          | 24.4          |
|                       | ##### | 900            | 403             | 294              | 697             | 420          | 30.0          |
|                       | ##### | 900            | 459             | 291              | 750             | 511          | 22.5          |
| Pavonia Average       |       | 900            | 354             | 279              | 632             | 380          | 29.1          |



For the week ending 1/25/02

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      | 21-Jan | 2      | 50%     | 50%            | 0%             | 0%             | 0%            |
|                    | 22-Jan | 8      | 88%     | 13%            | 0%             | 0%             | 0%            |
|                    | 23-Jan | 8      | 100%    | 0%             | 0%             | 0%             | 0%            |
|                    | 24-Jan | 8      | 100%    | 0%             | 0%             | 0%             | 0%            |
|                    | 25-Jan | 8      | 75%     | 25%            | 0%             | 0%             | 0%            |
| Detroit Total      |        | 34     | 88%     | 12%            | 0%             | 0%             | 0%            |
| North Jersey Total | 21-Jan | 3      | 67%     | 33%            | 0%             | 0%             | 0%            |
|                    | 22-Jan | 8      | 63%     | 38%            | 0%             | 0%             | 0%            |
|                    | 23-Jan | 7      | 29%     | 57%            | 0%             | 14%            | 0%            |
|                    | 24-Jan | 8      | 50%     | 25%            | 25%            | 0%             | 0%            |
|                    | 25-Jan | 8      | 88%     | 13%            | 0%             | 0%             | 0%            |
| North Jersey Total |        | 34     | 59%     | 32%            | 6%             | 3%             | 0%            |
| South Jersey Total | 21-Jan | 1      | 100%    | 0%             | 0%             | 0%             | 0%            |
|                    | 22-Jan | 3      | 100%    | 0%             | 0%             | 0%             | 0%            |
|                    | 23-Jan | 3      | 100%    | 0%             | 0%             | 0%             | 0%            |
|                    | 24-Jan | 3      | 67%     | 0%             | 33%            | 0%             | 0%            |
|                    | 25-Jan | 3      | 67%     | 0%             | 33%            | 0%             | 0%            |
| South Jersey Total |        | 13     | 85%     | 0%             | 15%            | 0%             | 0%            |
| Grand Total        |        | 81     | 75%     | 19%            | 5%             | 1%             | 0%            |



For the week ending 1/25/02

**Shared Asset Area Trains Held**

| area         | Sat 19-Jan | Sun 20-Jan | Mon 21-Jan | Tue 22-Jan | Wed 23-Jan | Thu 24-Jan | Fri 25-Jan | Grand Total |
|--------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| North Jersey | 4          | 2          | 5          | 3          | 0          | 2          | 3          | 19          |
| South Jersey | 2          | 1          | 0          | 0          | 1          | 0          | 1          | 5           |
| Detroit      | 0          | 1          | 1          | 0          | 0          | 0          | 0          | 2           |

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



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

| offered | Monday | Tuesday | Wednesday | Thursday | Friday | Total |
|---------|--------|---------|-----------|----------|--------|-------|
| CSX     | 0      | 0       | 0         | 0        | 0      | 0     |
| other   | 30     | 0       | 112       | 0        | 4      | 146   |
| Total   | 30     | 0       | 112       | 0        | 4      | 146   |

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

#### NS Northern Region Train Starts and Delays

|                    | Saturday<br>19-Jan | Sunday<br>20-Jan | Monday<br>21-Jan | Tuesday<br>22-Jan | Wednesday<br>23-Jan | Thursday<br>24-Jan | Friday<br>25-Jan | Grand Total |
|--------------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------------|
| # of Train Starts  | 161                | 127              | 139              | 166               | 161                 | 172                | 170              | 1096        |
| Delay Cause        |                    |                  |                  |                   |                     |                    |                  |             |
| Crew Delays (hrs)  | 9.9                | 9.9              | 0.0              | 6.1               | 13.2                | 14.7               | 5.0              | 58.7        |
| Power Delays (hrs) | 9.3                | 0.0              | 1.3              | 26.5              | 19.0                | 40.0               | 15.0             | 111.1       |

The delay numbers are expressed in hours

#### Locomotive Fleet Statistics

|                  | Saturday<br>19-Jan | Sunday<br>20-Jan | Monday<br>21-Jan | Tuesday<br>22-Jan | Wednesday<br>23-Jan | Thursday<br>24-Jan | Friday<br>25-Jan | average |
|------------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|---------|
| Fleet Size       | 3162               | 3136             | 3130             | 3133              | 3103                | 3084               | 3089             | 3120    |
| available        | 2990               | 2949             | 2930             | 2928              | 2887                | 2903               | 2909             | 2928    |
| out of service % | 5.4%               | 6.0%             | 6.4%             | 6.5%              | 7.0%                | 5.9%               | 5.8%             | 6.1%    |

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



### NS Crew Starts and Delays

|            |               | Saturday<br>19-Jan | Sunday<br>20-Jan | Monday<br>21-Jan | Tuesday<br>22-Jan | Wednesday<br>23-Jan | Thursday<br>24-Jan | Friday<br>25-Jan | total |
|------------|---------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------|
| Allentown  | crew starts   | 11                 | 13               | 16               | 18                | 17                  | 19                 | 16               | 110   |
|            | crews delayed | 4                  | 4                | 3                | 3                 | 7                   | 2                  | 2                | 25    |
| Bellevue   | crew starts   | 42                 | 40               | 36               | 34                | 37                  | 43                 | 44               | 276   |
|            | crews delayed | 10                 | 10               | 9                | 7                 | 6                   | 2                  | 4                | 48    |
| Buffalo    | crew starts   | 23                 | 23               | 24               | 21                | 26                  | 25                 | 29               | 171   |
|            | crews delayed | 4                  | 4                | 3                | 1                 | 1                   | 2                  | 6                | 21    |
| Chicago    | crew starts   | 33                 | 34               | 35               | 34                | 32                  | 30                 | 34               | 232   |
|            | crews delayed | 11                 | 8                | 15               | 10                | 19                  | 13                 | 14               | 90    |
| Cincinnati | crew starts   | 36                 | 33               | 28               | 29                | 29                  | 33                 | 34               | 222   |
|            | crews delayed | 3                  | 6                | 6                | 7                 | 5                   | 4                  | 9                | 40    |
| Cleveland  | crew starts   | 8                  | 11               | 9                | 9                 | 5                   | 9                  | 13               | 64    |
|            | crews delayed | 4                  | 3                | 4                | 2                 | 1                   | 5                  | 5                | 24    |
| Conway     | crew starts   | 44                 | 51               | 39               | 45                | 50                  | 48                 | 57               | 334   |
|            | crews delayed | 7                  | 8                | 11               | 7                 | 8                   | 15                 | 17               | 73    |
| Detroit    | crew starts   | 17                 | 11               | 11               | 17                | 20                  | 17                 | 19               | 112   |
|            | crews delayed | 7                  | 2                | 2                | 6                 | 4                   | 2                  | 11               | 34    |
| Elkhart    | crew starts   | 36                 | 41               | 35               | 38                | 32                  | 36                 | 37               | 255   |
|            | crews delayed | 19                 | 19               | 18               | 16                | 13                  | 16                 | 16               | 117   |
| Harrisburg | crew starts   | 52                 | 45               | 40               | 54                | 60                  | 49                 | 58               | 358   |
|            | crews delayed | 22                 | 11               | 12               | 12                | 12                  | 12                 | 24               | 105   |
| Toledo     | crew starts   | 60                 | 50               | 44               | 50                | 53                  | 52                 | 55               | 364   |
|            | crews delayed | 11                 | 6                | 7                | 10                | 5                   | 13                 | 11               | 63    |

**Notes:**

Data source is T&E employees' "End of Trip" reporting

A summary of all "E-O-T's" where departure time is reported as two or more hours after time crew ordered.

Includes all trains for location, whether originating or run-through.

A delayed crew is one delayed two hours or more after coming on duty

### NS Northern Region Daily Crew Availability Percentage

|               | Saturday<br>19-Jan | Sunday<br>20-Jan | Monday<br>21-Jan | Tuesday<br>22-Jan | Wednesday<br>23-Jan | Thursday<br>24-Jan | Friday<br>25-Jan | average |
|---------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|---------|
| availability% | 77%                | 75%              | 76%              | 78%               | 78%                 | 80%                | 81%              | 78%     |

**Notes:**

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

### NS Northern Region Crew Starts and Recrews

|             | Saturday<br>19-Jan | Sunday<br>20-Jan | Monday<br>21-Jan | Tuesday<br>22-Jan | Wednesday<br>23-Jan | Thursday<br>24-Jan | Friday<br>25-Jan | total |
|-------------|--------------------|------------------|------------------|-------------------|---------------------|--------------------|------------------|-------|
| crew starts | 330                | 293              | 270              | 304               | 320                 | 307                | 332              | 2156  |
| recrews     | 10                 | 6                | 3                | 4                 | 4                   | 6                  | 7                | 40    |

**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