

SURFACE TRANSPORTATION BOARD

Memorandum



DATE: January 17, 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

JAN 22 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 16, 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
JAN 17 6 47 AM '02
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, January 11th. Cars on-line increased from 234,744 to 235,946 cars. Train velocity improved from 22.2 to 23.5 miles-per-hour, the highest weekly velocity since Split. Terminal dwell improved from 36.2 to 25.5 hours. Recovery from the holiday shutdowns is nearly complete.

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 15 percentage points to 84%. The percent of trains greater than 6 hours late moved favorably 11 percentage points to 6%, down from 17% recorded for last week.

Yards and Terminals

All 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

All 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 East St. Louis to Northeast corridor with 96%. Overall, the on-time-to-two-hours-late category was 87%, up 16 percentage points from the prior week's 71%. The greater-than-six-hours-late category was 6%, down 17 percentage points from the prior week.

Shared Areas

Daily average on hand cars increased at Pavonia and Oak Island, and decreased at North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 28.7, improved from 38.6 hours for the prior week.

Additional Measurements

Train Delay Metric: For 686 train starts, weekly train delay for Crew totaled 17 hours, a decrease from the previous week. Power delay totaled 20 hours, up from 14 hours recorded last week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 15.6% for the week, improving from last week's 20.2%.

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

Daily Number of Recrews Required: Of 1661 crew starts, 41 (2%) were recrews, the same percentage as the previous week.

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

Locomotives: Gross Locomotives = 3879, Average Available = 3419, and Out-of-Service Ratio = 5.5%, up from 5.0% recorded for the previous week.

Cars Offered in Interchange: averaged 175 cars daily, 16 of which were for the Norfolk Southern. Both the NS-offered and total-offered decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 80% for 10 AMTRAK trains (Pittsburgh - Washington) and 92% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 37 weeks.

Last week CSXT met the goal for 12 of the 18 key fourth 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, right car right train, on-time originations, on-time destination arrivals, 30 hour cars, and hours of locomotive delay.

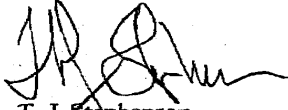
JAN. -16' 02 (WED) 16:23 SAFETY DEPT.

TEL:904 359 3175

P.003

Last week's performance numbers reflect the recovery from the holiday period. Operations over the entire network are fluid, and CSX is able to absorb additional traffic.

Sincerely,



T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 01/11/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	320	376	349	287	340
	Cars On Hand - Empty	275	295	368	354	420
	Cars On Hand - Total	595	671	717	641	760
	Cars Handled	264	399	492	568	519
	Dwell Hours	28.5	30.3	25.0	25.5	27.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	358	267	240	204	173
	Cars On Hand - Empty	182	271	359	363	281
	Cars On Hand - Total	540	538	599	567	454
	Cars Handled	266	303	361	410	328
	Dwell Hours	60.7	34.8	28.7	26.7	31.5
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	204	257	304	205	185
	Cars On Hand - Empty	242	198	160	123	146
	Cars On Hand - Total	446	455	464	328	331
	Cars Handled	167	238	266	305	287
	Dwell Hours	31.3	30.7	28.0	11.9	20.2

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

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 28.7, down from 38.6 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02
North Jersey SAA	Number of Originations	4	6	8	9	7
	% Ontime	50%	50%	63%	44%	43%
	% Late 0-2 Hours	50%	50%	38%	56%	29%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	29%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	0%	67%	33%	33%	33%
	% Late 0-2 Hours	100%	33%	33%	67%	67%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	33%	0%	0%
Detroit SAA	Number of Originations	5	8	8	8	7
	% Ontime	100%	88%	88%	63%	71%
	% Late 0-2 Hours	0%	0%	13%	25%	29%
	% Late 2-4 Hours	0%	13%	0%	13%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 25 trains. Crew delays were 6 trains for 13 hours;

1 train was delayed 2 hours for power; originating trains 18 for 142 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 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02	Daily Average
Cars Offered	NS	53	3	3	19	4	16
	All Other	91	131	152	247	172	159
	Total	144	134	155	266	176	175

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 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	100%	50%	80%
MARC	Trains	20	20	20	20	20	100
	% On Time	60%	100%	100%	100%	100%	92%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 01/05/02	Sunday 01/06/02	Monday 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02	Weekly Total
Baltimore	Train Crew Starts	15	12	13	18	16	16	13	103
	Crews Delayed +2 Hours	1	2	1	2	8	5	2	21
	% Delayed +2 Hours	7%	17%	8%	11%	50%	31%	15%	20%
Buffalo	Train Crew Starts	46	37	30	38	44	26	42	263
	Crews Delayed +2 Hours	3	3	1	4	2	4	11	28
	% Delayed +2 Hours	7%	8%	3%	11%	5%	15%	26%	11%
Chicago	Train Crew Starts	26	27	23	28	26	25	26	181
	Crews Delayed +2 Hours	3	7	6	5	2	5	3	31
	% Delayed +2 Hours	12%	26%	26%	18%	8%	20%	12%	17%
Cincinnati	Train Crew Starts	33	33	31	33	29	28	32	219
	Crews Delayed +2 Hours	4	2	2	1	1	1	3	14
	% Delayed +2 Hours	12%	6%	6%	3%	3%	4%	9%	6%
Cleveland	Train Crew Starts	21	22	23	20	24	16	17	143
	Crews Delayed +2 Hours	3	5	6	4	5	2	2	27
	% Delayed +2 Hours	14%	23%	26%	20%	21%	13%	13%	19%
Cumberland	Train Crew Starts	29	27	26	29	30	29	33	203
	Crews Delayed +2 Hours	1	2	1	0	0	0	2	6
	% Delayed +2 Hours	3%	7%	4%	0%	0%	0%	6%	3%
Detroit	Train Crew Starts	3	5	4	6	6	6	6	36
	Crews Delayed +2 Hours	0	0	2	2	2	1	3	10
	% Delayed +2 Hours	0%	0%	50%	33%	33%	17%	50%	28%
Philadelphia	Train Crew Starts	8	13	9	13	12	13	12	80
	Crews Delayed +2 Hours	2	1	1	0	1	1	1	7
	% Delayed +2 Hours	25%	8%	11%	0%	8%	8%	8%	9%
Selkirk	Train Crew Starts	48	36	27	41	45	30	40	267
	Crews Delayed +2 Hours	11	8	15	10	13	7	15	79
	% Delayed +2 Hours	23%	22%	56%	24%	29%	23%	38%	30%
Toledo	Train Crew Starts	25	29	28	25	30	26	28	191
	Crews Delayed +2 Hours	1	2	4	2	3	2	3	17
	% Delayed +2 Hours	4%	7%	14%	8%	10%	8%	11%	9%
Willard	Train Crew Starts	37	39	37	34	44	40	37	268
	Crews Delayed +2 Hours	11	9	10	5	4	5	4	48
	% Delayed +2 Hours	30%	23%	27%	15%	9%	13%	11%	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 01/05/02	Sunday 01/06/02	Monday 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02	Weekly Total
Train Delay	Originating Train Starts	99	93	79	93	95	116	111	686
	Delayed Hours - Power	0	1	4	4	5	0	6	20
	Delayed Hours - Crews	0	0	13	0	1	3	0	17

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 01/05/02	Sunday 01/06/02	Monday 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02	Daily Average
Crew Availability		83%	84%	83%	83%	84%	85%	84%	84%

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

Daily Number of Train Crew Starts and Recrews Required

Measure	Crew/Recrews	Saturday 01/05/02	Sunday 01/06/02	Monday 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02	Weekly Total
Crews/Recrews		243	219	190	252	242	246	269	1661
	Recrews	1	1	8	4	1	9	17	41
	% Recrewed	0%	0%	4%	2%	0%	4%	6%	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 01/05/02	Sunday 01/06/02	Monday 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02	Daily Average
Locomotives	Gross Fleet Size	3896	3900	3891	3865	3879	3856	3863	3879
	Avg. Number Available	3444	3428	3440	3420	3410	3398	3396	3419
	OOS Ratio	5.1	5.3	5.6	5.3	5.6	5.9	5.9	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 01/05/02	Sunday 01/06/02	Monday 01/07/02	Tuesday 01/08/02	Wednesday 01/09/02	Thursday 01/10/02	Friday 01/11/02	Daily Average
Train Delay	Philadelphia/South Jersey	1	3	0	0	1	1	3	1
	North Jersey	4	3	3	1	1	0	3	2
	Detroit	0	1	0	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 23510-9241

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

(757) 629-2657

(757) 533-4872

E-mail gaaspato@nscorp.com

January 16, 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 11, 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 16, 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 /spB
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

January 16, 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, 33 trains were held for terminal delays, 12 trains were held for crews, and 11 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Pavonia and Oak Island and decreased at 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 decreased from last week. Six trains were delayed 13 hours for lack of crews and 1 train was delayed 2 hours awaiting power. Eighteen originating trains were delayed a total of 142 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 70% of the delay hours reported in the SAAs.

Sincerely,

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



For the week ending 1/11/02

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	1/7/2002	850	242	204	446	167	31.3
	1/8/2002	850	198	257	455	238	30.7
	1/9/2002	850	160	304	464	266	28.0
	1/10/2002	850	123	205	328	305	11.9
	1/11/2002	850	146	185	331	287	20.2
North Yard MI Average		850	174	231	405	253	23.3
Oak Island NJ	1/7/2002	1200	275	320	595	264	28.5
	1/8/2002	1200	295	376	671	399	30.3
	1/9/2002	1200	368	349	717	492	25.0
	1/10/2002	1200	354	287	641	568	25.5
	1/11/2002	1200	420	340	760	519	27.9
Oak Island NJ Average		1200	342	334	677	448	27.1
Pavonia NJ	1/7/2002	900	182	358	540	266	60.7
	1/8/2002	900	271	267	538	303	34.8
	1/9/2002	900	359	240	599	361	28.7
	1/10/2002	900	363	204	567	410	26.7
	1/11/2002	900	281	173	454	328	31.5
Pavonia Average		900	291	248	540	334	35.0



For the week ending 1/11/02

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	7-Jan	5	100%	0%	0%	0%	0%
	8-Jan	8	88%	0%	13%	0%	0%
	9-Jan	8	88%	13%	0%	0%	0%
	10-Jan	8	63%	25%	13%	0%	0%
	11-Jan	7	71%	29%	0%	0%	0%
Detroit Total		36	81%	14%	6%	0%	0%
North Jersey Total	7-Jan	4	50%	50%	0%	0%	0%
	8-Jan	6	50%	50%	0%	0%	0%
	9-Jan	8	63%	38%	0%	0%	0%
	10-Jan	9	44%	56%	0%	0%	0%
	11-Jan	7	43%	29%	0%	29%	0%
North Jersey Total		34	50%	44%	0%	6%	0%
South Jersey Total	7-Jan	1	0%	100%	0%	0%	0%
	8-Jan	3	67%	33%	0%	0%	0%
	9-Jan	3	33%	33%	0%	33%	0%
	10-Jan	3	33%	67%	0%	0%	0%
	11-Jan	3	33%	67%	0%	0%	0%
South Jersey Total		13	39%	54%	0%	8%	0%
Grand Total		83	62%	33%	3%	4%	0%



For the week ending 1/11/02

Shared Asset Area Trains Held

area	Sat 05-Jan	Sun 06-Jan	Mon 07-Jan	Tue 08-Jan	Wed 09-Jan	Thu 10-Jan	Fri 11-Jan	Grand Total
North Jersey	4	3	3	1	1	0	3	15
South Jersey	1	3	0	0	1	1	3	9
Detroit	0	1	0	0	0	0	0	1

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



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	0	0	0	189	0	189
Total	0	0	0	189	0	189

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

NS Northern Region Train Starts and Delays

	Saturday 5-Jan	Sunday 6-Jan	Monday 7-Jan	Tuesday 8-Jan	Wednesday 9-Jan	Thursday 10-Jan	Friday 11-Jan	Grand Total
# of Train Starts	159	142	150	158	164	172	169	1114
Delay Cause								
Crew Delays (hrs)	0.8	0.8	5.7	2.8	3.2	1.6	1.2	16.0
Power Delays (hrs)	12.9	0.0	0.0	0.0	0.0	0.0	11.8	24.7

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 5-Jan	Sunday 6-Jan	Monday 7-Jan	Tuesday 8-Jan	Wednesday 9-Jan	Thursday 10-Jan	Friday 11-Jan	average
Fleet Size	3166	3119	3155	3129	3101	3118	3089	3125
available	2955	2907	2941	2887	2865	2910	2897	2909
out of service %	6.7%	6.8%	6.8%	7.7%	7.6%	6.7%	6.2%	6.9%

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



NS Crew Starts and Delays

		Saturday 5-Jan	Sunday 6-Jan	Monday 7-Jan	Tuesday 8-Jan	Wednesday 9-Jan	Thursday 10-Jan	Friday 11-Jan	total
Allentown	crew starts	13	17	16	17	17	19	19	118
	crews delayed	4	5	3	5	5	4	5	31
Bellevue	crew starts	33	31	38	34	30	36	44	246
	crews delayed	7	1	5	7	3	5	11	39
Buffalo	crew starts	23	26	21	23	29	25	23	170
	crews delayed	5	2	2	3	10	6	4	32
Chicago	crew starts	36	37	34	29	32	34	33	235
	crews delayed	17	13	13	12	9	14	12	90
Cincinnati	crew starts	32	28	25	29	29	36	34	213
	crews delayed	3	5	4	4	2	5	8	31
Cleveland	crew starts	7	8	6	8	6	11	6	52
	crews delayed	2	1	2	2	0	5	1	13
Conway	crew starts	46	49	37	42	51	62	54	341
	crews delayed	5	12	5	7	11	11	7	58
Detroit	crew starts	14	15	11	14	17	17	20	108
	crews delayed	2	3	1	3	2	2	4	17
Elkhart	crew starts	44	39	36	32	34	37	34	256
	crews delayed	22	17	15	13	14	20	15	116
Harrisburg	crew starts	49	48	37	51	63	63	62	373
	crews delayed	6	10	8	16	21	9	9	79
Toledo	crew starts	57	43	45	51	50	56	53	355
	crews delayed	13	3	11	13	14	8	8	70

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 5-Jan	Sunday 6-Jan	Monday 7-Jan	Tuesday 8-Jan	Wednesday 9-Jan	Thursday 10-Jan	Friday 11-Jan	average
availability%	79%	77%	77%	79%	79%	79%	79%	78%

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

NS Northern Region Crew Starts and Recrews

	Saturday 5-Jan	Sunday 6-Jan	Monday 7-Jan	Tuesday 8-Jan	Wednesday 9-Jan	Thursday 10-Jan	Friday 11-Jan	total
crew starts	317	299	261	283	335	356	341	2192
recrews	7	3	2	11	8	7	8	46

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