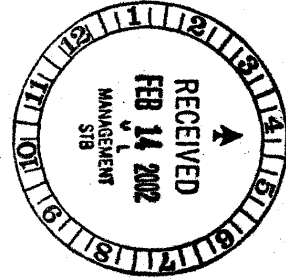


SURFACE TRANSPORTATION BOARD

Memorandum

204774

ENTERED
Office of the Secretary
FEB 14 2002
Part of
Public Record



DATE: February 14, 2002

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

FROM :  Mel Clemens, Director
Office of Compliance and Enforcement

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

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

Attachments

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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

February 13, 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
FEB 13 9 18 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, February 8th. Cars on-line improved from 233,729 to 232,773 cars. Train velocity decreased from 23.4 to 23.1 miles-per-hour, and terminal dwell increased from 24.1 to 24.9 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 one percentage point to 84%. The percent of trains greater than 6 hours late moved unfavorably five percentage points to 12%.

Yards and Terminals

Two 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 and East St. Louis to Northeast corridors with 100%. This was the fourth consecutive week at 100% for the I - 95 corridor. Overall, the on-time-to-two-hours-late category was 89%, improved two percentage points from the prior week. The greater-than-six-hours-late category was 5%, up three percentage points from the prior week.

Shared Areas

Daily average on hand cars increased at Pavonia, Oak Island, and North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.4, up from 27.5 hours for the prior week.

Additional Measurements

Train Delay Metric: For 689 train starts, weekly train delay for power totaled 13 hours and crew delay totaled 26 hours. Power delay hours increased and crew delay hours decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 16.9% for the week, an improvement from last week's 17.6%.

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

Daily Number of Recrews Required: Of 1621 crew starts, 26 (2%) were recrews, the same percentage as the previous week.

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

Locomotives: Gross Locomotives = 3823, Average Available = 3373, and Out-of-Service Ratio = 4.9%, improving from 5.2% the previous week.

Cars Offered in Interchange: averaged 198 cars daily, 16 of which were for the Norfolk Southern. The NS-offered and the total-offered both decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh - Washington) and 94% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 41 weeks.

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

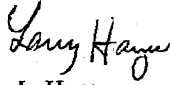
FEB. -13' 02(WED) 07:55 SAFETY DEPT.

TEL:904 359 3175

P. 003

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,



L. L. Hayes
Director
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

02/08/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 02/04/02	Tuesday 02/05/02	Wednesday 02/06/02	Thursday 02/07/02	Friday 02/08/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	243	223	306	239	350
	Cars On Hand - Empty	147	176	313	369	399
	Cars On Hand - Total	390	399	619	608	749
	Cars Handled	315	312	539	499	443
Pavonia, NJ	Dwell Hours	29.9	24.2	24.6	24.4	22.1
	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	399	267	260	264	312
	Cars On Hand - Empty	270	313	316	231	387
	Cars On Hand - Total	669	580	576	495	699
	Cars Handled	377	382	507	320	408
	Dwell Hours	47.7	28.9	21.2	25.8	22.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	168	268	217	182	204
	Cars On Hand - Empty	228	207	180	132	158
	Cars On Hand - Total	396	475	397	314	362
	Cars Handled	140	242	267	182	289
	Dwell Hours	44.2	20.9	30.3	22.3	17.1

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

Overall terminal dwell time was 26.4 hours, down from 27.5 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 02/04/02	Tuesday 02/05/02	Wednesday 02/06/02	Thursday 02/07/02	Friday 02/08/02
North Jersey SAA	Number of Originations	5	7	7	6	8
	% Ontime	100%	43%	57%	67%	63%
	% Late 0-2 Hours	0%	57%	43%	33%	38%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	67%	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	57%	75%	50%	63%	75%
	% Late 0-2 Hours	14%	25%	50%	38%	25%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	14%	0%	0%	0%	0%

CSX Comments: Total road train delays were 15 trains. Crew delays were 5 trains for 19 hours; no trains were delayed for power; originating trains 10 for 53 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 02/04/02	Tuesday 02/05/02	Wednesday 02/06/02	Thursday 02/07/02	Friday 02/08/02	Daily Average
Cars Offered	NS	35	16	2	1	24	16
	All Other	256	246	285	18	108	183
	Total	291	262	287	19	132	198

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 02/04/02	Tuesday 02/05/02	Wednesday 02/06/02	Thursday 02/07/02	Friday 02/08/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	100%	100%	90%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	80%	100%	100%	90%	94%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 02/02/02	Sunday 02/03/02	Monday 02/04/02	Tuesday 02/05/02	Wednesday 02/06/02	Thursday 02/07/02	Friday 02/08/02	Weekly Total
Baltimore	Train Crew Starts	14	16	10	12	17	14	15	98
	Crews Delayed +2 Hours	4	3	3	4	5	4	2	25
	% Delayed +2 Hours	29%	19%	30%	33%	29%	29%	13%	26%
Buffalo	Train Crew Starts	46	36	30	47	44	49	43	295
	Crews Delayed +2 Hours	9	5	7	4	4	5	3	37
	% Delayed +2 Hours	20%	14%	23%	9%	9%	10%	7%	13%
Chicago	Train Crew Starts	22	25	27	23	28	29	26	180
	Crews Delayed +2 Hours	5	6	10	4	3	5	5	38
	% Delayed +2 Hours	23%	24%	37%	17%	11%	17%	19%	21%
Cincinnati	Train Crew Starts	41	36	33	29	30	40	35	244
	Crews Delayed +2 Hours	5	2	0	0	1	4	2	14
	% Delayed +2 Hours	12%	6%	0%	0%	3%	10%	6%	6%
Cleveland	Train Crew Starts	23	24	18	21	24	19	23	152
	Crews Delayed +2 Hours	7	3	5	3	6	5	6	35
	% Delayed +2 Hours	30%	13%	28%	14%	25%	26%	26%	23%
Cumberland	Train Crew Starts	31	32	28	31	29	34	25	210
	Crews Delayed +2 Hours	0	3	0	1	1	1	0	6
	% Delayed +2 Hours	0%	9%	0%	3%	3%	3%	0%	3%
Detroit	Train Crew Starts	5	5	5	6	7	6	5	39
	Crews Delayed +2 Hours	2	1	2	2	2	2	0	11
	% Delayed +2 Hours	40%	20%	40%	33%	29%	33%	0%	28%
Philadelphia	Train Crew Starts	10	13	6	11	9	9	10	68
	Crews Delayed +2 Hours	0	0	0	0	1	2	0	3
	% Delayed +2 Hours	0%	0%	0%	0%	11%	22%	0%	4%
Sellersburg	Train Crew Starts	48	41	27	40	48	47	47	298
	Crews Delayed +2 Hours	14	13	9	11	14	10	8	79
	% Delayed +2 Hours	29%	32%	33%	28%	29%	21%	17%	27%
Toledo	Train Crew Starts	30	30	33	27	27	31	28	206
	Crews Delayed +2 Hours	7	4	5	5	1	7	5	34
	% Delayed +2 Hours	23%	13%	15%	19%	4%	23%	18%	17%
Willard	Train Crew Starts	44	41	38	41	46	40	43	293
	Crews Delayed +2 Hours	6	10	6	12	8	1	4	47
	% Delayed +2 Hours	14%	24%	16%	29%	17%	3%	9%	16%

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 02/02/02	Sunday 02/03/02	Monday 02/04/02	Tuesday 02/05/02	Wednesday 02/06/02	Thursday 02/07/02	Friday 02/08/02	Weekly Total
Train Delay	Originating Train Starts	94	93	78	96	104	106	118	689
	Delayed Hours - Power	0	0	0	0	0	0	13	13
	Delayed Hours - Crews	12	10	0	0	0	4	0	26

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 02/02/02	Sunday 02/03/02	Monday 02/04/02	Tuesday 02/05/02	Wednesday 02/06/02	Thursday 02/07/02	Friday 02/08/02	Daily Average
Crew Availability		82%	81%	81%	85%	85%	87%	87%	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 02/02/02	Sunday 02/03/02	Monday 02/04/02	Tuesday 02/05/02	Wednesday 02/06/02	Thursday 02/07/02	Friday 02/08/02	Weekly Total
Crews/Recrews	Train Crew Starts	248	205	198	229	245	244	252	1621
	Recrews	9	2	2	4	2	3	4	26
	% Recrewed	4%	1%	1%	2%	1%	1%	2%	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 02/02/02	Sunday 02/03/02	Monday 02/04/02	Tuesday 02/05/02	Wednesday 02/06/02	Thursday 02/07/02	Friday 02/08/02	Daily Average
Locomotives	Gross Fleet Size	3810	3852	3852	3871	3801	3778	3800	3823
	Avg. Number Available	3387	3381	3382	3375	3365	3368	3351	3373
	OOS Ratio	4.9	4.7	5.3	5.4	5.1	4.4	4.5	4.9

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 02/02/02	Sunday 02/03/02	Monday 02/04/02	Tuesday 02/05/02	Wednesday 02/06/02	Thursday 02/07/02	Friday 02/08/02	Daily Average
Train Delay	Philadelphia/South Jersey	2	3	0	0	1	0	1	1
	North Jersey	0	1	2	0	0	2	2	1
	Detroit	1	0	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 23510-9242

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

(757) 629-2657

(757) 533-4872

E-mail gaaspato@nscorp.com

February 13, 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 February 8, 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.

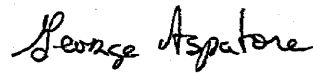
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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.
February 13, 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: 757 629-2606
FAX: 757 629-2344

February 13, 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 decreased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 56 trains were held for terminal delays, 30 trains were held for crews, and 37 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia, 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. Five trains were delayed 19 hours for lack of crews and no trains were delayed awaiting power. Ten originating trains were delayed a total of 53 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 32% of the delay hours reported in the SAAs.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tony L. Ingram' with a long horizontal stroke at the end.



For the week ending 2/8/02

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	2/4/2002	850	228	168	396	140	44.2
	2/5/2002	850	207	268	475	242	20.9
	2/6/2002	850	180	217	397	267	30.3
	2/7/2002	850	132	182	314	182	22.3
North Yard MI Average	2/8/2002	850	158	204	362	289	17.1
		850	181	208	389	224	25.3
Oak Island NJ	2/4/2002	1200	147	243	390	315	29.9
	2/5/2002	1200	176	223	399	312	24.2
	2/6/2002	1200	313	306	619	539	24.6
	2/7/2002	1200	369	239	608	499	24.4
Oak Island NJ Average	2/8/2002	1200	399	350	749	443	22.1
		1200	281	272	553	422	24.8
Pavonia NJ	2/4/2002	900	270	399	669	377	47.7
	2/5/2002	900	313	267	580	382	28.9
	2/6/2002	900	316	260	576	507	21.2
	2/7/2002	900	231	264	495	320	25.8
Pavonia Average	2/8/2002	900	387	312	699	408	22.4
		900	303	300	604	399	28.7



For the week ending 2/8/02

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	4-Feb	7	57%	14%	0%	14%	14%
	5-Feb	8	75%	25%	0%	0%	0%
	6-Feb	8	50%	50%	0%	0%	0%
	7-Feb	8	63%	38%	0%	0%	0%
	8-Feb	8	75%	25%	0%	0%	0%
Detroit Total		39	64%	31%	0%	3%	3%
North Jersey Total	4-Feb	5	100%	0%	0%	0%	0%
	5-Feb	7	43%	57%	0%	0%	0%
	6-Feb	7	57%	43%	0%	0%	0%
	7-Feb	6	67%	33%	0%	0%	0%
	8-Feb	8	63%	38%	0%	0%	0%
North Jersey Total		33	64%	36%	0%	0%	0%
South Jersey Total	4-Feb	1	100%	0%	0%	0%	0%
	5-Feb	3	67%	0%	0%	0%	33%
	6-Feb	3	100%	0%	0%	0%	0%
	7-Feb	3	100%	0%	0%	0%	0%
	8-Feb	3	100%	0%	0%	0%	0%
South Jersey Total		13	92%	0%	0%	0%	8%
Grand Total		85	68%	28%	0%	1%	2%



For the week ending 2/8/02

Shared Asset Area Trains Held

area	Sat 02-Feb	Sun 03-Feb	Mon 04-Feb	Tue 05-Feb	Wed 06-Feb	Thu 07-Feb	Fri 08-Feb	Grand Total
North Jersey	0	1	2	0	0	2	2	7
South Jersey	2	3	0	0	1	0	1	7
Detroit	1	0	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	58	0	0	0	0	58
other	0	0	0	0	0	0
Total	58	0	0	0	0	58

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

NS Northern Region Train Starts and Delays

	Saturday 2-Feb	Sunday 3-Feb	Monday 4-Feb	Tuesday 5-Feb	Wednesday 6-Feb	Thursday 7-Feb	Friday 8-Feb	Grand Total
# of Train Starts	172	128	145	163	159	176	161	1104
Delay Cause								
Crew Delays (hrs)	9.6	1.7	23.6	1.7	4.5	0.4	0.7	11.4
Power Delays (hrs)	10.8	4.0	31.1	1.0	0.8	17.8	28.8	52.6

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 2-Feb	Sunday 3-Feb	Monday 4-Feb	Tuesday 5-Feb	Wednesday 6-Feb	Thursday 7-Feb	Friday 8-Feb	average
Fleet Size	3065	3067	3064	3043	3038	3064	3061	3057
available	2882	2884	2876	2863	2838	2867	2861	2867
out of service %	6.0%	6.0%	6.1%	5.9%	6.6%	6.4%	6.5%	6.2%

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



NS Crew Starts and Delays

		Saturday 2-Feb	Sunday 3-Feb	Monday 4-Feb	Tuesday 5-Feb	Wednesday 6-Feb	Thursday 7-Feb	Friday 8-Feb	total
Allentown	crew starts	14	14	16	17	17	17	14	109
	crews delayed	3	4	7	5	7	5	3	34
Bellevue	crew starts	43	43	40	39	43	42	36	286
	crews delayed	9	10	11	8	6	6	7	57
Buffalo	crew starts	26	20	24	24	25	29	30	178
	crews delayed	5	3	3	3	7	7	6	34
Chicago	crew starts	36	32	26	37	35	32	34	232
	crews delayed	11	12	12	18	18	16	14	101
Cincinnati	crew starts	38	32	22	34	35	36	35	232
	crews delayed	8	5	3	8	9	9	9	51
Cleveland	crew starts	9	9	10	7	6	9	10	60
	crews delayed	3	4	6	1	3	5	4	26
Conway	crew starts	50	43	37	46	50	51	48	325
	crews delayed	8	6	8	6	14	6	8	56
Detroit	crew starts	18	12	16	18	19	21	17	121
	crews delayed	5	3	5	6	8	5	0	32
Elkhart	crew starts	45	34	35	47	39	37	40	277
	crews delayed	17	14	22	22	18	19	18	130
Harrisburg	crew starts	53	54	43	53	56	67	56	382
	crews delayed	13	16	11	12	13	15	15	95
Toledo	crew starts	56	40	45	62	60	59	52	374
	crews delayed	10	10	9	29	14	10	12	94

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 2-Feb	Sunday 3-Feb	Monday 4-Feb	Tuesday 5-Feb	Wednesday 6-Feb	Thursday 7-Feb	Friday 8-Feb	average
availability%	76%	75%	74%	77%	78%	79%	78%	77%

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

NS Northern Region Crew Starts and Recrews

	Saturday 2-Feb	Sunday 3-Feb	Monday 4-Feb	Tuesday 5-Feb	Wednesday 6-Feb	Thursday 7-Feb	Friday 8-Feb	total
crew starts	326	270	262	311	328	333	325	2155
recrews	8	10	15	15	10	8	7	73

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