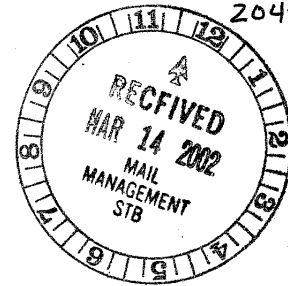


SURFACE TRANSPORTATION BOARD

Memorandum



DATE: March 14, 2002

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

FROM : Mel Clemens, Director
[Signature] 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

MAR 14 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

March 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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, March 8th. Cars on-line improved from 232,243 to a record low of 231,911 cars. Terminal dwell decreased slightly from 24.1 to 24.0 hours. Train velocity remained at 22.9 miles-per-hour.

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 eight percentage points to 72%. The percent of trains greater than 6 hours late moved favorably two percentage points to 4%.

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

None of the six measured corridors showed an improvement last week. However, three corridors operated at the same performance level. 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 78%, down three percentage points from the prior week. The greater-than-six-hours-late category was 7%, same percent as last week.

Shared Areas

Daily average on hand cars decreased at North Yard, Pavonia and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 24.8, down from 26.4 hours for the prior week.

Additional Measurements

Train Delay Metric: For 718 train starts, weekly train delay for power totaled 10 hours and crew delay totaled 28 hours. Power delay and crew delay hours both increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 16.2% for the week, increasing from 15.5% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 84%, one percent higher than the prior week.

Daily Number of Recrews Required: Of 1675 crew starts, 23 (1%) were recrews, improved one percentage point from the previous week.

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

Locomotives: Gross Locomotives = 3819, Average Available = 3401, and Out-of-Service Ratio = 5.0%, increasing slightly from the previous week.

Cars Offered in Interchange: averaged 202 cars daily, 1 of which was for the Norfolk Southern. The NS-offered decreased, and the total-offered decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 100% 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 45 weeks.

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

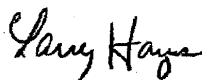
MAR. -13' 02 (WED) 14:30 SAFETY DEPT.

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: 03/08/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 03/04/02	Tuesday 03/05/02	Wednesday 03/06/02	Thursday 03/07/02	Friday 03/08/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	287	341	296	404	444
	Cars On Hand - Empty	370	351	510	582	546
	Cars On Hand - Total	657	692	806	986	990
	Cars Handled	345	331	470	586	558
	Dwell Hours	22.5	29.7	22.6	28.8	31.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	272	339	274	284	248
	Cars On Hand - Empty	244	331	410	374	433
	Cars On Hand - Total	516	670	684	658	681
	Cars Handled	194	496	590	338	433
	Dwell Hours	52.0	23.3	19.6	28.4	22.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	133	208	176	232	195
	Cars On Hand - Empty	48	97	182	155	111
	Cars On Hand - Total	181	305	358	387	306
	Cars Handled	144	199	335	312	295
	Dwell Hours	17.1	17.6	20.4	24.0	12.9

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

Overall terminal dwell time was 24.8 hours, down from 26.4 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 03/04/02	Tuesday 03/05/02	Wednesday 03/06/02	Thursday 03/07/02	Friday 03/08/02
North Jersey SAA	Number of Originations	5	8	7	7	9
	% Ontime	60%	50%	43%	43%	67%
	% Late 0-2 Hours	20%	38%	43%	29%	11%
	% Late 2-4 Hours	20%	13%	14%	14%	22%
	% Late 4-6 Hours	0%	0%	0%	14%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	33%	100%	100%	100%
	% Late 0-2 Hours	0%	67%	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	6	8	8	8	8
	% Ontime	67%	50%	75%	100%	75%
	% Late 0-2 Hours	33%	50%	25%	0%	13%
	% Late 2-4 Hours	0%	0%	0%	0%	13%
	% 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 20 trains. Crew delays were 5 trains for 36 hours;
3 trains were delayed 7 hours for power; originating trains 12 for 46 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 03/04/02	Tuesday 03/05/02	Wednesday 03/06/02	Thursday 03/07/02	Friday 03/08/02	Daily Average
Cars Offered	NS	5	0	0	0	0	1
	All Other	309	139	209	164	184	201
	Total	314	139	209	164	184	202

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 03/04/02	Tuesday 03/05/02	Wednesday 03/06/02	Thursday 03/07/02	Friday 03/08/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	100%	100%
MARC	Trains	20	20	20	20	20	100
	% On Time	95%	100%	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 03/02/02	Sunday 03/03/02	Monday 03/04/02	Tuesday 03/05/02	Wednesday 03/06/02	Thursday 03/07/02	Friday 03/08/02	Weekly Total
Baltimore	Train Crew Starts	17	11	12	14	20	14	14	102
	Crews Delayed +2 Hours	5	2	5	3	9	2	2	28
	% Delayed +2 Hours	29%	18%	42%	21%	45%	14%	14%	27%
Buffalo	Train Crew Starts	45	36	34	45	48	46	50	304
	Crews Delayed +2 Hours	3	6	3	5	4	2	5	28
	% Delayed +2 Hours	7%	17%	9%	11%	8%	4%	10%	9%
Chicago	Train Crew Starts	25	27	23	27	27	27	26	182
	Crews Delayed +2 Hours	7	13	11	16	8	11	9	75
	% Delayed +2 Hours	28%	48%	48%	59%	30%	41%	35%	41%
Cincinnati	Train Crew Starts	39	35	31	33	32	32	37	239
	Crews Delayed +2 Hours	3	3	0	4	1	0	1	12
	% Delayed +2 Hours	8%	9%	0%	12%	3%	0%	3%	5%
Cleveland	Train Crew Starts	22	22	18	23	25	26	22	158
	Crews Delayed +2 Hours	4	9	3	4	3	8	3	34
	% Delayed +2 Hours	18%	41%	17%	17%	12%	31%	14%	22%
Cumberland	Train Crew Starts	34	30	25	27	33	32	37	218
	Crews Delayed +2 Hours	4	2	4	1	0	2	1	14
	% Delayed +2 Hours	12%	7%	16%	4%	0%	6%	3%	6%
Detroit	Train Crew Starts	4	4	5	7	5	5	4	34
	Crews Delayed +2 Hours	0	0	1	1	1	1	1	5
	% Delayed +2 Hours	0%	0%	20%	14%	20%	20%	25%	15%
Philadelphia	Train Crew Starts	9	8	9	10	11	10	11	68
	Crews Delayed +2 Hours	0	0	0	0	0	0	1	1
	% Delayed +2 Hours	0%	0%	0%	0%	0%	0%	9%	1%
Selkirk	Train Crew Starts	45	38	35	41	48	48	48	303
	Crews Delayed +2 Hours	6	10	9	7	10	8	11	61
	% Delayed +2 Hours	13%	26%	26%	17%	21%	17%	23%	20%
Toledo	Train Crew Starts	28	26	29	25	27	32	31	198
	Crews Delayed +2 Hours	7	2	5	3	5	8	2	32
	% Delayed +2 Hours	25%	8%	17%	12%	19%	25%	6%	16%
Willard	Train Crew Starts	41	43	35	43	45	46	42	295
	Crews Delayed +2 Hours	3	4	4	4	5	7	7	34
	% Delayed +2 Hours	7%	9%	11%	9%	11%	15%	17%	12%

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 03/02/02	Sunday 03/03/02	Monday 03/04/02	Tuesday 03/05/02	Wednesday 03/06/02	Thursday 03/07/02	Friday 03/08/02	Weekly Total
Train Delay	Originating Train Starts	101	90	90	102	109	113	113	718
	Delayed Hours - Power	0	0	0	2	4	4	0	10
	Delayed Hours - Crews	15	1	2	0	2	4	4	28

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 03/02/02	Sunday 03/03/02	Monday 03/04/02	Tuesday 03/05/02	Wednesday 03/06/02	Thursday 03/07/02	Friday 03/08/02	Daily Average
Crew Availability		82%	82%	83%	84%	85%	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 03/02/02	Sunday 03/03/02	Monday 03/04/02	Tuesday 03/05/02	Wednesday 03/06/02	Thursday 03/07/02	Friday 03/08/02	Weekly Total
Crews/Recrews	Train Crew Starts	244	200	211	242	262	264	252	1675
	Recrews	1	2	3	5	4	6	2	23
	% Recrewed	0%	1%	1%	2%	2%	2%	1%	1%

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 03/02/02	Sunday 03/03/02	Monday 03/04/02	Tuesday 03/05/02	Wednesday 03/06/02	Thursday 03/07/02	Friday 03/08/02	Daily Average
Locomotives									
Gross Fleet Size		3824	3824	3811	3793	3826	3824	3830	3819
Avg. Number Available		3428	3407	3391	3360	3395	3408	3419	3401
OOS Ratio		4.8	5.1	5.1	5.3	5.1	4.8	4.6	5.0

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

March 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 March 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.
March 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 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

March 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 increased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 87 trains were held for terminal delays, 51 trains were held for crews, and 46 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia, North Yard and Oak Island. 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 36 hours for lack of crews and 3 trains were delayed 7 hours awaiting power. Twelve originating trains were delayed a total of 46 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 black ink, appearing to read "Tony L. Ingram", followed by a horizontal line.



For the week ending 3/8/02

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	3/4/2002	850	48	133	181	144	17.1
	3/5/2002	850	97	208	305	199	17.6
	3/6/2002	850	182	176	358	335	20.4
	3/7/2002	850	155	232	387	312	24.0
	3/8/2002	850	111	195	306	295	12.9
North Yard MI Average		850	119	189	307	257	18.8
Oak Island NJ	3/4/2002	1200	370	287	657	345	22.5
	3/5/2002	1200	351	341	692	331	29.7
	3/6/2002	1200	510	296	806	470	22.6
	3/7/2002	1200	582	404	986	586	28.8
	3/8/2002	1200	546	444	990	558	31.9
Oak Island NJ Average		1200	472	354	826	458	27.5
Pavonia NJ	3/4/2002	900	244	272	516	194	52.0
	3/5/2002	900	331	339	670	496	23.3
	3/6/2002	900	410	274	684	590	19.6
	3/7/2002	900	374	284	658	338	28.4
	3/8/2002	900	433	248	681	433	22.9
Pavonia Average		900	358	283	642	410	25.7



For the week ending 3/8/02

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-Mar	6	67%	33%	0%	0%	0%
	5-Mar	8	50%	50%	0%	0%	0%
	6-Mar	8	75%	25%	0%	0%	0%
	7-Mar	8	100%	0%	0%	0%	0%
	8-Mar	8	75%	13%	13%	0%	0%
Detroit Total		38	74%	24%	3%	0%	0%
North Jersey Total	4-Mar	5	60%	20%	20%	0%	0%
	5-Mar	8	50%	38%	13%	0%	0%
	6-Mar	7	43%	43%	14%	0%	0%
	7-Mar	7	43%	29%	14%	14%	0%
	8-Mar	9	67%	11%	22%	0%	0%
North Jersey Total		36	53%	28%	17%	3%	0%
South Jersey Total	4-Mar	1	100%	0%	0%	0%	0%
	5-Mar	3	33%	67%	0%	0%	0%
	6-Mar	3	100%	0%	0%	0%	0%
	7-Mar	3	100%	0%	0%	0%	0%
	8-Mar	3	100%	0%	0%	0%	0%
South Jersey Total		13	85%	15%	0%	0%	0%
Grand Total		87	67%	24%	8%	1%	0%



For the week ending 3/8/02

Shared Asset Area Trains Held

area	Sat 02-Mar	Sun 03-Mar	Mon 04-Mar	Tue 05-Mar	Wed 06-Mar	Thu 07-Mar	Fri 08-Mar	Grand Total
North Jersey	2	0	2	3	1	3	3	14
South Jersey	1	1	0	0	0	0	1	3
Detroit	1	0	1	0	1	0	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	54	0	0	0	0	54
Total	54	0	0	0	0	54

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

NS Northern Region Train Starts and Delays

	Saturday 2-Mar	Sunday 3-Mar	Monday 4-Mar	Tuesday 5-Mar	Wednesday 6-Mar	Thursday 7-Mar	Friday 8-Mar	Grand Total
# of Train Starts	162	143	147	164	155	174	165	1110
Delay Cause								
Crew Delays (hrs)	10.2	32.0	22.9	10.1	4.2	1.5	9.2	90.0
Power Delays (hrs)	19.3	0.0	0.0	66.7	8.3	56.2	13.8	164.1

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 2-Mar	Sunday 3-Mar	Monday 4-Mar	Tuesday 5-Mar	Wednesday 6-Mar	Thursday 7-Mar	Friday 8-Mar	average
Fleet Size	3213	3177	3160	3183	3153	3198	3161	3178
available	3011	2963	2945	2946	2929	2965	2955	2959
out of service %	6.3%	6.7%	6.8%	7.4%	7.1%	7.3%	6.5%	6.9%

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



NS Crew Starts and Delays

		Saturday 2-Mar	Sunday 3-Mar	Monday 4-Mar	Tuesday 5-Mar	Wednesday 6-Mar	Thursday 7-Mar	Friday 8-Mar	total
Allentown	crew starts	16	14	17	19	19	17	20	122
	crews delayed	1	3	5	4	4	3	3	23
Bellevue	crew starts	40	40	29	43	43	41	41	277
	crews delayed	2	10	5	5	5	6	9	42
Buffalo	crew starts	22	25	26	27	25	29	28	182
	crews delayed	2	4	3	3	2	2	1	17
Chicago	crew starts	32	35	31	35	32	37	34	236
	crews delayed	13	15	16	20	14	18	12	108
Cincinnati	crew starts	34	35	26	33	36	34	35	233
	crews delayed	4	7	5	7	7	6	5	41
Cleveland	crew starts	8	10	8	7	9	9	9	60
	crews delayed	3	6	1	1	2	5	4	22
Conway	crew starts	47	43	41	48	57	54	53	343
	crews delayed	12	4	8	6	7	7	13	57
Detroit	crew starts	18	14	15	19	20	17	19	122
	crews delayed	7	3	5	6	6	3	7	37
Elkhart	crew starts	39	35	35	44	39	37	42	271
	crews delayed	17	19	18	18	19	18	18	127
Harrisburg	crew starts	61	51	44	54	60	61	52	383
	crews delayed	18	16	9	15	10	17	13	98
Toledo	crew starts	56	50	54	58	63	57	61	399
	crews delayed	18	8	15	17	12	12	17	99

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-Mar	Sunday 3-Mar	Monday 4-Mar	Tuesday 5-Mar	Wednesday 6-Mar	Thursday 7-Mar	Friday 8-Mar	average
availability%	75%	74%	76%	79%	79%	77%	77%	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-Mar	Sunday 3-Mar	Monday 4-Mar	Tuesday 5-Mar	Wednesday 6-Mar	Thursday 7-Mar	Friday 8-Mar	total
crew starts	331	294	276	331	346	345	325	2248
recrews	5	6	12	9	6	8	6	52

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