

SURFACE TRANSPORTATION BOARD

Memorandum

205025



DATE: March 21, 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

MAR 22 2002

Part of
Public Record



500 Water Street (J407)
Jacksonville, FL 32202
Phone (904) 366-4134
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T. J. Stephenson
Assistant Vice President -
Service Measurements

March 20, 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 15th. Cars on-line increased from 231,911 to 232,149 cars. Terminal dwell increased from 24.0 to 24.4 hours. Train velocity decreased slightly from 22.9 to 22.7 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 one percentage point to 71%. The percent of trains greater than 6 hours late moved unfavorably fifteen percentage points to 19%.

Yards and Terminals

Seven 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

Of the six measured corridors, one showed an improvement last week and another operated at the same performance level. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 87%. Overall, the on-time-to-two-hours-late category was 77%, down one percentage point from the prior week. The greater-than-six-hours-late category was 14%, up seven percentage points from last week.

Shared Areas

Daily average on hand cars increased at North Yard and Pavonia and decreased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 27.9, up from 24.8 hours for the prior week.

Additional Measurements

Train Delay Metric: For 702 train starts, weekly train delay for power was 1 hour and crew delay totaled 15 hours. Power delay and crew delay hours both decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 16.4% for the week, increasing slightly from 16.2% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 84%, same as last week.

Daily Number of Recrews Required: Of 1674 crew starts, 56 (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 = 3836, Average Available = 3399, and Out-of-Service Ratio = 5.0%, same as the previous week.

Cars Offered in Interchange: averaged 349 cars daily, 16 of which was for the Norfolk Southern. The NS-offered increased, and the total-offered increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 80% for 10 AMTRAK trains (Pittsburgh – Washington) and 95% 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 46 weeks.

Last week CSXT met the goal for 11 of the 18 key first quarter service measurements. Goals were met for personal injuries, cars on line, overall train velocity, merchandise train velocity, slow order miles, relief crews, on-time origination, 30 hour cars, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

MAR -20' 02 (WED) 13:40 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,



B. G. Buschow
Manager
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 03/15/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 03/11/02	Tuesday 03/12/02	Wednesday 03/13/02	Thursday 03/14/02	Friday 03/15/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	332	269	403	352	347
	Cars On Hand - Empty	285	384	482	523	563
	Cars On Hand - Total	617	653	885	875	910
	Cars Handled	372	324	611	547	579
	Dwell Hours	32.5	27.3	23.6	26.8	27.4
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	312	399	386	263	300
	Cars On Hand - Empty	235	368	421	555	388
	Cars On Hand - Total	547	767	807	818	688
	Cars Handled	302	502	518	587	352
	Dwell Hours	44.5	27.8	25.3	22.9	27.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	136	218	213	210	245
	Cars On Hand - Empty	217	209	244	199	145
	Cars On Hand - Total	353	427	457	409	390
	Cars Handled	174	232	296	141	258
	Dwell Hours	25.9	26.3	30.8	22.8	34.7

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

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 27.9 hours, up from 24.8 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 03/11/02	Tuesday 03/12/02	Wednesday 03/13/02	Thursday 03/14/02	Friday 03/15/02
North Jersey SAA	Number of Originations	5	7	7	8	9
	% Ontime	60%	71%	57%	38%	67%
	% Late 0-2 Hours	40%	29%	29%	25%	11%
	% Late 2-4 Hours	0%	0%	0%	25%	22%
	% Late 4-6 Hours	0%	0%	14%	13%	0%
South Jersey SAA	% Late GT 6 Hours	0%	0%	0%	0%	0%
	Number of Originations	1	2	3	3	3
	% Ontime	100%	100%	67%	100%	100%
	% Late 0-2 Hours	0%	0%	33%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
Detroit SAA	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
	Number of Originations	7	8	8	8	8
	% Ontime	71%	63%	75%	38%	63%
	% Late 0-2 Hours	29%	25%	25%	38%	13%
	% Late 2-4 Hours	0%	0%	0%	13%	25%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	13%	0%	13%	0%

CSX Comments: Total road train delays were 20 trains. Crew delays were 6 trains for 14 hours;
2 trains were delayed 9 hours for power; originating trains 18 for 79 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 03/11/02	Tuesday 03/12/02	Wednesday 03/13/02	Thursday 03/14/02	Friday 03/15/02	Daily Average
Cars Offered	NS	25	6	18	22	9	16
	All Other	418	330	388	219	308	333
	Total	443	336	406	241	317	349

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 03/11/02	Tuesday 03/12/02	Wednesday 03/13/02	Thursday 03/14/02	Friday 03/15/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	100%	100%	100%	80%
MARC	Trains	20	20	20	20	20	100
	% On Time	90%	100%	100%	85%	100%	95%

AMTK measured according to contract with CSX1.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 03/09/02	Sunday 03/10/02	Monday 03/11/02	Tuesday 03/12/02	Wednesday 03/13/02	Thursday 03/14/02	Friday 03/15/02	Weekly Total
Baltimore	Train Crew Starts	14	14	14	15	17	15	17	106
	Crews Delayed +2 Hours	3	5	4	1	6	2	7	28
	% Delayed +2 Hours	21%	36%	29%	7%	35%	13%	41%	26%
Buffalo	Train Crew Starts	39	26	39	50	44	43	53	294
	Crews Delayed +2 Hours	6	11	8	4	3	5	3	40
	% Delayed +2 Hours	15%	42%	21%	8%	7%	12%	6%	14%
Chicago	Train Crew Starts	27	28	24	26	27	29	23	184
	Crews Delayed +2 Hours	9	8	10	7	8	11	6	59
	% Delayed +2 Hours	33%	29%	42%	27%	30%	38%	26%	32%
Cincinnati	Train Crew Starts	30	32	33	31	36	32	33	227
	Crews Delayed +2 Hours	1	2	1	0	0	0	2	6
	% Delayed +2 Hours	3%	6%	3%	0%	0%	0%	6%	3%
Cleveland	Train Crew Starts	19	14	29	20	24	24	30	160
	Crews Delayed +2 Hours	5	6	5	1	7	8	9	41
	% Delayed +2 Hours	26%	43%	17%	5%	29%	33%	30%	26%
Cumberland	Train Crew Starts	32	30	30	34	34	35	29	224
	Crews Delayed +2 Hours	1	0	1	1	2	4	2	11
	% Delayed +2 Hours	3%	0%	3%	3%	6%	11%	7%	5%
Detroit	Train Crew Starts	6	4	5	4	7	4	6	36
	Crews Delayed +2 Hours	1	1	1	1	2	1	1	8
	% Delayed +2 Hours	17%	25%	20%	25%	29%	25%	17%	22%
Philadelphia	Train Crew Starts	9	8	11	11	11	8	9	67
	Crews Delayed +2 Hours	0	0	1	0	0	1	0	2
	% Delayed +2 Hours	0%	0%	9%	0%	0%	13%	0%	3%
Salt Lake	Train Crew Starts	44	33	43	41	47	49	50	307
	Crews Delayed +2 Hours	9	9	6	8	10	10	8	60
	% Delayed +2 Hours	20%	27%	14%	20%	21%	20%	16%	20%
Toledo	Train Crew Starts	31	26	29	26	31	28	33	204
	Crews Delayed +2 Hours	9	4	3	3	3	1	6	29
	% Delayed +2 Hours	29%	15%	10%	12%	10%	4%	18%	14%
Willard	Train Crew Starts	42	43	40	39	45	46	44	299
	Crews Delayed +2 Hours	11	7	6	8	2	6	7	47
	% Delayed +2 Hours	26%	16%	15%	21%	4%	13%	16%	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 03/09/02	Sunday 03/10/02	Monday 03/11/02	Tuesday 03/12/02	Wednesday 03/13/02	Thursday 03/14/02	Friday 03/15/02	Weekly Total
Train Delay	Originating Train Starts	81	80	113	101	106	109	112	702
	Delayed Hours - Power	0	0	0	0	1	0	0	1
	Delayed Hours - Crews	5	1	1	3	0	0	5	15

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 03/09/02	Sunday 03/10/02	Monday 03/11/02	Tuesday 03/12/02	Wednesday 03/13/02	Thursday 03/14/02	Friday 03/15/02	Daily Average
Crew Availability		84%	85%	84%	84%	85%	85%	83%	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 03/09/02	Sunday 03/10/02	Monday 03/11/02	Tuesday 03/12/02	Wednesday 03/13/02	Thursday 03/14/02	Friday 03/15/02	Weekly Total
Crews/Recrews	Train Crew Starts	219	201	248	240	250	255	261	1674
	Recrews	1	25	8	2	2	14	4	56
	% Recrewed	0%	12%	3%	1%	1%	5%	2%	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 03/09/02	Sunday 03/10/02	Monday 03/11/02	Tuesday 03/12/02	Wednesday 03/13/02	Thursday 03/14/02	Friday 03/15/02	Daily Average
Locomotives	Gross Fleet Size	3794	3809	3845	3853	3854	3842	3855	3836
	Avg. Number Available	3403	3394	3403	3396	3396	3404	3398	3399
	OOS Ratio	4.9	4.6	4.9	5.2	5.0	5.1	5.2	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 03/09/02	Sunday 03/10/02	Monday 03/11/02	Tuesday 03/12/02	Wednesday 03/13/02	Thursday 03/14/02	Friday 03/15/02	Daily Average
Train Delay	Philadelphia/South Jersey	1	0	2	0	1	1	0	1
	North Jersey	3	1	2	5	1	3	4	3
	Detroit	0	0	2	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.



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Law Department
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Norfolk, Virginia 23510-9242

George A. Aspatore
General Solicitor

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March 20, 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 15, 2002, enclosed are schedules reporting Train Origination Performance, Yard Performance, and Trains Held in the Shared Assets Areas. Also enclosed is a schedule showing a daily snapshot of NS Cars Offered in Interchange but not Accepted, and our Locomotive Fleet Statistics. This schedule also includes NS Northern Region Train Starts and Delays that are not limited to a snapshot period.

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

Additionally, this transmittal includes confidential reports containing performance statistics for NS's Chicago Gateway Interchange Operations, Corridor Train Performance and Yard Performance. In an effort to provide you with more detailed information regarding delays, I have included two schedules supporting NS's Chicago Gateway and Corridor Train Performance reports, which identify the number and total time for delays due to crew, power, or other issues. I also have supplied the Public Reporting Measures that we provide to the Conrail Transaction Council and the AAR.

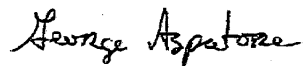
Mr. Melvin F. Clemens, Jr.

March 20, 2002

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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
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FAX: 757 629-2344

March 20, 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 decreased. On the monitored corridors and Chicago gateway operations, 61 trains were held for terminal delays, 49 trains were held for crews, and 33 trains were held for power.

With respect to our customer service hotline in Buffalo, NS did not receive any calls over the two-week period.

In the Shared Assets Areas, daily average on-hand car volume increased at North Yard and Pavonia and decreased at Oak Island. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power decreased from the prior week. Six trains were delayed 14 hours for lack of crews and two trains were delayed 9 hours awaiting power. Eighteen originating trains were delayed a total of 79 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 42% of the delay hours reported in the SAAs.

Sincerely,

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



For the week ending 3/15/02

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	3/11/2002	850	217	136	353	174	25.9
	3/12/2002	850	209	218	427	232	26.3
	3/13/2002	850	244	213	457	296	30.8
	3/14/2002	850	199	210	409	141	22.8
	3/15/2002	850	145	245	390	258	34.7
North Yard MI Average		850	203	204	407	220	29.0
Oak Island NJ	3/11/2002	1200	285	332	617	372	32.5
	3/12/2002	1200	384	269	653	324	27.3
	3/13/2002	1200	482	403	885	611	23.6
	3/14/2002	1200	523	352	875	547	26.8
	3/15/2002	1200	563	347	910	579	27.4
Oak Island NJ Average		1200	447	341	788	487	27.1
Pavonia NJ	3/11/2002	900	235	312	547	302	44.5
	3/12/2002	900	368	399	767	502	27.8
	3/13/2002	900	421	386	807	518	25.3
	3/14/2002	900	555	263	818	587	22.9
	3/15/2002	900	388	300	688	352	27.9
Pavonia Average		900	393	332	725	452	28.2



For the week ending 3/15/02

Shared Asset Train Origination Performance

location	date	Trains	On time	0-2 hours late	2-4 hours late	4-8 hours late	6+ hours late
Detroit Total	11-Mar	7	71%	29%	0%	0%	0%
	12-Mar	8	63%	25%	0%	0%	13%
	13-Mar	8	75%	25%	0%	0%	0%
	14-Mar	8	38%	38%	13%	0%	13%
	15-Mar	8	63%	13%	25%	0%	0%
Detroit Total		39	62%	26%	8%	0%	5%
North Jersey Total	11-Mar	5	60%	40%	0%	0%	0%
	12-Mar	7	71%	29%	0%	0%	0%
	13-Mar	7	57%	29%	0%	14%	0%
	14-Mar	8	38%	25%	25%	13%	0%
	15-Mar	9	67%	11%	22%	0%	0%
North Jersey Total		36	58%	25%	11%	6%	0%
South Jersey Total	11-Mar	1	100%	0%	0%	0%	0%
	12-Mar	2	100%	0%	0%	0%	0%
	13-Mar	3	67%	33%	0%	0%	0%
	14-Mar	3	100%	0%	0%	0%	0%
	15-Mar	3	100%	0%	0%	0%	0%
South Jersey Total		12	92%	8%	0%	0%	0%
Grand Total		87	64%	23%	8%	2%	2%



For the week ending 3/15/02

Shared Asset Area Trains Held

area	Sat 09-Mar	Sun 10-Mar	Mon 11-Mar	Tue 12-Mar	Wed 13-Mar	Thu 14-Mar	Fri 15-Mar	Grand Total
North Jersey	3	1	2	5	1	3	4	19
South Jersey	1	0	2	0	1	1	0	5
Detroit	0	0	2	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	0	0	0	0	0	0
Total	0	0	0	0	0	0

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

NS Northern Region Train Starts and Delays

	Saturday 9-Mar	Sunday 10-Mar	Monday 11-Mar	Tuesday 12-Mar	Wednesday 13-Mar	Thursday 14-Mar	Friday 15-Mar	Grand Total
# of Train Starts	152	133	144	170	159	164	167	1089
Delay Cause								
Crew Delays (hrs)	6.0	4.8	16.6	9.0	4.1	7.6	5.1	53.1
Power Delays (hrs)	40.5	5.5	3.4	41.9	36.5	65.0	17.8	210.5

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 9-Mar	Sunday 10-Mar	Monday 11-Mar	Tuesday 12-Mar	Wednesday 13-Mar	Thursday 14-Mar	Friday 15-Mar	average
Fleet Size	3182	3179	3201	3141	3163	3153	3169	3170
available	2978	2985	2981	2917	2928	2922	2945	2951
out of service %	6.4%	6.1%	6.9%	7.1%	7.4%	7.3%	7.1%	6.9%

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



NS Crew Starts and Delays

		Saturday 9-Mar	Sunday 10-Mar	Monday 11-Mar	Tuesday 12-Mar	Wednesday 13-Mar	Thursday 14-Mar	Friday 15-Mar	total
Allentown	crew starts	13	14	16	17	16	16	18	110
	crews delayed	4	5	6	3	1	6	4	29
Bellevue	crew starts	39	46	40	46	46	41	49	307
	crews delayed	10	19	6	9	7	8	17	76
Buffalo	crew starts	22	23	25	26	27	27	29	179
	crews delayed	5	7	4	7	5	5	6	39
Chicago	crew starts	31	35	32	37	32	32	32	231
	crews delayed	11	12	12	16	12	13	11	87
Cincinnati	crew starts	37	33	23	36	28	34	37	228
	crews delayed	7	7	3	6	3	6	5	37
Cleveland	crew starts	11	11	10	6	10	7	12	67
	crews delayed	6	4	3	1	4	3	4	25
Conway	crew starts	56	40	41	45	51	52	49	334
	crews delayed	11	9	11	10	12	5	11	69
Detroit	crew starts	19	9	20	18	16	19	21	122
	crews delayed	5	3	6	5	3	5	4	31
Elkhart	crew starts	37	40	39	37	39	39	36	267
	crews delayed	21	21	20	19	15	19	18	133
Harrisburg	crew starts	46	46	37	47	62	59	53	350
	crews delayed	12	14	13	18	17	20	20	114
Toledo	crew starts	60	56	54	55	63	58	62	408
	crews delayed	18	19	26	17	12	16	20	128

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 9-Mar	Sunday 10-Mar	Monday 11-Mar	Tuesday 12-Mar	Wednesday 13-Mar	Thursday 14-Mar	Friday 15-Mar	average
availability%	75%	76%	77%	80%	79%	79%	78%	78%

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

NS Northern Region Crew Starts and Recrews

	Saturday 9-Mar	Sunday 10-Mar	Monday 11-Mar	Tuesday 12-Mar	Wednesday 13-Mar	Thursday 14-Mar	Friday 15-Mar	total
crew starts	321	305	279	311	332	326	339	2213
recrews	8	17	11	13	14	9	10	82

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