

SURFACE TRANSPORTATION BOARD

Memorandum



DATE: March 28, 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

APR 02 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 27, 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 22nd. Cars on-line increased from 232,149 to 232,999 cars. Terminal dwell improved from 24.4 to 24.0 hours, and train velocity improved from 22.7 to 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 favorably seven percentage points to 78%. The percent of trains greater than 6 hours late moved favorably three percentage points to 16%.

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, four showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the East St. Louis to Northeast corridor with 94%. Overall, the on-time-to-two-hours-late category was 84%, up seven percentage points from the prior week. The greater-than-six-hours-late category was 5%, down nine percentage points from last week.

RECEIVED
SURFACE TRANSPORTATION
BOARD
2002 MAR 27 P 2:47
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars decreased at North Yard and Pavonia, and increased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.8, down from 27.9 hours for the prior week.

Additional Measurements

Train Delay Metric: For 726 train starts, the total weekly train delay for power was 2 hours, and crew delay totaled 12 hours. Power delay increased, and crew delay decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 15.8% for the week, improving slightly from 16.4% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 83%, down one percentage point from the prior week.

Daily Number of Recrews Required: Of 1686 crew starts, 38 (2%) were recrews, improving one percentage point from 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 one for Detroit.

Locomotives: Gross Locomotives = 3863, Average Available = 3418, and Out-of-Service Ratio = 5.1%, up slightly from the previous week.

Cars Offered in Interchange: averaged 301 cars daily, 14 of which was for the Norfolk Southern. The NS-offered and the total-offered both decreased from the prior week.

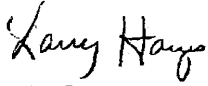
On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh - Washington) and 99% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 47 weeks.

Last week CSXT met the goal for 10 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, crews on duty more than 12 hours, on-time origination, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

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 "Larry Hayes".

L. L. Hayes

Director

CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 03/22/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 03/18/02	Tuesday 03/19/02	Wednesday 03/20/02	Thursday 03/21/02	Friday 03/22/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	331	346	392	312	439
	Cars On Hand - Empty	400	369	415	480	468
	Cars On Hand - Total	731	715	807	792	907
	Cars Handled	408	397	562	550	569
	Dwell Hours	27.2	26.8	24.8	26.3	21.5
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	345	281	270	292	278
	Cars On Hand - Empty	357	426	335	418	415
	Cars On Hand - Total	702	707	605	710	693
	Cars Handled	201	429	308	420	444
	Dwell Hours	46.3	29.3	26.6	29.7	22.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	176	176	247	198	187
	Cars On Hand - Empty	237	219	199	130	97
	Cars On Hand - Total	413	395	446	328	284
	Cars Handled	250	263	298	282	254
	Dwell Hours	32.4	23.3	30.0	23.4	24.2

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

Overall terminal dwell time was 26.8 hours, down from 27.9 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 03/18/02	Tuesday 03/19/02	Wednesday 03/20/02	Thursday 03/21/02	Friday 03/22/02
North Jersey SAA	Number of Originations	7	7	8	8	8
	% Ontime	100%	86%	75%	75%	75%
	% Late 0-2 Hours	0%	0%	25%	13%	25%
	% Late 2-4 Hours	0%	0%	0%	13%	0%
	% Late 4-6 Hours	0%	14%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	100%	100%	67%	100%
	% Late 0-2 Hours	0%	0%	0%	33%	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	7	7	7	7
	% Ontime	57%	100%	86%	86%	43%
	% Late 0-2 Hours	43%	0%	14%	14%	43%
	% Late 2-4 Hours	0%	0%	0%	0%	14%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 24 trains. Crew delays were 7 trains for 17 hours; no trains were delayed for power; originating trains 17 for 47 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 03/18/02	Tuesday 03/19/02	Wednesday 03/20/02	Thursday 03/21/02	Friday 03/22/02	Daily Average
Cars Offered	NS	2	6	22	2	36	14
	All Other	394	393	235	162	254	288
	Total	396	399	257	164	290	301

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 03/18/02	Tuesday 03/19/02	Wednesday 03/20/02	Thursday 03/21/02	Friday 03/22/02	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%	100%	100%	95%	100%	99%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 03/16/02	Sunday 03/17/02	Monday 03/18/02	Tuesday 03/19/02	Wednesday 03/20/02	Thursday 03/21/02	Friday 03/22/02	Weekly Total
Baltimore	Train Crew Starts	18	11	16	15	12	16	15	103
	Crews Delayed +2 Hours	3	1	5	4	4	9	2	28
	% Delayed +2 Hours	17%	9%	31%	27%	33%	56%	13%	27%
Buffalo	Train Crew Starts	47	39	30	46	48	42	45	297
	Crews Delayed +2 Hours	2	6	1	3	7	12	7	38
	% Delayed +2 Hours	4%	15%	3%	7%	15%	29%	16%	13%
Chicago	Train Crew Starts	29	30	27	26	29	29	29	199
	Crews Delayed +2 Hours	7	10	9	6	8	6	10	56
	% Delayed +2 Hours	24%	33%	33%	23%	28%	21%	34%	28%
Cincinnati	Train Crew Starts	37	34	36	33	39	31	35	245
	Crews Delayed +2 Hours	1	2	1	1	3	0	3	11
	% Delayed +2 Hours	3%	6%	3%	3%	8%	0%	9%	4%
Cleveland	Train Crew Starts	25	21	22	27	25	26	19	165
	Crews Delayed +2 Hours	6	3	4	6	7	2	5	33
	% Delayed +2 Hours	24%	14%	18%	22%	28%	8%	26%	20%
Cumberland	Train Crew Starts	33	31	28	31	33	33	30	219
	Crews Delayed +2 Hours	7	4	7	2	3	1	5	29
	% Delayed +2 Hours	21%	13%	25%	6%	9%	3%	17%	13%
Detroit	Train Crew Starts	5	4	4	6	5	5	6	35
	Crews Delayed +2 Hours	1	1	0	1	0	0	0	3
	% Delayed +2 Hours	20%	25%	0%	17%	0%	0%	0%	9%
Philadelphia	Train Crew Starts	10	9	8	9	9	8	9	62
	Crews Delayed +2 Hours	1	1	0	0	0	2	2	6
	% Delayed +2 Hours	10%	11%	0%	0%	0%	25%	22%	10%
Selkirk	Train Crew Starts	42	41	28	43	44	45	51	294
	Crews Delayed +2 Hours	5	7	10	10	8	8	10	58
	% Delayed +2 Hours	12%	17%	36%	23%	18%	18%	20%	20%
Toledo	Train Crew Starts	33	30	28	31	28	30	33	213
	Crews Delayed +2 Hours	8	1	4	3	2	3	5	26
	% Delayed +2 Hours	24%	3%	14%	10%	7%	10%	15%	12%
Willard	Train Crew Starts	46	44	37	42	41	43	37	290
	Crews Delayed +2 Hours	5	6	2	3	2	4	9	31
	% Delayed +2 Hours	11%	14%	5%	7%	5%	9%	24%	11%
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 03/16/02	Sunday 03/17/02	Monday 03/18/02	Tuesday 03/19/02	Wednesday 03/20/02	Thursday 03/21/02	Friday 03/22/02	Weekly Total
Train Delay	Originating Train Starts	107	101	93	104	101	112	108	726
	Delayed Hours - Power	0	0	0	0	0	0	2	2
	Delayed Hours - Crews	0	3	0	5	0	4	0	12

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 03/16/02	Sunday 03/17/02	Monday 03/18/02	Tuesday 03/19/02	Wednesday 03/20/02	Thursday 03/21/02	Friday 03/22/02	Daily Average
Crew Availability		82%	82%	82%	84%	83%	84%	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 Recrecrews Required

Measure	Crew/Recrews	Saturday 03/16/02	Sunday 03/17/02	Monday 03/18/02	Tuesday 03/19/02	Wednesday 03/20/02	Thursday 03/21/02	Friday 03/22/02	Weekly Total
Crews/Recrews	Train Crew Starts	241	221	199	254	252	259	260	1686
	Recrews	3	3	5	5	4	5	13	38
	% Recrewed	1%	1%	3%	2%	2%	2%	5%	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 03/16/02	Sunday 03/17/02	Monday 03/18/02	Tuesday 03/19/02	Wednesday 03/20/02	Thursday 03/21/02	Friday 03/22/02	Daily Average
Locomotives	Gross Fleet Size	3865	3895	3885	3853	3849	3852	3845	3863
	Avg. Number Available	3433	3400	3407	3389	3414	3433	3449	3418
	OOS Ratio	5.5	5.6	5.5	5.3	4.9	4.7	4.5	5.1

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 03/16/02	Sunday 03/17/02	Monday 03/18/02	Tuesday 03/19/02	Wednesday 03/20/02	Thursday 03/21/02	Friday 03/22/02	Daily Average
Train Delay	Philadelphia/South Jersey	2	0	1	0	1	0	0	1
	North Jersey	5	2	2	1	1	1	3	2
	Detroit	0	0	1	1	2	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. 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 27, 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 22, 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 27, 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 /spB
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

March 27, 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. A portion of the decrease in the cars on line figure is due to an enhancement in the ITMS cars on line calculation which removed over 2,000 Triple Crown highway wheel sets from the ITMS count.

On the monitored corridors and Chicago gateway operations, 78 trains were held for terminal delays, 34 trains were held for crews, and 41 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia and North Yard and increased at 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 decreased from last week. Seven trains were delayed 17 hours for lack of crews and no trains were delayed awaiting power. Seventeen originating trains were delayed a total of 47 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 black ink, appearing to read 'Tony L. Ingram' with a horizontal line extending to the right.



For the week ending 3/22/02

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	3/18/2002	850	237	176	413	250	32.4
	3/19/2002	850	219	176	395	263	23.3
	3/20/2002	850	199	247	446	298	30.0
	3/21/2002	850	130	198	328	282	23.4
	3/22/2002	850	97	187	284	254	24.2
North Yard MI Average		850	176	197	373	269	26.7
Oak Island NJ	3/18/2002	1200	400	331	731	408	27.2
	3/19/2002	1200	369	346	715	397	26.8
	3/20/2002	1200	415	392	807	562	24.8
	3/21/2002	1200	480	312	792	550	26.3
	3/22/2002	1200	468	439	907	569	21.5
Oak Island NJ Average		1200	426	364	790	497	25.1
Pavonia NJ	3/18/2002	900	357	345	702	201	46.3
	3/19/2002	900	426	281	707	429	29.3
	3/20/2002	900	335	270	605	308	26.6
	3/21/2002	900	418	292	710	420	29.7
	3/22/2002	900	415	278	693	444	22.4
Pavonia Average		900	390	293	683	360	29.1



For the week ending 3/22/02

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	18-Mar	7	57%	43%	0%	0%	0%
	19-Mar	7	100%	0%	0%	0%	0%
	20-Mar	7	86%	14%	0%	0%	0%
	21-Mar	7	86%	14%	0%	0%	0%
	22-Mar	7	43%	43%	14%	0%	0%
Detroit Total		35	74%	23%	3%	0%	0%
North Jersey Total	18-Mar	7	100%	0%	0%	0%	0%
	19-Mar	7	86%	0%	0%	14%	0%
	20-Mar	8	75%	25%	0%	0%	0%
	21-Mar	8	75%	13%	13%	0%	0%
	22-Mar	8	75%	25%	0%	0%	0%
North Jersey Total		38	82%	13%	3%	3%	0%
South Jersey Total	18-Mar	1	100%	0%	0%	0%	0%
	19-Mar	3	100%	0%	0%	0%	0%
	20-Mar	3	100%	0%	0%	0%	0%
	21-Mar	3	67%	33%	0%	0%	0%
	22-Mar	3	100%	0%	0%	0%	0%
South Jersey Total		13	92%	8%	0%	0%	0%
Grand Total		86	80%	16%	2%	1%	0%



For the week ending 3/22/02

Shared Asset Area Trains Held

area	Sat 16-Mar	Sun 17-Mar	Mon 18-Mar	Tue 19-Mar	Wed 20-Mar	Thu 21-Mar	Fri 22-Mar	Grand Total
North Jersey	5	2	2	1	1	1	3	15
South Jersey	2	0	1	0	1	0	1	5
Detroit	0	0	1	1	2	0	0	4

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 16-Mar	Sunday 17-Mar	Monday 18-Mar	Tuesday 19-Mar	Wednesday 20-Mar	Thursday 21-Mar	Friday 22-Mar	Grand Total
# of Train Starts	162	139	147	165	161	165	163	1102
Delay Cause								
Crew Delays (hrs)	9.7	8.3	6.8	2.3	8.9	2.7	1.6	40.1
Power Delays (hrs)	1.0	15.0	10.7	22.6	6.8	21.5	50.5	128.1

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 16-Mar	Sunday 17-Mar	Monday 18-Mar	Tuesday 19-Mar	Wednesday 20-Mar	Thursday 21-Mar	Friday 22-Mar	average
Fleet Size								
available	3184	3142	3170	3117	3082	3116	3109	3131
out of service %	2977	2945	2971	2927	2886	2942	2928	2939
	6.5%	6.3%	6.3%	6.1%	6.4%	5.6%	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 16-Mar	Sunday 17-Mar	Monday 18-Mar	Tuesday 19-Mar	Wednesday 20-Mar	Thursday 21-Mar	Friday 22-Mar	total
Allentown	crew starts	11	11	19	14	20	17	17	109
	crews delayed	4	2	4	3	3	3	4	23
Bellevue	crew starts	37	37	33	46	40	44	45	282
	crews delayed	4	7	5	7	3	7	16	49
Buffalo	crew starts	24	24	25	25	29	29	25	181
	crews delayed	3	4	1	2	4	2	4	20
Chicago	crew starts	35	33	31	31	31	34	31	226
	crews delayed	16	15	12	14	11	11	10	89
Cincinnati	crew starts	30	36	27	33	35	35	39	235
	crews delayed	8	6	3	6	5	2	3	33
Cleveland	crew starts	6	11	10	8	8	9	5	57
	crews delayed	3	4	4	4	5	4	2	26
Conway	crew starts	55	45	39	49	51	51	45	335
	crews delayed	9	11	5	11	9	9	11	65
Detroit	crew starts	15	13	18	24	18	17	17	122
	crews delayed	3	5	3	4	3	8	6	32
Elkhart	crew starts	43	39	32	39	33	35	42	263
	crews delayed	12	16	16	18	16	12	15	105
Harrisburg	crew starts	59	43	45	55	55	62	62	381
	crews delayed	21	17	13	14	25	21	25	136
Toledo	crew starts	57	59	43	56	64	59	56	394
	crews delayed	15	16	9	7	17	14	16	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 16-Mar	Sunday 17-Mar	Monday 18-Mar	Tuesday 19-Mar	Wednesday 20-Mar	Thursday 21-Mar	Friday 22-Mar	average
availability%	77%	75%	78%	80%	80%	80%	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 16-Mar	Sunday 17-Mar	Monday 18-Mar	Tuesday 19-Mar	Wednesday 20-Mar	Thursday 21-Mar	Friday 22-Mar	total
crew starts	333	301	280	310	336	340	318	2218
recrews	11	7	5	7	8	14	11	63

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