

SURFACE TRANSPORTATION BOARD

Memorandum



205123

DATE: April 4, 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

April 3, 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
2002 APR -3 P 3:56
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, March 29th. Cars on-line increased from 232,999 to 233,879 cars. Terminal dwell increased from 24.0 to 24.3 hours, and train velocity decreased from 22.9 to 22.4 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 seven percentage points to 71%. The percent of trains greater than 6 hours late moved favorably six percentage points to 10%.

Yards and Terminals

Six 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 and the Chicago to Northeast corridors with 93%. Overall, the on-time-to-two-hours-late category was 86%, up two percentage points from the prior week. The greater-than-six-hours-late category was 4%, down one percentage point from 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 26.9, up slightly from 26.8 hours for the prior week.

Additional Measurements

Train Delay Metric: For 722 train starts, the total weekly train delay for power was zero hours, and crew delay totaled 4 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 17.6% for the week, increasing from 15.8% the prior week.

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

Daily Number of Recrews Required: Of 1721 crew starts, 46 (3%) were recrews, up 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 = 3869, Average Available = 3504, and Out-of-Service Ratio = 5.0%, improved slightly from the previous week.

Cars Offered in Interchange: averaged 269 cars daily, 14 of which were for the Norfolk Southern. The total-offered decreased from the prior week, and the NS-offered remained the same.

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 97% for 92 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 48 weeks.

Last week CSXT met the goal for 8 of the 18 key first quarter service measurements. Goals were met for personal injuries, overall train velocity, merchandise train velocity, slow order miles, crews on duty more than 12 hours, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

APR. -03' 02 (WED) 15:11 SAFETY DEPT.

TEL: 904 359 3175

P. 003

The overall performance of the rail network remains at a 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:

03/29/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 03/25/02	Tuesday 03/26/02	Wednesday 03/27/02	Thursday 03/28/02	Friday 03/29/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	247	320	372	406	300
	Cars On Hand - Empty	261	268	461	510	495
	Cars On Hand - Total	508	588	833	916	795
	Cars Handled	313	362	504	634	526
	Dwell Hours	29.7	26.8	24.0	23.5	27.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	274	246	289	264	257
	Cars On Hand - Empty	262	271	406	444	330
	Cars On Hand - Total	536	517	695	708	587
	Cars Handled	192	357	369	451	184
	Dwell Hours	47.6	24.2	27.8	27.7	24.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	121	171	192	148	241
	Cars On Hand - Empty	169	204	130	93	114
	Cars On Hand - Total	290	375	322	241	355
	Cars Handled	159	282	324	249	103
	Dwell Hours	25.7	31.2	28.9	20.8	20.7

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 26.9 hours, up from 26.8 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 03/25/02	Tuesday 03/26/02	Wednesday 03/27/02	Thursday 03/28/02	Friday 03/29/02
North Jersey SAA	Number of Originations	4	2	8	8	3
	% Ontime	75%	100%	63%	63%	67%
	% Late 0-2 Hours	25%	0%	13%	0%	33%
	% Late 2-4 Hours	0%	0%	25%	25%	0%
	% Late 4-6 Hours	0%	0%	0%	13%	0%
South Jersey SAA	Number of Originations	1	0	3	3	3
	% Ontime	100%	0%	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	3	5	8	8	5
	% Ontime	100%	40%	88%	75%	80%
	% Late 0-2 Hours	0%	60%	13%	25%	20%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 19 trains. Crew delays were 4 trains for 4 hours; power delays were 4 trains for 3 hours; originating trains 11 for 31 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 03/25/02	Tuesday 03/26/02	Wednesday 03/27/02	Thursday 03/28/02	Friday 03/29/02	Daily Average
Cars Offered	NS	2	8	25	27	6	14
	All Other	331	219	327	303	96	255
	Total	333	227	352	330	102	269

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 03/25/02	Tuesday 03/26/02	Wednesday 03/27/02	Thursday 03/28/02	Friday 03/29/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	50%	50%	100%	70%
MARC	Trains	18	18	18	18	20	92
	% On Time	94%	100%	100%	94%	95%	97%

AMTK measured according to contract with CSX I.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 03/23/02	Sunday 03/24/02	Monday 03/25/02	Tuesday 03/26/02	Wednesday 03/27/02	Thursday 03/28/02	Friday 03/29/02	Weekly Total
Baltimore	Train Crew Starts	18	14	15	16	13	17	17	110
	Crews Delayed +2 Hours	4	7	8	4	4	5	4	36
	% Delayed +2 Hours	22%	50%	53%	25%	31%	29%	24%	33%
Buffalo	Train Crew Starts	49	42	33	42	52	48	53	319
	Crews Delayed +2 Hours	7	7	7	2	9	4	7	43
	% Delayed +2 Hours	14%	17%	21%	5%	17%	8%	13%	13%
Chicago	Train Crew Starts	25	28	23	30	25	28	29	188
	Crews Delayed +2 Hours	8	5	7	14	4	11	8	57
	% Delayed +2 Hours	32%	18%	30%	47%	16%	39%	28%	30%
Cincinnati	Train Crew Starts	40	32	35	34	34	32	36	243
	Crews Delayed +2 Hours	0	1	5	2	1	1	2	12
	% Delayed +2 Hours	0%	3%	14%	6%	3%	3%	6%	5%
Cleveland	Train Crew Starts	29	26	21	21	20	26	27	170
	Crews Delayed +2 Hours	10	7	3	3	6	6	9	44
	% Delayed +2 Hours	34%	27%	14%	14%	30%	23%	33%	26%
Cumberland	Train Crew Starts	36	31	29	30	33	34	34	227
	Crews Delayed +2 Hours	2	0	0	0	0	1	2	5
	% Delayed +2 Hours	6%	0%	0%	0%	0%	3%	6%	2%
Detroit	Train Crew Starts	6	4	5	5	6	5	4	35
	Crews Delayed +2 Hours	1	0	0	0	0	0	0	1
	% Delayed +2 Hours	17%	0%	0%	0%	0%	0%	0%	3%
Philadelphia	Train Crew Starts	8	9	10	9	10	10	8	64
	Crews Delayed +2 Hours	1	0	0	0	0	1	0	2
	% Delayed +2 Hours	13%	0%	0%	0%	0%	10%	0%	3%
Selkirk	Train Crew Starts	44	39	35	44	48	44	49	303
	Crews Delayed +2 Hours	11	10	13	12	8	6	4	64
	% Delayed +2 Hours	25%	26%	37%	27%	17%	14%	8%	21%
Toledo	Train Crew Starts	31	31	28	19	27	30	31	197
	Crews Delayed +2 Hours	3	4	8	5	6	7	3	36
	% Delayed +2 Hours	10%	13%	29%	26%	22%	23%	10%	18%
Willard	Train Crew Starts	49	45	37	35	44	47	43	300
	Crews Delayed +2 Hours	6	0	12	7	11	6	8	50
	% Delayed +2 Hours	12%	0%	32%	20%	25%	13%	19%	17%

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 03/23/02	Sunday 03/24/02	Monday 03/25/02	Tuesday 03/26/02	Wednesday 03/27/02	Thursday 03/28/02	Friday 03/29/02	Weekly Total
Train Delay									
Originating Train Starts	101	101	101	92	87	115	109	117	722
Delayed Hours - Power	0	0	0	0	0	0	0	0	0
Delayed Hours - Crews	2	2	2	0	0	0	0	0	4

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 03/23/02	Sunday 03/24/02	Monday 03/25/02	Tuesday 03/26/02	Wednesday 03/27/02	Thursday 03/28/02	Friday 03/29/02	Daily Average
Crew Availability	84%	84%	83%	84%	84%	84%	84%	86%	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 03/23/02	Sunday 03/24/02	Monday 03/25/02	Tuesday 03/26/02	Wednesday 03/27/02	Thursday 03/28/02	Friday 03/29/02	Weekly Total
Crews/Recrews									
Train Crew Starts	266	266	214	194	239	268	268	272	1721
Recrews	7	7	4	2	12	6	8	7	46
% Recrewed	3%	3%	2%	1%	5%	2%	3%	3%	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 03/23/02	Sunday 03/24/02	Monday 03/25/02	Tuesday 03/26/02	Wednesday 03/27/02	Thursday 03/28/02	Friday 03/29/02	Daily Average
Locomotives	Gross Fleet Size	3856	3845	3853	3873	3874	3890	3895	3869
	Avg. Number Available	3437	3450	3508	3502	3539	3542	3548	3504
	OOS Ratio	5.1	5.4	5.4	4.8	5.0	4.7	4.8	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 03/23/02	Sunday 03/24/02	Monday 03/25/02	Tuesday 03/26/02	Wednesday 03/27/02	Thursday 03/28/02	Friday 03/29/02	Daily Average
Train Delay	Philadelphia/South Jersey	1	0	1	0	0	0	1	0
	North Jersey	4	3	2	1	1	1	1	2
	Detroit	0	0	1	1	1	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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April 3, 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 29, 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.

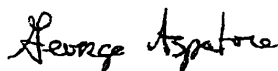
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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.
April 3, 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,

A handwritten signature in cursive script that reads "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

April 3, 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 remained constant, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 64 trains were held for terminal delays, 39 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 decreased at North Yard, Oak Island and Pavonia. 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. Four trains were delayed 4 hours for lack of crews and 4 trains were delayed 3 hours awaiting power. Eleven originating trains were delayed a total of 31 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 23% 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 3/29/02

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	3/25/2002	850	169	121	290	159	25.7
	3/26/2002	850	204	171	375	282	31.2
	3/27/2002	850	130	192	322	324	28.9
	3/28/2002	850	93	148	241	249	20.8
	3/29/2002	850	114	241	355	103	20.7
North Yard MI Average		850	142	175	317	223	26.5
Oak Island NJ	3/25/2002	1200	261	247	508	313	29.7
	3/26/2002	1200	268	320	588	362	26.8
	3/27/2002	1200	461	372	833	504	24.0
	3/28/2002	1200	510	406	916	634	23.5
	3/29/2002	1200	495	300	795	526	27.3
Oak Island NJ Average		1200	399	329	728	468	25.8
Pavonia NJ	3/25/2002	900	262	274	536	192	47.6
	3/26/2002	900	271	246	517	357	24.2
	3/27/2002	900	406	289	695	369	27.8
	3/28/2002	900	444	264	708	451	27.7
	3/29/2002	900	330	257	587	184	24.4
Pavonia Average		900	343	266	609	311	29.0



For the week ending 3/29/02

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	25-Mar	3	100%	0%	0%	0%	0%
	26-Mar	5	40%	60%	0%	0%	0%
	27-Mar	8	88%	13%	0%	0%	0%
	28-Mar	8	75%	25%	0%	0%	0%
	29-Mar	5	80%	20%	0%	0%	0%
Detroit Total		29	76%	24%	0%	0%	0%
North Jersey Total	25-Mar	4	75%	25%	0%	0%	0%
	26-Mar	2	100%	0%	0%	0%	0%
	27-Mar	8	63%	13%	25%	0%	0%
	28-Mar	8	63%	0%	25%	13%	0%
	29-Mar	3	67%	33%	0%	0%	0%
North Jersey Total		25	68%	12%	16%	4%	0%
South Jersey Total	25-Mar	1	100%	0%	0%	0%	0%
	26-Mar	0	0%	0%	0%	0%	0%
	27-Mar	3	100%	0%	0%	0%	0%
	28-Mar	3	100%	0%	0%	0%	0%
	29-Mar	3	100%	0%	0%	0%	0%
South Jersey Total		10	100%	0%	0%	0%	0%
Grand Total		64	77%	16%	6%	2%	0%



For the week ending 3/29/02

Shared Asset Area Trains Held

area	Sat 23-Mar	Sun 24-Mar	Mon 25-Mar	Tue 26-Mar	Wed 27-Mar	Thu 28-Mar	Fri 29-Mar	Grand Total
North Jersey	4	3	2	1	1	1	1	13
South Jersey	1	0	1	0	0	0	1	3
Detroit	0	0	1	1	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	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 23-Mar	Sunday 24-Mar	Monday 25-Mar	Tuesday 26-Mar	Wednesday 27-Mar	Thursday 28-Mar	Friday 29-Mar	Grand Total
# of Train Starts	151	133	154	160	168	164	155	1085
Delay Cause								
Crew Delays (hrs)	5.2	3.1	1.6	5.0	7.3	13.3	13.3	48.8
Power Delays (hrs)	10.8	9.0	4.5	5.0	8.3	105.5	3.0	146.0

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 23-Mar	Sunday 24-Mar	Monday 25-Mar	Tuesday 26-Mar	Wednesday 27-Mar	Thursday 28-Mar	Friday 29-Mar	average
Fleet Size	3103	3062	3064	3087	3087	3094	3100	3085
available	2919	2872	2884	2902	2894	2910	2909	2899
out of service %	5.9%	6.2%	5.9%	6.0%	6.3%	5.9%	6.2%	6.1%

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



NS Crew Starts and Delays

		Saturday 23-Mar	Sunday 24-Mar	Monday 25-Mar	Tuesday 26-Mar	Wednesday 27-Mar	Thursday 28-Mar	Friday 29-Mar	total
Allentown	crew starts	13	16	14	16	17	18	15	109
	crews delayed	4	3	2	1	4	3	4	21
Bellevue	crew starts	43	42	34	45	41	37	40	282
	crews delayed	10	10	15	9	8	8	13	73
Buffalo	crew starts	24	24	26	25	23	31	20	173
	crews delayed	3	3	4	2	3	4	4	23
Chicago	crew starts	38	36	29	34	37	34	33	241
	crews delayed	15	9	14	17	11	13	16	95
Cincinnati	crew starts	37	36	25	33	37	41	34	243
	crews delayed	11	3	2	1	5	8	8	38
Cleveland	crew starts	8	9	7	9	6	7	7	53
	crews delayed	5	2	6	4	3	3	1	24
Conway	crew starts	52	41	49	46	56	54	51	349
	crews delayed	8	6	8	7	9	12	8	58
Detroit	crew starts	17	13	19	18	18	18	16	119
	crews delayed	5	2	4	3	2	5	5	26
Elkhart	crew starts	37	40	36	36	37	38	37	261
	crews delayed	13	19	20	21	19	16	22	130
Harrisburg	crew starts	55	50	41	55	64	61	61	387
	crews delayed	18	19	14	15	18	28	26	138
Toledo	crew starts	53	59	46	57	60	62	63	400
	crews delayed	12	13	14	13	17	29	10	108

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 23-Mar	Sunday 24-Mar	Monday 25-Mar	Tuesday 26-Mar	Wednesday 27-Mar	Thursday 28-Mar	Friday 29-Mar	average
availability%	76%	76%	76%	77%	78%	76%	79%	77%

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

NS Northern Region Crew Starts and Recrews

	Saturday 23-Mar	Sunday 24-Mar	Monday 25-Mar	Tuesday 26-Mar	Wednesday 27-Mar	Thursday 28-Mar	Friday 29-Mar	total
crew starts	322	311	287	319	346	349	320	2254
recrews	16	5	8	16	11	20	13	89

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