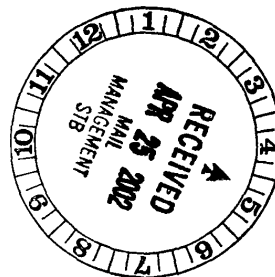


SURFACE TRANSPORTATION BOARD

Memorandum

205258



DATE: April 25, 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

APR 25 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

April 24, 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, April 19th. Cars on-line increased slightly from 232,406 to 232,420 cars, and train velocity dropped from 22.9 to 22.4 miles-per-hour. Terminal dwell increased slightly from 24.0 to 24.1 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 two percentage points to 77%. The percent of trains greater than 6 hours late moved favorably five percentage points to 7%.

Yards and Terminals

Four 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, two 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 91%. Overall, the on-time-to-two-hours-late category was 82%, down one percentage point from the prior week. The greater-than-six-hours-late category was 8%, up from the 5% recorded for last week.

Shared Areas

Daily average on hand cars decreased at Pavonia, North Yard and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.3, down from 26.9 hours the prior week.

Additional Measurements

Train Delay Metric: For 748 train starts, the total weekly train delay for power was 16 hours, and crew delay totaled 29 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 18.7% for the week, up from 17.2% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 82%, down three percentage points from the prior week.

Daily Number of Recrews Required: Of 1795 crew starts, 43 (2%) were recrews, the same percentage as the previous week.

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

Locomotives: Gross Locomotives = 3820, Average Available = 3447, and Out-of-Service Ratio = 4.8%, same percentage recorded for the previous week.

Cars Offered in Interchange: averaged 97 cars daily, 14 of which were for the Norfolk Southern. The total-offered decreased while the NS-offered increased from the prior week.

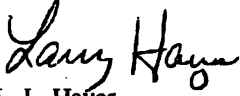
On-time performance, passenger trains through Brunswick, MD: 30% for 10 AMTRAK trains (Pittsburgh – Washington) and 81% for 98 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 51 weeks.

Last week CSXT met the goal for 5 of the 18 key second quarter service measurements. Goals were met for slow order miles, on-time train origination, local train on-time origination, hours of locomotive delay, and locomotive out of service ratio.

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 that reads "Larry Hayes".

L. L. Hayes

Director

CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

04/19/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 04/15/02	Tuesday 04/16/02	Wednesday 04/17/02	Thursday 04/18/02	Friday 04/19/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	288	168	380	336	336
	Cars On Hand - Empty	341	296	472	521	516
	Cars On Hand - Total	629	464	852	857	852
	Cars Handled	319	260	569	512	578
	Dwell Hours	27.8	23.1	26.5	24.3	25.8
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	250	257	282	236	261
	Cars On Hand - Empty	228	273	340	337	517
	Cars On Hand - Total	478	530	622	573	778
	Cars Handled	237	348	416	372	283
	Dwell Hours	41.6	28.0	22.6	26.8	29.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	120	236	216	213	195
	Cars On Hand - Empty	145	169	192	160	116
	Cars On Hand - Total	265	405	408	373	311
	Cars Handled	230	276	234	308	261
	Dwell Hours	18.7	19.8	33.5	22.0	30.0

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

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 26.3 hours, down from 26.9 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 04/15/02	Tuesday 04/16/02	Wednesday 04/17/02	Thursday 04/18/02	Friday 04/19/02
North Jersey SAA	Number of Originations	6	6	8	7	7
	% Ontime	83%	100%	50%	71%	43%
	% Late 0-2 Hours	0%	0%	50%	14%	43%
	% Late 2-4 Hours	17%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	14%
South Jersey SAA	Number of Originations	1	3	3	3	5
	% Ontime	100%	67%	100%	100%	67%
	% Late 0-2 Hours	0%	0%	0%	0%	33%
	% Late 2-4 Hours	0%	33%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	71%	88%	88%	88%	88%
	% Late 0-2 Hours	29%	13%	0%	13%	0%
	% Late 2-4 Hours	0%	0%	13%	0%	13%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 34 trains. Crew delays were 1 train for 1 hour; power delays were 2 trains for 4 hours; originating trains 31 for 203 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 04/15/02	Tuesday 04/16/02	Wednesday 04/17/02	Thursday 04/18/02	Friday 04/19/02	Daily Average
Cars Offered	NS	0	0	30	0	39	14
	All Other	59	111	170	25	51	83
	Total	59	111	200	25	90	97

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 04/15/02	Tuesday 04/16/02	Wednesday 04/17/02	Thursday 04/18/02	Friday 04/19/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	0%	0%	0%	30%
MARC	Trains	20	20	20	18	20	98
	% On Time	100%	60%	60%	83%	100%	81%

AMTK measured according to contract with CSX1.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 04/13/02	Sunday 04/14/02	Monday 04/15/02	Tuesday 04/16/02	Wednesday 04/17/02	Thursday 04/18/02	Friday 04/19/02	Weekly Total
Baltimore	Train Crew Starts	9	18	14	12	16	13	13	95
	Crews Delayed +2 Hours	4	8	4	7	9	4	6	42
	% Delayed +2 Hours	44%	44%	29%	58%	56%	31%	46%	44%
Buffalo	Train Crew Starts	47	44	34	44	48	50	49	316
	Crews Delayed +2 Hours	2	4	5	5	5	5	9	35
	% Delayed +2 Hours	4%	9%	15%	11%	10%	10%	18%	11%
Chicago	Train Crew Starts	26	27	24	29	31	26	28	191
	Crews Delayed +2 Hours	3	5	4	5	5	3	8	33
	% Delayed +2 Hours	12%	19%	17%	17%	16%	12%	29%	17%
Cincinnati	Train Crew Starts	43	37	34	37	39	37	38	265
	Crews Delayed +2 Hours	6	5	3	8	3	5	1	31
	% Delayed +2 Hours	14%	14%	9%	22%	8%	14%	3%	12%
Cleveland	Train Crew Starts	24	26	15	21	26	30	17	159
	Crews Delayed +2 Hours	8	7	2	4	8	7	8	44
	% Delayed +2 Hours	33%	27%	13%	19%	31%	23%	47%	28%
Cumberland	Train Crew Starts	24	33	29	25	31	36	32	210
	Crews Delayed +2 Hours	1	1	4	4	10	4	5	29
	% Delayed +2 Hours	4%	3%	14%	16%	32%	11%	16%	14%
Detroit	Train Crew Starts	7	4	4	7	5	6	5	38
	Crews Delayed +2 Hours	1	0	0	1	0	0	0	2
	% Delayed +2 Hours	14%	0%	0%	14%	0%	0%	0%	5%
Philadelphia	Train Crew Starts	6	10	9	10	9	11	10	65
	Crews Delayed +2 Hours	0	2	0	3	0	2	0	7
	% Delayed +2 Hours	0%	20%	0%	30%	0%	18%	0%	11%
Selkirk	Train Crew Starts	45	43	34	40	43	50	50	305
	Crews Delayed +2 Hours	5	8	4	10	7	14	10	58
	% Delayed +2 Hours	11%	19%	12%	25%	16%	28%	20%	19%
Toledo	Train Crew Starts	35	31	31	28	37	26	32	220
	Crews Delayed +2 Hours	1	4	8	4	8	9	8	42
	% Delayed +2 Hours	3%	13%	26%	14%	22%	35%	25%	19%
Willard	Train Crew Starts	42	48	36	40	47	45	46	304
	Crews Delayed +2 Hours	8	8	6	13	7	12	8	62
	% Delayed +2 Hours	19%	17%	17%	30%	15%	27%	17%	20%

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 04/13/02	Sunday 04/14/02	Monday 04/15/02	Tuesday 04/16/02	Wednesday 04/17/02	Thursday 04/18/02	Friday 04/19/02	Weekly Total
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Train Delay		99	99	102	101	111	118	118	748
Originating Train Starts		2	0	1	0	7	4	2	16
Delayed Hours - Power		3	5	3	5	2	2	9	29
Delayed Hours - Crews									

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 04/13/02	Sunday 04/14/02	Monday 04/15/02	Tuesday 04/16/02	Wednesday 04/17/02	Thursday 04/18/02	Friday 04/19/02	Daily Average
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Crew Availability		82%	82%	83%	82%	82%	82%	80%	82%
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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 04/13/02	Sunday 04/14/02	Monday 04/15/02	Tuesday 04/16/02	Wednesday 04/17/02	Thursday 04/18/02	Friday 04/19/02	Weekly Total
---------	--------------	----------------------	--------------------	--------------------	---------------------	-----------------------	----------------------	--------------------	-----------------

Crews/Recrews		244	230	231	252	287	282	269	1795
Train Crew Starts		3	5	3	9	10	6	7	43
Recrews		1%	2%	1%	4%	3%	2%	3%	2%
% Recrewed									

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 04/13/02	Sunday 04/14/02	Monday 04/15/02	Tuesday 04/16/02	Wednesday 04/17/02	Thursday 04/18/02	Friday 04/19/02	Daily Average
Locomotives									
Gross Fleet Size		3810	3811	3815	3828	3827	3826	3825	3820
Avg. Number Available		3432	3427	3429	3449	3433	3461	3496	3447
OOS Ratio		4.9	4.8	4.9	4.9	4.8	4.7	4.6	4.8

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 04/13/02	Sunday 04/14/02	Monday 04/15/02	Tuesday 04/16/02	Wednesday 04/17/02	Thursday 04/18/02	Friday 04/19/02	Daily Average
Train Delay									
Philadelphia/South Jersey		1	1	1	0	0	1	1	1
North Jersey		0	3	5	6	2	5	5	4
Detroit		0	1	0	0	1	1	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

April 24, 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 April 19, 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.

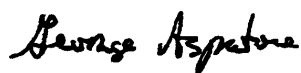
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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.
April 24, 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

April 24, 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, 57 trains were held for terminal delays, 29 trains were held for crews, and 36 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 decreased from last week. One train was delayed 1 hour for lack of crews and 2 trains were delayed 4 hours awaiting power. Thirty-one originating trains were delayed a total of 203 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 62% 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 4/19/02

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	4/15/2002	850	145	120	265	230	18.7
	4/16/2002	850	169	236	405	276	19.8
	4/17/2002	850	192	216	408	234	33.5
	4/18/2002	850	160	213	373	308	22.0
	4/19/2002	850	116	195	311	261	30.0
North Yard MI Average		850	156	196	352	262	24.6
Oak Island NJ	4/15/2002	1200	341	288	629	319	27.8
	4/16/2002	1200	296	168	464	260	23.1
	4/17/2002	1200	472	380	852	569	26.5
	4/18/2002	1200	521	336	857	512	24.3
	4/19/2002	1200	516	336	852	578	25.8
Oak Island NJ Average		1200	429	302	731	448	25.6
Pavonia NJ	4/15/2002	900	228	250	478	237	41.6
	4/16/2002	900	273	257	530	348	28.0
	4/17/2002	900	340	282	622	416	22.6
	4/18/2002	900	337	236	573	372	26.8
	4/19/2002	900	517	261	778	283	29.9
Pavonia Average		900	339	257	596	331	28.6



**NORFOLK
SOUTHERN**

For the week ending 4/19/02

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	15-Apr	7	71%	29%	0%	0%	0%
	16-Apr	8	88%	13%	0%	0%	0%
	17-Apr	8	88%	0%	13%	0%	0%
	18-Apr	8	88%	13%	0%	0%	0%
	19-Apr	8	88%	0%	13%	0%	0%
Detroit Total		39	85%	10%	5%	0%	0%
North Jersey Total	15-Apr	6	83%	0%	17%	0%	0%
	16-Apr	6	100%	0%	0%	0%	0%
	17-Apr	8	50%	50%	0%	0%	0%
	18-Apr	7	71%	14%	0%	0%	14%
	19-Apr	7	43%	43%	0%	14%	0%
North Jersey Total		34	68%	24%	3%	3%	3%
South Jersey Total	15-Apr	1	100%	0%	0%	0%	0%
	16-Apr	3	67%	0%	33%	0%	0%
	17-Apr	3	100%	0%	0%	0%	0%
	18-Apr	3	100%	0%	0%	0%	0%
	19-Apr	3	67%	33%	0%	0%	0%
South Jersey Total		13	85%	8%	8%	0%	0%
Grand Total		86	78%	15%	5%	1%	1%



For the week ending 4/19/02

Shared Asset Area Trains Held

area	Sat 13-Apr	Sun 14-Apr	Mon 15-Apr	Tue 16-Apr	Wed 17-Apr	Thu 18-Apr	Fri 19-Apr	Grand Total
North Jersey	0	3	5	6	2	5	5	26
South Jersey	1	1	1	0	0	1	1	5
Detroit	0	1	0	0	1	1	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	29	0	29
other	0	0	38	105	0	143
Total	0	0	38	134	0	172

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

NS Northern Region Train Starts and Delays

	Saturday 13-Apr	Sunday 14-Apr	Monday 15-Apr	Tuesday 16-Apr	Wednesday 17-Apr	Thursday 18-Apr	Friday 19-Apr	Grand Total
# of Train Starts	155	136	154	163	164	182	163	1117
Delay Cause								
Crew Delays (hrs)	12.8	6.9	2.5	4.7	0.4	10.6	14.7	52.5
Power Delays (hrs)	6.2	48.7	10.1	4.3	84.8	34.2	5.5	193.7

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 13-Apr	Sunday 14-Apr	Monday 15-Apr	Tuesday 16-Apr	Wednesday 17-Apr	Thursday 18-Apr	Friday 19-Apr	average
Fleet Size	3133	3185	3168	3148	3185	3199	3195	3173
available	2949	2999	2952	2932	2970	2992	3006	2971
out of service %	5.9%	5.8%	6.8%	6.9%	6.8%	6.5%	5.9%	6.4%

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



NS Crew Starts and Delays

		Saturday 13-Apr	Sunday 14-Apr	Monday 15-Apr	Tuesday 16-Apr	Wednesday 17-Apr	Thursday 18-Apr	Friday 19-Apr	total
Allentown	crew starts	15	15	16	16	21	17	14	114
	crews delayed	3	1	2	4	3	6	6	25
Bellevue	crew starts	42	40	34	37	41	51	50	295
	crews delayed	6	7	9	8	10	15	6	61
Buffalo	crew starts	21	25	24	24	25	27	22	168
	crews delayed	3	3	4	1	1	7	4	23
Chicago	crew starts	35	37	33	31	33	35	33	237
	crews delayed	18	17	11	13	17	18	14	108
Cincinnati	crew starts	36	32	29	35	36	31	41	240
	crews delayed	3	3	4	5	2	9	9	35
Cleveland	crew starts	10	7	7	10	7	9	10	60
	crews delayed	4	2	2	3	3	3	4	21
Conway	crew starts	56	45	41	45	50	56	57	350
	crews delayed	10	7	10	4	11	12	11	65
Detroit	crew starts	20	11	18	19	22	18	18	126
	crews delayed	4	5	5	3	7	7	7	38
Elkhart	crew starts	44	40	36	35	29	40	40	264
	crews delayed	17	17	12	9	14	18	17	104
Harrisburg	crew starts	56	47	52	51	61	60	61	388
	crews delayed	14	18	18	19	17	21	19	126
Toledo	crew starts	67	50	49	48	60	68	57	399
	crews delayed	10	9	7	12	10	9	10	67

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 13-Apr	Sunday 14-Apr	Monday 15-Apr	Tuesday 16-Apr	Wednesday 17-Apr	Thursday 18-Apr	Friday 19-Apr	average
availability%	78%	76%	78%	79%	80%	80%	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 13-Apr	Sunday 14-Apr	Monday 15-Apr	Tuesday 16-Apr	Wednesday 17-Apr	Thursday 18-Apr	Friday 19-Apr	total
crew starts	341	294	291	305	317	352	336	2236
recrews	2	5	5	4	6	14	9	45

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