

SURFACE TRANSPORTATION BOARD

Memorandum



205614

DATE: June 13, 2002

TO : Ron Douglas, Printing Officer
Section of Facilities Management
Office of Economics, Environmental Analysis, and Administration

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 three paper copies, 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
Charles Renninger

ENTERED
Office of the Secretary

JUN 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

June 12, 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, June 7th. Cars on-line increased slightly from 230,315 to 230,920 cars. Train velocity decreased from 22.8 to 22.2 miles-per-hour. Terminal dwell improved from 29.3 to 27.9 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 unfavorably fourteen percentage points to 66%. The percent of trains greater than 6 hours late moved favorably one percentage point to 6%.

Yards and Terminals

Nine of the 14 measured yards showed an improvement from the prior week. Volumes remained within expected levels across the network.

Corridor Performance

Of the six measured corridors, one 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 100% for the second week in a row. Overall, the on-time-to-two-hours-late category was 76%, moving unfavorably six percentage points from last week. The greater-than-six-hours-late category was 11%, moving unfavorably five percentage points from the previous week.

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OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars increased at North Yard and Oak Island, and decreased at Pavonia. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 29.5 hours, up from 29.3 hours the prior week.

Additional Measurements

Train Delay Metric: For 732 train starts, the total weekly train delay was 36 hours for crew and seven hours for power.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 18.8% for the week, down from 18.9% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 81%, improving one percentage point from the prior week.

Daily Number of Recrews Required: Of 1750 crew starts, 49 (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 = 3765, Average Available = 3369, and Out-of-Service Ratio = 5.1%, up from 4.5% for the previous week.

Cars Offered in Interchange: averaged 194 cars daily, 38 of which were for the Norfolk Southern. The total-offered and the NS-offered decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 50% for 10 AMTRAK trains (Pittsburgh - Washington) and 94% 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 58 weeks.

Last week CSXT met the goal for 7 of the 18 key second quarter service measurements. Goals were met for FRA-reportable injuries, FRA-reportable derailments, cars on line, slow order miles, hours of locomotive delay, local originations, and combined 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,



L. L. Hayes
Director
CSXT Service Measurements

Surface Transportation Board
Performance Measures

For the week ending: 06/07/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/03/02	06/04/02	06/05/02	06/06/02	06/07/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	435	324	338	408	550
	Cars On Hand - Empty	405	374	530	641	764
	Cars On Hand - Total	840	698	868	1049	1314
	Cars Handled	596	302	579	536	700
	Dwell Hours	28.6	22.2	30.3	29.6	31.4
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	372	360	226	247	265
	Cars On Hand - Empty	304	411	290	225	331
	Cars On Hand - Total	676	771	516	472	596
	Cars Handled	238	500	367	330	431
	Dwell Hours	54.5	31.3	33.7	29.4	27.5
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	177	255	304	308	314
	Cars On Hand - Empty	182	156	188	158	210
	Cars On Hand - Total	359	411	492	466	524
	Cars Handled	248	280	237	321	268
	Dwell Hours	33.4	21.4	19.7	24.5	25.5

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

Overall terminal dwell time was 29.5 hours, up from 29.3 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 06/03/02	Tuesday 06/04/02	Wednesday 06/05/02	Thursday 06/06/02	Friday 06/07/02
North Jersey SAA	Number of Originations	7	5	8	7	8
	% Ontime	100%	60%	38%	29%	38%
	% Late 0-2 Hours	0%	20%	63%	14%	25%
	% Late 2-4 Hours	0%	20%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	29%	13%
	% Late GT 6 Hours	0%	0%	0%	29%	25%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	0%	100%	33%	67%	0%
	% Late 0-2 Hours	0%	0%	33%	0%	67%
	% Late 2-4 Hours	0%	0%	0%	33%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	100%	0%	33%	0%	33%
Detroit SAA	Number of Originations	7	8	8	8	7
	% Ontime	71%	88%	75%	63%	71%
	% Late 0-2 Hours	29%	13%	25%	38%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	29%
	% 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 31 trains. Crew delays were 4 trains for 7 hours; 6 trains were delayed 30 hours for power; 21 originating trains were held for a total of 112 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 06/03/02	Tuesday 06/04/02	Wednesday 06/05/02	Thursday 06/06/02	Friday 06/07/02	Daily Average
Cars Offered	NS	66	47	51	21	6	38
	All Other	105	327	72	175	101	156
	Total	171	374	123	196	107	194

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 06/03/02	Tuesday 06/04/02	Wednesday 06/05/02	Thursday 06/06/02	Friday 06/07/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	50%	0%	100%	50%	50%
MARC	Trains	20	20	20	20	20	100
	% On Time	85%	100%	85%	100%	100%	94%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSX Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 06/01/02	Sunday 06/02/02	Monday 06/03/02	Tuesday 06/04/02	Wednesday 06/05/02	Thursday 06/06/02	Friday 06/07/02	Weekly Total
Baltimore	Train Crew Starts	13	15	14	15	16	16	15	104
	Crews Delayed +2 Hours	6	6	5	6	2	4	5	34
	% Delayed +2 Hours	46%	40%	36%	40%	13%	25%	33%	33%
Buffalo	Train Crew Starts	48	38	38	45	45	45	52	311
	Crews Delayed +2 Hours	3	6	4	1	2	5	6	27
	% Delayed +2 Hours	6%	16%	11%	2%	4%	11%	12%	9%
Chicago	Train Crew Starts	30	29	30	27	32	28	33	209
	Crews Delayed +2 Hours	11	11	10	6	15	7	11	71
	% Delayed +2 Hours	37%	38%	33%	22%	47%	25%	33%	34%
Cincinnati	Train Crew Starts	31	40	36	41	39	36	35	258
	Crews Delayed +2 Hours	7	16	7	4	4	5	7	50
	% Delayed +2 Hours	23%	40%	19%	10%	10%	14%	20%	19%
Cleveland	Train Crew Starts	27	25	19	23	19	25	17	155
	Crews Delayed +2 Hours	9	4	4	3	2	2	1	25
	% Delayed +2 Hours	33%	16%	21%	13%	11%	8%	6%	16%
Cumberland	Train Crew Starts	29	33	29	33	32	37	31	224
	Crews Delayed +2 Hours	5	2	2	3	8	2	1	23
	% Delayed +2 Hours	17%	6%	7%	9%	25%	5%	3%	10%
Detroit	Train Crew Starts	5	3	6	4	6	5	6	35
	Crews Delayed +2 Hours	0	0	0	0	0	0	0	0
	% Delayed +2 Hours	0%	0%	0%	0%	0%	0%	0%	0%
Philadelphia	Train Crew Starts	6	11	11	10	10	12	11	71
	Crews Delayed +2 Hours	1	0	0	0	0	3	2	6
	% Delayed +2 Hours	17%	0%	0%	0%	0%	25%	18%	8%
Selkirk	Train Crew Starts	45	42	31	41	49	45	55	308
	Crews Delayed +2 Hours	6	8	4	7	18	9	15	67
	% Delayed +2 Hours	13%	19%	13%	17%	37%	20%	27%	22%
Toledo	Train Crew Starts	32	31	40	24	35	32	35	229
	Crews Delayed +2 Hours	12	5	8	5	4	9	8	51
	% Delayed +2 Hours	38%	16%	20%	21%	11%	28%	23%	22%
Willard	Train Crew Starts	47	49	37	43	42	48	42	308
	Crews Delayed +2 Hours	8	4	8	5	5	10	7	47
	% Delayed +2 Hours	17%	8%	22%	12%	12%	21%	17%	15%

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 06/01/02	Sunday 06/02/02	Monday 06/03/02	Tuesday 06/04/02	Wednesday 06/05/02	Thursday 06/06/02	Friday 06/07/02	Weekly Total
Train Delay	Originating Train Starts	98	110	96	92	110	103	123	732
	Delayed Hours - Power	0	0	0	3	4	0	0	7
	Delayed Hours - Crews	3	8	4	5	7	4	5	36

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 06/01/02	Sunday 06/02/02	Monday 06/03/02	Tuesday 06/04/02	Wednesday 06/05/02	Thursday 06/06/02	Friday 06/07/02	Daily Average
Crew Availability		80%	78%	80%	82%	83%	82%	80%	81%

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 06/01/02	Sunday 06/02/02	Monday 06/03/02	Tuesday 06/04/02	Wednesday 06/05/02	Thursday 06/06/02	Friday 06/07/02	Weekly Total
Crews/Recrews	Train Crew Starts	257	227	211	249	260	264	282	1750
	Recrews	12	6	1	4	8	9	9	49
	% Recrewed	5%	3%	0%	2%	3%	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 06/01/02	Sunday 06/02/02	Monday 06/03/02	Tuesday 06/04/02	Wednesday 06/05/02	Thursday 06/06/02	Friday 06/07/02	Daily Average
Locomotives	Gross Fleet Size	3799	3811	3782	3735	3721	3747	3763	3765
	Avg. Number Available	3387	3387	3398	3361	3347	3353	3347	3369
	OOS Ratio	4.7	5.2	5.0	5.0	4.9	5.5	5.6	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 06/01/02	Sunday 06/02/02	Monday 06/03/02	Tuesday 06/04/02	Wednesday 06/05/02	Thursday 06/06/02	Friday 06/07/02	Daily Average
Train Delay	Philadelphia/South Jersey	2	1	0	1	1	2	1	1
	North Jersey	5	2	3	2	2	3	4	3
	Detroit	0	0	0	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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June 12, 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 June 7, 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.
June 12, 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 /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
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June 12, 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 decreased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 54 trains were held for terminal delays, 55 trains were held for crews, and 50 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 Pavonia and increased at North Yard and 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. Four trains were delayed 7 hours for lack of crews and 6 trains were delayed 30 hours awaiting power. Twenty-one originating trains were delayed a total of 112 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 44% of the delay hours reported in the SAAs.

Due to technical difficulties, the figures normally provided in the NS Northern Region Crew Starts and Recrews table were not provided last week. The NS Northern Region Crew Starts and Recrews table for the week ending May 31, 2002 is included with this week's reports.

Sincerely,

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



For the week ending 6/7/02

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	6/3/2002	850	182	177	359	248	33.4
	6/4/2002	850	156	255	411	280	21.4
	6/5/2002	850	188	304	492	237	19.7
	6/6/2002	850	158	308	466	321	24.5
	6/7/2002	850	210	314	524	268	25.5
North Yard MI Average		850	179	272	450	271	24.9
Oak Island NJ	6/3/2002	1200	405	435	840	596	28.6
	6/4/2002	1200	374	324	698	302	22.2
	6/5/2002	1200	530	338	868	579	30.3
	6/6/2002	1200	641	408	1049	536	29.6
	6/7/2002	1200	764	550	1314	700	31.4
Oak Island NJ Average		1200	543	411	954	543	29.1
Pavonia NJ	6/3/2002	900	304	372	676	238	54.5
	6/4/2002	900	411	360	771	500	31.3
	6/5/2002	900	290	226	516	367	33.7
	6/6/2002	900	225	247	472	330	29.4
	6/7/2002	900	331	265	596	431	27.5
Pavonia Average		900	312	294	606	373	33.5



For the week ending 6/7/02

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	3-Jun	7	71%	29%	0%	0%	0%
	4-Jun	8	88%	13%	0%	0%	0%
	5-Jun	8	75%	25%	0%	0%	0%
	6-Jun	8	63%	38%	0%	0%	0%
	7-Jun	7	71%	0%	29%	0%	0%
Detroit Total		38	74%	21%	5%	0%	0%
North Jersey Total	3-Jun	7	100%	0%	0%	0%	0%
	4-Jun	5	60%	20%	20%	0%	0%
	5-Jun	8	38%	63%	0%	0%	0%
	6-Jun	7	29%	14%	0%	29%	29%
	7-Jun	8	38%	25%	0%	13%	25%
North Jersey Total		35	51%	26%	3%	9%	11%
South Jersey Total	3-Jun	1	0%	0%	0%	0%	100%
	4-Jun	3	100%	0%	0%	0%	0%
	5-Jun	3	33%	33%	0%	0%	33%
	6-Jun	3	67%	0%	33%	0%	0%
	7-Jun	3	0%	67%	0%	0%	33%
South Jersey Total		13	46%	23%	8%	0%	23%
Grand Total		86	60%	23%	5%	3%	8%



For the week ending 6/7/02

Shared Asset Area Trains Held

area	Sat 01-Jun	Sun 02-Jun	Mon 03-Jun	Tue 04-Jun	Wed 05-Jun	Thu 06-Jun	Fri 07-Jun	Grand Total
North Jersey	5	2	3	2	2	3	4	21
South Jersey	2	1	0	1	1	2	1	8
Detroit	0	0	0	1	1	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	16	0	0	0	0	16
other	0	0	44	14	0	58
Total	16	0	44	14	0	74

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

NS Northern Region Train Starts and Delays

	Saturday 1-Jun	Sunday 2-Jun	Monday 3-Jun	Tuesday 4-Jun	Wednesday 5-Jun	Thursday 6-Jun	Friday 7-Jun	Grand Total
# of Train Starts	160	140	157	175	171	183	175	1161
Delay Cause								
Crew Delays (hrs)	30.4	10.5	30.6	6.1	9.5	27.5	10.2	124.7
Power Delays (hrs)	8.5	0.0	0.0	64.3	34.7	0.3	3.0	110.7

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 1-Jun	Sunday 2-Jun	Monday 3-Jun	Tuesday 4-Jun	Wednesday 5-Jun	Thursday 6-Jun	Friday 7-Jun	average
Fleet Size	3283	3239	3242	3226	3262	3254	3287	3256
available	3082	3013	3010	3007	3054	3038	3074	3040
out of service %	6.1%	7.0%	7.2%	6.8%	6.4%	6.6%	6.5%	6.6%

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



NS Crew Starts and Delays

		Saturday 1-Jun	Sunday 2-Jun	Monday 3-Jun	Tuesday 4-Jun	Wednesday 5-Jun	Thursday 6-Jun	Friday 7-Jun	total
Allentown	crew starts	16	16	15	20	20	17	17	121
	crews delayed	1	5	4	5	2	4	3	24
Bellevue	crew starts	45	33	33	43	32	39	49	274
	crews delayed	4	11	9	14	7	11	13	69
Buffalo	crew starts	22	21	23	22	24	26	22	160
	crews delayed	2	2	2	0	3	3	2	14
Chicago	crew starts	35	32	34	34	36	36	34	241
	crews delayed	15	18	14	22	21	20	14	124
Cincinnati	crew starts	38	35	26	39	31	37	37	243
	crews delayed	5	9	6	3	3	8	6	40
Cleveland	crew starts	10	9	8	10	10	8	13	68
	crews delayed	2	3	2	3	3	2	5	20
Conway	crew starts	50	49	46	47	53	57	54	356
	crews delayed	9	9	12	9	16	21	11	87
Detroit	crew starts	19	12	17	16	20	19	19	122
	crews delayed	7	4	2	6	5	8	4	36
Elkhart	crew starts	45	37	37	43	39	41	38	280
	crews delayed	18	13	19	23	20	15	20	128
Harrisburg	crew starts	55	47	48	54	58	60	61	383
	crews delayed	14	16	17	20	17	29	24	137
Toledo	crew starts	64	66	66	57	65	63	62	443
	crews delayed	9	13	14	18	20	16	20	110

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 1-Jun	Sunday 2-Jun	Monday 3-Jun	Tuesday 4-Jun	Wednesday 5-Jun	Thursday 6-Jun	Friday 7-Jun	average
availability%	73%	71%	74%	75%	75%	77%	76%	74%

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

NS Northern Region Crew Starts and Recrews

	Saturday 1-Jun	Sunday 2-Jun	Monday 3-Jun	Tuesday 4-Jun	Wednesday 5-Jun	Thursday 6-Jun	Friday 7-Jun	total
crew starts	352	313	302	329	348	363	354	2361
recrews	14	11	10	13	11	18	18	95

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



NS Crew Starts and Delays

		Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	total
Allentown	crew starts	13	16	9	17	16	19	16	106
	crews delayed	3	2	2	1	2	4	4	18
Bellevue	crew starts	42	41	44	40	36	44	44	291
	crews delayed	14	4	5	4	8	5	8	48
Buffalo	crew starts	22	27	20	22	25	25	23	164
	crews delayed	4	2	1	0	0	3	4	14
Chicago	crew starts	36	38	35	31	38	42	33	253
	crews delayed	17	16	16	12	16	16	16	109
Cincinnati	crew starts	35	36	24	26	34	34	33	222
	crews delayed	7	10	3	2	4	6	5	37
Cleveland	crew starts	8	12	8	10	6	11	9	64
	crews delayed	4	2	3	2	2	3	6	22
Conway	crew starts	60	49	41	37	49	56	50	342
	crews delayed	9	13	8	9	6	15	4	64
Detroit	crew starts	17	12	9	14	20	19	20	111
	crews delayed	7	4	4	2	6	4	3	30
Elkhart	crew starts	48	36	46	42	38	49	39	298
	crews delayed	22	12	21	15	11	22	17	120
Harrisburg	crew starts	63	44	47	44	52	55	58	363
	crews delayed	29	17	10	11	15	18	21	121
Toledo	crew starts	62	55	47	49	59	61	61	394
	crews delayed	19	16	8	4	9	18	15	89

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 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	average
availability%	75%	74%	76%	77%	80%	79%	75%	77%

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

NS Northern Region Crew Starts and Recrews

	Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	total
crew starts	285	367	314	335	364	345	274	2284
recrews	6	12	7	2	3	11	11	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