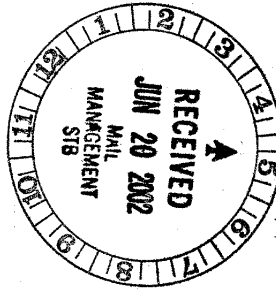


SURFACE TRANSPORTATION BOARD

Memorandum

205 684



DATE: June 20, 2002

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

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 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 Proceedings

JUN 24 2002

Part of
Public Record



T. J. Stephenson
Assistant Vice President -
Service Measurements

June 19, 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 14th. Cars on-line increased slightly from 230,920 to 230,981 cars. Train velocity improved from 22.2 to 22.3 miles-per-hour, and terminal dwell improved from 27.9 to 27.8 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 16 percentage points to 50%. The percent of trains greater than 6 hours late moved unfavorably 16 percentage points to 22%.

Yards and Terminals

Eight 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 89%. Overall, the on-time-to-two-hours-late category was 70%, moving unfavorably six percentage points from last week. The greater-than-six-hours-late category was 9%, moving favorably two percentage points from the previous week.

500 Water Street (J407)
Jacksonville, FL 32202
Phone (904) 366-4134
Fax (904) 359-1571

RECEIVED
SURFACE TRANSPORTATION
BOARD
2002 JUN 19 P 3:47
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars increased at North Yard and decreased at Oak Island and Pavonia. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 25.4 hours, down from 29.5 hours the prior week.

Additional Measurements

Train Delay Metric: For 753 train starts, the total weekly train delay was 85 hours for crew and 13 hours for power.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 20.0% for the week, up from 18.8% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 80%, down one percentage point from the prior week.

Daily Number of Recrews Required: Of 1816 crew starts, 54 (3%) were recrews, the same percentage as the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged three trains per day for North Jersey, two for Detroit and one for South Jersey.

Locomotives: Gross Locomotives = 3782, Average Available = 3372, and Out-of-Service Ratio = 5.4%, up from 5.1% for the previous week.

Cars Offered in Interchange: averaged 277 cars daily, 25 of which were for the Norfolk Southern. The total-offered and the NS-offered increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 40% for 10 AMTRAK trains (Pittsburgh – Washington) and 88% 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 59 weeks.

JUN. -19' 02(WED) 13:36 SAFETY DEPT.

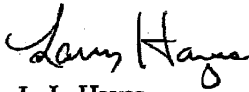
TEL:904 359 3175

P. 003

Last week CSXT met the goal for 5 of the 18 key second quarter service measurements. Goals were met for cars on line, slow order miles, industrial switching, local originations, and hours of locomotive delay.

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:

06/14/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 06/10/02	Tuesday 06/11/02	Wednesday 06/12/02	Thursday 06/13/02	Friday 06/14/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	481	181	363	316	435
	Cars On Hand - Empty	449	311	459	594	583
	Cars On Hand - Total	930	492	822	910	1018
	Cars Handled	624	329	665	605	754
	Dwell Hours	31.9	22.1	25.0	25.8	24.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	273	238	254	192	306
	Cars On Hand - Empty	207	286	329	254	334
	Cars On Hand - Total	480	524	583	446	640
	Cars Handled	193	416	631	369	496
	Dwell Hours	47.7	21.7	21.1	23.4	19.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	191	297	311	365	326
	Cars On Hand - Empty	183	196	143	152	162
	Cars On Hand - Total	374	493	454	517	488
	Cars Handled	138	257	294	344	192
	Dwell Hours	45.0	30.7	22.0	18.5	29.1

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

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 25.4 hours, down from 29.5 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 06/10/02	Tuesday 06/11/02	Wednesday 06/12/02	Thursday 06/13/02	Friday 06/14/02
North Jersey SAA	Number of Originations	7	7	7	8	7
	% Ontime	29%	57%	43%	75%	71%
	% Late 0-2 Hours	71%	29%	14%	13%	14%
	% Late 2-4 Hours	0%	14%	43%	13%	14%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	100%	67%	100%	67%
	% Late 0-2 Hours	0%	0%	33%	0%	33%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	9	8	8	8
	% Ontime	86%	56%	75%	100%	75%
	% Late 0-2 Hours	0%	22%	25%	0%	13%
	% Late 2-4 Hours	14%	11%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
%Late GT 6 hours		0%	11%	0%	0%	13%

CSX Comments: Total road train delays were 34 trains. Crew delays were 7 trains for 45 hours; 5 trains were delayed 45 hours for power; 22 originating trains were held for a total of 92 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 06/10/02	Tuesday 06/11/02	Wednesday 06/12/02	Thursday 06/13/02	Friday 06/14/02	Daily Average
Cars Offered	NS	35	41	21	23	4	25
	All Other	239	405	230	182	204	252
	Total	274	446	251	205	208	277

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 06/10/02	Tuesday 06/11/02	Wednesday 06/12/02	Thursday 06/13/02	Friday 06/14/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	0%	50%	50%	50%	40%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	100%	100%	40%	88%

AMTK measured according to contract with CSX1.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 06/08/02	Sunday 06/09/02	Monday 06/10/02	Tuesday 06/11/02	Wednesday 06/12/02	Thursday 06/13/02	Friday 06/14/02	Weekly Total
Baltimore	Train Crew Starts	19	11	10	14	14	14	19	101
	Crews Delayed +2 Hours	10	4	3	7	2	4	8	38
	% Delayed +2 Hours	53%	36%	30%	50%	14%	29%	42%	38%
Buffalo	Train Crew Starts	52	38	37	46	43	53	52	321
	Crews Delayed +2 Hours	8	1	4	6	6	6	4	35
	% Delayed +2 Hours	15%	3%	11%	13%	14%	11%	8%	11%
Chicago	Train Crew Starts	27	29	32	25	27	30	25	195
	Crews Delayed +2 Hours	10	7	9	10	11	11	10	68
	% Delayed +2 Hours	37%	24%	28%	40%	41%	37%	40%	35%
Cincinnati	Train Crew Starts	38	36	38	37	39	40	39	267
	Crews Delayed +2 Hours	2	3	8	8	1	8	3	33
	% Delayed +2 Hours	5%	8%	21%	22%	3%	20%	8%	12%
Cleveland	Train Crew Starts	28	23	24	20	21	22	26	164
	Crews Delayed +2 Hours	3	11	9	1	10	4	4	42
	% Delayed +2 Hours	11%	48%	38%	5%	48%	18%	15%	26%
Cumberland	Train Crew Starts	31	30	24	29	25	33	30	202
	Crews Delayed +2 Hours	2	0	1	3	2	1	3	12
	% Delayed +2 Hours	6%	0%	4%	10%	8%	33%	10%	6%
Detroit	Train Crew Starts	5	6	4	5	4	7	3	34
	Crews Delayed +2 Hours	1	0	0	0	0	1	0	2
	% Delayed +2 Hours	20%	0%	0%	0%	0%	14%	0%	6%
Philadelphia	Train Crew Starts	10	8	10	10	9	12	10	69
	Crews Delayed +2 Hours	1	0	0	0	1	1	0	3
	% Delayed +2 Hours	10%	0%	0%	0%	11%	8%	0%	4%
Selkirk	Train Crew Starts	49	36	34	50	51	51	49	320
	Crews Delayed +2 Hours	13	9	8	12	6	6	16	70
	% Delayed +2 Hours	27%	25%	24%	24%	12%	12%	33%	22%
Toledo	Train Crew Starts	29	37	31	33	29	35	31	225
	Crews Delayed +2 Hours	1	8	13	7	9	6	7	51
	% Delayed +2 Hours	3%	22%	42%	21%	31%	17%	23%	23%
Willard	Train Crew Starts	43	46	39	39	47	41	48	303
	Crews Delayed +2 Hours	5	17	14	4	12	2	10	64
	% Delayed +2 Hours	12%	37%	36%	10%	26%	5%	21%	21%

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 06/08/02	Sunday 06/09/02	Monday 06/10/02	Tuesday 06/11/02	Wednesday 06/12/02	Thursday 06/13/02	Friday 06/14/02	Weekly Total
Train Delay									
Originating Train Starts		104	108	92	109	106	119	115	753
Delayed Hours - Power		0	0	2	0	0	0	11	13
Delayed Hours - Crews		28	28	0	11	8	10	0	85

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 06/08/02	Sunday 06/09/02	Monday 06/10/02	Tuesday 06/11/02	Wednesday 06/12/02	Thursday 06/13/02	Friday 06/14/02	Daily Average
Crew Availability		78%	76%	78%	81%	81%	83%	81%	80%

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 06/08/02	Sunday 06/09/02	Monday 06/10/02	Tuesday 06/11/02	Wednesday 06/12/02	Thursday 06/13/02	Friday 06/14/02	Weekly Total
Crews/Recrews									
Train Crew Starts		268	233	224	269	264	282	276	1816
Recrews		6	7	8	10	6	6	11	54
% Recrewed		2%	3%	4%	4%	2%	2%	4%	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 06/08/02	Sunday 06/09/02	Monday 06/10/02	Tuesday 06/11/02	Wednesday 06/12/02	Thursday 06/13/02	Friday 06/14/02	Daily Average
Locomotives									
Gross Fleet Size		3783	3807	3788	3799	3768	3762	3766	3782
Avg. Number Available		3358	3360	3359	3358	3388	3392	3386	3372
OOS Ratio		5.9	6.0	5.4	5.4	5.1	4.9	5.3	5.4

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 06/08/02	Sunday 06/09/02	Monday 06/10/02	Tuesday 06/11/02	Wednesday 06/12/02	Thursday 06/13/02	Friday 06/14/02	Daily Average
Train Delay									
Philadelphia/South Jersey		4	1	0	0	1	0	1	1
North Jersey		5	3	3	3	3	3	2	3
Detroit		0	0	1	0	0	14	1	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. 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) 629-2857
(757) 533-4872
E-mail gaaspato@nscorp.com

June 19, 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 14, 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.

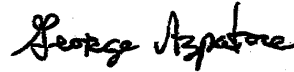
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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.
June 19, 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

June 19, 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 increased. On the monitored corridors and Chicago gateway operations, 58 trains were held for terminal delays, 58 trains were held for crews, and 32 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia and Oak Island and increased at North Yard. 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 increased from last week. Seven trains were delayed 45 hours for lack of crews and five trains were delayed 45 hours awaiting power. Twenty-two originating trains were delayed a total of 92 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 45% of the delay hours reported in the SAAs.

Sincerely,



For the week ending 6/14/02

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	6/10/2002	850	183	191	374	138	45.0
	6/11/2002	850	196	297	493	257	30.7
	6/12/2002	850	143	311	454	294	22.0
	6/13/2002	850	152	365	517	344	18.5
	6/14/2002	850	162	326	488	192	29.1
North Yard MI Average		850	167	298	465	245	26.5
Oak Island NJ	6/10/2002	1200	449	481	930	624	31.9
	6/11/2002	1200	311	181	492	329	22.1
	6/12/2002	1200	459	363	822	665	25.0
	6/13/2002	1200	594	316	910	605	25.8
	6/14/2002	1200	583	435	1018	754	24.6
Oak Island NJ Average		1200	479	355	834	595	26.2
Pavonia NJ	6/10/2002	900	207	273	480	193	47.7
	6/11/2002	900	286	238	524	416	21.7
	6/12/2002	900	329	254	583	631	21.1
	6/13/2002	900	254	192	446	369	23.4
	6/14/2002	900	334	306	640	496	19.3
Pavonia Average		900	282	253	535	421	23.6



For the week ending 6/14/02

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	10-Jun	7	86%	0%	14%	0%	0%
	11-Jun	9	56%	22%	11%	0%	11%
	12-Jun	8	75%	25%	0%	0%	0%
	13-Jun	8	100%	0%	0%	0%	0%
	14-Jun	8	75%	13%	0%	0%	13%
Detroit Total		40	78%	13%	5%	0%	5%
North Jersey Total	10-Jun	7	29%	71%	0%	0%	0%
	11-Jun	7	57%	29%	14%	0%	0%
	12-Jun	7	43%	14%	43%	0%	0%
	13-Jun	8	75%	13%	13%	0%	0%
	14-Jun	7	71%	14%	14%	0%	0%
North Jersey Total		36	56%	28%	17%	0%	0%
South Jersey Total	10-Jun	1	100%	0%	0%	0%	0%
	11-Jun	3	100%	0%	0%	0%	0%
	12-Jun	3	67%	33%	0%	0%	0%
	13-Jun	3	100%	0%	0%	0%	0%
	14-Jun	3	67%	33%	0%	0%	0%
South Jersey Total		13	85%	15%	0%	0%	0%
Grand Total		89	70%	19%	9%	0%	2%



For the week ending 6/14/02

Shared Asset Area Trains Held

area	Sat 08-Jun	Sun 09-Jun	Mon 10-Jun	Tue 11-Jun	Wed 12-Jun	Thu 13-Jun	Fri 14-Jun	Grand Total
North Jersey	5	3	3	3	3	3	2	22
South Jersey	4	1	0	0	1	0	1	7
Detroit	0	0	1	0	0	3	1	5

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	38	0	0	38
Total	0	0	38	0	0	38

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

NS Northern Region Train Starts and Delays

	Saturday 8-Jun	Sunday 9-Jun	Monday 10-Jun	Tuesday 11-Jun	Wednesday 12-Jun	Thursday 13-Jun	Friday 14-Jun	Grand Total
# of Train Starts	169	142	161	177	173	180	174	1176
Delay Cause								
Crew Delays (hrs)	23.8	42.6	19.7	16.4	8.0	10.6	34.0	155.0
Power Delays (hrs)	42.3	81.0	0.0	0.0	88.3	41.5	80.0	333.0

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 8-Jun	Sunday 9-Jun	Monday 10-Jun	Tuesday 11-Jun	Wednesday 12-Jun	Thursday 13-Jun	Friday 14-Jun	average
Fleet Size	3311	3300	3268	3240	3257	3268	3269	3273
available	3107	3097	3046	3023	3050	3078	3074	3068
out of service %	6.2%	6.2%	6.8%	6.7%	6.4%	5.8%	6.0%	6.3%

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



NS Crew Starts and Delays

		Saturday 8-Jun	Sunday 9-Jun	Monday 10-Jun	Tuesday 11-Jun	Wednesday 12-Jun	Thursday 13-Jun	Friday 14-Jun	total
Allentown	crew starts	14	14	19	16	20	17	21	121
	crews delayed	9	5	4	2	3	2	7	32
Bellevue	crew starts	41	38	44	40	43	41	41	288
	crews delayed	11	13	12	11	11	10	6	74
Buffalo	crew starts	23	21	24	27	24	26	26	171
	crews delayed	3	1	6	3	1	4	3	21
Chicago	crew starts	39	29	37	35	34	35	39	248
	crews delayed	22	15	24	19	23	17	22	142
Cincinnati	crew starts	36	31	29	32	35	34	38	235
	crews delayed	10	6	9	3	5	8	8	49
Cleveland	crew starts	9	9	9	10	8	8	12	65
	crews delayed	3	3	3	4	3	3	4	23
Conway	crew starts	52	45	47	55	53	56	48	356
	crews delayed	14	8	10	6	7	15	5	65
Detroit	crew starts	20	10	18	19	23	17	20	127
	crews delayed	10	3	4	8	6	6	6	43
Elkhart	crew starts	38	43	38	43	42	39	44	287
	crews delayed	16	21	18	12	18	7	20	112
Harrisburg	crew starts	56	45	53	57	63	62	56	392
	crews delayed	18	18	17	17	25	21	21	137
Toledo	crew starts	56	62	45	62	61	60	59	405
	crews delayed	11	18	10	19	14	13	13	98

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 8-Jun	Sunday 9-Jun	Monday 10-Jun	Tuesday 11-Jun	Wednesday 12-Jun	Thursday 13-Jun	Friday 14-Jun	average
availability%	75%	71%	75%	76%	78%	77%	75%	75%

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

NS Northern Region Crew Starts and Recrews

	Saturday 8-Jun	Sunday 9-Jun	Monday 10-Jun	Tuesday 11-Jun	Wednesday 12-Jun	Thursday 13-Jun	Friday 14-Jun	total
crew starts	336	322	308	344	352	367	348	2377
recrews	9	12	7	4	3	9	10	54

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