

SURFACE TRANSPORTATION BOARD

Memorandum

205 731

DATE: June 27, 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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

June 26, 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 JUN 26 P 2:25
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, June 21st. Cars on-line improved from 230,981 to 229,966 cars. Train velocity remained flat at 22.3 miles-per-hour, and terminal dwell improved slightly from 27.8 to 27.6 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 12 percentage points to 62%. The percent of trains greater than 6 hours late moved favorably 10 percentage points to 12%.

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, five showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the New Orleans to Carolinas corridor with 89%. Overall, the on-time-to-two-hours-late category was 80%, moving favorably ten percentage points from last week. The greater-than-six-hours-late category was 9%, the same as the previous week.

Shared Areas

Daily average on hand cars increased at North Yard and Pavonia, and decreased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.6 hours, up from 25.4 hours the prior week.

Additional Measurements

Train Delay Metric: For 737 train starts, the total weekly train delay was 78 hours for crew and 37 hours for power.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 18.1% for the week, improved from 20.0% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 80%, the same as the prior week.

Daily Number of Recrews Required: Of 1784 crew starts, 80 (4%) were recrews, up from 3% the previous week.

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

Locomotives: Gross Locomotives = 3779, Average Available = 3399, and Out-of-Service Ratio = 5.2%, improved from 5.4% for the previous week.

Cars Offered in Interchange: averaged 258 cars daily, 5 of which were for the Norfolk Southern. The total-offered and the NS-offered decreased from the prior week.

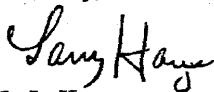
On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 96% for 100 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 60 weeks.

Last week CSXT met the goal for 6 of the 18 key second quarter service measurements. Goals were met for FRA-reportable injuries, FRA-reportable derailments, cars on line, slow order miles, 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 "L. L. Hayes".

L. L. Hayes

Director

CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

06/21/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 06/17/02	Tuesday 06/18/02	Wednesday 06/19/02	Thursday 06/20/02	Friday 06/21/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	249	312	449	336	356
	Cars On Hand - Empty	311	421	467	438	437
	Cars On Hand - Total	560	733	916	774	793
	Cars Handled	431	456	641	623	603
	Dwell Hours	23.8	24.1	23.4	21.8	23.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	284	250	259	178	270
	Cars On Hand - Empty	253	325	336	417	396
	Cars On Hand - Total	537	575	595	595	666
	Cars Handled	304	522	370	498	647
	Dwell Hours	51.0	22.3	25.3	23.7	22.4
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	278	272	277	291	294
	Cars On Hand - Empty	213	161	210	170	167
	Cars On Hand - Total	491	433	487	461	461
	Cars Handled	298	188	251	269	249
	Dwell Hours	41.5	23.4	44.1	35.5	20.0

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

Overall terminal dwell time was 26.6 hours, up from 25.4 hours reported for last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/17/02	06/18/02	06/19/02	06/20/02	06/21/02
North Jersey SAA	Number of Originations	7	7	7	7	8
	% Ontime	71%	71%	29%	86%	75%
	% Late 0-2 Hours	29%	0%	57%	0%	13%
	% Late 2-4 Hours	0%	29%	0%	14%	0%
	% Late 4-6 Hours	0%	0%	14%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	13%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	100%	67%	100%	67%
	% Late 0-2 Hours	0%	0%	0%	0%	33%
	% Late 2-4 Hours	0%	0%	33%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	57%	38%	50%	75%	38%
	% Late 0-2 Hours	29%	63%	13%	13%	38%
	% Late 2-4 Hours	0%	0%	25%	13%	0%
	% Late 4-6 Hours	14%	0%	0%	0%	0%
	% Late GT 6 hours	0%	0%	13%	0%	25%

CSX Comments: Total road train delays were 46 trains. Crew delays were 12 trains for 54 hours; 6 trains were delayed 31 hours for power; 28 originating trains were held for a total of 124 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 06/17/02	Tuesday 06/18/02	Wednesday 06/19/02	Thursday 06/20/02	Friday 06/21/02	Daily Average
Cars Offered	NS	0	0	25	0	0	5
	All Other	373	265	291	96	239	253
	Total	373	265	316	96	239	258

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 06/17/02	Tuesday 06/18/02	Wednesday 06/19/02	Thursday 06/20/02	Friday 06/21/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	100%	50%	50%	70%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	80%	100%	100%	96%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 06/15/02	Sunday 06/16/02	Monday 06/17/02	Tuesday 06/18/02	Wednesday 06/19/02	Thursday 06/20/02	Friday 06/21/02	Weekly Total
Baltimore	Train Crew Starts	16	11	13	17	12	16	14	99
	Crews Delayed +2 Hours	2	0	4	5	4	5	3	23
	% Delayed +2 Hours	13%	0%	31%	29%	33%	31%	21%	23%
Buffalo	Train Crew Starts	41	43	36	45	41	44	54	304
	Crews Delayed +2 Hours	5	3	5	2	3	8	5	31
	% Delayed +2 Hours	12%	7%	14%	4%	7%	18%	9%	10%
Chicago	Train Crew Starts	30	32	29	29	32	34	28	214
	Crews Delayed +2 Hours	10	12	5	10	9	12	12	70
	% Delayed +2 Hours	33%	38%	17%	34%	28%	35%	43%	33%
Cincinnati	Train Crew Starts	36	35	40	37	37	34	33	252
	Crews Delayed +2 Hours	3	4	5	0	3	2	5	22
	% Delayed +2 Hours	8%	11%	13%	0%	8%	6%	15%	9%
Cleveland	Train Crew Starts	23	23	19	19	21	24	22	151
	Crews Delayed +2 Hours	5	5	3	2	2	5	3	25
	% Delayed +2 Hours	22%	22%	16%	11%	10%	21%	14%	17%
Cumberland	Train Crew Starts	30	33	30	34	28	29	33	217
	Crews Delayed +2 Hours	2	3	0	0	1	5	3	14
	% Delayed +2 Hours	7%	9%	0%	0%	4%	17%	9%	6%
Detroit	Train Crew Starts	7	2	4	4	5	6	5	33
	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	8	10	8	10	13	8	10	67
	Crews Delayed +2 Hours	0	0	0	1	0	0	1	2
	% Delayed +2 Hours	0%	0%	0%	10%	0%	0%	10%	3%
Selkirk	Train Crew Starts	40	49	31	44	47	51	51	313
	Crews Delayed +2 Hours	10	19	7	6	9	9	13	73
	% Delayed +2 Hours	25%	39%	23%	14%	19%	18%	25%	23%
Toledo	Train Crew Starts	31	29	31	25	26	32	31	205
	Crews Delayed +2 Hours	4	3	4	1	1	7	4	24
	% Delayed +2 Hours	13%	10%	13%	4%	4%	22%	13%	12%
Willard	Train Crew Starts	45	46	40	50	36	39	44	300
	Crews Delayed +2 Hours	11	13	12	10	5	13	10	74
	% Delayed +2 Hours	24%	28%	30%	20%	14%	33%	23%	25%
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 06/15/02	Sunday 06/16/02	Monday 06/17/02	Tuesday 06/18/02	Wednesday 06/19/02	Thursday 06/20/02	Friday 06/21/02	Weekly Total
Train Delay	Originating Train Starts	102	111	94	99	98	107	126	737
	Delayed Hours - Power	0	8	3	2	16	8	0	37
	Delayed Hours - Crews	0	38	25	10	0	5	0	78

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 06/15/02	Sunday 06/16/02	Monday 06/17/02	Tuesday 06/18/02	Wednesday 06/19/02	Thursday 06/20/02	Friday 06/21/02	Daily Average
Crew Availability		79%	79%	80%	81%	83%	81%	80%	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 06/15/02	Sunday 06/16/02	Monday 06/17/02	Tuesday 06/18/02	Wednesday 06/19/02	Thursday 06/20/02	Friday 06/21/02	Weekly Total
Crews/Recrews	Train Crew Starts	256	250	229	251	254	272	272	1784
	Recrews	20	9	11	6	10	14	10	80
	% Recrewed	8%	4%	5%	2%	4%	5%	4%	4%

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 06/15/02	Sunday 06/16/02	Monday 06/17/02	Tuesday 06/18/02	Wednesday 06/19/02	Thursday 06/20/02	Friday 06/21/02	Daily Average
Locomotives	Gross Fleet Size	3788	3829	3743	3750	3770	3778	3794	3779
	Avg. Number Available	3400	3389	3363	3379	3392	3439	3430	3399
	OOS Ratio	5.4	5.1	5.5	5.0	5.3	5.0	5.1	5.2

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 06/15/02	Sunday 06/16/02	Monday 06/17/02	Tuesday 06/18/02	Wednesday 06/19/02	Thursday 06/20/02	Friday 06/21/02	Daily Average
Train Delay	Philadelphia/South Jersey	1	1	2	1	1	0	5	2
	North Jersey	4	2	7	2	4	2	2	3
	Detroit	0	2	3	2	2	2	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

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June 26, 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 21, 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.

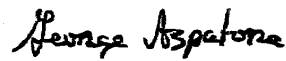
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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 26, 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 26, 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, 37 trains were held for terminal delays, 51 trains were held for crews, and 23 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 Oak Island and increased at North Yard 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. Twelve trains were delayed 54 hours for lack of crews and 6 trains were delayed 31 hours awaiting power. Twenty-eight originating trains were delayed a total of 124 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 52% of the delay hours reported in the SAAs.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony L. Ingram'.



For the week ending 6/21/02

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	6/17/2002	850	213	278	491	298	41.5
	6/18/2002	850	161	272	433	188	23.4
	6/19/2002	850	210	277	487	251	44.1
	6/20/2002	850	170	291	461	269	35.5
	6/21/2002	850	167	294	461	249	20.0
North Yard MI Average		850	184	282	467	251	33.7
Oak Island NJ	6/17/2002	1200	311	249	560	431	23.8
	6/18/2002	1200	421	312	733	456	24.1
	6/19/2002	1200	467	449	916	641	23.4
	6/20/2002	1200	438	336	774	623	21.8
	6/21/2002	1200	437	356	793	603	23.3
Oak Island NJ Average		1200	415	340	755	551	23.2
Pavonia NJ	6/17/2002	900	253	284	537	304	51.0
	6/18/2002	900	325	250	575	522	22.3
	6/19/2002	900	336	259	595	370	25.3
	6/20/2002	900	417	178	595	498	23.7
	6/21/2002	900	396	270	666	647	22.4
Pavonia Average		900	345	248	594	468	26.8



For the week ending 6/21/02

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	17-Jun	7	57%	29%	0%	14%	0%
	18-Jun	8	38%	63%	0%	0%	0%
	19-Jun	8	50%	13%	25%	0%	13%
	20-Jun	8	75%	13%	13%	0%	0%
	21-Jun	8	38%	38%	0%	0%	25%
Detroit Total		39	51%	31%	8%	3%	8%
North Jersey Total	17-Jun	7	71%	29%	0%	0%	0%
	18-Jun	7	71%	0%	29%	0%	0%
	19-Jun	7	29%	57%	0%	14%	0%
	20-Jun	7	86%	0%	14%	0%	0%
	21-Jun	8	75%	13%	0%	0%	13%
North Jersey Total		36	67%	19%	8%	3%	3%
South Jersey Total	17-Jun	1	100%	0%	0%	0%	0%
	18-Jun	3	100%	0%	0%	0%	0%
	19-Jun	3	67%	0%	33%	0%	0%
	20-Jun	3	100%	0%	0%	0%	0%
	21-Jun	3	67%	33%	0%	0%	0%
South Jersey Total		13	85%	8%	8%	0%	0%
Grand Total		88	63%	23%	8%	2%	5%



For the week ending 6/21/02

Shared Asset Area Trains Held

area	Sat 15-Jun	Sun 16-Jun	Mon 17-Jun	Tue 18-Jun	Wed 19-Jun	Thu 20-Jun	Fri 21-Jun	Grand Total
North Jersey	4	2	7	2	4	2	2	23
South Jersey	1	1	2	1	1	0	5	11
Detroit	0	2	3	2	2	2	1	12

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	40	0	0	40
other	3	0	0	132	0	135
Total	3	0	40	132	0	175

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

NS Northern Region Train Starts and Delays

	Saturday 15-Jun	Sunday 16-Jun	Monday 17-Jun	Tuesday 18-Jun	Wednesday 19-Jun	Thursday 20-Jun	Friday 21-Jun	Grand Total
# of Train Starts	163	158	161	173	179	177	174	1185
Delay Cause								
Crew Delays (hrs)	51.6	40.3	16.4	15.4	37.0	19.2	26.1	205.9
Power Delays (hrs)	8.5	95.3	93.4	37.3	47.0	43.0	71.8	396.2

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 15-Jun	Sunday 16-Jun	Monday 17-Jun	Tuesday 18-Jun	Wednesday 19-Jun	Thursday 20-Jun	Friday 21-Jun	average
Fleet Size	3258	3214	3215	3203	3185	3174	3195	3206
available	3038	2980	2979	2980	2965	2973	3006	2989
out of service %	6.8%	7.3%	7.3%	7.0%	6.9%	6.3%	5.9%	6.8%

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



NS Crew Starts and Delays

		Saturday 15-Jun	Sunday 16-Jun	Monday 17-Jun	Tuesday 18-Jun	Wednesday 19-Jun	Thursday 20-Jun	Friday 21-Jun	total
Allentown	crew starts	13	15	16	19	19	17	18	117
	crews delayed	2	5	5	3	6	3	1	25
Bellevue	crew starts	49	47	42	47	44	43	44	316
	crews delayed	13	6	9	11	9	13	11	72
Buffalo	crew starts	24	20	25	26	27	28	26	176
	crews delayed	3	1	1	2	4	5	5	21
Chicago	crew starts	38	34	38	34	39	35	44	262
	crews delayed	24	21	17	18	19	16	24	139
Cincinnati	crew starts	30	33	29	34	35	34	33	228
	crews delayed	7	10	9	9	12	9	5	61
Cleveland	crew starts	12	10	10	7	9	7	11	66
	crews delayed	4	4	2	3	4	4	2	23
Conway	crew starts	49	50	43	48	56	54	54	354
	crews delayed	7	9	9	6	11	10	12	64
Detroit	crew starts	16	12	18	18	20	19	17	120
	crews delayed	5	1	5	8	2	6	6	33
Elkhart	crew starts	40	47	48	41	42	44	35	297
	crews delayed	13	19	18	17	17	13	11	108
Harrisburg	crew starts	58	47	50	59	65	59	61	399
	crews delayed	19	20	13	20	19	20	15	126
Toledo	crew starts	59	53	60	61	59	61	59	412
	crews delayed	13	12	19	9	12	19	17	101

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 15-Jun	Sunday 16-Jun	Monday 17-Jun	Tuesday 18-Jun	Wednesday 19-Jun	Thursday 20-Jun	Friday 21-Jun	average
availability%	73%	72%	75%	76%	75%	76%	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 15-Jun	Sunday 16-Jun	Monday 17-Jun	Tuesday 18-Jun	Wednesday 19-Jun	Thursday 20-Jun	Friday 21-Jun	total
crew starts	341	323	327	339	371	360	351	2412
recrews	6	2	11	15	10	12	16	72

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