

SURFACE TRANSPORTATION BOARD

Memorandum



205784

DATE: July 5, 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

July 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

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, June 28th. Cars on-line improved from 229,966 to 229,382 cars. Train velocity slightly decreased from 22.3 to 21.9 miles-per-hour, while terminal dwell remained flat at 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 four percentage points to 66%. The percent of trains greater than 6 hours late moved unfavorably four percentage points to 16%.

Yards and Terminals

Six 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, three 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 91%. Overall, the on-time-to-two-hours-late category was 71%, moving unfavorably nine percentage points from last week. The greater-than-six-hours-late category was 14%, moving unfavorably five percentage points from the previous week.

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 27.1 hours, up from 26.6 hours the prior week.

Additional Measurements

Train Delay Metric: For 749 train starts, the total weekly train delay was 88 hours for crew and 31 hours for power.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 19.6% for the week, up from 18.1% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 79%, down from 80%, the prior week.

Daily Number of Recrews Required: Of 1816 crew starts, 49 (3%) were recrews, same percentage as last week.

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

Locomotives: Gross Locomotives = 3801, Average Available = 3446, and Out-of-Service Ratio = 5.4%, up from 5.2% for the previous week.

Cars Offered in Interchange: averaged 173 cars daily, 19 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: 20% for 10 AMTRAK trains (Pittsburgh - Washington) and 93% for 100 MARC trains (West Virginia - Washington).

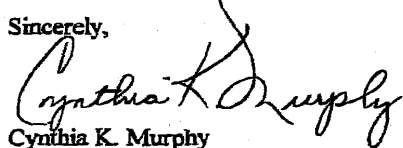
Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 61 weeks.

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, RCRT, hours of locomotive delay and local originations.

The overall performance of the rail network remains at a high level. Operations are fluid, and CSX is able to absorb additional traffic.

This will be the final transmission of these operational monitoring reports that were required as a condition of the Conrail acquisition in 1999. The Surface Transportation Board has agreed to the requests of CSX Transportation and Norfolk Southern that these reports be discontinued since operating conditions on both roads have reached levels that make these reports unnecessary. The AAR website (www.railroadpm.org) and CSX website (www.csx.com) will continue to be updated with Cars On Line, Velocity, Terminal Dwell, and Bill of Lading Timeliness statistics.

Sincerely,



Cynthia K. Murphy
Secretary
CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

06/28/02

Yard Performance

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/24/02	06/25/02	06/26/02	06/27/02	06/28/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	231	365	470	315	464
	Cars On Hand - Empty	264	378	488	609	538
	Cars On Hand - Total	495	743	958	924	1002
	Cars Handled	212	471	637	628	613
	Dwell Hours	32.5	28.0	28.1	28.0	26.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	239	172	266	227	264
	Cars On Hand - Empty	187	212	512	330	299
	Cars On Hand - Total	426	384	778	557	563
	Cars Handled	181	238	554	413	434
	Dwell Hours	44.3	27.1	25.1	27.0	22.2
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	185	278	399	329	304
	Cars On Hand - Empty	212	150	221	209	191
	Cars On Hand - Total	397	428	620	538	495
	Cars Handled	193	245	275	314	398
	Dwell Hours	30.9	24.3	15.6	28.7	28.9

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 27.1 hours, up from 26.6 hours reported for last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

		Monday	Tuesday	Wednesday	Thursday	Friday
Location	Measure	06/24/02	06/25/02	06/26/02	06/27/02	06/28/02
North Jersey SAA	Number of Originations	5	6	7	8	6
	% Ontime	80%	50%	43%	50%	50%
	% Late 0-2 Hours	20%	33%	57%	13%	50%
	% Late 2-4 Hours	0%	17%	0%	25%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	13%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	0%	100%	67%	100%	100%
	% Late 0-2 Hours	0%	0%	33%	0%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	100%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	43%	75%	63%	50%	63%
	% Late 0-2 Hours	43%	13%	25%	25%	25%
	% Late 2-4 Hours	0%	13%	13%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 hours	14%	0%	0%	25%	13%

CSX Comments: Total road train delays were 39 trains. Crew delays were 15 trains for 86 hours; 3 trains were delayed 18 hours for power; 21 originating trains were held for a total of 115 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 06/24/02	Tuesday 06/25/02	Wednesday 06/26/02	Thursday 06/27/02	Friday 06/28/02	Daily Average
Cars Offered	NS	0	60	0	0	35	19
	All Other	251	123	96	195	105	154
	Total	251	183	96	195	140	173

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 06/24/02	Tuesday 06/25/02	Wednesday 06/26/02	Thursday 06/27/02	Friday 06/28/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	50%	50%	0%	20%
MARC	Trains	20	20	20	20	20	100
	% On Time	90%	85%	100%	100%	90%	93%

AMTK measured according to contract with CSXT.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 06/22/02	Sunday 06/23/02	Monday 06/24/02	Tuesday 06/25/02	Wednesday 06/26/02	Thursday 06/27/02	Friday 06/28/02	Weekly Total
Baltimore	Train Crew Starts	14	12	12	13	16	16	15	98
	Crews Delayed +2 Hours	6	1	9	5	10	4	6	41
	% Delayed +2 Hours	43%	8%	75%	38%	63%	25%	40%	42%
Buffalo	Train Crew Starts	49	37	39	47	46	48	54	320
	Crews Delayed +2 Hours	6	4	0	6	6	4	5	31
	% Delayed +2 Hours	12%	11%	0%	13%	13%	8%	9%	10%
Chicago	Train Crew Starts	29	28	29	30	30	32	28	206
	Crews Delayed +2 Hours	10	9	17	8	11	13	9	77
	% Delayed +2 Hours	34%	32%	59%	27%	37%	41%	32%	37%
Cincinnati	Train Crew Starts	36	34	35	34	39	38	31	247
	Crews Delayed +2 Hours	4	11	2	3	2	4	3	29
	% Delayed +2 Hours	11%	32%	6%	9%	5%	11%	10%	12%
Cleveland	Train Crew Starts	24	22	20	23	21	23	23	156
	Crews Delayed +2 Hours	6	4	6	1	5	2	5	29
	% Delayed +2 Hours	25%	18%	30%	4%	24%	9%	22%	19%
Cumberland	Train Crew Starts	34	29	29	30	30	29	36	217
	Crews Delayed +2 Hours	1	4	2	4	5	4	0	20
	% Delayed +2 Hours	3%	14%	7%	13%	17%	14%	0%	9%
Detroit	Train Crew Starts	5	4	3	8	5	4	6	35
	Crews Delayed +2 Hours	0	0	0	1	1	0	0	2
	% Delayed +2 Hours	0%	0%	0%	13%	20%	0%	0%	6%
Philadelphia	Train Crew Starts	11	9	6	8	11	11	11	67
	Crews Delayed +2 Hours	1	0	0	1	0	2	0	4
	% Delayed +2 Hours	9%	0%	0%	13%	0%	18%	0%	6%
Selkirk	Train Crew Starts	45	46	33	43	52	51	53	323
	Crews Delayed +2 Hours	13	18	7	9	8	13	4	72
	% Delayed +2 Hours	29%	39%	21%	21%	15%	25%	8%	22%
Toledo	Train Crew Starts	34	34	28	29	32	32	31	220
	Crews Delayed +2 Hours	13	5	6	3	4	6	9	46
	% Delayed +2 Hours	38%	15%	21%	10%	13%	19%	29%	21%
Willard	Train Crew Starts	40	41	43	43	38	49	52	306
	Crews Delayed +2 Hours	8	11	9	5	3	5	8	49
	% Delayed +2 Hours	20%	27%	21%	12%	8%	10%	15%	16%

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	Saturday 06/22/02	Sunday 06/23/02	Monday 06/24/02	Tuesday 06/25/02	Wednesday 06/26/02	Thursday 06/27/02	Friday 06/28/02	Weekly Total
Train Delay	Originating Train Starts	101	104	107	94	107	122	114	749
	Delayed Hours - Power	10	0	1	1	3	10	6	31
	Delayed Hours - Crews	14	18	25	14	1	11	5	88

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 06/22/02	Sunday 06/23/02	Monday 06/24/02	Tuesday 06/25/02	Wednesday 06/26/02	Thursday 06/27/02	Friday 06/28/02	Daily Average
Crew Availability		77%	77%	79%	80%	82%	82%	79%	79%

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 06/22/02	Sunday 06/23/02	Monday 06/24/02	Tuesday 06/25/02	Wednesday 06/26/02	Thursday 06/27/02	Friday 06/28/02	Weekly Total
Crews/Recrews	Train Crew Starts	255	232	241	258	275	282	273	1816
	Recrews	6	5	7	9	8	6	8	49
	% Recrewed	2%	2%	3%	3%	3%	2%	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 06/22/02	Sunday 06/23/02	Monday 06/24/02	Tuesday 06/25/02	Wednesday 06/26/02	Thursday 06/27/02	Friday 06/28/02	Daily Average
Locomotives	Gross Fleet Size	3770	3800	3824	3794	3813	3777	3828	3801
	Avg. Number Available	3420	3419	3454	3446	3450	3442	3490	3446
	OOS Ratio	5.0	5.2	5.2	5.5	5.6	5.8	5.4	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 06/22/02	Sunday 06/23/02	Monday 06/24/02	Tuesday 06/25/02	Wednesday 06/26/02	Thursday 06/27/02	Friday 06/28/02	Daily Average
Train Delay	Philadelphia/South Jersey	3	1	1	2	2	2	1	2
	North Jersey	1	3	3	0	4	2	5	3
	Detroit	1	0	1	1	3	1	2	1

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 23510-9241

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

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July 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 June 28, 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.
July 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,



George A. Aspatore
General Solicitor

Enclosures



**NORFOLK
SOUTHERN**

Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

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July 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 increased, the average train speed decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 66 trains were held for terminal delays, 64 trains were held for crews, and 26 trains were held for power.

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. The number of reported road train delays for crews and power increased from last week. Fifteen trains were delayed 86 hours for lack of crews and three trains were delayed 18 hours awaiting power. Twenty-one originating trains were delayed a total of 115 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 58% 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 6/28/02

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	6/24/2002	850	212	185	397	193	30.9
	6/25/2002	850	150	278	428	245	24.3
	6/26/2002	850	221	399	620	275	15.6
	6/27/2002	850	209	329	538	314	28.7
	6/28/2002	850	191	304	495	398	28.9
North Yard MI Average		850	197	299	496	285	25.8
Oak Island NJ	6/24/2002	1200	264	231	495	212	32.5
	6/25/2002	1200	378	365	743	471	28.0
	6/26/2002	1200	488	470	958	637	28.1
	6/27/2002	1200	609	315	924	628	28.0
	6/28/2002	1200	538	464	1002	613	26.2
Oak Island NJ Average		1200	455	369	824	512	27.9
Pavonia NJ	6/24/2002	900	187	239	426	181	44.3
	6/25/2002	900	212	172	384	238	27.1
	6/26/2002	900	512	266	778	554	25.1
	6/27/2002	900	330	227	557	413	27.0
	6/28/2002	900	299	264	563	434	22.2
Pavonia Average		900	308	234	542	364	27.0



For the week ending 6/28/02

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	24-Jun	7	43%	43%	0%	0%	14%
	25-Jun	8	75%	13%	13%	0%	0%
	26-Jun	8	63%	25%	13%	0%	0%
	27-Jun	8	50%	25%	0%	0%	25%
	28-Jun	8	63%	25%	0%	0%	13%
Detroit Total		39	59%	26%	5%	0%	10%
North Jersey Total	24-Jun	5	80%	20%	0%	0%	0%
	25-Jun	6	50%	33%	17%	0%	0%
	26-Jun	7	43%	57%	0%	0%	0%
	27-Jun	8	50%	13%	25%	0%	13%
	28-Jun	6	50%	50%	0%	0%	0%
North Jersey Total		32	53%	34%	9%	0%	3%
South Jersey Total	24-Jun	1	0%	0%	0%	0%	100%
	25-Jun	3	100%	0%	0%	0%	0%
	26-Jun	3	67%	33%	0%	0%	0%
	27-Jun	3	100%	0%	0%	0%	0%
	28-Jun	3	100%	0%	0%	0%	0%
South Jersey Total		13	85%	8%	0%	0%	8%
Grand Total		84	61%	26%	6%	0%	7%



For the week ending 6/28/02

Shared Asset Area Trains Held

area	Sat 22-Jun	Sun 23-Jun	Mon 24-Jun	Tue 25-Jun	Wed 26-Jun	Thu 27-Jun	Fri 28-Jun	Grand Total
North Jersey	1	3	3	0	4	2	5	18
South Jersey	3	1	1	2	2	2	1	12
Detroit	1	0	1	1	3	1	2	9

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	9	87	0	0	131	227
Total	9	87	0	0	131	227

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

NS Northern Region Train Starts and Delays

	Saturday 22-Jun	Sunday 23-Jun	Monday 24-Jun	Tuesday 25-Jun	Wednesday 26-Jun	Thursday 27-Jun	Friday 28-Jun	Grand Total
# of Train Starts	161	141	161	178	181	173	171	1166
Delay Cause								
Crew Delays (hrs)	35.2	30.0	18.9	5.7	27.9	10.3	20.5	148.5
Power Delays (hrs)	124.5	3.8	27.3	25.5	32.3	47.8	78.3	339.3

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 22-Jun	Sunday 23-Jun	Monday 24-Jun	Tuesday 25-Jun	Wednesday 26-Jun	Thursday 27-Jun	Friday 28-Jun	average
Fleet Size	3205	3210	3183	3195	3154	3160	3176	3183
available	3015	3000	2985	2969	2931	2955	2977	2976
out of service %	5.9%	6.5%	6.2%	7.1%	7.1%	6.5%	6.3%	6.5%

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



NS Crew Starts and Delays

		Saturday 22-Jun	Sunday 23-Jun	Monday 24-Jun	Tuesday 25-Jun	Wednesday 26-Jun	Thursday 27-Jun	Friday 28-Jun	total
Allentown	crew starts	13	14	19	16	17	18	18	115
	crews delayed	4	1	4	2	6	2	4	23
Bellevue	crew starts	42	47	37	50	46	49	41	312
	crews delayed	9	15	10	19	12	12	12	89
Buffalo	crew starts	22	22	25	26	25	25	25	170
	crews delayed	2	2	3	3	1	2	6	19
Chicago	crew starts	36	36	34	33	35	34	35	243
	crews delayed	15	25	20	17	24	23	20	144
Cincinnati	crew starts	35	37	25	33	32	32	38	232
	crews delayed	10	8	5	6	5	5	10	49
Cleveland	crew starts	11	9	8	10	8	13	7	66
	crews delayed	3	3	5	4	4	4	3	26
Conway	crew starts	50	55	44	53	55	57	53	367
	crews delayed	8	8	12	12	10	12	11	73
Detroit	crew starts	17	12	15	23	20	15	21	123
	crews delayed	5	3	5	2	2	3	8	28
Elkhart	crew starts	43	34	43	47	38	40	46	291
	crews delayed	23	14	15	23	15	19	24	133
Harrisburg	crew starts	57	48	44	61	58	58	54	380
	crews delayed	19	8	12	15	23	20	18	115
Toledo	crew starts	59	51	53	66	61	63	63	416
	crews delayed	16	17	11	12	25	19	24	124

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 22-Jun	Sunday 23-Jun	Monday 24-Jun	Tuesday 25-Jun	Wednesday 26-Jun	Thursday 27-Jun	Friday 28-Jun	average
availability%	73%	72%	73%	75%	76%	77%	74%	74%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 22-Jun	Sunday 23-Jun	Monday 24-Jun	Tuesday 25-Jun	Wednesday 26-Jun	Thursday 27-Jun	Friday 28-Jun	total
crew starts	342	310	306	342	354	348	346	2348
recrews	14	5	7	9	10	14	13	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