

SURFACE TRANSPORTATION BOARD

Memorandum

DATE: April 12, 2001

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 To Da Office Solutions. If there are any questions, please don't hesitate to contact me or Ed Nelson.

Attachments

cc: Chairman Morgan
Vice Chairman Clyburn
Commissioner Burkes
Richard Armstrong
Ron Douglas
Charles Renninger



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

April 11, 2001

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 6th. Our three key indicators again showed sustained performance at high post-acquisition levels. Cars on-line improved from 242,476 to 241,610, the lowest weekly number reported since the acquisition of Conrail. Terminal dwell improved from 24.9 to 24.5 hours, while train velocity remained the same at 21.2 miles-per-hour. There were no significant differences between the former Conrail territory and the rest of CSXT.

We would offer the following observations and interpretations regarding the data CSXT provides the STB, Conrail Transaction Council, and the AAR:

Chicago Gateway Operations

During this reporting week, the on-time-to-two-hours-late measure of deliveries to western carriers through Chicago moved favorably three percentage points to 75%. The more-than-six-hours-late category moved unfavorably seven percentage points to 12%.

Yards and Terminals

Car volumes and dwell times changed very little, remaining within expected levels at most terminals across the network. Eight of the 14 measured yards showed an improvement in dwell time compared to the prior week.

Corridor Performance

One of the six measured corridors showed an improvement compared to the prior week. The best performance in the on-time-to-two-hours-late category was the I-95 corridor with 92%. Overall, the on-time-to-two-hours-late category moved unfavorably five percentage points to 82%, and the percent of trains in the greater-than-six-hours-late category moved unfavorably one percentage point to 7%.

Shared Areas

Daily average on hand cars decreased marginally at Pavonia and increased marginally at Oak Island and North Yard. Detroit North Yard and Oak Island average volume was impacted by midweek increases in volume due to outbound industrial traffic. Overall terminal dwell time was 22.7 hours, compared to 29.6 hours last week. For the week, there were a total of 23 trains delayed for CSXT and NS: 10 for crew, 0 for power, and 13 for late arrivals by CSX and NS.

Additional Measurements

Train Delay Metric: For 771 train starts, weekly train delay totaled 6 hours for Power and 30 hours for Crew. Both are increases from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 22.7% for the week, up from 18.8% last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 85%, remaining at the same percentage as the last four weeks.

Daily Number of Recrews Required: Of 1891 crew starts, 61 (3%) were recrews, up one percentage point from last week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged one train for South Jersey, two trains for North Jersey, and no trains for Detroit.

Locomotives: Gross Locomotives = 3789, Average Available = 3485, and Out-of-Service Ratio = 4.7%, down from 5.5% the previous week.

Cars Offered in Interchange: averaged 137 cars daily, of which 22 were for the Norfolk Southern. Both total-offered and NS-offered cars decreased this week.

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 96% for 90 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot-Line): the customer service center received and resolved one hot-line call.

Last week we met the goal for 13 of the 18 key service measures established for the first quarter. Goals were met for cars on-line, overall velocity, merchandise train velocity, slow order miles, crews on duty over 12 hours, hours of crew delay, car dwell, right connection, 30-hour cars, industrial switching, hours of locomotive delay, CSXT locomotive out-of-service ratio, and leased locomotive out-of-service ratio. Most of the goals were made more stringent for the second quarter. The high percentage of achievement indicates excellent operational performance on the railroad.

CSXT's operations performance continues at near-record levels, with little movement in indicators. Operations are very fluid and CSXT is able to absorb additional traffic.

Sincerely,

T. J. Stephenson
Assistant Vice President
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 04/06/01

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	363	337	430	356	407
	Cars On Hand - Empty	415	464	493	529	349
	Cars On Hand - Total	778	801	923	885	756
	Cars Handled	303	439	476	526	520
	Dwell Hours	27.4	24.7	21.0	21.6	24.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	295	190	170	300	350
	Cars On Hand - Empty	240	210	234	350	314
	Cars On Hand - Total	535	400	404	650	664
	Cars Handled	286	194	253	623	588
	Dwell Hours	22.1	20.2	20.8	19.1	23.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	129	210	211	169	161
	Cars On Hand - Empty	158	209	219	170	223
	Cars On Hand - Total	287	419	430	339	384
	Cars Handled	235	253	371	328	289
	Dwell Hours	22.3	23.4	22.5	25.1	23.7

CSX Comments: Daily average on hand cars decreased marginally at Pavonia and increased marginally at Oak Island and North Yard. Detroit North Yard and Oak Island average volume was impacted by midweek increases in volume due to outbound industrial traffic. Overall terminal dwell time was 22.7 hours, down from 29.6 last week.

Surface Transportation Board Performance Measures

Train Originations (Composite of NS/CSX Traffic)

Location	Measure	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01
North Jersey SAA	Number of Originations	5	8	10	10	9
	% Ontime	80%	38%	40%	40%	56%
	% Late 0-2 Hours	20%	25%	50%	40%	33%
	% Late 2-4 Hours	0%	25%	10%	10%	0%
	% Late 4-6 Hours	0%	13%	0%	10%	0%
	% Late GT 6 Hours	0%	0%	0%	0%	11%
South Jersey SAA	Number of Originations	1	3	2	4	3
	% Ontime	100%	67%	100%	50%	33%
	% Late 0-2 Hours	0%	33%	0%	0%	67%
	% Late 2-4 Hours	0%	0%	0%	25%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
	% Late GT 6 Hours	0%	0%	0%	25%	0%
Detroit SAA	Number of Originations	6	6	7	7	7
	% Ontime	67%	83%	86%	43%	71%
	% Late 0-2 Hours	33%	17%	0%	57%	29%
	% Late 2-4 Hours	0%	0%	14%	0%	0%
	% 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 23 trains. Crew delays were 10 trains for 50 hours; no trains were delayed for power; originating trains 13 for 34 hours, due to late connections.

Surface Transportation Board Performance Measures

CSXT Cars Offered in Interchange but not Accepted (Snapshot at Midnight for Day Measured)

Measure	Railroad Offered To	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01	Daily Average
Cars Offered	NS	0	78	6	28	0	22
	All Other	17	124	234	140	168	137
	Total	17	202	240	168	168	159

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 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	100%	0%	70%
MARC	Trains	18	18	18	18	18	90
	% On Time	100%	100%	89%	89%	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 03/31/01	Sunday 04/01/01	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01	Weekly Total
Baltimore	Train Crew Starts	19	14	19	23	24	16	22	137
	Crews Delayed +2 Hours	10	6	8	11	10	3	7	55
	% Delayed +2 Hours	53%	43%	42%	48%	42%	19%	32%	40%
Buffalo	Train Crew Starts	53	37	36	49	50	46	47	318
	Crews Delayed +2 Hours	13	5	6	5	11	8	10	58
	% Delayed +2 Hours	25%	14%	17%	10%	22%	17%	21%	18%
Chicago	Train Crew Starts	24	21	22	26	23	24	23	163
	Crews Delayed +2 Hours	6	4	7	6	5	4	6	38
	% Delayed +2 Hours	25%	19%	32%	23%	22%	17%	26%	23%
Cincinnati	Train Crew Starts	37	33	36	37	29	37	40	249
	Crews Delayed +2 Hours	4	2	5	1	3	1	3	19
	% Delayed +2 Hours	11%	6%	14%	3%	10%	3%	8%	8%
Cleveland	Train Crew Starts	23	24	20	20	25	21	23	156
	Crews Delayed +2 Hours	8	9	7	5	5	6	6	46
	% Delayed +2 Hours	35%	38%	35%	25%	20%	29%	26%	29%
Cumberland	Train Crew Starts	35	30	27	36	31	37	39	235
	Crews Delayed +2 Hours	0	1	4	11	2	4	1	23
	% Delayed +2 Hours	0%	3%	15%	31%	6%	11%	3%	10%
Detroit	Train Crew Starts	8	6	6	7	7	7	7	48
	Crews Delayed +2 Hours	3	1	1	2	2	1	1	11
	% Delayed +2 Hours	38%	17%	17%	29%	29%	14%	14%	23%
Philadelphia	Train Crew Starts	12	10	10	16	12	17	16	93
	Crews Delayed +2 Hours	2	3	2	1	7	4	2	21
	% Delayed +2 Hours	17%	30%	20%	6%	8%	24%	13%	23%
Selkirk	Train Crew Starts	45	39	34	47	48	42	44	299
	Crews Delayed +2 Hours	17	22	15	12	16	14	8	104
	% Delayed +2 Hours	38%	56%	44%	26%	33%	33%	18%	35%
Toledo	Train Crew Starts	26	27	33	27	33	27	35	208
	Crews Delayed +2 Hours	5	6	2	4	2	6	6	31
	% Delayed +2 Hours	19%	22%	6%	15%	6%	22%	17%	15%
Willard	Train Crew Starts	45	37	32	40	42	45	41	282
	Crews Delayed +2 Hours	13	11	7	7	11	10	15	74
	% Delayed +2 Hours	29%	30%	22%	18%	26%	22%	37%	26%
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 03/31/01	Sunday 04/01/01	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01	Weekly Total
Train Delay	Originating Train Starts	114	97	99	110	121	116	114	771
	Delayed Hours - Power	1	3	0	2	0	0	0	6
	Delayed Hours - Crews	4	0	13	0	0	8	5	30

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 03/31/01	Sunday 04/01/01	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01	Daily Average
Crew Availability		85%	84%	85%	86%	85%	85%	84%	85%

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 03/31/01	Sunday 04/01/01	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01	Weekly Total
Crews/Recrews	Train Crew Starts	304	244	227	269	300	280	267	1891
	Recrews	17	15	2	5	7	5	10	61
	% Recrewed	6%	6%	1%	2%	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 03/31/01	Sunday 04/01/01	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01	Daily Average
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Locomotives		3804	3795	3779	3770	3770	3791	3817	3789
Avg. Number Available		3486	3452	3444	3482	3483	3499	3546	3485
OOS Ratio		5.0	5.1	5.2	5.0	4.2	4.0	4.1	4.7

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 03/31/01	Sunday 04/01/01	Monday 04/02/01	Tuesday 04/03/01	Wednesday 04/04/01	Thursday 04/05/01	Friday 04/06/01	Daily Average
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Train Delay	Philadelphia/South Jersey	2	2	2	0	1	1	2	1
	North Jersey	2	1	3	0	1	1	3	2
	Detroit	1	0	0	0	0	0	1	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.

George A. Aspatore
General Solicitor

(757) 629-2657
(757) 533-4872
E-mail gaaspato@nscorp.com

April 11, 2001

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 6, 2001, 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 11, 2001
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

April 11, 2001

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, 40 trains were held for terminal delays, 14 trains were held for crews, and 16 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased slightly at Oak Island and North Yard while decreasing slightly at Pavonia. 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. Ten trains were delayed 50 hours for lack of crews and no trains were delayed awaiting power. Thirteen originating trains were delayed a total of 34 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 24% of the delay hours reported in the SAAs.

Sincerely,

A handwritten signature in black ink, appearing to be "Thelma", followed by a horizontal line.



For the week ending 4/6/01

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	4/2/01	850	158	129	287	235	22.3
	4/3/01	850	209	210	419	253	23.4
	4/4/01	850	219	211	430	371	22.5
	4/5/01	850	170	169	339	328	25.1
	4/6/01	850	223	161	384	289	23.7
North Yard MI Average		850	196	176	372	295	23.4
Oak Island NJ	4/2/01	1200	415	363	778	303	27.4
	4/3/01	1200	464	337	801	439	24.7
	4/4/01	1200	493	430	923	476	21.0
	4/5/01	1200	529	356	885	526	21.6
	4/6/01	1200	349	407	756	520	24.3
Oak Island NJ Average		1200	450	379	829	453	23.5
Pavonia NJ	4/2/01	900	240	295	535	286	22.1
	4/3/01	900	210	190	400	194	20.2
	4/4/01	900	234	170	404	253	20.8
	4/5/01	900	350	300	650	623	19.1
	4/6/01	900	314	350	664	588	23.3
Pavonia Average		900	270	261	531	389	21.1



For the week ending 4/6/01

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	2-Apr	6	67%	33%	0%	0%	0%
	3-Apr	6	83%	17%	0%	0%	0%
	4-Apr	7	86%	0%	14%	0%	0%
	5-Apr	7	43%	57%	0%	0%	0%
	6-Apr	7	71%	29%	0%	0%	0%
Detroit Total		33	70%	27%	3%	0%	0%
North Jersey Total	2-Apr	5	80%	20%	0%	0%	0%
	3-Apr	8	38%	25%	25%	13%	0%
	4-Apr	10	40%	50%	10%	0%	0%
	5-Apr	10	40%	40%	10%	10%	0%
	6-Apr	9	56%	33%	0%	0%	11%
North Jersey Total		42	48%	36%	10%	5%	2%
South Jersey Total	2-Apr	1	100%	0%	0%	0%	0%
	3-Apr	3	67%	33%	0%	0%	0%
	4-Apr	2	100%	0%	0%	0%	0%
	5-Apr	4	50%	0%	25%	0%	25%
	6-Apr	3	33%	67%	0%	0%	0%
South Jersey Total		13	62%	23%	8%	0%	8%
Grand Total		88	58%	31%	7%	2%	2%



For the week ending 4/6/01

Shared Asset Area Trains Held

area	Sat 31-Mar	Sun 01-Apr	Mon 02-Apr	Tue 03-Apr	Wed 04-Apr	Thu 05-Apr	Fri 06-Apr	Grand Total
North Jersey	2	1	3	0	1	1	3	11
South Jersey	2	2	2	0	1	1	2	10
Detroit	1	0	0	0	0	0	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.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	15	0	0	0	0	15
Total	15	0	0	0	0	15

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

NS Northern Region Train Starts and Delays

	Saturday 31-Mar	Sunday 1-Apr	Monday 2-Apr	Tuesday 3-Apr	Wednesday 4-Apr	Thursday 5-Apr	Friday 6-Apr	Grand Total
# of Train Starts	156	136	147	160	171	172	173	1115
Delay Cause								
Crew Delays (hrs)	7.0	6.3	0.0	4.0	0.2	0.0	8.2	25.7
Power Delays (hrs)	4.0	4.5	27.9	65.7	38.3	55.6	12.5	208.4

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 31-Mar	Sunday 1-Apr	Monday 2-Apr	Tuesday 3-Apr	Wednesday 4-Apr	Thursday 5-Apr	Friday 6-Apr	average
Fleet Size	3229	3244	3280	3255	3230	3302	3266	3258
available	3031	3039	3068	3071	3037	3107	3074	3061
out of service %	6.1%	6.3%	6.5%	5.7%	6.0%	5.9%	5.9%	6.0%

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



NS Crew Starts and Delays

		Saturday 31-Mar	Sunday 1-Apr	Monday 2-Apr	Tuesday 3-Apr	Wednesday 4-Apr	Thursday 5-Apr	Friday 6-Apr	Grand Total
Allentown	crew starts	11	12	13	16	17	17	12	98
	crews delayed	3	4	2	4	2	5	2	22
Bellevue	crew starts	40	38	36	30	40	43	39	266
	crews delayed	15	10	7	11	13	12	10	78
Buffalo	crew starts	23	22	16	22	20	23	22	148
	crews delayed	7	5	2	4	3	4	5	30
Chicago	crew starts	38	33	33	35	30	41	34	244
	crews delayed	12	13	5	12	8	10	9	69
Cincinnati	crew starts	36	34	35	31	40	39	37	252
	crews delayed	8	12	8	9	6	7	7	57
Cleveland	crew starts	7	7	13	13	12	11	14	77
	crews delayed	2	5	4	3	6	5	3	28
Conway	crew starts	49	56	41	48	57	59	61	371
	crews delayed	10	16	13	11	17	10	16	93
Detroit	crew starts	20	20	15	22	20	19	24	140
	crews delayed	9	7	4	6	8	4	9	47
Elkhart	crew starts	38	34	35	36	41	47	42	273
	crews delayed	10	13	17	13	12	11	12	88
Harrisburg	crew starts	56	51	41	50	57	58	61	374
	crews delayed	26	22	11	12	17	15	25	128
Toledo	crew starts	59	57	50	47	57	57	62	389
	crews delayed	12	15	14	20	13	14	21	109

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 31-Mar	Sunday 1-Apr	Monday 2-Apr	Tuesday 3-Apr	Wednesday 4-Apr	Thursday 5-Apr	Friday 6-Apr	average
availability%	78%	78%	78%	78%	81%	81%	78%	79%

Notes:

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

NS Northern Region Crew Starts and Recrews

	Saturday 31-Mar	Sunday 1-Apr	Monday 2-Apr	Tuesday 3-Apr	Wednesday 4-Apr	Thursday 5-Apr	Friday 6-Apr	Grand Total
crew starts	320	304	263	301	332	341	350	2211
recrews	5	6	5	10	13	12	12	63

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