

SURFACE TRANSPORTATION BOARD

Memorandum



205300

DATE: May 2, 2002

TO : Ellen Keys, Assistant Secretary
Section of Publications/Records
Office of the Secretary

FROM *OC* : 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 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
Ron Douglas
Charles Renninger



T. J. Stephenson
Assistant Vice President -
Service Measurements

May 1, 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, April 26th. Cars on-line decreased from 232,420 to 231,902 cars, a new weekly low. Train velocity decreased from 22.4 to 22.3 miles-per-hour. Terminal dwell increased slightly from 24.1 to 24.3 hours. This week's public terminal dwell numbers are based on three days of measured activity. A computer program problem resulted in corrupted dwell data for the other four days. The problem has been corrected.

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 nine percentage points to 68%. The percent of trains greater than 6 hours late moved unfavorably seven percentage points to 14%.

Yards and Terminals

Yard dwell for the twelve measured CSX yards is not available for last week due to the aforementioned computer problem. Volumes remained within expected levels across the network.

Corridor Performance

Of the six measured corridors, two showed an improvement from the prior week. The best performance in the on-time-to-two-hours-late category occurred on the Chicago to Northeast corridor with 93%. Overall, the on-time-to-two-hours-late category was 76%, down six percentage points from the prior week. The greater-than-six-hours-late category was 13%, up from the 8% recorded for last week.

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RECEIVED
SURFACE TRANSPORTATION
BOARD
2002 MAY -2 A 7 27
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars increased at Pavonia, North Yard and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 27.6 hours, up from 26.3 hours the prior week.

Additional Measurements

Train Delay Metric: For 751 train starts, the total weekly train delay for power was 7 hours, and crew delay totaled 70 hours. Power delay decreased, while crew delay hours increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 19.2% for the week, up from 18.7% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 83%, improved one percentage point from the prior week.

Daily Number of Recrews Required: Of 1804 crew starts, 42 (2%) 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, none for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3868, Average Available = 3520, and Out-of-Service Ratio = 4.7%, improved from 4.8% recorded for the previous week.

Cars Offered in Interchange: averaged 207 cars daily, 3 of which were for the Norfolk Southern. The total-offered increased while the NS-offered decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 10% 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 52 weeks.

Last week CSXT met the goal for 6 of the 18 key second quarter service measurements. Goals were met for FRA reportable injuries, slow order miles, on-time train origination, local train on-time origination, hours of locomotive delay, and locomotive out of service ratio.

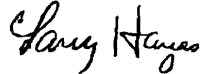
MAY. -01' 02 (WED) 13:45 SAFETY DEPT.

TEL: 904 359 3175

P. 003

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: 04/26/02

Yard Performance (Composite of NS/CSX Traffic)

Location	Measure	Monday 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	355	392	366	286	276
	Cars On Hand - Empty	380	391	536	493	463
	Cars On Hand - Total	735	783	902	779	739
	Cars Handled	325	465	548	586	455
	Dwell Hours	33.9	32.3	25.4	24.2	23.3
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	297	275	308	241	268
	Cars On Hand - Empty	380	347	512	421	359
	Cars On Hand - Total	677	622	820	662	627
	Cars Handled	377	396	436	429	518
	Dwell Hours	35.9	31.3	28.1	32.5	22.9
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	164	257	208	247	307
	Cars On Hand - Empty	142	182	222	205	194
	Cars On Hand - Total	306	439	430	452	501
	Cars Handled	138	290	221	393	330
	Dwell Hours	23.6	21.0	14.9	37.4	20.3

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

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 27.6 hours, up from 26.3 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02
North Jersey SAA	Number of Originations	6	7	8	8	8
	% Ontime	83%	57%	63%	75%	75%
	% Late 0-2 Hours	17%	43%	38%	13%	25%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	13%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	0%	100%	100%	67%	100%
	% Late 0-2 Hours	100%	0%	0%	33%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
Detroit SAA	Number of Originations	7	8	8	8	8
	% Ontime	100%	88%	75%	88%	75%
	% Late 0-2 Hours	0%	13%	25%	13%	25%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 26 trains. Crew delays were 4 trains for 10 hours; power delays were 2 trains for 7 hours; originating trains 20 for 79 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 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02	Daily Average
Cars Offered	NS	0	11	1	1	1	3
	All Other	293	291	133	209	97	205
	Total	293	302	134	210	98	207

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 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	0%	0%	0%	0%	50%	10%
MARC	Trains	20	20	20	20	20	100
	% On Time	90%	90%	90%	95%	75%	88%

AMTK measured according to contract with CSX I.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 04/20/02	Sunday 04/21/02	Monday 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02	Weekly Total
Baltimore	Train Crew Starts	17	13	14	17	16	14	16	107
	Crews Delayed +2 Hours	5	7	4	6	10	4	7	43
	% Delayed +2 Hours	29%	54%	29%	35%	63%	29%	44%	40%
Buffalo	Train Crew Starts	48	41	41	43	48	46	44	311
	Crews Delayed +2 Hours	3	2	1	2	2	4	5	19
	% Delayed +2 Hours	6%	5%	2%	5%	4%	9%	11%	6%
Chicago	Train Crew Starts	29	26	26	29	29	23	29	191
	Crews Delayed +2 Hours	9	6	7	7	1	7	9	46
	% Delayed +2 Hours	31%	23%	27%	24%	3%	30%	31%	24%
Cincinnati	Train Crew Starts	39	40	41	31	35	39	36	261
	Crews Delayed +2 Hours	8	3	1	1	1	2	1	17
	% Delayed +2 Hours	21%	8%	2%	3%	3%	5%	3%	7%
Cleveland	Train Crew Starts	29	22	16	21	21	25	18	152
	Crews Delayed +2 Hours	7	3	4	6	8	9	8	45
	% Delayed +2 Hours	24%	14%	25%	29%	38%	36%	44%	30%
Cumberland	Train Crew Starts	32	17	22	28	37	27	33	196
	Crews Delayed +2 Hours	2	1	6	11	8	6	10	44
	% Delayed +2 Hours	6%	6%	27%	39%	22%	22%	30%	22%
Detroit	Train Crew Starts	5	5	7	6	5	6	4	38
	Crews Delayed +2 Hours	1	0	1	0	0	0	0	2
	% Delayed +2 Hours	20%	0%	14%	0%	0%	0%	0%	5%
Philadelphia	Train Crew Starts	8	11	8	10	11	9	7	64
	Crews Delayed +2 Hours	1	0	0	1	1	0	0	3
	% Delayed +2 Hours	13%	0%	0%	10%	9%	0%	0%	5%
Selkirk	Train Crew Starts	50	41	36	42	47	51	47	314
	Crews Delayed +2 Hours	6	8	9	11	7	8	12	61
	% Delayed +2 Hours	12%	20%	25%	26%	15%	16%	26%	19%
Toledo	Train Crew Starts	30	28	37	26	30	32	30	213
	Crews Delayed +2 Hours	5	6	9	5	5	7	5	42
	% Delayed +2 Hours	17%	21%	24%	19%	17%	22%	17%	20%
Willard	Train Crew Starts	46	43	40	43	47	35	42	296
	Crews Delayed +2 Hours	8	10	6	3	12	5	14	58
	% Delayed +2 Hours	17%	23%	15%	7%	26%	14%	33%	20%

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 04/20/02	Sunday 04/21/02	Monday 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02	Weekly Total
Train Delay	Originating Train Starts	109	107	97	101	103	119	115	751
	Delayed Hours - Power	2	0	0	1	0	0	4	7
	Delayed Hours - Crews	12	0	7	19	5	10	17	70

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	Saturday 04/20/02	Sunday 04/21/02	Monday 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02	Daily Average
Crew Availability	81%	82%	84%	84%	85%	83%	83%	83%

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	Saturday 04/20/02	Sunday 04/21/02	Monday 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02	Weekly Total
Crews/Recrews	269	238	232	262	261	271	271	1804
Train Crew Starts	8	1	2	3	7	8	13	42
Recrews	3%	0%	1%	1%	3%	3%	5%	2%

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 04/20/02	Sunday 04/21/02	Monday 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02	Daily Average
Locomotives									
Gross Fleet Size		3831	3851	3883	3867	3875	3881	3887	3868
Avg. Number Available		3506	3511	3519	3520	3505	3542	3539	3520
OOS Ratio		4.7	4.8	4.8	4.9	4.8	4.6	4.3	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 04/20/02	Sunday 04/21/02	Monday 04/22/02	Tuesday 04/23/02	Wednesday 04/24/02	Thursday 04/25/02	Friday 04/26/02	Daily Average
Train Delay									
Philadelphia/South Jersey		0	1	0	1	1	0	0	0
North Jersey		4	3	4	1	0	4	6	3
Detroit		0	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.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9241

George A. Aspatore
General Solicitor

—
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May 1, 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 April 26, 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.
May 1, 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 /sps
George A. Aspatore
General Solicitor

Enclosures



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SOUTHERN**

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T. L. Ingram
Vice President
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May 1, 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 decreased, and the average terminal dwell remained the same. On the monitored corridors and Chicago gateway operations, 61 trains were held for terminal delays, 38 trains were held for crews, and 25 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 increased at North Yard, Oak Island and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time increased. Reported road train delays for crews and power increased from the prior week. Four trains were delayed 10 hours for lack of crews and 2 trains were delayed 7 hours awaiting power. Twenty originating trains were delayed a total of 79 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 37% of the delay hours reported in the SAAs.

Sincerely,

A handwritten signature in dark ink, appearing to be "Th. Ingram", followed by a horizontal line.



For the week ending 4/26/02

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	4/22/02	850	142	164	306	138	23.6
	4/23/02	850	182	257	439	290	21.0
	4/24/02	850	222	208	430	221	14.9
	4/25/02	850	205	247	452	393	37.4
	4/26/02	850	194	307	501	330	20.3
North Yard MI Average		850	189	237	426	274	24.8
Oak Island NJ	4/22/02	1200	380	355	735	325	33.9
	4/23/02	1200	391	392	783	465	32.3
	4/24/02	1200	536	366	902	548	25.4
	4/25/02	1200	493	286	779	586	24.2
	4/26/02	1200	463	276	739	455	23.3
Oak Island NJ Average		1200	453	335	788	476	27.2
Pavonia NJ	4/22/02	900	380	297	677	377	35.9
	4/23/02	900	347	275	622	396	31.3
	4/24/02	900	512	308	820	436	28.1
	4/25/02	900	421	241	662	429	32.5
	4/26/02	900	359	268	627	518	22.9
Pavonia Average		900	404	278	682	431	29.7



For the week ending 4/26/02

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	22-Apr	7	100%	0%	0%	0%	0%
	23-Apr	8	88%	13%	0%	0%	0%
	24-Apr	8	75%	25%	0%	0%	0%
	25-Apr	8	88%	13%	0%	0%	0%
	26-Apr	8	75%	25%	0%	0%	0%
Detroit Total		39	85%	15%	0%	0%	0%
North Jersey Total	22-Apr	6	83%	17%	0%	0%	0%
	23-Apr	7	57%	43%	0%	0%	0%
	24-Apr	8	63%	38%	0%	0%	0%
	25-Apr	8	75%	13%	0%	13%	0%
	26-Apr	8	75%	25%	0%	0%	0%
North Jersey Total		37	70%	27%	0%	3%	0%
South Jersey Total	22-Apr	1	0%	100%	0%	0%	0%
	23-Apr	3	100%	0%	0%	0%	0%
	24-Apr	3	100%	0%	0%	0%	0%
	25-Apr	3	67%	33%	0%	0%	0%
	26-Apr	3	100%	0%	0%	0%	0%
South Jersey Total		13	85%	15%	0%	0%	0%
Grand Total		89	79%	20%	0%	1%	0%



For the week ending 4/26/02

Shared Asset Area Trains Held

area	Sat 20-Apr	Sun 21-Apr	Mon 22-Apr	Tue 23-Apr	Wed 24-Apr	Thu 25-Apr	Fri 26-Apr	Grand Total
North Jersey	4	3	4	1	0	4	6	22
South Jersey	0	1	0	1	1	0	0	3
Detroit	0	0	0	0	0	0	1	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.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	0	0	0	0	0	0
other	122	0	87	0	0	209
Total	122	0	87	0	0	209

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

NS Northern Region Train Starts and Delays

	Saturday 20-Apr	Sunday 21-Apr	Monday 22-Apr	Tuesday 23-Apr	Wednesday 24-Apr	Thursday 25-Apr	Friday 26-Apr	Grand Total
# of Train Starts	156	133	154	173	172	178	172	1138
Delay Cause								
Crew Delays (hrs)	13.6	10.5	2.5	4.5	0.3	7.9	5.8	45.0
Power Delays (hrs)	7.5	0.0	3.2	0.0	9.8	48.0	21.8	90.2

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 20-Apr	Sunday 21-Apr	Monday 22-Apr	Tuesday 23-Apr	Wednesday 24-Apr	Thursday 25-Apr	Friday 26-Apr	average
Fleet Size	3191	3160	3152	3202	3202	3189	3186	3183
available	3013	2964	2966	3029	3036	3012	3022	3006
out of service %	5.6%	6.2%	5.9%	5.4%	5.2%	5.6%	5.1%	5.6%

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



NS Crew Starts and Delays

		Saturday 20-Apr	Sunday 21-Apr	Monday 22-Apr	Tuesday 23-Apr	Wednesday 24-Apr	Thursday 25-Apr	Friday 26-Apr	total
Allentown	crew starts	14	16	18	18	18	17	17	118
	crews delayed	1	0	6	1	4	2	4	18
Bellevue	crew starts	38	42	39	43	41	44	46	293
	crews delayed	9	10	6	11	12	10	12	70
Buffalo	crew starts	21	25	25	24	26	26	25	172
	crews delayed	3	9	5	1	4	5	6	33
Chicago	crew starts	30	32	30	30	37	37	35	231
	crews delayed	12	15	10	11	15	16	19	98
Cincinnati	crew starts	31	37	25	34	31	36	39	233
	crews delayed	3	6	1	7	2	6	3	28
Cleveland	crew starts	11	10	8	7	8	12	7	63
	crews delayed	5	3	4	2	2	4	3	23
Conway	crew starts	53	48	39	48	54	56	56	354
	crews delayed	8	10	5	5	7	10	11	56
Detroit	crew starts	16	13	16	16	19	21	19	120
	crews delayed	4	3	3	3	5	7	4	29
Elkhart	crew starts	36	39	31	39	38	40	43	266
	crews delayed	16	20	16	18	16	16	19	121
Harrisburg	crew starts	54	52	43	53	54	67	58	381
	crews delayed	16	17	15	18	17	25	23	131
Toledo	crew starts	57	50	51	49	63	60	60	390
	crews delayed	10	11	11	7	15	15	15	84

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 20-Apr	Sunday 21-Apr	Monday 22-Apr	Tuesday 23-Apr	Wednesday 24-Apr	Thursday 25-Apr	Friday 26-Apr	average
availability%	77%	76%	80%	81%	80%	80%	79%	79%

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

NS Northern Region Crew Starts and Recrews

	Saturday 20-Apr	Sunday 21-Apr	Monday 22-Apr	Tuesday 23-Apr	Wednesday 24-Apr	Thursday 25-Apr	Friday 26-Apr	total
crew starts	319	310	284	322	356	365	353	2309
recrews	11	12	6	6	8	11	7	61

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

Buffalo Update
May 1, 2002

NS continues to experience no major operating issues in the Buffalo area. We remain current with the traffic and the interchanges with our connecting carriers. On our Buffalo Hotline, we received no new calls over the past two weeks.