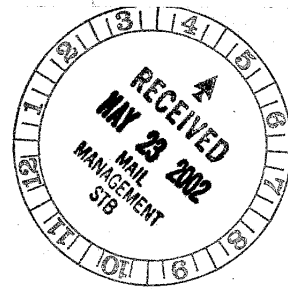


SURFACE TRANSPORTATION BOARD

Memorandum



DATE: May 23, 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

ENTERED
Office of the Secretary
MAY 24 2002
Part of
Public Record

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

205470



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

May 22, 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, May 17th. Cars on-line improved from 231,530 to 230,406 cars. Train velocity remained the same, 22.4 miles-per-hour. Terminal dwell increased from 24.2 to 25.6 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 unfavorably five percentage points to 75%. The percent of trains greater than 6 hours late moved unfavorably four percentage points to 9%.

Yards and Terminals

Four 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, four 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 94%. Overall, the on-time-to-two-hours-late category was 81%, down one percentage point from last week. The greater-than-six-hours-late category was 7%, down one percentage point from the previous week.

Shared Areas

Daily average on hand cars decreased at Pavonia and North Yard, and increased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 25.6 hours, up from 24.8 hours the prior week.

Additional Measurements

Train Delay Metric: For 731 train starts, the total weekly train delay for crew totaled 40 hours and one hour was recorded power delay.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 17.5% for the week, improved from 18.0% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 83%, the same percentage as the prior week.

Daily Number of Recrews Required: Of 1734 crew starts, 44 (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, and none for South Jersey and Detroit.

Locomotives: Gross Locomotives = 3847, Average Available = 3495, and Out-of-Service Ratio = 5.2%, improved from the 5.3% recorded for the previous week.

Cars Offered in Interchange: averaged 171 cars daily, 17 of which were for the Norfolk Southern. The total-offered and the NS-offered decreased from the prior week.

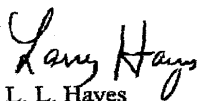
On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh - Washington) and 90% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 55 weeks.

Last week CSXT met the goal for 7 of the 18 key second quarter service measurements. Goals were met for FRA reportable derailments, cars on line, slow order miles, relief crews, on-time originations, 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.

Sincerely,



L. L. Hayes
Director
CSXT Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 05/17/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	261	259	295	321	283
	Cars On Hand - Empty	264	350	428	415	489
	Cars On Hand - Total	525	609	723	736	772
	Cars Handled	367	369	504	483	575
	Dwell Hours	22.6	28.7	23.6	21.3	23.5
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	345	366	272	326	224
	Cars On Hand - Empty	351	351	304	359	296
	Cars On Hand - Total	696	717	576	685	520
	Cars Handled	437	476	328	507	320
	Dwell Hours	37.8	25.1	29.7	28.6	27.2
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	124	185	205	206	169
	Cars On Hand - Empty	192	198	163	160	162
	Cars On Hand - Total	316	383	368	366	331
	Cars Handled	223	257	288	328	253
	Dwell Hours	16.4	24.1	19.1	26.0	24.9

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

Overall terminal dwell time was 25.6 hours, up from 24.8 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02
North Jersey SAA	Number of Originations	4	7	8	9	8
	% Ontime	100%	86%	88%	78%	100%
	% Late 0-2 Hours	0%	14%	13%	11%	0%
	% Late 2-4 Hours	0%	0%	0%	11%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	100%	100%	100%	100%
	% Late 0-2 Hours	0%	0%	0%	0%	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%	75%	100%	88%	75%
	% Late 0-2 Hours	0%	25%	0%	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 24 trains. Crew delays were 2 trains for 3 hours; zero trains were delayed on account of power; originating trains 22 for a total of 75 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 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02	Daily Average
Cars Offered	NS	22	30	27	6	1	17
	All Other	362	176	84	174	58	171
	Total	384	206	101	180	59	186

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 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	50%	50%	70%
MARC	Trains	20	20	20	20	20	100
	% On Time	85%	100%	100%	70%	95%	90%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 05/11/02	Sunday 05/12/02	Monday 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02	Weekly Total
Baltimore	Train Crew Starts	16	18	15	19	16	16	19	119
	Crews Delayed +2 Hours	6	4	4	6	6	4	8	38
	% Delayed +2 Hours	38%	22%	27%	32%	38%	25%	42%	32%
Buffalo	Train Crew Starts	46	41	33	45	43	40	48	296
	Crews Delayed +2 Hours	8	5	2	5	4	2	2	28
	% Delayed +2 Hours	17%	12%	6%	11%	9%	5%	4%	9%
Chicago	Train Crew Starts	26	28	25	24	24	29	27	183
	Crews Delayed +2 Hours	9	8	7	7	5	12	6	54
	% Delayed +2 Hours	35%	29%	28%	29%	21%	41%	22%	30%
Cincinnati	Train Crew Starts	38	36	32	35	34	33	39	247
	Crews Delayed +2 Hours	2	3	0	2	1	3	2	13
	% Delayed +2 Hours	5%	8%	0%	6%	3%	9%	5%	5%
Cleveland	Train Crew Starts	22	21	18	169	22	19	20	291
	Crews Delayed +2 Hours	6	1	4	3	3	2	4	23
	% Delayed +2 Hours	27%	5%	22%	16%	14%	11%	20%	8%
Cumberland	Train Crew Starts	34	30	24	28	28	29	35	208
	Crews Delayed +2 Hours	2	4	5	5	3	6	4	29
	% Delayed +2 Hours	6%	13%	21%	18%	11%	21%	1%	14%
Detroit	Train Crew Starts	4	6	4	7	5	6	5	37
	Crews Delayed +2 Hours	1	1	0	1	0	0	0	3
	% Delayed +2 Hours	25%	17%	0%	14%	0%	0%	0%	8%
Philadelphia	Train Crew Starts	10	9	9	10	9	12	7	66
	Crews Delayed +2 Hours	0	0	0	0	1	1	0	2
	% Delayed +2 Hours	0%	0%	0%	0%	11%	8%	0%	3%
Selkirk	Train Crew Starts	45	43	34	42	47	47	49	307
	Crews Delayed +2 Hours	13	8	10	11	8	8	1	59
	% Delayed +2 Hours	29%	19%	29%	26%	17%	17%	14%	19%
Toledo	Train Crew Starts	28	35	29	28	31	32	30	213
	Crews Delayed +2 Hours	10	10	2	6	3	5	5	41
	% Delayed +2 Hours	36%	29%	7%	21%	10%	16%	17%	19%
Willard	Train Crew Starts	46	47	36	44	47	45	45	310
	Crews Delayed +2 Hours	7	11	11	8	6	4	6	53
	% Delayed +2 Hours	15%	23%	31%	18%	13%	9%	13%	17%

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 05/11/02	Sunday 05/12/02	Monday 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02	Weekly Total
Train Delay	Originating Train Starts	102	104	95	99	106	113	112	731
	Delayed Hours - Power	0	0	0	0	0	1	0	1
	Delayed Hours - Crews	22	13	0	2	3	0	0	40

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 05/11/02	Sunday 05/12/02	Monday 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02	Daily Average
Crew Availability		83%	81%	82%	83%	84%	84%	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	Crew/Recrews	Saturday 05/11/02	Sunday 05/12/02	Monday 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02	Weekly Total
Crews/Recrews	Train Crew Starts	249	229	217	246	251	271	271	1734
	Recrews	5	6	4	5	5	10	9	44
	% Recrewed	2%	3%	2%	2%	2%	4%	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 05/11/02	Sunday 05/12/02	Monday 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02	Daily Average
Locomotives	Gross Fleet Size	3881	3906	3868	3844	3820	3805	3802	3847
	Avg. Number Available	3520	3502	3500	3494	3494	3463	3490	3495
	OOS Ratio	4.8	5.5	5.7	5.4	5.1	5.3	4.8	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 05/11/02	Sunday 05/12/02	Monday 05/13/02	Tuesday 05/14/02	Wednesday 05/15/02	Thursday 05/16/02	Friday 05/17/02	Daily Average
Train Delay	Philadelphia/South Jersey	1	2	0	0	0	0	0	0
	North Jersey	3	5	2	2	2	1	5	3
	Detroit	0	0	0	1	0	0	0	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
Three Commercial Place
Norfolk, Virginia 23510-2191

Tony L. Ingram
Vice President
Transportation Operations
Telephone: 757 629-2606
FAX: 757 629-2344

May 22, 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 increased. On the monitored corridors and Chicago gateway operations, 38 trains were held for terminal delays, 16 trains were held for crews, and 21 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume decreased at Pavonia and North Yard and increased at 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 decreased from last week. Two trains were delayed 3 hours for lack of crews and no trains were delayed awaiting power. Twenty-two originating trains were delayed a total of seventy-five hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 40% of the delay hours reported in the SAAs.

Sincerely,

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

RECEIVED
SURFACE TRANSPORTATION
BOARD
2002 MAY 23 A 10:33
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE



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

George A. Aspatore
General Solicitor

Writer's Direct Dial Number

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

May 22, 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 May 17, 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.

RECEIVED
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DIRECTOR'S OFFICE

Mr. Melvin F. Clemens, Jr.
May 22, 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,

A handwritten signature in cursive script, reading "George A. Aspatore", followed by a stylized flourish or initials.

George A. Aspatore
General Solicitor

Enclosures



For the week ending 5/17/02

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	5/13/2002	850	192	124	316	223	16.4
	5/14/2002	850	198	185	383	257	24.1
	5/15/2002	850	163	205	368	288	19.1
	5/16/2002	850	160	206	366	328	26.0
	5/17/2002	850	162	169	331	253	24.9
North Yard MI Average		850	175	178	353	270	22.4
Oak Island NJ	5/13/2002	1200	264	261	525	367	22.6
	5/14/2002	1200	350	259	609	369	28.7
	5/15/2002	1200	428	295	723	504	23.6
	5/16/2002	1200	415	321	736	483	21.3
	5/17/2002	1200	489	283	772	575	23.5
Oak Island NJ Average		1200	389	284	673	460	23.7
Pavonia NJ	5/13/2002	900	351	345	696	437	37.8
	5/14/2002	900	351	366	717	476	25.1
	5/15/2002	900	304	272	576	328	29.7
	5/16/2002	900	359	326	685	507	28.6
	5/17/2002	900	296	224	520	320	27.2
Pavonia Average		900	332	307	639	414	29.7



For the week ending 5/17/02

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	13-May	7	100%	0%	0%	0%	0%
	14-May	8	75%	25%	0%	0%	0%
	15-May	8	100%	0%	0%	0%	0%
	16-May	8	88%	13%	0%	0%	0%
	17-May	8	75%	25%	0%	0%	0%
Detroit Total		39	87%	13%	0%	0%	0%
North Jersey Total	13-May	4	100%	0%	0%	0%	0%
	14-May	7	86%	14%	0%	0%	0%
	15-May	8	88%	13%	0%	0%	0%
	16-May	9	78%	11%	11%	0%	0%
	17-May	8	100%	0%	0%	0%	0%
North Jersey Total		36	89%	8%	3%	0%	0%
South Jersey Total	13-May	1	100%	0%	0%	0%	0%
	14-May	3	100%	0%	0%	0%	0%
	15-May	3	100%	0%	0%	0%	0%
	16-May	3	100%	0%	0%	0%	0%
	17-May	3	100%	0%	0%	0%	0%
South Jersey Total		13	100%	0%	0%	0%	0%
Grand Total		88	90%	9%	1%	0%	0%



For the week ending 5/17/02

Shared Asset Area Trains Held

area	Sat 11-May	Sun 12-May	Mon 13-May	Tue 14-May	Wed 15-May	Thu 16-May	Fri 17-May	Grand Total
North Jersey	3	5	2	2	2	1	5	20
South Jersey	1	2	0	0	0	0	0	3
Detroit	0	0	0	1	0	0	0	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	224	0	0	0	0	224
Total	224	0	0	0	0	224

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

NS Northern Region Train Starts and Delays

	Saturday 11-May	Sunday 12-May	Monday 13-May	Tuesday 14-May	Wednesday 15-May	Thursday 16-May	Friday 17-May	Grand Total
# of Train Starts	169	137	153	170	181	178	173	1161
Delay Cause								
Crew Delays (hrs)	11.1	5.6	2.2	0.5	0.0	5.3	2.9	27.6
Power Delays (hrs)	9.8	0.0	34.0	4.7	48.8	3.0	18.5	118.7

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 11-May	Sunday 12-May	Monday 13-May	Tuesday 14-May	Wednesday 15-May	Thursday 16-May	Friday 17-May	average
Fleet Size	3258	3238	3211	3234	3217	3218	3224	3229
available	3068	3045	3014	3015	3019	3004	3009	3025
out of service %	5.8%	6.0%	6.1%	6.8%	6.2%	6.7%	6.7%	6.3%

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



NS Crew Starts and Delays

		Saturday 11-May	Sunday 12-May	Monday 13-May	Tuesday 14-May	Wednesday 15-May	Thursday 16-May	Friday 17-May	total
Allentown	crew starts	13	14	17	17	17	18	19	115
	crews delayed	3	3	4	2	4	4	7	27
Bellevue	crew starts	42	42	42	41	54	49	48	318
	crews delayed	16	9	13	11	13	10	16	88
Buffalo	crew starts	23	22	25	25	23	28	23	169
	crews delayed	1	3	1	2	3	3	4	17
Chicago	crew starts	36	30	32	33	36	35	37	239
	crews delayed	19	13	14	16	13	16	20	111
Cincinnati	crew starts	31	31	32	31	34	30	36	225
	crews delayed	4	9	4	9	4	5	9	44
Cleveland	crew starts	9	9	8	9	9	9	9	62
	crews delayed	6	1	3	3	4	4	3	24
Conway	crew starts	50	49	40	50	55	57	54	355
	crews delayed	9	9	11	4	7	11	16	67
Detroit	crew starts	17	9	19	17	19	18	18	117
	crews delayed	8	1	2	8	2	6	9	36
Elkhart	crew starts	43	37	38	42	39	39	43	281
	crews delayed	20	15	8	16	10	15	18	102
Harrisburg	crew starts	57	50	45	54	61	55	58	380
	crews delayed	22	17	14	13	23	25	19	133
Toledo	crew starts	61	52	53	53	59	62	55	395
	crews delayed	18	14	8	8	14	11	8	81

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 11-May	Sunday 12-May	Monday 13-May	Tuesday 14-May	Wednesday 15-May	Thursday 16-May	Friday 17-May	average
availability%	75%	73%	76%	79%	79%	78%	77%	77%

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

NS Northern Region Crew Starts and Recrews

	Saturday 11-May	Sunday 12-May	Monday 13-May	Tuesday 14-May	Wednesday 15-May	Thursday 16-May	Friday 17-May	total
crew starts	349	317	283	328	359	359	352	2347
recrews	11	7	9	10	11	9	14	71

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