

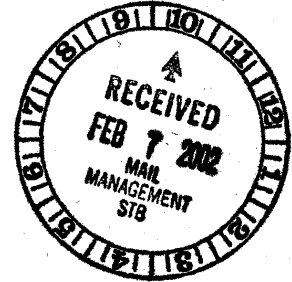
SURFACE TRANSPORTATION BOARD

Memorandum

204709

ENTERED
Office of the Secretary
FEB 07 2002
Part of
Public Record

DATE: February 7, 2002



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

FROM *[Signature]* 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



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

February 6, 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, February 1st. Cars on-line improved from 235,077 to 233,729 cars. Train velocity improved from 23.1 to 23.4 miles-per-hour, and terminal dwell improved from 24.3 to 24.1 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 five percentage points to 83%. The percent of trains greater than 6 hours late moved favorably two percentage points to 7%.

Yards and Terminals

Ten of the 14 measured yards showed an improvement in dwell time compared to the prior week. Volumes remained within expected levels across the network.

Corridor Performance

Two of the six measured corridors showed an improvement last week. The best performance in the on-time-to-two-hours-late category occurred on the I - 95 corridor with 100% for the third consecutive week. Overall, the on-time-to-two-hours-late category was 87%, improved two percentage points from the prior week. The greater-than-six-hours-late category was 2%, down four percentage points from the prior week.

Shared Areas

Daily average on hand cars increased at Pavonia and North Yard, and decreased at Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 27.5, up from 26.4 hours for the prior week.

Additional Measurements

Train Delay Metric: For 703 train starts, weekly train delay for power totaled 6 hours and crew delay totaled 32 hours. Power delay hours and crew delay hours both improved from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 17.6% for the week, an improvement from last week's 19.3%.

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

Daily Number of Recrews Required: Of 1672 crew starts, 31 (2%) were recrews, down one percentage point from the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for North Jersey, one for South Jersey, and none for Detroit.

Locomotives: Gross Locomotives = 3821, Average Available = 3368, and Out-of-Service Ratio = 5.2%, down from 5.5% the previous week.

Cars Offered in Interchange: averaged 258 cars daily, 26 of which were for the Norfolk Southern. The NS-offered and the total-offered both increased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 70% for 10 AMTRAK trains (Pittsburgh – Washington) and 98% 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 40 weeks.

Last week CSXT met the goal for 14 of the 18 key first quarter service measurements. Goals were met for FRA-reportable injuries, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, crew delay hours, right connection, on-time origination, on-time destination arrival, 30 hour cars, local train on-time origination, hours of locomotive delay, and locomotive out-of-service percent.

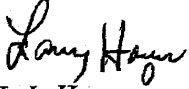
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TEL:904 359 3175

P. 003

The overall performance of the rail network remains at a very 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

Service Measurements

Surface Transportation Board

Performance Measures

For the week ending: 02/01/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 01/28/02	Tuesday 01/29/02	Wednesday 01/30/02	Thursday 01/31/02	Friday 02/01/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	295	291	274	342	269
	Cars On Hand - Empty	294	277	339	381	311
	Cars On Hand - Total	589	568	613	723	580
	Cars Handled	363	388	519	553	493
	Dwell Hours	27.0	27.2	26.3	24.9	29.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	363	285	306	264	286
	Cars On Hand - Empty	258	332	356	450	350
	Cars On Hand - Total	621	617	662	714	636
	Cars Handled	286	455	303	558	376
	Dwell Hours	46.3	26.8	26.3	25.5	29.7
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	118	247	188	210	177
	Cars On Hand - Empty	215	207	178	315	235
	Cars On Hand - Total	333	454	366	525	412
	Cars Handled	166	222	222	221	173
	Dwell Hours	33.1	26.6	18.5	21.3	23.7

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

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 27.5, up from 26.4 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 01/28/02	Tuesday 01/29/02	Wednesday 01/30/02	Thursday 01/31/02	Friday 02/01/02
North Jersey SAA	Number of Originations	5	7	8	8	7
	% Ontime	80%	71%	50%	38%	43%
	% Late 0-2 Hours	20%	29%	50%	63%	57%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	33%	67%	67%	100%
	% Late 0-2 Hours	0%	67%	33%	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	6	8	8	8	8
	% Ontime	83%	88%	50%	50%	50%
	% Late 0-2 Hours	17%	13%	38%	38%	38%
	% Late 2-4 Hours	0%	0%	0%	13%	13%
	% Late 4-6 Hours	0%	0%	13%	0%	0%

CSX Comments: Total road train delays were 21 trains. Crew delays were 3 trains for 3 hours;
3 trains were delayed 3 hours for power; originating trains 15 for 47 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 01/28/02	Tuesday 01/29/02	Wednesday 01/30/02	Thursday 01/31/02	Friday 02/01/02	Daily Average
Cars Offered	NS	37	12	31	4	45	26
	All Other	371	324	174	132	160	232
	Total	408	336	205	136	205	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 01/28/02	Tuesday 01/29/02	Wednesday 01/30/02	Thursday 01/31/02	Friday 02/01/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	50%	100%	50%	100%	50%	70%
MARC	Trains	20	20	20	20	20	100
	% On Time	95%	100%	100%	95%	100%	98%

AMTK measured according to contract with CSX.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 01/26/02	Sunday 01/27/02	Monday 01/28/02	Tuesday 01/29/02	Wednesday 01/30/02	Thursday 01/31/02	Friday 02/01/02	Weekly Total
Baltimore	Train Crew Starts	18	18	12	21	14	22	16	121
	Crews Delayed +2 Hours	6	6	3	5	4	8	3	35
	% Delayed +2 Hours	33%	33%	25%	24%	29%	36%	19%	29%
Buffalo	Train Crew Starts	50	37	32	46	48	42	46	301
	Crews Delayed +2 Hours	6	2	2	2	3	5	15	35
	% Delayed +2 Hours	12%	5%	6%	4%	6%	12%	33%	12%
Chicago	Train Crew Starts	25	24	26	24	27	26	21	173
	Crews Delayed +2 Hours	4	2	6	6	7	13	6	44
	% Delayed +2 Hours	16%	8%	23%	25%	26%	50%	29%	25%
Cincinnati	Train Crew Starts	34	28	33	32	33	38	36	234
	Crews Delayed +2 Hours	2	2	0	4	1	4	1	14
	% Delayed +2 Hours	6%	7%	0%	13%	3%	11%	3%	6%
Cleveland	Train Crew Starts	20	28	17	16	23	23	17	144
	Crews Delayed +2 Hours	4	7	2	4	6	8	2	33
	% Delayed +2 Hours	20%	25%	12%	25%	26%	35%	12%	23%
Cumberland	Train Crew Starts	29	28	25	34	33	31	31	211
	Crews Delayed +2 Hours	0	2	6	1	6	2	4	21
	% Delayed +2 Hours	0%	7%	24%	3%	18%	6%	13%	10%
Detroit	Train Crew Starts	6	4	4	3	4	3	6	30
	Crews Delayed +2 Hours	2	0	1	1	1	0	1	6
	% Delayed +2 Hours	33%	0%	25%	33%	25%	0%	17%	20%
Philadelphia	Train Crew Starts	9	10	11	9	10	11	9	69
	Crews Delayed +2 Hours	1	0	0	1	0	1	0	3
	% Delayed +2 Hours	11%	0%	0%	11%	0%	9%	0%	4%
Selkirk	Train Crew Starts	48	37	33	39	48	46	49	300
	Crews Delayed +2 Hours	11	13	9	11	12	17	11	84
	% Delayed +2 Hours	23%	35%	27%	28%	25%	37%	22%	28%
Toledo	Train Crew Starts	27	32	29	25	23	29	26	191
	Crews Delayed +2 Hours	4	4	2	4	2	8	2	26
	% Delayed +2 Hours	15%	13%	7%	16%	9%	28%	8%	14%
Willard	Train Crew Starts	44	48	35	41	38	40	40	286
	Crews Delayed +2 Hours	1	7	4	8	4	8	9	41
	% Delayed +2 Hours	2%	15%	11%	20%	11%	20%	23%	14%
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 01/26/02	Sunday 01/27/02	Monday 01/28/02	Tuesday 01/29/02	Wednesday 01/30/02	Thursday 01/31/02	Friday 02/01/02	Weekly Total
Train Delay									
Originating Train Starts	97	100	90	94	100	107	115		703
Delayed Hours - Power	4	0	0	2	0	0	0		6
Delayed Hours - Crews	7	1	13	0	6	2	3		32

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 01/26/02	Sunday 01/27/02	Monday 01/28/02	Tuesday 01/29/02	Wednesday 01/30/02	Thursday 01/31/02	Friday 02/01/02	Daily Average
Crew Availability	83%	83%	83%	83%	82%	83%	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	Crew/Recrews	Saturday 01/26/02	Sunday 01/27/02	Monday 01/28/02	Tuesday 01/29/02	Wednesday 01/30/02	Thursday 01/31/02	Friday 02/01/02	Weekly Total
Crews/Recrews									
Train Crew Starts	248	219	205	230	255	255	260		1672
Recrews	6	2	4	2	4	5	8		31
% Recrewed	2%	1%	2%	1%	2%	2%	3%		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 01/26/02	Sunday 01/27/02	Monday 01/28/02	Tuesday 01/29/02	Wednesday 01/30/02	Thursday 01/31/02	Friday 02/01/02	Daily Average
Locomotives	Gross Fleet Size	3798	3800	3825	3835	3839	3832	3816	3821
	Avg. Number Available	3331	3365	3371	3380	3380	3377	3373	3368
	OOS Ratio	5.2	5.2	5.0	5.2	5.1	5.5	5.2	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 01/26/02	Sunday 01/27/02	Monday 01/28/02	Tuesday 01/29/02	Wednesday 01/30/02	Thursday 01/31/02	Friday 02/01/02	Daily Average
Train Delay	Philadelphia/South Jersey	1	3	2	0	2	0	1	1
	North Jersey	2	3	2	1	0	1	2	2
	Detroit	0	0	0	0	0	1	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
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9241

George A. Aspatore
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February 6, 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 February 1, 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.

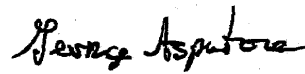
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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.
February 6, 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: 757 629-2806
FAX: 757 629-2344

February 6, 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 increased, and the average terminal dwell decreased. On the monitored corridors and Chicago gateway operations, 51 trains were held for terminal delays, 14 trains were held for crews, and 32 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 and Pavonia and decreased at Oak Island. 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. Three trains were delayed 3 hours for lack of crews and 3 trains were delayed 3 hours for power. Fifteen originating trains were delayed a total of 47 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 31% of the delay hours reported in the SAAs.

Sincerely,



For the week ending 2/1/02

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	#####	850	215	118	333	166	33.1
	#####	850	207	247	454	222	26.6
	#####	850	178	188	366	222	18.5
	#####	850	315	210	525	221	21.3
	2/1/2002	850	235	177	412	173	23.7
North Yard MI Average		850	230	188	418	201	24.2
Oak Island NJ	#####	1200	294	295	589	363	27.0
	#####	1200	277	291	568	388	27.2
	#####	1200	339	274	613	519	26.3
	#####	1200	381	342	723	553	24.9
	2/1/2002	1200	311	269	580	493	29.6
Oak Island NJ Average		1200	320	294	615	463	26.9
Pavonia NJ	#####	900	258	363	621	286	46.3
	#####	900	332	285	617	455	26.8
	#####	900	356	306	662	303	26.3
	#####	900	450	264	714	558	25.5
	2/1/2002	900	350	286	636	376	29.7
Pavonia Average		900	349	301	650	396	29.7



For the week ending 2/1/02

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	28-Jan	6	83%	17%	0%	0%	0%
	29-Jan	8	88%	13%	0%	0%	0%
	30-Jan	8	50%	38%	0%	13%	0%
	31-Jan	8	50%	38%	13%	0%	0%
	1-Feb	8	50%	38%	13%	0%	0%
Detroit Total		38	63%	29%	5%	3%	0%
North Jersey Total	28-Jan	5	80%	20%	0%	0%	0%
	29-Jan	7	71%	29%	0%	0%	0%
	30-Jan	8	50%	50%	0%	0%	0%
	31-Jan	8	38%	63%	0%	0%	0%
	1-Feb	7	43%	57%	0%	0%	0%
North Jersey Total		35	54%	46%	0%	0%	0%
South Jersey Total	28-Jan	1	100%	0%	0%	0%	0%
	29-Jan	3	33%	67%	0%	0%	0%
	30-Jan	3	67%	33%	0%	0%	0%
	31-Jan	3	67%	33%	0%	0%	0%
	1-Feb	3	100%	0%	0%	0%	0%
South Jersey Total		13	69%	31%	0%	0%	0%
Grand Total		86	60%	36%	2%	1%	0%



For the week ending 2/1/02

Shared Asset Area Trains Held

area	Sat 26-Jan	Sun 27-Jan	Mon 28-Jan	Tue 29-Jan	Wed 30-Jan	Thu 31-Jan	Fri 01-Feb	Grand Total
North Jersey	2	3	2	1	0	1	2	11
South Jersey	1	3	2	0	2	0	1	9
Detroit	0	0	0	0	0	1	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	58	0	0	0	0	58
other	0	0	0	0	0	0
Total	58	0	0	0	0	58

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

NS Northern Region Train Starts and Delays

	Saturday 26-Jan	Sunday 27-Jan	Monday 28-Jan	Tuesday 29-Jan	Wednesday 30-Jan	Thursday 31-Jan	Friday 1-Feb	Grand Total
# of Train Starts	161	131	146	168	163	163	172	1104
Delay Cause								
Crew Delays (hrs)	2.9	1.2	0.0	1.7	4.5	0.4	0.7	11.4
Power Delays (hrs)	6.0	0.0	0.0	0.0	0.0	17.8	28.8	52.6

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 26-Jan	Sunday 27-Jan	Monday 28-Jan	Tuesday 29-Jan	Wednesday 30-Jan	Thursday 31-Jan	Friday 1-Feb	average
Fleet Size	3090	3078	3046	3027	3036	3024	3040	3049
available	2916	2898	2866	2834	2847	2846	2866	2868
out of service %	5.6%	5.8%	5.9%	6.4%	6.2%	5.9%	5.7%	5.9%

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



NS Crew Starts and Delays

		Saturday 26-Jan	Sunday 27-Jan	Monday 28-Jan	Tuesday 29-Jan	Wednesday 30-Jan	Thursday 31-Jan	Friday 1-Feb	total
Allentown	crew starts	15	16	15	14	22	16	17	115
	crews delayed	3	3	4	2	5	3	5	25
Bellevue	crew starts	38	41	31	43	34	39	43	269
	crews delayed	9	12	6	4	7	12	13	63
Buffalo	crew starts	22	24	22	25	25	28	21	167
	crews delayed	2	4	2	2	2	6	2	20
Chicago	crew starts	34	32	34	27	34	31	33	225
	crews delayed	14	10	17	9	14	12	10	86
Cincinnati	crew starts	36	31	23	33	35	36	30	224
	crews delayed	7	3	2	8	5	8	4	37
Cleveland	crew starts	9	11	9	8	9	9	10	65
	crews delayed	3	3	0	0	5	5	4	20
Conway	crew starts	50	45	39	48	50	53	49	334
	crews delayed	5	6	7	6	8	6	6	44
Detroit	crew starts	14	12	13	17	18	18	20	112
	crews delayed	1	3	3	4	9	7	7	34
Elkhart	crew starts	38	37	32	31	33	35	40	246
	crews delayed	16	13	12	17	17	14	13	102
Harrisburg	crew starts	53	45	41	52	59	56	54	360
	crews delayed	10	17	11	8	19	14	18	97
Toledo	crew starts	59	49	45	48	48	53	58	360
	crews delayed	14	8	9	12	9	13	18	83

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 26-Jan	Sunday 27-Jan	Monday 28-Jan	Tuesday 29-Jan	Wednesday 30-Jan	Thursday 31-Jan	Friday 1-Feb	average
availability%	78%	74%	75%	75%	78%	77%	76%	76%

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

NS Northern Region Crew Starts and Recrews

	Saturday 26-Jan	Sunday 27-Jan	Monday 28-Jan	Tuesday 29-Jan	Wednesday 30-Jan	Thursday 31-Jan	Friday 1-Feb	total
crew starts	315	296	268	295	321	310	322	2127
recrews	5	11	8	5	5	14	16	64

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