

SURFACE TRANSPORTATION BOARD

Memorandum

204869



DATE: February 28, 2002

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 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
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T. J. Stephenson
Assistant Vice President -
Service Measurements

February 27, 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

RECEIVED
SURFACE TRANSPORTATION
BOARD
2002 FEB 27 P 3 42
OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

Dear Mr. Clemens:

Enclosed with this transmittal letter are CSX Transportation's operational monitoring reports to the Board for the week ending Friday, February 22nd. Cars on-line improved slightly from 232,700 to 232,472 cars, and terminal dwell improved from 24.1 to 24.0 hours. Train velocity improved from 22.8 to 23.4 miles-per-hour.

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 three percentage points to 76%. The percent of trains greater than 6 hours late moved unfavorably six percentage points to 11%.

Yards and Terminals

Eight 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

Three 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 East St. Louis to Northeast corridor with 100%. Overall, the on-time-to-two-hours-late category was 85%, the same as the prior week. The greater-than-six-hours-late category was 5%, down two percentage points from the prior 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 28.4, up from 26.2 hours for the prior week.

Additional Measurements

Train Delay Metric: For 717 train starts, weekly train delay for power totaled 26 hours and crew delay totaled 46 hours. Power delay and crew delay hours both increased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 15.7% for the week, the same as last week.

Daily Crew Availability Percentage: Crew Availability Percentage was 83%, down two percentage points over the prior week.

Daily Number of Recrews Required: Of 1661 crew starts, 34 (2%) were recrews, the same percentage as 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 = 3842, Average Available = 3378, and Out-of-Service Ratio = 4.8%, improving slightly from the previous week.

Cars Offered in Interchange: averaged 341 cars daily, 36 of which were for the Norfolk Southern. The NS-offered and the total-offered both increased from the prior week.

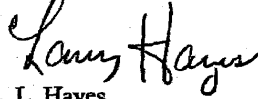
On-time performance, passenger trains through Brunswick, MD: 80% for 10 AMTRAK trains (Pittsburgh – Washington) and 99% for 83 MARC trains (West Virginia – Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 43 weeks.

Last week CSXT met the goal for 13 of the 18 key first quarter service measurements. Goals were met for reportable injuries, cars on line, overall train velocity, merchandise train velocity, slow order miles, crews on duty greater than 12 hours, relief crews, 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.

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 "Larry Hayes".

L. L. Hayes

Director

Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

02/22/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 02/18/02	Tuesday 02/19/02	Wednesday 02/20/02	Thursday 02/21/02	Friday 02/22/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	485	498	486	413	298
	Cars On Hand - Empty	426	450	371	480	504
	Cars On Hand - Total	911	948	857	893	802
	Cars Handled	285	519	542	582	436
	Dwell Hours	24.6	45.5	32.8	24.1	25.9
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	296	363	353	365	331
	Cars On Hand - Empty	208	281	374	366	403
	Cars On Hand - Total	504	644	727	731	734
	Cars Handled	150	255	525	359	413
	Dwell Hours	55.5	46.0	24.6	23.2	20.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	259	230	236	236	312
	Cars On Hand - Empty	119	191	157	165	165
	Cars On Hand - Total	378	421	393	421	477
	Cars Handled	233	299	225	202	231
	Dwell Hours	21.3	22.8	30.1	17.7	25.1

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 28.4 hours, up from 26.2 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 02/18/02	Tuesday 02/19/02	Wednesday 02/20/02	Thursday 02/21/02	Friday 02/22/02
North Jersey SAA	Number of Originations	7	7	7	8	8
	% Ontime	100%	57%	43%	63%	75%
	% Late 0-2 Hours	0%	43%	43%	25%	0%
	% Late 2-4 Hours	0%	0%	14%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	25%
South Jersey SAA	Number of Originations	1	2	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	7	8	8
	% Ontime	86%	88%	71%	75%	50%
	% Late 0-2 Hours	14%	13%	29%	25%	38%
	% Late 2-4 Hours	0%	0%	0%	0%	13%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 17 trains. Crew delays were 4 trains for 11 hours; two trains were delayed 6 hours for power; originating trains 11 for 52 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 02/18/02	Tuesday 02/19/02	Wednesday 02/20/02	Thursday 02/21/02	Friday 02/22/02	Daily Average
Cars Offered	NS	13	20	32	3	111	36
	All Other	166	441	310	305	305	305
	Total	179	461	342	308	416	341

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 02/18/02	Tuesday 02/19/02	Wednesday 02/20/02	Thursday 02/21/02	Friday 02/22/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	50%	100%	50%	80%
MARC	Trains	3	20	20	20	20	83
	% On Time	100%	100%	100%	95%	100%	99%

AMTK measured according to contract with CSXT.

Surface Transportation Board

Performance Measures

CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 02/16/02	Sunday 02/17/02	Monday 02/18/02	Tuesday 02/19/02	Wednesday 02/20/02	Thursday 02/21/02	Friday 02/22/02	Weekly Total
Baltimore	Train Crew Starts	15	13	16	14	15	17	14	104
	Crews Delayed +2 Hours	5	4	5	1	5	5	5	30
	% Delayed +2 Hours	33%	31%	31%	7%	33%	29%	36%	29%
Buffalo	Train Crew Starts	41	43	32	43	47	46	43	295
	Crews Delayed +2 Hours	5	8	0	5	4	4	2	28
	% Delayed +2 Hours	12%	19%	0%	12%	9%	9%	5%	9%
Chicago	Train Crew Starts	29	27	26	25	26	26	26	185
	Crews Delayed +2 Hours	8	7	7	3	5	5	4	39
	% Delayed +2 Hours	28%	26%	27%	12%	19%	19%	15%	21%
Cincinnati	Train Crew Starts	33	34	32	32	33	37	33	234
	Crews Delayed +2 Hours	2	4	2	0	1	0	4	13
	% Delayed +2 Hours	6%	12%	6%	0%	3%	0%	12%	6%
Cleveland	Train Crew Starts	20	22	22	20	22	21	23	150
	Crews Delayed +2 Hours	5	5	5	3	7	4	7	36
	% Delayed +2 Hours	25%	23%	23%	15%	32%	19%	30%	24%
Cumberland	Train Crew Starts	29	29	27	27	28	32	30	202
	Crews Delayed +2 Hours	2	2	2	0	0	9	4	19
	% Delayed +2 Hours	7%	7%	7%	0%	0%	28%	13%	9%
Detroit	Train Crew Starts	6	3	4	6	5	7	6	37
	Crews Delayed +2 Hours	1	0	1	2	2	2	2	10
	% Delayed +2 Hours	17%	0%	25%	33%	40%	29%	33%	27%
Philadelphia	Train Crew Starts	12	10	10	11	10	10	9	72
	Crews Delayed +2 Hours	2	2	2	0	0	0	1	7
	% Delayed +2 Hours	17%	20%	20%	0%	0%	0%	11%	10%
Selkirk	Train Crew Starts	46	36	35	38	42	47	51	295
	Crews Delayed +2 Hours	15	13	9	5	10	4	9	65
	% Delayed +2 Hours	33%	36%	26%	13%	24%	9%	18%	22%
Toledo	Train Crew Starts	29	27	25	24	26	30	28	189
	Crews Delayed +2 Hours	2	3	4	1	3	3	7	23
	% Delayed +2 Hours	7%	11%	16%	4%	12%	10%	25%	12%
Willard	Train Crew Starts	44	45	34	39	40	43	41	286
	Crews Delayed +2 Hours	6	4	1	6	6	1	11	35
	% Delayed +2 Hours	14%	9%	3%	15%	15%	2%	27%	12%
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 02/16/02	Sunday 02/17/02	Monday 02/18/02	Tuesday 02/19/02	Wednesday 02/20/02	Thursday 02/21/02	Friday 02/22/02	Weekly Total
Train Delay									
Originating Train Starts		101	101	90	96	100	117	112	717
Delayed Hours - Power		0	0	0	0	8	11	7	26
Delayed Hours - Crews		6	17	4	3	3	9	4	46

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 02/16/02	Sunday 02/17/02	Monday 02/18/02	Tuesday 02/19/02	Wednesday 02/20/02	Thursday 02/21/02	Friday 02/22/02	Daily Average
Crew Availability		83%	83%	83%	83%	83%	83%	82%	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 02/16/02	Sunday 02/17/02	Monday 02/18/02	Tuesday 02/19/02	Wednesday 02/20/02	Thursday 02/21/02	Friday 02/22/02	Weekly Total
Crews/Recrews									
Train Crew Starts		239	214	217	237	242	250	262	1661
Recrews		6	6	4	5	3	1	9	34
% Recrewed		3%	3%	2%	2%	1%	0%	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 02/16/02	Sunday 02/17/02	Monday 02/18/02	Tuesday 02/19/02	Wednesday 02/20/02	Thursday 02/21/02	Friday 02/22/02	Daily Average
Locomotives									
Gross Fleet Size		3837	3827	3831	3821	3853	3855	3868	3842
Avg. Number Available		3376	3349	3375	3386	3388	3372	3400	3378
OOS Ratio		4.8	4.8	4.8	4.8	4.7	4.8	4.7	4.8

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 02/16/02	Sunday 02/17/02	Monday 02/18/02	Tuesday 02/19/02	Wednesday 02/20/02	Thursday 02/21/02	Friday 02/22/02	Daily Average
Train Delay									
	Philadelphia/South Jersey	2	1	2	0	0	1	0	1
	North Jersey	3	1	2	1	1	0	3	2
	Detroit	0	0	0	0	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.



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George A. Aspatore
General Solicitor

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February 28, 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 22, 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.

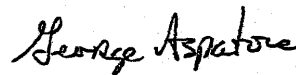
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews.

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.
February 28, 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
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Tony L. Ingram
Vice President
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February 28, 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, 50 trains were held for terminal delays, 35 trains were held for crews, and 44 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 increased from last week. Four trains were delayed 11 hours for lack of crews and 2 trains were delayed 6 hours awaiting power. Eleven originating trains were delayed a total of 52 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 black ink, appearing to read "Tony L. Ingram", followed by a horizontal line.



For the week ending 2/22/02

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	2/18/2002	850	119	259	378	233	21.3
	2/19/2002	850	191	230	421	299	22.8
	2/20/2002	850	157	236	393	225	30.1
	2/21/2002	850	165	256	421	202	17.7
	2/22/2002	850	165	312	477	231	25.1
North Yard MI Average		850	159	259	418	238	23.5
Oak Island NJ	2/18/2002	1200	426	485	911	285	24.6
	2/19/2002	1200	450	498	948	519	45.5
	2/20/2002	1200	371	486	857	542	32.8
	2/21/2002	1200	480	413	893	582	24.1
	2/22/2002	1200	504	298	802	456	25.9
Oak Island NJ Average		1200	446	436	882	477	31.1
Pavonia NJ	2/18/2002	900	208	296	504	150	55.3
	2/19/2002	900	281	363	644	255	46.0
	2/20/2002	900	374	353	727	525	24.6
	2/21/2002	900	366	365	731	359	23.2
	2/22/2002	900	403	331	734	413	20.3
Pavonia Average		900	326	342	668	340	29.2



For the week ending 2/22/02

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	18-Feb	7	86%	14%	0%	0%	0%
	19-Feb	8	88%	13%	0%	0%	0%
	20-Feb	7	71%	29%	0%	0%	0%
	21-Feb	8	75%	25%	0%	0%	0%
	22-Feb	8	50%	38%	13%	0%	0%
Detroit Total		38	74%	24%	3%	0%	0%
North Jersey Total	18-Feb	7	100%	0%	0%	0%	0%
	19-Feb	7	57%	43%	0%	0%	0%
	20-Feb	7	43%	43%	14%	0%	0%
	21-Feb	8	63%	25%	0%	0%	13%
	22-Feb	8	75%	0%	0%	25%	0%
North Jersey Total		37	68%	22%	3%	5%	3%
South Jersey Total	18-Feb	1	100%	0%	0%	0%	0%
	19-Feb	2	100%	0%	0%	0%	0%
	20-Feb	3	100%	0%	0%	0%	0%
	21-Feb	3	100%	0%	0%	0%	0%
	22-Feb	3	100%	0%	0%	0%	0%
South Jersey Total		12	100%	0%	0%	0%	0%
Grand Total		87	75%	20%	2%	2%	1%



For the week ending 2/22/02

Shared Asset Area Trains Held

area	Sat 16-Feb	Sun 17-Feb	Mon 18-Feb	Tue 19-Feb	Wed 20-Feb	Thu 21-Feb	Fri 22-Feb	Grand Total
North Jersey	3	1	2	1	1	0	3	11
South Jersey	2	1	2	0	0	1	0	6
Detroit	0	0	0	0	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.



NS Cars Offered in Interchange but not Accepted

offered	Monday	Tuesday	Wednesday	Thursday	Friday	Total
CSX	131	0	0	0	0	131
other	0	255	99	0	106	460
Total	131	255	99	0	106	591

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

NS Northern Region Train Starts and Delays

	Saturday 16-Feb	Sunday 17-Feb	Monday 18-Feb	Tuesday 19-Feb	Wednesday 20-Feb	Thursday 21-Feb	Friday 22-Feb	Grand Total
# of Train Starts	157	135	147	156	166	172	166	1099
Delay Cause								
Crew Delays (hrs)	4.2	2.7	0.0	5.3	12.9	5.0	3.6	33.6
Power Delays (hrs)	12.0	11.3	7.8	29.8	34.0	50.8	82.0	227.6

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 16-Feb	Sunday 17-Feb	Monday 18-Feb	Tuesday 19-Feb	Wednesday 20-Feb	Thursday 21-Feb	Friday 22-Feb	average
Fleet Size	3168	3140	3104	3150	3148	3183	3219	3159
available	2975	2928	2886	2919	2953	3008	3043	2959
out of service %	6.1%	6.8%	7.0%	7.3%	6.2%	5.5%	5.5%	6.3%

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



NS Crew Starts and Delays

		Saturday 16-Feb	Sunday 17-Feb	Monday 18-Feb	Tuesday 19-Feb	Wednesday 20-Feb	Thursday 21-Feb	Friday 22-Feb	total
Allentown	crew starts	10	15	12	16	18	17	20	108
	crews delayed	5	0	4	5	1	6	4	25
Bellevue	crew starts	40	35	38	39	39	45	42	278
	crews delayed	8	4	8	9	10	11	6	56
Buffalo	crew starts	24	25	26	27	24	29	30	185
	crews delayed	4	5	4	7	3	6	3	32
Chicago	crew starts	37	34	32	31	33	32	37	236
	crews delayed	12	11	11	16	16	12	10	88
Cincinnati	crew starts	31	42	21	33	29	34	34	224
	crews delayed	9	6	4	5	5	3	6	38
Cleveland	crew starts	9	8	8	12	8	8	11	64
	crews delayed	5	3	1	4	3	6	6	28
Conway	crew starts	46	45	41	50	46	54	53	335
	crews delayed	6	7	14	8	10	12	13	70
Detroit	crew starts	16	12	16	17	19	22	18	120
	crews delayed	2	4	3	3	6	4	3	25
Elkhart	crew starts	42	41	35	37	41	35	54	285
	crews delayed	16	13	20	17	14	16	18	114
Harrisburg	crew starts	56	52	46	53	54	66	63	390
	crews delayed	19	17	8	8	13	22	20	107
Toledo	crew starts	57	60	55	60	59	67	61	419
	crews delayed	9	13	8	11	19	11	10	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 16-Feb	Sunday 17-Feb	Monday 18-Feb	Tuesday 19-Feb	Wednesday 20-Feb	Thursday 21-Feb	Friday 22-Feb	average
availability%	75%	74%	78%	79%	78%	78%	76%	77%

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

NS Northern Region Crew Starts and Recrews

	Saturday 16-Feb	Sunday 17-Feb	Monday 18-Feb	Tuesday 19-Feb	Wednesday 20-Feb	Thursday 21-Feb	Friday 22-Feb	total
crew starts	329	312	273	314	229	339	334	2130
recrews	5	9	13	6	12	10	11	66

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