

SURFACE TRANSPORTATION BOARD

Memorandum

204927



DATE: March 7, 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

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Office of the Secretary

MAR 11 2002

Part of
Public Record



T. J. Stephenson
Assistant Vice President -
Service Measurements

March 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, March 1st. Cars on-line improved slightly from 232,472 to 232,243 cars. Terminal dwell increased slightly from 24.0 to 24.1 hours. Train velocity decreased from 23.4 to 22.9 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 favorably four percentage points to 80%. The percent of trains greater than 6 hours late moved favorably five percentage points to 6%.

Yards and Terminals

Five 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 96%. Overall, the on-time-to-two-hours-late category was 81%, down four percentage points from the prior week. The greater-than-six-hours-late category was 7%, up two percentage points from the prior week.

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OFFICE OF COMPLIANCE
AND ENFORCEMENT
DIRECTOR'S OFFICE

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RECEIVED
SURFACE TRANSPORTATION
BOARD

Shared Areas

Daily average on hand cars decreased at North Yard, and increased at Pavonia and Oak Island. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.4, down from 28.8 hours for the prior week.

Additional Measurements

Train Delay Metric: For 701 train starts, weekly train delay for power totaled zero hours and crew delay totaled 20 hours. Power delay and crew delay hours both decreased from the prior week.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 15.5% for the week, improving slightly from 15.7% the prior week.

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

Daily Number of Recrews Required: Of 1642 crew starts, 22 (1%) were recrews, improved 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 = 3842, Average Available = 3386, and Out-of-Service Ratio = 4.6%, improving slightly from the previous week.

Cars Offered in Interchange: averaged 311 cars daily, 39 of which were for the Norfolk Southern. The NS-offered increased, and the total-offered decreased from the prior week.

On-time performance, passenger trains through Brunswick, MD: 90% for 10 AMTRAK trains (Pittsburgh – Washington) and 93% 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 44 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 "L. L. Hayes".

L. L. Hayes
Director
Service Measurements

Surface Transportation Board

Performance Measures

For the week ending:

03/01/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 02/25/02	Tuesday 02/26/02	Wednesday 02/27/02	Thursday 02/28/02	Friday 03/01/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	423	303	350	465	392
	Cars On Hand - Empty	482	445	567	567	536
	Cars On Hand - Total	905	748	917	1032	928
	Cars Handled	543	384	536	590	625
	Dwell Hours	35.9	27.4	25.8	23.6	24.6
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	287	334	324	329	304
	Cars On Hand - Empty	339	396	401	401	357
	Cars On Hand - Total	626	730	725	730	661
	Cars Handled	259	409	579	516	335
	Dwell Hours	41.9	27.6	24.6	23.1	29.6
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	147	260	312	228	207
	Cars On Hand - Empty	140	200	204	101	256
	Cars On Hand - Total	287	460	516	329	463
	Cars Handled	216	186	389	330	183
	Dwell Hours	22.2	20.4	26.7	14.9	28.2

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

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 26.4 hours, down from 28.8 hours last week.

Surface Transportation Board **Performance Measures**

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 02/25/02	Tuesday 02/26/02	Wednesday 02/27/02	Thursday 02/28/02	Friday 03/01/02
North Jersey SAA	Number of Originations	7	7	7	8	8
	% Ontime	71%	86%	57%	50%	63%
	% Late 0-2 Hours	14%	14%	43%	50%	25%
	% Late 2-4 Hours	14%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	0	3	3	3	3
	% Ontime	0%	33%	33%	100%	67%
	% Late 0-2 Hours	0%	67%	67%	0%	33%
	% 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	71%	25%	38%	25%	75%
	% Late 0-2 Hours	29%	50%	63%	63%	25%
	% Late 2-4 Hours	0%	25%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	13%	0%

CSX Comments: Total road train delays were 23 trains. Crew delays were 4 trains for 5 hours; 6 trains were delayed 25 hours for power; originating trains 13 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 02/25/02	Tuesday 02/26/02	Wednesday 02/27/02	Thursday 02/28/02	Friday 03/01/02	Daily Average
Cars Offered	NS	3	3	3	188		39
	All Other	299	359	460	239		271
	Total	302	362	463	427		311

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 02/25/02	Tuesday 02/26/02	Wednesday 02/27/02	Thursday 02/28/02	Friday 03/01/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	50%	90%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	100%	90%	75%	93%

AMTK measured according to contract with CSXT.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 02/23/02	Sunday 02/24/02	Monday 02/25/02	Tuesday 02/26/02	Wednesday 02/27/02	Thursday 02/28/02	Friday 03/01/02	Weekly Total
Baltimore	Train Crew Starts	15	9	15	15	16	17	13	100
	Crews Delayed +2 Hours	1	3	2	1	4	6	4	21
	% Delayed +2 Hours	7%	33%	13%	7%	25%	35%	31%	21%
Buffalo	Train Crew Starts	44	36	32	42	45	48	46	293
	Crews Delayed +2 Hours	8	1	1	1	6	3	4	24
	% Delayed +2 Hours	18%	3%	3%	2%	13%	6%	9%	8%
Chicago	Train Crew Starts	23	24	20	24	28	29	22	170
	Crews Delayed +2 Hours	7	2	5	6	8	8	5	41
	% Delayed +2 Hours	30%	8%	25%	25%	29%	28%	23%	24%
Cincinnati	Train Crew Starts	42	39	33	31	32	37	37	251
	Crews Delayed +2 Hours	2	0	5	4	4	4	1	20
	% Delayed +2 Hours	5%	0%	15%	13%	13%	11%	3%	8%
Cleveland	Train Crew Starts	21	23	21	25	21	25	21	157
	Crews Delayed +2 Hours	7	6	1	1	2	5	5	27
	% Delayed +2 Hours	33%	26%	5%	4%	10%	20%	24%	17%
Cumberland	Train Crew Starts	34	28	27	30	31	35	32	217
	Crews Delayed +2 Hours	2	3	3	1	3	7	0	19
	% Delayed +2 Hours	6%	11%	11%	3%	10%	20%	0%	9%
Detroit	Train Crew Starts	6	5	4	6	6	6	5	38
	Crews Delayed +2 Hours	1	1	1	1	2	2	2	10
	% Delayed +2 Hours	17%	20%	25%	17%	33%	33%	40%	26%
Philadelphia	Train Crew Starts	8	8	9	10	9	9	9	62
	Crews Delayed +2 Hours	0	0	0	0	0	0	0	0
	% Delayed +2 Hours	0%	0%	0%	0%	0%	0%	0%	0%
Selkirk	Train Crew Starts	48	39	32	38	44	47	50	298
	Crews Delayed +2 Hours	10	13	8	5	6	4	9	55
	% Delayed +2 Hours	21%	33%	25%	13%	14%	9%	18%	18%
Toledo	Train Crew Starts	27	32	30	24	29	32	26	200
	Crews Delayed +2 Hours	4	3	4	1	4	6	3	25
	% Delayed +2 Hours	15%	9%	13%	4%	14%	19%	12%	13%
Willard	Train Crew Starts	42	45	32	40	43	46	42	290
	Crews Delayed +2 Hours	7	9	10	7	6	8	5	52
	% Delayed +2 Hours	17%	20%	31%	18%	14%	17%	12%	18%

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 02/23/02	Sunday 02/24/02	Monday 02/25/02	Tuesday 02/26/02	Wednesday 02/27/02	Thursday 02/28/02	Friday 03/01/02	Weekly Total
Train Delay	Originating Train Starts	94	103	87	93	106	111	107	701
	Delayed Hours - Power	0	0	0	0	0	0	0	0
	Delayed Hours - Crews	5	1	3	1	3	6	1	20

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 02/23/02	Sunday 02/24/02	Monday 02/25/02	Tuesday 02/26/02	Wednesday 02/27/02	Thursday 02/28/02	Friday 03/01/02	Daily Average
Crew Availability		83%	82%	82%	83%	84%	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 02/23/02	Sunday 02/24/02	Monday 02/25/02	Tuesday 02/26/02	Wednesday 02/27/02	Thursday 02/28/02	Friday 03/01/02	Weekly Total
Crews/Recrews	Train Crew Starts	240	207	200	239	249	250	257	1642
	Recrews	7	4	1	2	2	2	4	22
	% Recrewed	3%	2%	0%	1%	1%	1%	2%	1%

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 02/23/02	Sunday 02/24/02	Monday 02/25/02	Tuesday 02/26/02	Wednesday 02/27/02	Thursday 02/28/02	Friday 03/01/02	Daily Average
Locomotives									
Gross Fleet Size		3857	3829	3834	3850	3842	3843	3840	3842
Avg. Number Available		3386	3380	3379	3384	3381	3394	3401	3386
OOS Ratio		4.4	4.3	4.4	4.7	4.7	4.8	5.2	4.6

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 02/23/02	Sunday 02/24/02	Monday 02/25/02	Tuesday 02/26/02	Wednesday 02/27/02	Thursday 02/28/02	Friday 03/01/02	Daily Average
Train Delay									
Philadelphia/South Jersey		0	3	1	1	0	1	1	1
North Jersey		3	2	3	3	0	1	1	2
Detroit		0	0	0	0	1	0	2	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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Law Department
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George A. Aspatore
General Solicitor

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March 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 March 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.

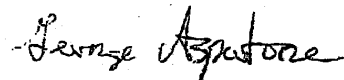
Another schedule incorporated into this transmittal shows NS Crew Starts and Delays, NS Northern Region Daily Crew Availability Percentage, and NS Northern Region Crew Starts and Recrews. Also included is the bi-weekly Buffalo update.

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.
March 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

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March 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 decreased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 71 trains were held for terminal delays, 39 trains were held for crews, and 30 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 Oak Island and Pavonia and decreased at North Yard. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power increased from the prior week. Four trains were delayed 5 hours for lack of crews and 6 trains were delayed 25 hours awaiting power. Thirteen originating trains were delayed a total of 52 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 34% of the delay hours reported in the SAAs.

Sincerely,

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



For the week ending 3/1/02

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	2/25/2002	850	140	147	287	216	22.2
	2/26/2002	850	200	260	460	186	20.4
	2/27/2002	850	204	312	516	389	26.7
	2/28/2002	850	101	228	329	330	14.9
	3/1/2002	850	256	207	463	183	28.2
North Yard MI Average		850	180	231	411	261	22.3
Oak Island NJ	2/25/2002	1200	482	423	905	543	35.9
	2/26/2002	1200	445	303	748	384	27.4
	2/27/2002	1200	567	350	917	536	25.8
	2/28/2002	1200	567	465	1032	590	23.6
	3/1/2002	1200	536	392	928	625	24.6
Oak Island NJ Average		1200	519	387	906	536	27.3
Pavonia NJ	2/25/2002	900	339	287	626	259	41.9
	2/26/2002	900	396	334	730	409	27.6
	2/27/2002	900	401	324	725	579	24.6
	2/28/2002	900	401	329	730	516	23.1
	3/1/2002	900	357	304	661	335	29.6
Pavonia Average		900	379	316	694	420	27.8



For the week ending 3/1/02

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	25-Feb	7	71%	29%	0%	0%	0%
	26-Feb	8	25%	50%	25%	0%	0%
	27-Feb	8	38%	63%	0%	0%	0%
	28-Feb	8	25%	63%	0%	13%	0%
	1-Mar	8	75%	25%	0%	0%	0%
Detroit Total		39	46%	46%	5%	3%	0%
North Jersey Total	25-Feb	7	71%	14%	14%	0%	0%
	26-Feb	7	86%	14%	0%	0%	0%
	27-Feb	7	57%	43%	0%	0%	0%
	28-Feb	8	50%	50%	0%	0%	0%
	1-Mar	8	63%	25%	0%	0%	13%
North Jersey Total		37	65%	30%	3%	0%	3%
South Jersey Total	25-Feb	0	0%	0%	0%	0%	0%
	26-Feb	3	33%	67%	0%	0%	0%
	27-Feb	3	33%	67%	0%	0%	0%
	28-Feb	3	100%	0%	0%	0%	0%
	1-Mar	3	67%	33%	0%	0%	0%
South Jersey Total		12	58%	42%	0%	0%	0%
Grand Total		88	56%	39%	3%	1%	1%



For the week ending 3/1/02

Shared Asset Area Trains Held

area	Sat 23-Feb	Sun 24-Feb	Mon 25-Feb	Tue 26-Feb	Wed 27-Feb	Thu 28-Feb	Fri 01-Mar	Grand Total
North Jersey	3	2	3	3	0	1	1	13
South Jersey	0	3	1	1	0	1	1	7
Detroit	0	0	0	0	1	0	2	3

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	0	0	0	0	0	0
Total	0	0	0	0	0	0

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

NS Northern Region Train Starts and Delays

	Saturday 23-Feb	Sunday 24-Feb	Monday 25-Feb	Tuesday 26-Feb	Wednesday 27-Feb	Thursday 28-Feb	Friday 1-Mar	Grand Total
# of Train Starts	160	140	157	167	165	181	171	1141
Delay Cause								
Crew Delays (hrs)	29.9	9.6	6.9	4.3	15.5	10.8	15.4	92.4
Power Delays (hrs)	55.0	63.5	0.0	4.8	10.1	41.3	4.0	178.7

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 23-Feb	Sunday 24-Feb	Monday 25-Feb	Tuesday 26-Feb	Wednesday 27-Feb	Thursday 28-Feb	Friday 1-Mar	average
Fleet Size	3203	3199	3203	3209	3175	3183	3198	3196
available	3036	3010	3015	3001	2952	2972	3009	2999
out of service %	5.2%	5.9%	5.9%	6.5%	7.0%	6.6%	5.9%	6.1%

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



NS Crew Starts and Delays

		Saturday 23-Feb	Sunday 24-Feb	Monday 25-Feb	Tuesday 26-Feb	Wednesday 27-Feb	Thursday 28-Feb	Friday 1-Mar	total
Allentown	crew starts	15	16	17	19	21	17	20	125
	crews delayed	4	5	3	6	6	3	6	33
Bellevue	crew starts	37	44	38	43	40	44	47	293
	crews delayed	9	7	9	8	8	15	12	68
Buffalo	crew starts	22	26	23	26	25	29	26	177
	crews delayed	5	6	6	4	2	5	2	30
Chicago	crew starts	32	35	30	34	39	31	35	236
	crews delayed	11	18	12	17	17	14	13	102
Cincinnati	crew starts	36	28	29	34	33	36	34	230
	crews delayed	8	5	8	9	10	5	11	56
Cleveland	crew starts	9	10	7	8	9	8	10	61
	crews delayed	3	6	1	0	3	1	2	16
Conway	crew starts	48	44	41	53	42	52	53	333
	crews delayed	8	10	7	11	10	13	8	67
Detroit	crew starts	18	12	18	18	17	20	22	125
	crews delayed	3	3	3	6	8	9	4	36
Elkhart	crew starts	39	40	32	36	41	41	38	267
	crews delayed	17	14	13	19	22	21	17	123
Harrisburg	crew starts	54	56	46	52	58	65	67	398
	crews delayed	14	17	11	10	21	20	24	117
Toledo	crew starts	59	56	47	58	64	58	65	407
	crews delayed	14	9	8	9	16	16	11	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 23-Feb	Sunday 24-Feb	Monday 25-Feb	Tuesday 26-Feb	Wednesday 27-Feb	Thursday 28-Feb	Friday 1-Mar	average
availability%	75%	73%	76%	75%	77%	78%	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 23-Feb	Sunday 24-Feb	Monday 25-Feb	Tuesday 26-Feb	Wednesday 27-Feb	Thursday 28-Feb	Friday 1-Mar	total
crew starts	332	313	176	320	328	356	349	2174
recrews	11	8	7	13	18	13	14	84

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