

SURFACE TRANSPORTATION BOARD

Memorandum

205562



DATE: June 6, 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

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

ENTERED
Office of the Secretary

JUN 07 2002

Part of
Public Record



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

T. J. Stephenson
Assistant Vice President -
Service Measurements

June 5, 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 JUN -5 P 3:57
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, May 31st. Cars on-line increased slightly from 229,913 to 230,315 cars. Train velocity decreased slightly from 22.9 to 22.8 miles-per-hour. Terminal dwell increased from 26.1 to 29.3 hours. The increased dwell time is attributed to a partial shutdown for Memorial Day.

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 eight percentage points to 80%. The percent of trains greater than 6 hours late moved favorably three percentage points to 7%.

Yards and Terminals

Two 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 100%. Overall, the on-time-to-two-hours-late category was 82%, moving favorably two percentage points from last week. The greater-than-six-hours-late category was 6%, moving favorably one percentage point from the previous week.

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 29.3 hours, up from 24.0 hours the prior week.

Additional Measurements

Train Delay Metric: For 673 train starts, the total weekly train delay for crew totaled 86 hours and power delay totaled zero hours.

Train Crew Delay Metric: The percent of crews not departing within two hours of the on-duty time averaged 18.9% for the week, up from 17.8% the prior week.

Daily Crew Availability Percentage: Crew Availability Percentage was 80%, down three percentage points from the prior week.

Daily Number of Recrews Required: Of 1652 crew starts, 39 (2%) were recrews, remaining at the same percentage point from the previous week.

Shared Asset Areas Train Delay Metric: SAA Train Delays averaged two trains per day for North Jersey, and one for South Jersey and Detroit.

Locomotives: Gross Locomotives = 3767, Average Available = 3426, and Out-of-Service Ratio = 4.5%, improved slightly from the 4.6% recorded for the previous week.

Cars Offered in Interchange: averaged 259 cars daily, 39 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 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 57 weeks.

Last week CSXT met the goal for 9 of the 18 key second quarter service measurements. Goals were met for FRA reportable injuries, cars on line, overall train velocity, merchandise train velocity, relief crews, on-time originations, hours of locomotive delay, local originations, and combined locomotive out of service ratio.

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: 05/31/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	259	324	324	507	382
	Cars On Hand - Empty	288	291	365	497	491
	Cars On Hand - Total	547	615	689	1004	873
	Cars Handled	86	429	339	687	538
	Dwell Hours	20.2	34.7	29.0	27.3	24.2
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	257	262	338	331	261
	Cars On Hand - Empty	259	274	301	436	297
	Cars On Hand - Total	516	536	639	767	558
	Cars Handled	0	214	487	624	352
	Dwell Hours	0.0	60.7	32.0	26.6	28.3
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	140	189	293	284	309
	Cars On Hand - Empty	194	203	186	187	251
	Cars On Hand - Total	334	392	479	471	560
	Cars Handled	54	222	306	210	345
	Dwell Hours	12.8	34.4	36.0	21.0	18.4

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 29.3 hours, up from 24.0 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02
North Jersey SAA	Number of Originations	3	3	7	7	7
	% Ontime	100%	100%	71%	71%	57%
	% Late 0-2 Hours	0%	0%	29%	29%	14%
	% Late 2-4 Hours	0%	0%	0%	0%	29%
	% Late 4-6 Hours	0%	0%	0%	0%	0%
South Jersey SAA	Number of Originations	0	1	3	3	3
	% Ontime	0%	100%	67%	33%	67%
	% Late 0-2 Hours	0%	0%	0%	33%	0%
	% Late 2-4 Hours	0%	0%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	33%	0%	33%
Detroit SAA	Number of Originations	2	6	8	8	8
	% Ontime	50%	100%	75%	88%	75%
	% Late 0-2 Hours	50%	0%	13%	0%	13%
	% Late 2-4 Hours	0%	0%	13%	13%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 22 trains. Crew delays were 3 trains for 57 hours;
1 train was delayed 2 hours for power; originating trains 18 for a total of 80 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 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02	Daily Average
Cars Offered	NS	87	13	66	26	2	39
	All Other	183	213	241	312	150	220
	Total	270	226	307	338	152	259

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 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	50%	100%	50%	50%	70%
MARC	Trains	0	20	20	20	20	80
	% On Time	0%	100%	90%	80%	100%	93%

AMTK measured according to contract with CSX I.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 05/25/02	Sunday 05/26/02	Monday 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02	Weekly Total
Baltimore	Train Crew Starts	16	14	9	13	12	16	16	96
	Crews Delayed +2 Hours	7	4	0	6	2	9	6	34
	% Delayed +2 Hours	44%	29%	0%	46%	17%	56%	38%	35%
Buffalo	Train Crew Starts	50	34	30	30	47	42	48	281
	Crews Delayed +2 Hours	2	2	0	1	0	7	6	18
	% Delayed +2 Hours	4%	6%	0%	3%	0%	17%	13%	6%
Chicago	Train Crew Starts	25	30	19	28	30	32	30	194
	Crews Delayed +2 Hours	8	10	4	7	5	10	8	52
	% Delayed +2 Hours	32%	33%	21%	25%	17%	31%	27%	27%
Cincinnati	Train Crew Starts	37	34	42	42	39	29	35	258
	Crews Delayed +2 Hours	2	5	5	2	3	3	6	26
	% Delayed +2 Hours	5%	15%	12%	5%	8%	10%	17%	10%
Cleveland	Train Crew Starts	24	20	13	21	25	19	21	143
	Crews Delayed +2 Hours	7	4	2	4	3	6	4	30
	% Delayed +2 Hours	29%	20%	15%	19%	12%	32%	19%	21%
Cumberland	Train Crew Starts	31	34	12	29	31	36	33	206
	Crews Delayed +2 Hours	6	2	1	10	3	7	7	36
	% Delayed +2 Hours	19%	6%	8%	34%	10%	19%	21%	17%
Detroit	Train Crew Starts	5	5	1	5	4	7	5	32
	Crews Delayed +2 Hours	1	0	0	1	0	0	0	2
	% Delayed +2 Hours	20%	0%	0%	20%	0%	0%	0%	6%
Philadelphia	Train Crew Starts	9	11	5	7	11	9	8	60
	Crews Delayed +2 Hours	1	0	0	0	1	0	1	3
	% Delayed +2 Hours	11%	0%	0%	0%	9%	0%	13%	5%
Selkirk	Train Crew Starts	46	40	25	32	42	46	50	281
	Crews Delayed +2 Hours	13	11	5	7	6	18	16	76
	% Delayed +2 Hours	28%	28%	20%	22%	14%	39%	32%	27%
Toledo	Train Crew Starts	32	36	23	26	31	31	27	206
	Crews Delayed +2 Hours	11	9	4	2	5	5	5	41
	% Delayed +2 Hours	34%	25%	17%	8%	16%	16%	19%	20%
Willard	Train Crew Starts	44	49	28	36	39	49	45	290
	Crews Delayed +2 Hours	8	5	3	6	9	5	10	46
	% Delayed +2 Hours	18%	10%	11%	17%	23%	10%	22%	16%
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 05/25/02	Sunday 05/26/02	Monday 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02	Weekly Total
Train Delay									
Originating Train Starts		101	98	71	81	105	101	116	673
Delayed Hours - Power		0	0	0	0	0	0	0	0
Delayed Hours - Crews		33	30	0	20	1	2	0	86

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 05/25/02	Sunday 05/26/02	Monday 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02	Daily Average
Crew Availability		79%	77%	78%	82%	82%	82%	80%	80%

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 05/25/02	Sunday 05/26/02	Monday 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02	Weekly Total
Crews/Recrews									
Train Crew Starts		251	220	175	218	251	245	292	1652
Recrews		7	8	5	4	4	5	6	39
% Recrewed		3%	4%	3%	2%	2%	2%	2%	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 05/25/02	Sunday 05/26/02	Monday 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02	Daily Average
Locomotives	Gross Fleet Size	3758	3766	3743	3722	3793	3792	3796	3767
	Avg. Number Available	3444	3431	3442	3421	3420	3409	3414	3426
	OOS Ratio	4.4	4.7	4.3	4.4	4.6	4.6	4.2	4.5

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 05/25/02	Sunday 05/26/02	Monday 05/27/02	Tuesday 05/28/02	Wednesday 05/29/02	Thursday 05/30/02	Friday 05/31/02	Daily Average
Train Delay	Philadelphia/South Jersey	0	1	1	0	0	1	3	1
	North Jersey	0	2	4	2	2	1	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.



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9242

George A. Aspatore
General Solicitor

—
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June 5, 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 31, 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.

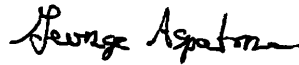
Mr. Melvin F. Clemens, Jr.

June 5, 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 dark ink, appearing to read "George Aspatore". The signature is fluid and cursive, with the first name "George" and last name "Aspatore" clearly distinguishable.

George A. Aspatore
General Solicitor

Enclosures



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

June 5, 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 increased, the average train speed increased, and the average terminal dwell increased. On the monitored corridors and Chicago gateway operations, 37 trains were held for terminal delays, 23 trains were held for crews, and 11 trains were held for power.

In the Shared Assets Areas, daily average on-hand car volume increased at Pavonia, North Yard and 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. Three trains were delayed 57 hours for lack of crews and one train was delayed 2 hours awaiting power. Eighteen originating trains were delayed a total of 80 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 47% of the delay hours reported in the SAAs.

Due to technical difficulties, the figures normally provided in the NS Northern Region Crew Starts and Recrews table are not available today. We will append these figures to next week's reports.

Sincerely,

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



For the week ending 5/31/02

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	5/27/2002	850	194	140	334	54	12.8
	5/28/2002	850	203	189	392	222	34.4
	5/29/2002	850	186	293	479	306	36.0
	5/30/2002	850	187	284	471	210	21.0
	5/31/2002	850	251	309	560	345	18.4
North Yard MI Average		850	204	243	447	227	26.5
Oak Island NJ	5/27/2002	1200	288	259	547	86	20.2
	5/28/2002	1200	291	324	615	429	34.7
	5/29/2002	1200	365	324	689	339	29.0
	5/30/2002	1200	497	507	1004	687	27.3
	5/31/2002	1200	491	382	873	538	24.2
Oak Island NJ Average		1200	386	359	746	416	28.0
Pavonia NJ	5/27/2002	900	259	257	516	0	0.0
	5/28/2002	900	274	262	536	214	60.7
	5/29/2002	900	301	358	659	487	32.0
	5/30/2002	900	436	331	767	624	26.6
	5/31/2002	900	297	261	558	352	28.3
Pavonia Average		900	313	294	607	335	32.9



For the week ending 5/31/02

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	27-May	2	50%	50%	0%	0%	0%
	28-May	6	100%	0%	0%	0%	0%
	29-May	8	75%	13%	13%	0%	0%
	30-May	8	88%	0%	13%	0%	0%
	31-May	8	75%	13%	0%	0%	13%
Detroit Total		32	81%	9%	6%	0%	3%
North Jersey Total	27-May	3	100%	0%	0%	0%	0%
	28-May	3	100%	0%	0%	0%	0%
	29-May	7	71%	29%	0%	0%	0%
	30-May	7	71%	29%	0%	0%	0%
	31-May	7	57%	14%	29%	0%	0%
North Jersey Total		27	74%	19%	7%	0%	0%
South Jersey Total	27-May	0	100%	0%	0%	0%	0%
	28-May	1	100%	0%	0%	0%	0%
	29-May	3	67%	0%	0%	33%	0%
	30-May	3	33%	33%	0%	0%	33%
	31-May	3	67%	0%	0%	33%	0%
South Jersey Total		10	60%	10%	0%	20%	10%
Grand Total		69	75%	13%	6%	3%	3%



For the week ending 5/31/02

Shared Asset Area Trains Held

area	Sat 25-May	Sun 26-May	Mon 27-May	Tue 28-May	Wed 29-May	Thu 30-May	Fri 31-May	Grand Total
North Jersey	0	2	4	2	2	1	3	14
South Jersey	0	1	1	0	0	1	3	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	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 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	Grand Total
# of Train Starts	175	143	127	155	178	184	175	1137
Delay Cause								
Crew Delays (hrs)	14.1	2.0	0.3	6.4	7.3	2.0	7.3	39.4
Power Delays (hrs)	17.5	0.0	15.3	0.5	1.8	17.8	125.7	178.5

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	average
Fleet Size	3281	3267	3294	3275	3285	3286	3274	3280
available	3058	3046	3086	3042	3068	3081	3093	3068
out of service %	6.8%	6.8%	6.3%	7.1%	6.6%	6.2%	5.5%	6.5%

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



NS Crew Starts and Delays

		Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	total
Allentown	crew starts	13	16	9	17	16	19	16	106
	crews delayed	3	2	2	1	2	4	4	18
Bellevue	crew starts	42	41	44	40	36	44	44	291
	crews delayed	14	4	5	4	8	5	8	48
Buffalo	crew starts	22	27	20	22	25	25	23	164
	crews delayed	4	2	1	0	0	3	4	14
Chicago	crew starts	36	38	35	31	38	42	33	253
	crews delayed	17	16	16	12	16	16	16	109
Cincinnati	crew starts	35	36	24	26	34	34	33	222
	crews delayed	7	10	3	2	4	6	5	37
Cleveland	crew starts	8	12	8	10	6	11	9	64
	crews delayed	4	2	3	2	2	3	6	22
Conway	crew starts	60	49	41	37	49	56	50	342
	crews delayed	9	13	8	9	6	15	4	64
Detroit	crew starts	17	12	9	14	20	19	20	111
	crews delayed	7	4	4	2	6	4	3	30
Elkhart	crew starts	48	36	46	42	38	49	39	298
	crews delayed	22	12	21	15	11	22	17	120
Harrisburg	crew starts	63	44	47	44	52	55	58	363
	crews delayed	29	17	10	11	15	18	21	121
Toledo	crew starts	62	55	47	49	59	61	61	394
	crews delayed	19	16	8	4	9	18	15	89

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 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	average
availability%	75%	74%	76%	77%	80%	79%	75%	77%

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

NS Northern Region Crew Starts and Recrews

	Saturday 25-May	Sunday 26-May	Monday 27-May	Tuesday 28-May	Wednesday 29-May	Thursday 30-May	Friday 31-May	total
crew starts								
recrews								

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