

SURFACE TRANSPORTATION BOARD

Memorandum

JDY 828



DATE: February 21, 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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500 Water Street (J407)
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T. J. Stephenson
Assistant Vice President -
Service Measurements

February 20, 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 15th. Cars on-line improved from slightly from 232,773 to 232,700 cars, and terminal dwell improved from 24.9 to 24.1 hours. Train velocity decreased from 23.1 to 22.8 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 five percentage points to 79%. The percent of trains greater than 6 hours late moved favorably seven percentage points to 5%.

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

One 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%. This was the fifth consecutive week at 100% for the I - 95 corridor. Overall, the on-time-to-two-hours-late category was 85%, 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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AND ENFORCEMENT
DIRECTOR'S OFFICE

Shared Areas

Daily average on hand cars increased at Pavonia, Oak Island, and North Yard. All volumes remain within expected or observed norms for comparable periods. Overall terminal dwell time was 26.2, down from 26.4 hours for the prior week.

Additional Measurements

Train Delay Metric: For 686 train starts, weekly train delay for power totaled 2 hours and crew delay totaled 17 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 15.7% for the week, an improvement from last week's 16.9%.

Daily Crew Availability Percentage: Crew Availability Percentage was 85%, improving one percentage point over the prior week.

Daily Number of Recrews Required: Of 1665 crew starts, 27 (2%) were recrews, the same percentage as the previous week.

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

Locomotives: Gross Locomotives = 3825, Average Available = 3339, and Out-of-Service Ratio = 4.9%, the same as the previous week.

Cars Offered in Interchange: averaged 327 cars daily, 32 of which were for the Norfolk Southern. The NS-offered and the total-offered both increased from the prior week.

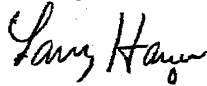
On-time performance, passenger trains through Brunswick, MD: 100% for 10 AMTRAK trains (Pittsburgh - Washington) and 97% for 100 MARC trains (West Virginia - Washington).

Buffalo Customer Service (Hot Line): the customer service center received no calls this week. Customers have not used this line for the past 42 weeks.

Last week CSXT met the goal for 16 of the 18 key first quarter service measurements. Goals were met for reportable injuries and derailments, cars on line, 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.

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: 02/15/02

Yard Performance

(Composite of NS/CSX Traffic)

Location	Measure	Monday 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02
Oak Island, NJ	Fluid Capacity	1200	1200	1200	1200	1200
	Cars On Hand - Loaded	318	349	398	341	292
	Cars On Hand - Empty	307	270	325	427	328
	Cars On Hand - Total	625	619	723	768	620
	Cars Handled	353	432	458	507	468
	Dwell Hours	32.4	21.4	23.6	24.8	26.7
Pavonia, NJ	Fluid Capacity	900	900	900	900	900
	Cars On Hand - Loaded	345	353	258	283	350
	Cars On Hand - Empty	306	296	353	582	424
	Cars On Hand - Total	651	649	611	865	774
	Cars Handled	364	372	382	413	522
	Dwell Hours	47.5	28.0	25.8	21.1	24.2
North Yard, MI	Fluid Capacity	850	850	850	850	850
	Cars On Hand - Loaded	191	208	266	222	198
	Cars On Hand - Empty	272	191	225	229	192
	Cars On Hand - Total	463	399	491	451	390
	Cars Handled	314	216	346	268	251
	Dwell Hours	16.4	34.1	27.0	23.3	19.8

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

All volumes still remain within expected norms for comparable periods.

Overall terminal dwell time was 26.2 hours, down from 26.4 hours last week.

Surface Transportation Board

Performance Measures

Train Originations

(Composite of NS/CSX Traffic)

Location	Measure	Monday 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02
North Jersey SAA	Number of Originations	4	8	8	7	7
	% Ontime	100%	88%	50%	71%	43%
	% Late 0-2 Hours	0%	13%	38%	0%	43%
	% Late 2-4 Hours	0%	0%	13%	0%	13%
	% Late 4-6 Hours	0%	0%	0%	14%	0%
South Jersey SAA	Number of Originations	1	3	3	3	3
	% Ontime	100%	67%	100%	100%	100%
	% Late 0-2 Hours	0%	33%	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	86%	50%	63%	75%	75%
	% Late 0-2 Hours	14%	38%	38%	25%	25%
	% Late 2-4 Hours	0%	13%	0%	0%	0%
	% Late 4-6 Hours	0%	0%	0%	0%	0%

CSX Comments: Total road train delays were 15 trains. Crew delays were 1 train for 5 hours; no trains were delayed for power; originating trains 14 for 79 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 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02	Daily Average
Cars Offered	NS	23	1	64	30	44	32
	All Other	336	382	292	236	226	294
	Total	359	383	356	266	270	327

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 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02	Weekly Totals
AMTK	Trains	2	2	2	2	2	10
	% On Time	100%	100%	100%	100%	100%	100%
MARC	Trains	20	20	20	20	20	100
	% On Time	100%	100%	95%	95%	95%	97%

AMTK measured according to contract with CSX1.

Surface Transportation Board
Performance Measures
CSXT Train Crew Delay

Terminal	Causes of Delay Trains / Hours	Saturday 02/09/02	Sunday 02/10/02	Monday 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02	Weekly Total
Baltimore	Train Crew Starts	18	15	12	16	13	19	16	109
	Crews Delayed +2 Hours	4	5	0	3	2	5	2	21
	% Delayed +2 Hours	22%	33%	0%	19%	15%	26%	13%	19%
Buffalo	Train Crew Starts	46	36	33	43	43	45	50	296
	Crews Delayed +2 Hours	5	4	5	1	4	5	7	31
	% Delayed +2 Hours	11%	11%	15%	2%	9%	11%	14%	10%
Chicago	Train Crew Starts	27	26	23	26	25	28	24	179
	Crews Delayed +2 Hours	9	9	5	6	4	5	4	42
	% Delayed +2 Hours	33%	35%	22%	23%	16%	18%	17%	23%
Cincinnati	Train Crew Starts	36	36	34	27	35	35	35	238
	Crews Delayed +2 Hours	1	3	2	1	0	0	5	12
	% Delayed +2 Hours	3%	8%	6%	4%	0%	0%	14%	5%
Cleveland	Train Crew Starts	17	25	23	18	18	24	25	150
	Crews Delayed +2 Hours	4	5	3	3	5	4	7	31
	% Delayed +2 Hours	24%	20%	13%	17%	28%	17%	28%	21%
Cumberland	Train Crew Starts	32	30	26	33	32	30	31	214
	Crews Delayed +2 Hours	0	0	1	0	1	1	1	4
	% Delayed +2 Hours	0%	0%	4%	0%	3%	3%	3%	2%
Detroit	Train Crew Starts	6	3	5	6	5	5	4	34
	Crews Delayed +2 Hours	1	0	2	2	0	2	1	8
	% Delayed +2 Hours	17%	0%	40%	33%	0%	40%	25%	24%
Philadelphia	Train Crew Starts	9	8	9	10	10	11	9	66
	Crews Delayed +2 Hours	3	1	0	0	0	0	0	4
	% Delayed +2 Hours	33%	13%	0%	0%	0%	0%	0%	6%
Selkirk	Train Crew Starts	45	39	28	37	43	45	56	293
	Crews Delayed +2 Hours	13	6	6	3	10	12	13	63
	% Delayed +2 Hours	29%	15%	21%	8%	23%	27%	23%	22%
Toledo	Train Crew Starts	28	27	27	27	27	35	29	200
	Crews Delayed +2 Hours	6	9	3	2	1	6	2	29
	% Delayed +2 Hours	21%	33%	11%	7%	4%	17%	7%	15%
Willard	Train Crew Starts	45	50	35	36	25	34	44	269
	Crews Delayed +2 Hours	8	6	9	2	7	16	16	64
	% Delayed +2 Hours	18%	12%	26%	6%	28%	47%	36%	24%
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 out-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 02/09/02	Sunday 02/10/02	Monday 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02	Weekly Total
Train Delay									
Originating Train Starts	87	97	87	93	102	103	117	117	686
Delayed Hours - Power	0	0	1	0	0	0	1	1	2
Delayed Hours - Crews	0	0	2	5	4	1	5	5	17

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 02/09/02	Sunday 02/10/02	Monday 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02	Daily Average
Crew Availability	86%	83%	83%	85%	86%	85%	85%	85%	85%

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 02/09/02	Sunday 02/10/02	Monday 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02	Weekly Total
Crews/Recrews									
Train Crew Starts	229	209	197	245	247	267	271	271	1665
Recrews	4	6	3	4	5	4	1	1	27
% Recrewed	2%	3%	2%	2%	2%	1%	0%	0%	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 02/09/02	Sunday 02/10/02	Monday 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02	Daily Average
Locomotives	Gross Fleet Size	3839	3826	3836	3819	3802	3835	3821	3825
	Avg. Number Available	3346	3342	3327	3345	3328	3346	3342	3339
	OOS Ratio	4.6	4.8	5.3	5.3	5.1	4.8	4.7	4.9

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 02/09/02	Sunday 02/10/02	Monday 02/11/02	Tuesday 02/12/02	Wednesday 02/13/02	Thursday 02/14/02	Friday 02/15/02	Daily Average
Train Delay	Philadelphia/South Jersey	2	1	2	0	1	1	0	1
	North Jersey	2	0	2	1	1	2	0	1
	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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Law Department
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Norfolk, Virginia 23510-9242

George A. Aspatore
General Solicitor

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February 20, 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 15, 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 20, 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 /spB
George A. Aspatore
General Solicitor

Enclosures



**NORFOLK
SOUTHERN**

Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

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Vice President
Transportation Operations
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February 20, 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, 57 trains were held for terminal delays, 40 trains were held for crews, and 39 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, Oak Island and Pavonia. All volume counts were within expected operating norms. Overall average terminal dwell time decreased. Reported road train delays for crews and power decreased from the prior week. One train was delayed 5 hours for lack of crews and no trains were delayed awaiting power. Fourteen originating trains were delayed a total of 79 hours due to late arrivals from CSXT and/or NS. Together, these delays accounted for 41% of the delay hours reported in the SAAs.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tony L. Ingram'.



For the week ending 2/15/02

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	2/11/2002	850	272	191	463	314	16.4
	2/12/2002	850	191	208	399	216	34.1
	2/13/2002	850	225	266	491	346	27.0
	2/14/2002	850	229	222	451	268	23.3
	2/15/2002	850	192	198	390	251	19.8
North Yard MI Average		850	222	217	439	279	23.7
Oak Island NJ	2/11/2002	1200	307	318	625	353	32.4
	2/12/2002	1200	270	349	619	432	21.4
	2/13/2002	1200	325	398	723	458	23.6
	2/14/2002	1200	427	341	768	507	24.8
	2/15/2002	1200	328	292	620	468	26.7
Oak Island NJ Average		1200	331	340	671	444	25.5
Pavonia NJ	2/11/2002	900	306	345	651	364	47.5
	2/12/2002	900	296	353	649	372	28.0
	2/13/2002	900	353	258	611	382	25.8
	2/14/2002	900	582	283	865	413	21.1
	2/15/2002	900	424	350	774	522	24.2
Pavonia Average		900	392	318	710	411	28.7



For the week ending 2/15/02

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	11-Feb	7	86%	14%	0%	0%	0%
	12-Feb	8	50%	38%	13%	0%	0%
	13-Feb	8	63%	38%	0%	0%	0%
	14-Feb	8	75%	25%	0%	0%	0%
	15-Feb	8	75%	25%	0%	0%	0%
Detroit Total		39	68%	28%	3%	0%	0%
North Jersey Total	11-Feb	4	100%	0%	0%	0%	0%
	12-Feb	8	88%	13%	0%	0%	0%
	13-Feb	8	50%	38%	13%	0%	0%
	14-Feb	7	71%	0%	0%	14%	14%
	15-Feb	7	43%	43%	14%	0%	0%
North Jersey Total		34	68%	21%	6%	3%	3%
South Jersey Total	11-Feb	1	100%	0%	0%	0%	0%
	12-Feb	3	67%	33%	0%	0%	0%
	13-Feb	3	100%	0%	0%	0%	0%
	14-Feb	3	100%	0%	0%	0%	0%
	15-Feb	3	100%	0%	0%	0%	0%
South Jersey Total		13	92%	8%	0%	0%	0%
Grand Total		86	72%	22%	3%	1%	1%



For the week ending 2/15/02

Shared Asset Area Trains Held

area	Sat 09-Feb	Sun 10-Feb	Mon 11-Feb	Tue 12-Feb	Wed 13-Feb	Thu 14-Feb	Fri 15-Feb	Grand Total
North Jersey	2	0	2	1	1	2	0	8
South Jersey	2	1	2	0	1	1	0	7
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	47	0	0	58	105
Total	0	47	0	0	58	105

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

NS Northern Region Train Starts and Delays

	Saturday 9-Feb	Sunday 10-Feb	Monday 11-Feb	Tuesday 12-Feb	Wednesday 13-Feb	Thursday 14-Feb	Friday 15-Feb	Grand Total
# of Train Starts	165	130	138	161	159	173	164	1090
Delay Cause								
Crew Delays (hrs)	4.2	0.5	9.1	9.8	1.8	12.9	3.7	41.9
Power Delays (hrs)	5.5	8.5	0.0	10.8	11.8	96.5	31.5	164.5

The delay numbers are expressed in hours

Locomotive Fleet Statistics

	Saturday 9-Feb	Sunday 10-Feb	Monday 11-Feb	Tuesday 12-Feb	Wednesday 13-Feb	Thursday 14-Feb	Friday 15-Feb	average
Fleet Size	3056	3072	3108	3112	3101	3102	3095	3092
available	2842	2869	2911	2918	2898	2888	2915	2892
out of service %	7.0%	6.6%	6.3%	6.2%	6.5%	6.9%	5.8%	6.5%

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



NS Crew Starts and Delays

		Saturday 9-Feb	Sunday 10-Feb	Monday 11-Feb	Tuesday 12-Feb	Wednesday 13-Feb	Thursday 14-Feb	Friday 15-Feb	total
Allentown	crew starts	16	14	16	18	16	18	16	114
	crews delayed	3	4	3	5	3	5	4	27
Bellevue	crew starts	46	35	32	35	46	41	35	270
	crews delayed	8	5	8	5	8	12	8	54
Buffalo	crew starts	23	24	23	25	23	27	26	171
	crews delayed	3	4	6	3	3	6	5	30
Chicago	crew starts	30	35	28	31	30	33	31	218
	crews delayed	8	14	11	5	8	13	15	74
Cincinnati	crew starts	36	34	26	32	36	34	28	226
	crews delayed	5	7	8	5	5	8	4	42
Cleveland	crew starts	8	10	8	6	8	9	7	56
	crews delayed	5	3	3	2	5	2	2	22
Conway	crew starts	49	40	41	51	49	47	47	324
	crews delayed	6	7	7	10	6	4	13	53
Detroit	crew starts	15	12	17	18	15	19	18	114
	crews delayed	2	1	3	3	2	5	3	19
Elkhart	crew starts	39	41	36	40	39	40	36	271
	crews delayed	15	18	18	19	15	18	18	121
Harrisburg	crew starts	56	56	40	57	56	62	56	383
	crews delayed	24	11	11	12	24	18	15	115
Toledo	crew starts	57	60	52	52	57	61	57	396
	crews delayed	13	16	12	9	13	14	10	87

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 9-Feb	Sunday 10-Feb	Monday 11-Feb	Tuesday 12-Feb	Wednesday 13-Feb	Thursday 14-Feb	Friday 15-Feb	average
availability%	77%	75%	75%	77%	76%	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 9-Feb	Sunday 10-Feb	Monday 11-Feb	Tuesday 12-Feb	Wednesday 13-Feb	Thursday 14-Feb	Friday 15-Feb	total
crew starts	326	309	278	314	328	336	324	2215
recrews	9	6	6	8	6	14	11	60

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