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February 11, 2009

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**Reply to Fergus Falls office
Direct: 218-998-7152**

PUBLIC SERVICE COMMISSION

Mr. Darrell Nitschke
Executive Secretary
North Dakota Public Service Commission
State Capitol
600 East Boulevard, Department 408
Bismarck, ND 58505-0480

***Via E-Filing
and UPS Overnight Mail***

RE: Otter Tail Corporation Advance Determination of Prudence Application
Case No. PU-06-481
Montana-Dakota Utilities Co., a Division of MDU Resources Group, Inc. Advance
Determination of Prudence Application
Case No. PU-06-482

Dear Mr. Nitschke:

Please accept for filing the enclosed Report for the Big Stone II Project, Pursuant to Ordering Clause 12 of the Commission's Order of August 27, 2008, and Attachment A referenced in the Report.

An original and seven copies of the Report and Attachment A are being sent via UPS overnight mail to your attention for filing.

Sincerely,

Mark B. Bring
Associate General Counsel
MBB:nlo

Enclosures

356 PU-06-482 Filed: 2/11/2009 Pages: 8
Report for Big Stone II Project + Attachment A

Otter Tail Corporation
Associate General Counsel Mark Bring

349 PU-06-481 Filed: 2/11/2009 Pages: 8
Report for Big Stone II Project + Attachment A

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**STATE OF NORTH DAKOTA
PUBLIC SERVICE COMMISSION**

**Otter Tail Corporation
Advance Determination of Prudence Application**

Case No. PU-06-481

**Montana-Dakota Utilities Co.,
a Division of MDU Resources Group, Inc.
Advance Determination of Prudence Application**

Case No. PU-06-482

Report for the Big Stone II Project

**Pursuant to Ordering Clause 12
of the Commission's Order
of August 27, 2008**

The commission's Order of August 27, 2008, requires the Applicants to implement the internal operational measures for coal delivery recommended by Advocacy Staff and identified in the Finding of Fact 72. Applicants shall file a report indicating which of the measures have already been implemented, how these measures fit into their overall management system and whether there is any formalized reporting of these measures.

Finding of Fact 72 calls for the following:

- Closely monitoring train cycle times (the amount of time it takes a train to move from the load to Big Stone and back to placement for loading)

This has been implemented at Big Stone. The monitoring is done from unloading to unloading instead of loading to loading. This is done for ease of data collection but both methods yield the same results. This information is tracked in a spreadsheet by the Fuel Supervisor at the plant. The spreadsheet also tracks a 5-train and a 10-train rolling average. This allows for the trending of cycle times to indicate if there is a deterioration or improvement in average times. This information is used by the Fuel Supervisor to take planning and corrective action as cycle times and expected load are planned for. A copy of the spreadsheet for the year 2008 is attached as Attachment A to this filing for review.

- Forecasting a schedule of train loadings for each month and for each set of equipment, based upon the burn requirements for each plant, communicate the schedule to the railroad, and monitoring loading to determine if the schedule is being met.

Before the 20th of each month the Fuel Supervisor provides to both the mine and the railroad the expected fuel needs for the upcoming month. Through the use of the spreadsheet described in the previous item, daily stockpile and inventory numbers, actual burn numbers, and projections for the remainder of the month, the Fuel Supervisor monitors how actual fuel needs are matching the schedule and then takes any corrective action, if needed.

- Implementing a system to manage train deliveries and monitoring the scheduled time of arrival compared to actual . . .

This measure has not been implemented, as our current tariff does not authorize the scheduling of deliveries. It only allows the holding of trains for a fee. To control cost, trains are held as little as possible. The plant generally will unload trains when they arrive. The progress of the trains is monitored to plan for and manage people and equipment for unloading. There are measures in the earlier items that allow for the control of how many trains are delivered, but not the time of day they are delivered.

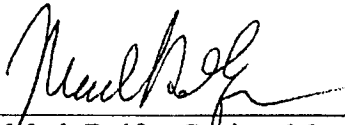
- Determining a target number of cars per unit train and monitoring actual number compared to the target.

The current tariff allows only for train sizes from 115 cars to 117 cars. Generally we run at the maximum and continually monitor to determine if the number falls below that. If it does, corrective action is taken to return the train to 117 cars.

If operational measures change, we will update the Commission.

Dated the 11 day of February, 2009

OTTER TAIL CORPORATION, DBA
OTTER TAIL POWER COMPANY

By: 
Mark Rolfes, Project Manager

Attachment A

Big Stone Plants Trains Cycle Times 2007

Train #	Date Loaded	Previous #	Date Loaded	Cycle Time	Arrival	Previous Arrival	Average-last 5	Average-Last 10
CDMBSB 1	1/3/2008			0:00:00	1/5/08 7:12			
CRMBSS 1	1/3/2008			0:00:00	1/7/08 12:15			
CRMBSS 2	1/5/2008			0:00:00	1/9/08 12:18			
CDMBSB 2	1/8/2008	BESABM 119	1/3/2008	161:19:00	1/12/08 0:31	1/5/08 7:12		
CRMBSS 3	1/10/2008	BSBCDM 1	1/3/2008	168:27:00	1/14/08 12:42	1/7/08 12:15		
CRMBSS 4	1/12/2008	BSBCRM 1	1/5/2008	139:32:00	1/15/08 7:50	1/9/08 12:18		
CDMBSB 3	1/14/2008	BSBCDM 2	1/8/2008	133:22:00	1/17/08 13:53	1/12/08 0:31		
CRMBSS 5	1/17/2008	BSBCRM 3	1/10/2008	132:38:00	1/20/08 1:20	1/14/08 12:42		
CRMBSS 6	1/18/2008	BSBCRM 4	1/12/2008	140:50:00	1/21/08 4:40	1/15/08 7:50	143:37:00	104:47:06
CDMBSB 4	1/22/2008	BSBCDM 3	1/14/2008	171:43:00	1/24/08 17:36	1/17/08 13:53	143:47:24	118:49:30
CRMBSS 7	1/22/2008	BSBCRM 5	1/17/2008	140:24:00	1/25/08 21:44	1/20/08 1:20	145:19:00	132:55:30
CRMBSS 8	1/23/2008	BSBCRM 6	1/18/2008	141:00:00	1/27/08 1:40	1/21/08 4:40	146:29:54	146:29:54
CDMBSB 5	1/27/2008	BSBCDM 4	1/22/2008	135:44:00	1/30/08 9:20	1/24/08 17:36	145:56:12	145:56:12
CDMBSB 6	1/28/2008	BSBCRM 7	1/22/2008	131:02:00	1/31/08 8:46	1/25/08 21:44	143:58:36	143:28:12
CDMBSB 7	1/29/2008	BSBCRM 8	1/23/2008	128:07:00	2/1/08 9:47	1/27/08 1:40	135:15:24	139:26:12
CDMBSB 8	2/2/2008	BSBCDM 5	1/27/2008	152:23:00	2/5/08 17:43	1/30/08 9:20	140:43:18	140:43:18
CDMBSB 9	2/3/2008	BSBCDM 6	1/28/2008	155:48:00	2/6/08 20:34	1/31/08 8:46	140:36:48	142:57:54
BTMBSB 1	2/3/2008	BSBCDM 7	1/29/2008	147:00:00	2/7/08 12:47	2/1/08 9:47	142:52:00	144:24:06
CRMBSS 9	2/8/2009	BSBCDM 8	2/2/2008	118:45:00	2/10/08 16:28	2/5/08 17:43	140:24:36	142:11:36
CRMBSS 10	2/10/2008	BSBCDM 9	2/3/2008	133:16:00	2/12/08 9:50	2/6/08 20:34	141:26:24	138:20:54
BTMBSB 2	2/11/2008	BSBBTM 1	2/3/2008	227:11:00	2/16/08 23:58	2/7/08 12:47	156:24:00	147:01:36
CRMBSS 10	2/15/2008	BSBCRM 9	2/8/2009	180:13:00	2/18/08 4:41	2/10/08 16:28	161:17:00	150:56:54
CRMBSS 11	2/16/2008	BSBCDM 10	2/10/2008	169:45:00	2/19/08 11:35	2/12/08 9:50	165:50:00	154:21:00
BTMBSB 3	2/19/2008	BSBBTM 2	2/11/2008	143:02:00	2/22/08 23:00	2/16/08 23:58	170:41:24	155:33:00
CRMBSS 12	2/20/2008	BSBCRM 10	2/15/2008	153:10:00	2/24/08 13:51	2/18/08 4:41	174:40:12	158:03:18
CDMBSB 11	2/22/2008	BSBCRM 11	2/16/2008	143:10:00	2/25/08 10:45	2/19/08 11:35	157:52:00	157:08:00
CDMBSB 12	2/26/2008	BSBBTM 3	2/19/2008	142:24:00	2/28/08 21:24	2/22/08 23:00	150:18:12	155:47:36
CDMBSB 13	2/27/2008	BSBCRM 12	2/20/2008	150:24:00	3/1/08 20:15	2/24/08 13:51	146:26:00	156:08:00
CDMBSB 14	3/3/2008	BSBBTM 4	2/22/2008	151:35:00	3/2/08 18:20	2/25/08 10:45	148:08:36	159:25:00
CRMBSS 13	3/4/2008	BSBCDM 11	2/26/2008	141:08:00	3/5/08 18:32	2/28/08 21:24	145:44:12	160:12:12
CRMBSS 14	3/6/2008	BSBCDM 12	2/27/2008	134:45:00	3/7/08 11:00	3/1/08 20:15	144:03:12	150:57:36
CDMBSB 15	3/6/2008	BSBCRM 13	2/29/2008	167:45:00	3/9/08 18:05	3/2/08 18:20	149:07:24	149:42:48
CDMBSB 16	3/9/2008	BSBCDM 14	3/3/2008	155:58:00	3/12/08 6:30	3/5/08 18:32	150:14:12	148:20:06
CDMBSB 17	3/10/2008	BSBCRM 13	3/4/2008	146:36:00	3/13/08 13:36	3/7/08 11:00	149:14:24	148:41:30
CRMBSS 14	3/12/2008	BSBCDM 15	3/6/2008	147:42:00	3/15/08 21:47	3/9/08 18:05	150:33:12	148:08:42
CDMBSB 19	3/16/2008	BSBCDM 17	3/10/2008	115:56:00	3/18/08 9:32	3/13/08 13:36	146:47:24	145:25:18
CDMBSB 18	3/14/2008	BSBCDM 16	3/9/2008	195:00:00	3/20/08 9:30	3/12/08 6:30	152:14:24	150:40:54
CDMBSB 20	3/18/2008	BSBCRM 14	3/12/2008	147:51:00	3/22/08 1:38	3/15/08 21:47	150:37:00	150:25:36
CRMBSS 15	3/21/2008	BSBCDM 19	3/16/2008	156:08:00	3/24/08 21:40	3/18/08 9:32	152:31:24	150:52:54

Train off from lease
Longer cycle because of startup issues
Longer cycle because of startup issues

This train cycle is a little long because of holding for 12 hours to get a split in trains

Cycle a little longer because of holding for train bunching

Long cycle time because of air brake problems on the engines.

This train should have arrived at the plant late Thursday night. Because of bunching we made arrangements with the railroad to unload the train Friday morning. Because of a miscommunication in the railroad the train was not delivered to the Plant until Saturday Morning. A total delay of approximately 24 hrs.

This train derailed had a delay while waiting to re-rail cars.

Finished unloading 3/28/08 01:39

Deraillment in Aberdeen held up train

24 hour delay because of snow storm

Held train because of boiler leaks

Held for 24 hours because of tube leak

Train arrived at plant 4/29/08 was held to unload

Train held 5/3 afternoon to 5/5 morning

Held train for 48 hours because of no room in building

Did not record unloading times because train held loaded

for a week because of overhaul

Did not record any times because this the first trip for this train since the overhaul.

Did not record any times because this the first trip for this train since the overhaul.

Did not record any times because this the first trip for this train since the overhaul.

held train for 24 hours for gate replacement

held train for 15 hours livestock full

CDMBSB 21	3/23/2008	BSBCDM 18	3/14/2008	3/26/08 2:37	3/20/08 9:30	150:24:24	150:28:48
CDMBSB 22	3/25/2008	BSBCDM 20	3/18/2008	3/28/08 9:18	3/22/08 1:38	157:33:12	152:10:18
CDMBSB 23	3/28/2008	BSBCRM 15	3/21/2008	3/31/08 4:34	3/24/08 21:40	148:44:00	150:29:12
CDMBSB 24	3/31/2008	BSBCDM 21	3/23/2008	4/3/08 13:48	3/26/08 2:37	158:48:00	155:12:30
CRMBSB 16	4/1/2008	BSBCDM 22	3/25/2008	4/5/08 15:35	3/28/08 9:18	168:13:48	160:22:36
CRMBSB 17	4/2/2008	BSBCDM 23	3/28/2008	4/6/08 14:08	3/31/08 4:34	171:31:12	160:57:48
CDMBSB 25	4/6/2008	BSBCDM 24	3/31/2008	4/9/08 3:00	4/3/08 13:48	167:49:36	162:41:24
CRMBSB 18	4/9/2008	BSBCRM 16	4/2/2008	4/11/08 16:05	4/5/08 15:35	166:32:48	157:38:24
CRMBSB 19	4/9/2008	BSBCRM 17	4/2/2008	4/12/08 8:05	4/6/08 14:08	153:30:00	156:39:00
CDMBSB 26	4/12/2008	BSBCDM 25	4/6/2008	4/14/08 19:20	4/9/08 3:00	154:40:12	154:40:12
CDMBSB 27	4/14/2008	BSBCRM 18	4/9/2008	4/17/08 6:30	4/11/08 16:05	137:16:48	154:24:00
CRMBSB 20	4/15/2008	BSBCRM 19	4/9/2008	4/18/08 0:42	4/12/08 8:05	152:53:42	152:53:42
CDMBSB 28	4/19/2008	BSBCDM 26	4/12/2008	4/21/08 14:30	4/14/08 19:20	141:41:48	154:07:18
CDMBSB 29	4/20/2008	BSBCRM 20	4/15/2008	4/22/08 9:54	4/18/08 0:42	135:08:48	144:19:24
CRMBSB 22	4/24/2008	BSBCDM 27	4/14/2008	4/27/08 8:02	4/17/08 6:30	156:11:12	148:38:54
CRMBSB 23	4/25/2008	BSBCRM 21	4/19/2008	4/28/08 13:02	4/21/08 14:30	162:36:36	149:56:42
CDMBSB 30	4/30/2008	BSBCDM 28	4/20/2008	5/1/08 11:15	4/22/08 9:54	178:45:24	158:21:36
CRMBSB 24	5/1/2008	BSBCRM 22	4/20/2008	5/2/08 6:41	4/27/08 8:02	169:51:12	155:46:30
CRMBSB 25	5/4/2008	BSBCRM 23	4/25/2008	5/5/08 9:01	4/28/08 13:02	181:36:36	158:22:42
CRMBSB 26	5/5/2008	BSBCDM 30	4/30/2008	5/9/08 9:20	5/7/08 11:15	156:23:12	156:17:12
CRMBSB 27	5/9/2008	BSBCRM 24	5/1/2008	5/11/08 2:55	5/2/08 6:41	157:12:36	159:54:36
CRMBSB 28	5/9/2008	BSBCRM 25	5/4/2008	5/11/08 13:55	5/5/08 9:01	141:19:12	160:02:18
CRMBSB 29	5/11/2008	BSBCRM 26	5/5/2008	5/14/08 1:08	5/6/08 6:40	143:02:24	156:26:48
CRMBSB 30	5/14/2008	BSBCRM 27	5/9/2008	5/16/08 4:32	5/9/08 9:20	132:36:12	157:06:24
CDMBSB 31	5/15/2008	BSBCRM 28	5/9/2008		5/11/08 2:55	133:50:36	145:06:54
CDMBSB 32	6/2/2008	BSBCDM 31	5/15/2008	6/6/08 1:56	5/30/08 18:00	124:38:30	142:44:07
CDMBSB 33	6/5/2008	BSBCDM 29	5/11/2008	6/6/08 1:56		128:09:00	135:28:00
CDMBSB 34	6/8/2008	BSBCDM 32	6/2/2008	6/11/08 14:21	6/6/08 1:56	128:27:00	137:34:07
CRMBSB 31	6/9/2008	BSBCRM 30	5/14/2008	6/15/08 13:06	6/8/08 17:10	142:10:30	136:13:26
CRMBSB 32	6/11/2008	BSBCDM 33	6/5/2008	6/17/08 14:24	6/12/08 12:09	149:25:40	135:15:51
CRMBSB 33	6/15/2008	BSBCRM 31	6/9/2008	6/20/08 19:45	6/11/08 14:21	139:32:00	133:01:43
CDMBSB 35	6/14/2008	BSBCDM 34	6/8/2008	6/20/08 23:00	6/15/08 13:06	148:00:00	139:37:17
CRMBSB 34	6/18/2008	BSBCRM 32	6/11/2008	6/22/08 23:54	6/17/08 14:24	147:22:15	142:12:26
CDMBSB 36	6/20/2008	BSBCRM 33	6/15/2008	6/25/08 12:08	6/18/08 19:45	143:47:48	143:20:00
CDMBSB 37	6/21/2008	BSBCDM 35	6/14/2008	6/27/08 12:07	6/20/08 23:00	143:05:12	145:27:53
CRMBSB 35	6/23/2008	BSBCRM 34	6/18/2008	6/28/08 14:00	6/22/08 23:54	150:03:36	146:06:45
CRMBSB 36	6/25/2008	BSBCDM 36	6/20/2008	7/1/08 9:06	6/25/08 12:08	142:12:00	144:46:40
CRMBSB 37	6/28/2008	BSBCDM 37	6/21/2008	7/2/08 3:58	6/27/08 12:07	144:24:48	145:43:40
CRMBSB 38	6/29/2008	BSBCRM 35	6/23/2008	7/6/08 17:17	6/28/08 14:00	140:53:00	142:20:24
CRMBSB 39	7/1/2008	BSBCRM 36	6/25/2008	7/7/08 12:50	7/1/08 9:06	147:51:48	145:28:30
CRMBSB 40	7/4/2008	BSBCRM 37	6/28/2008	7/8/08 5:35	7/2/08 3:58	145:59:12	148:01:24
CRMBSB 41	7/5/2008	BSBCRM 38	6/29/2008	7/13/08 10:37	7/7/08 12:50	148:27:12	146:26:00
CRMBSB 42	7/10/2008	BSBCRM 40	7/4/2008	7/13/08 23:20	7/8/08 5:35	153:38:00	147:15:30
CRMBSB 43	7/11/2008	BSBCRM 41	7/5/2008	7/16/08 8:08	7/6/08 17:17	160:44:48	154:18:18
CRMBSB 44	7/12/2008	BSBCRM 39	7/1/2008	7/19/08 6:38	7/13/08 10:37	159:12:12	152:35:42
CDMBSB 38	7/17/2008	BSBCRM 42	7/10/2008				
CDMBSB 45	7/17/2008	BSBCRM 43	7/11/2008				

CRMBSS 46	7/19/2008	BSBCRM 44	7/12/2008	149:26:00	7/22/08 13:34	7/16/08 8:08	164:02:36	156:14:54	held train for 18 hours
CDMBSS 39	7/21/2008	BSBCRM 38	7/17/2008	116:52:00	7/24/08 3:30	7/19/08 6:38	159:52:00	156:45:00	
CRMBSS 47	7/23/2008	BSBCRM 45	7/17/2008	146:33:00	7/26/08 20:03	7/20/08 17:30	143:00:24	151:52:36	
CRMBSS 48	7/26/2008	BSBCRM 46	7/19/2008	153:16:00	7/28/08 22:50	7/22/08 13:34	145:39:24	152:25:48	
CDMBSS 40	7/29/2008	BSBCRM 39	7/21/2008	230:18:00	8/2/08 17:48	7/24/08 3:30	159:17:00	160:53:54	
CRMBSS 49	7/30/2008	BSBCRM 47	7/23/2008	196:17:00	8/4/08 0:20	7/26/08 20:03	168:39:12	166:20:54	
CDMBSS 41	7/31/2008	BSBCRM 48	7/26/2008	202:12:00	8/6/08 9:02	7/28/08 22:50	185:43:12	172:47:36	
CDMBSS 42	8/5/2008	BSBCRM 40	7/29/2008	140:07:00	8/8/08 13:55	8/2/08 17:48	184:26:00	163:43:12	Held train for a 24 period because of tube leak earlier in the week
CRMBSS 50	8/6/2008	BSBCRM 49	7/30/2008	163:25:00	8/10/08 19:45	8/4/08 0:20	186:27:48	166:03:36	
CRMBSS 51	8/8/2008	BSBCRM 41	7/31/2008	146:02:00	8/12/08 11:04	8/6/08 9:02	169:36:36	164:26:48	
CDMBSS 43	8/12/2008	BSBCRM 42	8/5/2008	164:46:00	8/15/08 10:41	8/8/08 13:55	163:18:24	165:58:48	
CRMBSS 52	8/14/2008	BSBCRM 50	8/6/2008	171:13:00	8/17/08 22:58	8/10/08 19:45	157:06:36	171:24:54	
CDMBSS 44	8/16/2008	BSBCRM 51	8/8/2008	166:18:00	8/19/08 9:22	8/12/08 11:04	162:20:48	173:23:24	
CRMBSS 53	8/21/2008	BSBCRM 52	8/14/2008	153:39:00	8/24/08 6:37	8/17/08 22:58	160:23:36	173:25:42	
CDMBSS 45	8/19/2008	BSBCRM 43	8/12/2008	228:44:00	8/24/08 23:25	8/15/08 10:41	176:56:00	173:16:18	
CDMBSS 46	8/22/2008	BSBCRM 44	8/16/2008	193:03:00	8/27/08 10:25	8/19/08 9:22	182:35:24	172:56:54	
CRMBSS 54	8/27/2008	BSBCRM 53	8/21/2008	154:28:00	8/30/08 19:05	8/24/2008 8:37	179:14:24	168:10:30	held train at plant for 48 hours because of bunching
CDMBSS 47	8/28/2008	BSBCRM 45	8/19/2008	163:40:00	8/31/2008 19:05	8/24/2008 23:25	178:42:48	170:31:48	
CRMBSS 55	8/30/2008	BSBCRM 46	8/22/2008	134:30:00	9/2/2008 0:55	9/2/2008 10:25	174:53:00	167:38:18	
CRMBSS 56	9/2/2008	BSBCRM 54	8/27/2008	129:15:00	9/5/2008 4:20	8/30/2008 19:05	154:59:12	165:57:36	
CRMBSS 57	9/3/2008	BSBCRM 55	8/28/2008	160:00:00	9/7/2008 11:05	8/31/2008 19:05	148:22:36	165:29:00	held train for 24 hours because of derate earlier in week
CDMBSS 48	9/5/2008	BSBCRM 47	8/30/2008	196:35:00	9/10/08 7:30	9/2/2008 0:55	157:12:00	168:13:12	held train for approximately 48 because of load
CDMBSS 49	9/8/2008	BSBCRM 56	9/2/2008	181:36:00	9/12/08 17:56	9/5/2008 4:20	160:47:12	169:45:00	held train for approximately 48 because of load
CRMBSS 58	9/11/2008	BSBCRM 57	9/3/2008	191:59:00	9/15/08 11:04	9/7/2008 11:05	172:17:00	173:35:00	held train for approximately 48 because of load
CDMBSS 50	9/13/2008	BSBCRM 48	9/5/2008	193:39:00	9/18/08 9:09	9/10/08 7:30	185:09:48	170:04:30	held train for approximately 48 because of load
CDMBSS 51	9/15/2008	BSBCRM 49	9/8/2008	181:58:00	9/20/08 7:54	9/12/08 17:56	189:33:24	168:58:00	held train for 36 hours because of no room
CRMBSS 59	9/21/2008	BSBCRM 50	9/13/2008	118:04:00	9/23/08 7:13	9/18/08 9:09	173:27:12	166:19:36	
CRMBSS 60	9/23/2008	BSBCRM 51	9/15/2008	126:26:00	9/25/08 14:20	9/20/08 7:54	162:25:12	161:36:12	
CRMBSS 61	9/27/2008	BSBCRM 59	9/21/2008	150:19:00	9/29/08 13:32	9/23/08 7:13	154:05:12	163:11:06	
CRMBSS 62	9/28/2008	BSBCRM 60	9/23/2008	192:24:00	10/3/08 14:44	9/25/08 14:20	153:50:12	169:30:00	
CRMBSS 63	10/5/2008	BSBCRM 61	9/27/2008	196:35:00	10/7/08 18:07	9/29/08 13:32	166:26:00	173:09:30	Train back from lease
CRMBSS 64	10/5/2008	BSBCRM 62	9/28/2008	152:54:00	10/9/08 4:40	10/3/08 14:44	173:03:00	170:20:00	
CRMBSS 65	10/7/2008	BSBCRM 63	10/5/2008	157:11:00	10/14/08 7:18	10/7/08 18:07	174:46:00	167:08:40	
CRMBSS 66	10/10/2008	BSBCRM 64	10/7/2008	169:02:00	10/17/08 0:40	10/9/08 23:38	168:55:30	163:16:40	
CDMBSS 52	10/13/2008	BSBCRM 65	10/7/2008	138:15:00	10/20/08 1:33	10/14/08 7:18	154:20:30	160:32:33	
CRMBSS 67	10/17/2008	BSBCRM 66	10/10/2008	179:00:00	10/24/08 11:40	10/17/08 0:40	159:16:24	155:41:07	
CRMBSS 68	10/20/2008	BSBCRM 68	10/13/2008	151:57:00	10/26/08 9:30	10/20/08 1:33	159:05:00	162:27:20	
CRMBSS 69	10/23/2008	BSBCRM 67	10/17/2008	143:21:00	10/29/08 7:33	10/29/08 7:33	159:33:30	165:17:27	
CRMBSS 70	10/26/2008	BSBCRM 68	10/20/2008	118:52:00	10/30/08 11:01	10/24/08 11:40	153:08:15	167:09:45	Leased train first time in.
CDMBSS 53	10/28/2008	BSBCRM 69	10/23/2008	127:27:00	11/2/08 21:35	10/26/08 9:30	148:17:30	161:01:53	
CRMBSS 71	10/31/2008	BSBCRM 70	10/26/2008	141:19:00	11/3/08 15:00	10/29/08 7:33	129:53:20	151:19:00	
CDMBSS 54	11/2/2008	BSBCRM 71	10/27/2008	141:13:00	11/5/08 8:20	10/30/08 11:01	132:44:45	151:19:00	
CDMBSS 55	11/2/2008	BSBCRM 72	10/28/2008	143:25:00	11/6/08 5:35	10/31/08 8:22	132:12:45	148:08:07	
CRMBSS 73	11/8/2008	BSBCRM 55	11/2/2008	212:12:00	11/11/08 7:45	11/5/08 8:20	143:19:15	146:09:07	
CRMBSS 74	11/8/2008	BSBCRM 73	11/2/2008	154:10:00	11/15/08 1:47	11/6/08 5:35	153:07:12	142:40:30	
CRMBSS 75	11/11/2008	BSBCRM 74	11/8/2008	125:26:00	11/17/08 17:55	11/11/08 7:45	158:27:48	147:28:15	
CRMBSS 76	11/14/2008	BSBCRM 75	11/8/2008	150:33:00	11/20/08 7:13	11/15/08 1:47	155:17:12	147:44:53	
CRMBSS 77	11/17/2008	BSBCRM 76	11/11/2008	150:33:00	11/24/08 0:28	11/15/08 1:47	157:09:12	145:16:07	
CRMBSS 78	11/21/2008	BSBCRM 76	11/14/2008			11/17/08 17:55		146:04:07	

CRMBSS 79	11/23/2008	BSBCRM 77	11/17/2008	138:11:00	11/26/08 1:24	11/20/08 7:13	156:06:24	148:12:53
CRMBSS 80	11/26/2008	BSBCRM 78	11/21/2008	120:48:00	11/29/08 1:16	11/24/08 0:28	137:49:36	145:28:24
CRMBSS 81	11/28/2008	BSBCRM 79	11/23/2008	116:53:00	11/30/08 22:17	11/26/08 1:24	130:22:12	144:25:00
CRMBSS 82	11/30/2008	BSBCRM 80	10/5/2008		12/3/08 1:24		131:36:15	144:45:40
CRMBSS 83	12/1/2008	BSBCRM 81	11/26/2008	122:24:00	12/4/08 3:40	11/29/08 1:16	124:34:00	142:40:13
CRMBSS 84	12/3/2008	BSBCRM 82	11/28/2008	125:48:00	12/6/08 4:05	11/30/08 22:17	121:28:15	140:42:47
CRMBSS 85	12/5/2008	BSBCRM 83	11/30/2008	130:21:00	12/8/08 11:45	12/3/08 1:24	123:51:30	131:37:07
CRMBSS 86	12/7/2008	BSBCRM 84	12/1/2008	138:17:00	12/9/08 21:57	12/4/08 3:40	129:12:30	129:51:13
CRMBSS 87	12/9/2008	BSBCRM 85	12/3/2008	131:10:00	12/11/08 15:15	12/6/08 4:05	129:36:00	130:29:27
CRMBSS 88	12/11/2008	BSBCRM 86	12/5/2008	169:45:00	12/15/08 13:30	12/8/08 11:45	139:04:12	132:37:27
CRMBSS 89	12/13/2008	BSBCRM 87	12/7/2008	163:01:00	12/16/08 16:58	12/9/08 21:57	146:30:48	135:23:00
CRMBSS 90	12/14/2008	BSBCRM 88	12/9/2008	165:33:00	12/18/08 12:48	12/11/08 15:15	153:33:12	140:21:20
CRMBSS 91	12/18/2008	BSBCRM 89	12/11/2008	155:00:00	12/22/08 0:30	12/15/08 13:30	156:53:48	144:35:27
CRMBSS 92	12/22/2008	BSBCRM 90	12/13/2008	169:47:00	12/23/08 18:45	12/16/08 16:58	164:37:12	147:06:36
CRMBSS 93	12/22/2008	BSBCRM 91	12/14/2008	179:15:00	12/26/08 0:03	12/18/08 12:48	166:31:12	152:47:42
CRMBSS 94	12/27/2008	BSBCRM 92	12/19/2008	111:46:00	12/27/2008 2:30		167:23:45	155:47:40
CRMBSS 95	12/29/2008	BSBCRM 93	12/18/2008	203:36:00	12/28/2008 10:31	12/23/08 18:45	153:57:00	153:43:47
CDMBSS 58	12/29/2008	BSBCRM 94	12/22/2008	107:33:00	12/30/2008 12:06	12/22/08 0:30	166:06:00	160:59:13
		BSBCRM 95	12/22/2008	163:15:00	12/31/2008 14:03	12/27/2008 2:30	150:32:30	158:21:47
		BSBCRM 92	12/22/2008		1/1/2009 19:18	12/26/08 0:03	146:32:30	157:38:27

Train out of shop