



Our Vision

We will operate free of incidents and injuries.

Monthly Update

October - 2005

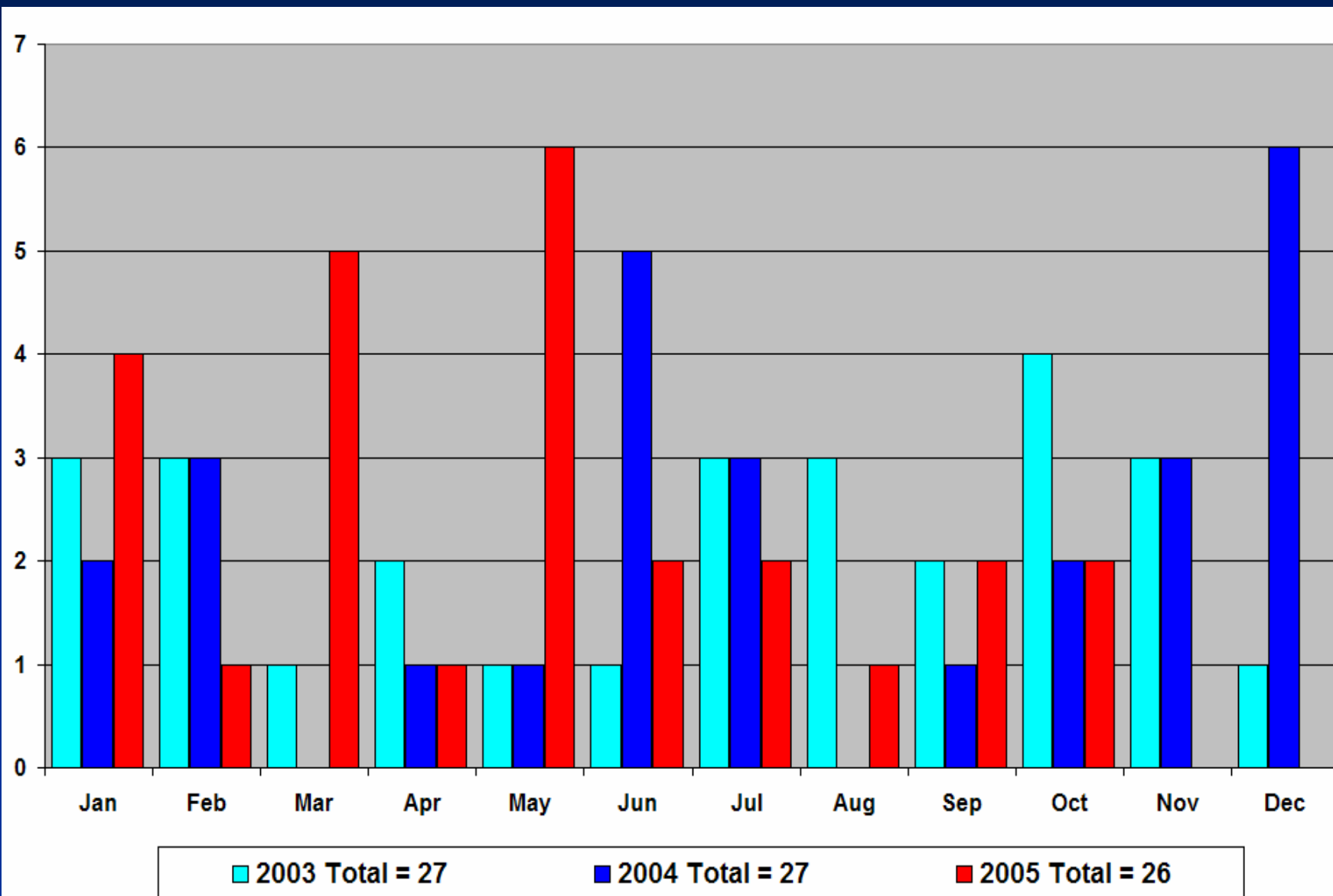
Safety

Service

Leadership

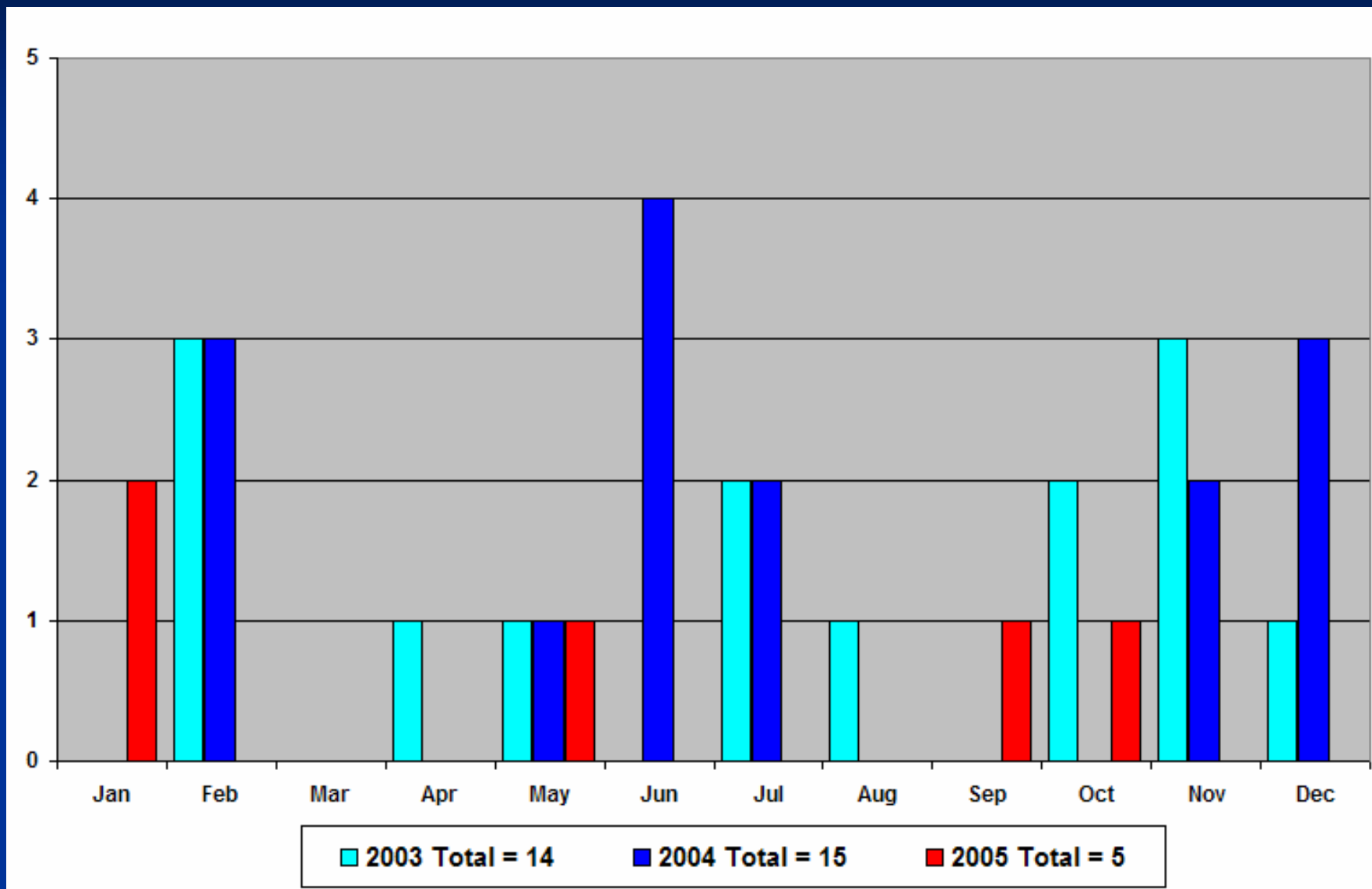


Safety: Injuries by Month



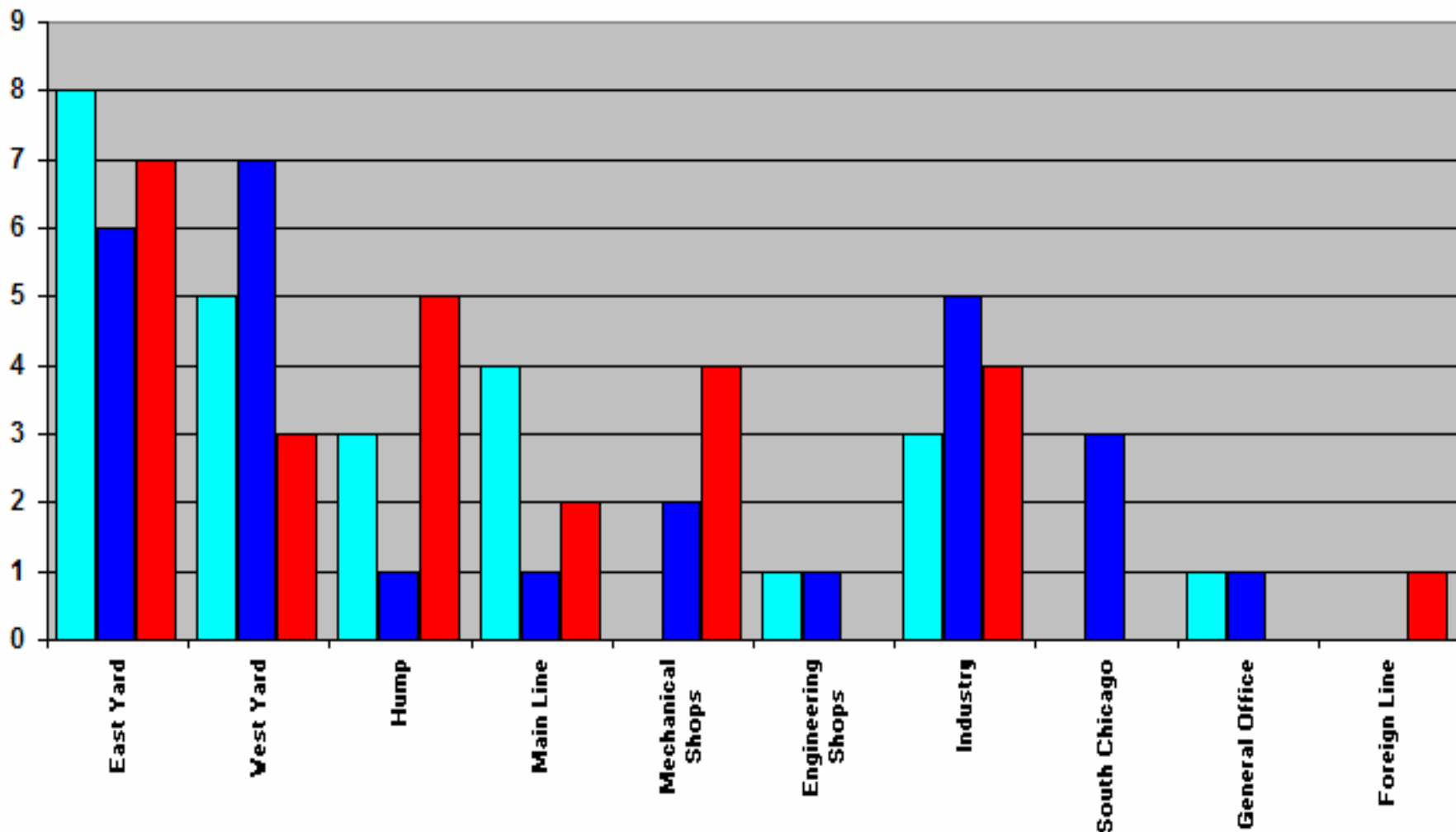


Safety: Reportable Injuries by Month





Safety: Injuries by Location



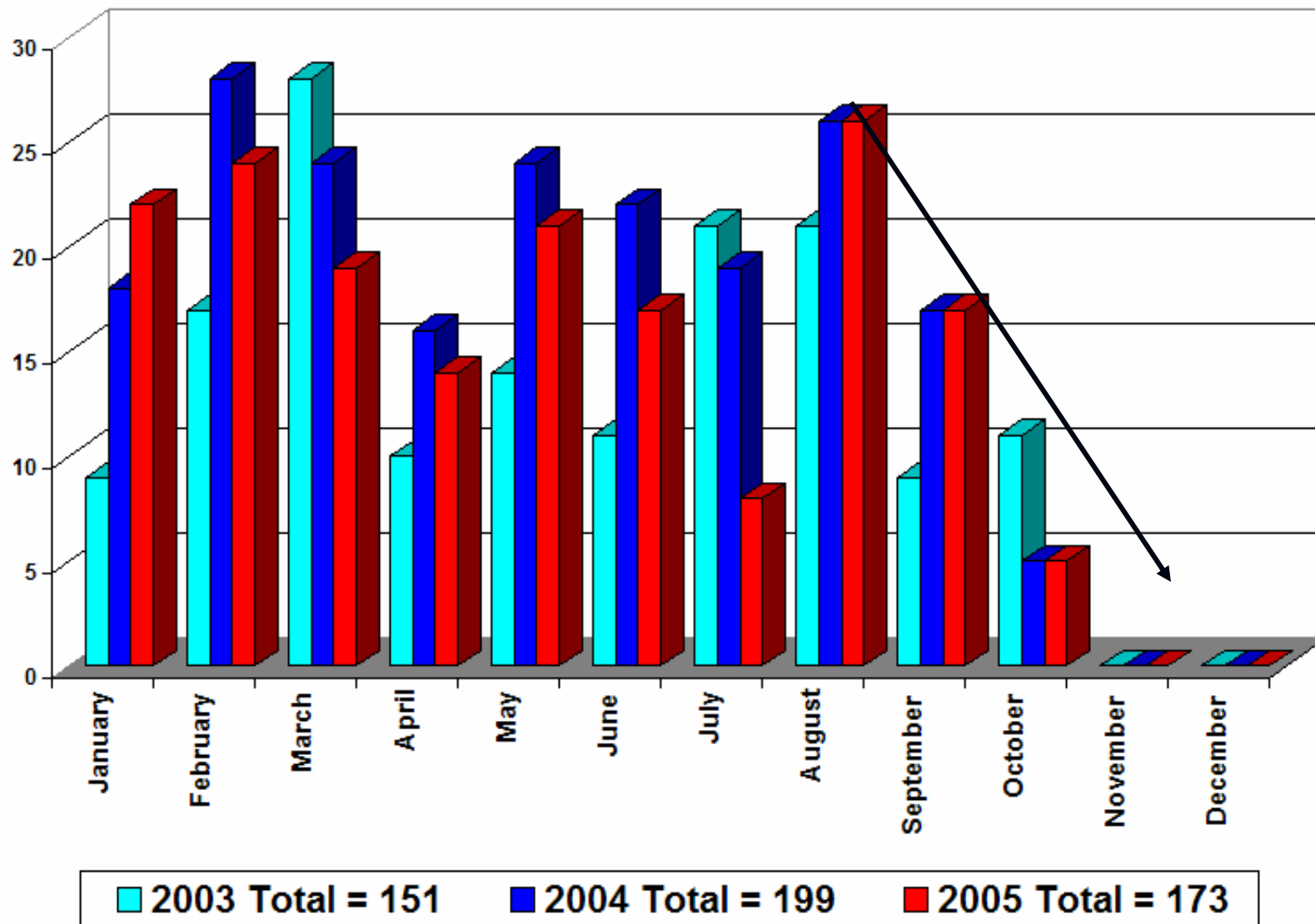
■ 2003 Total = 25

■ 2004 Total = 27

■ 2005 Total = 26

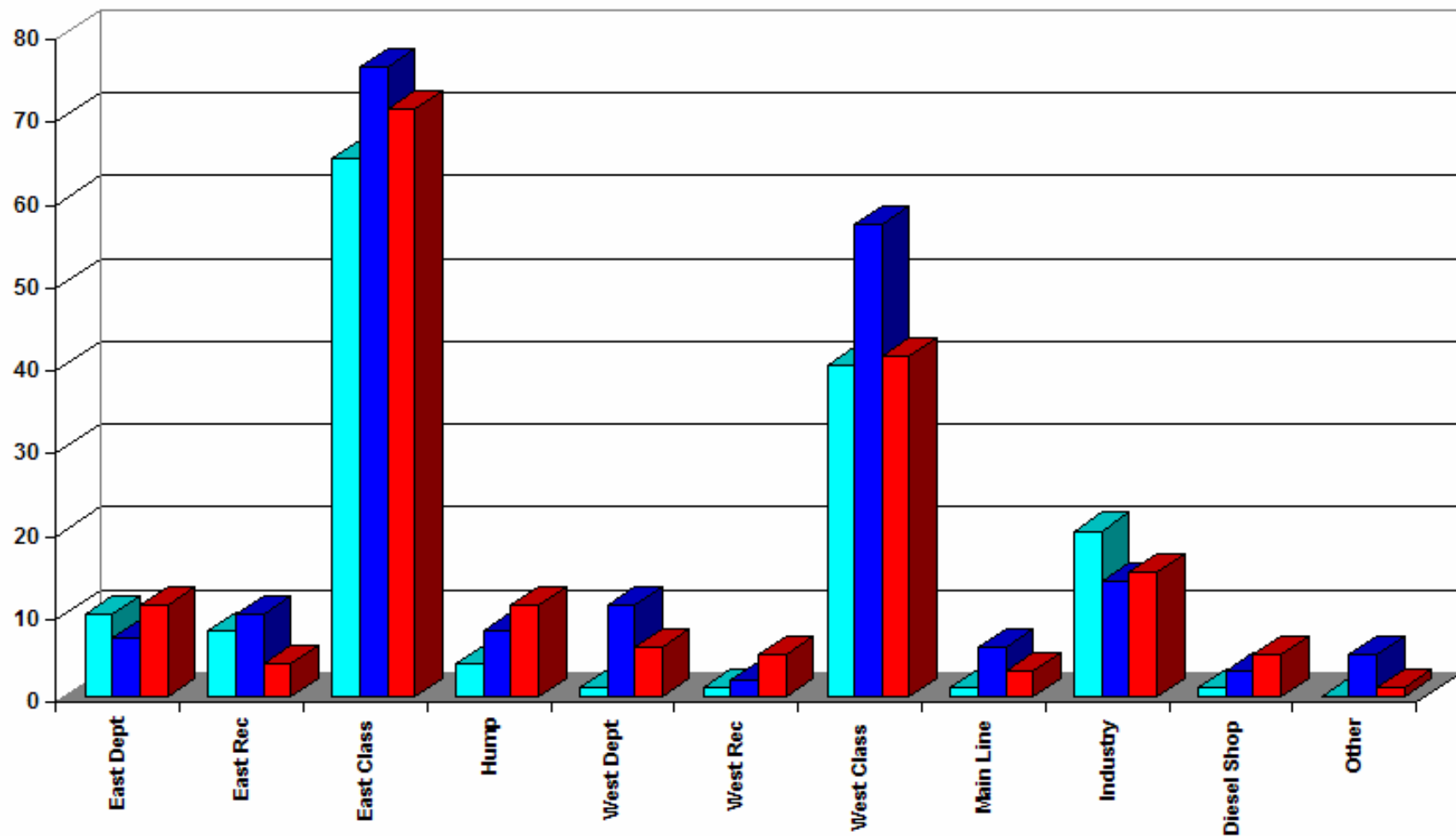


Safety: Derailments by Month





Safety: Derailments by Location



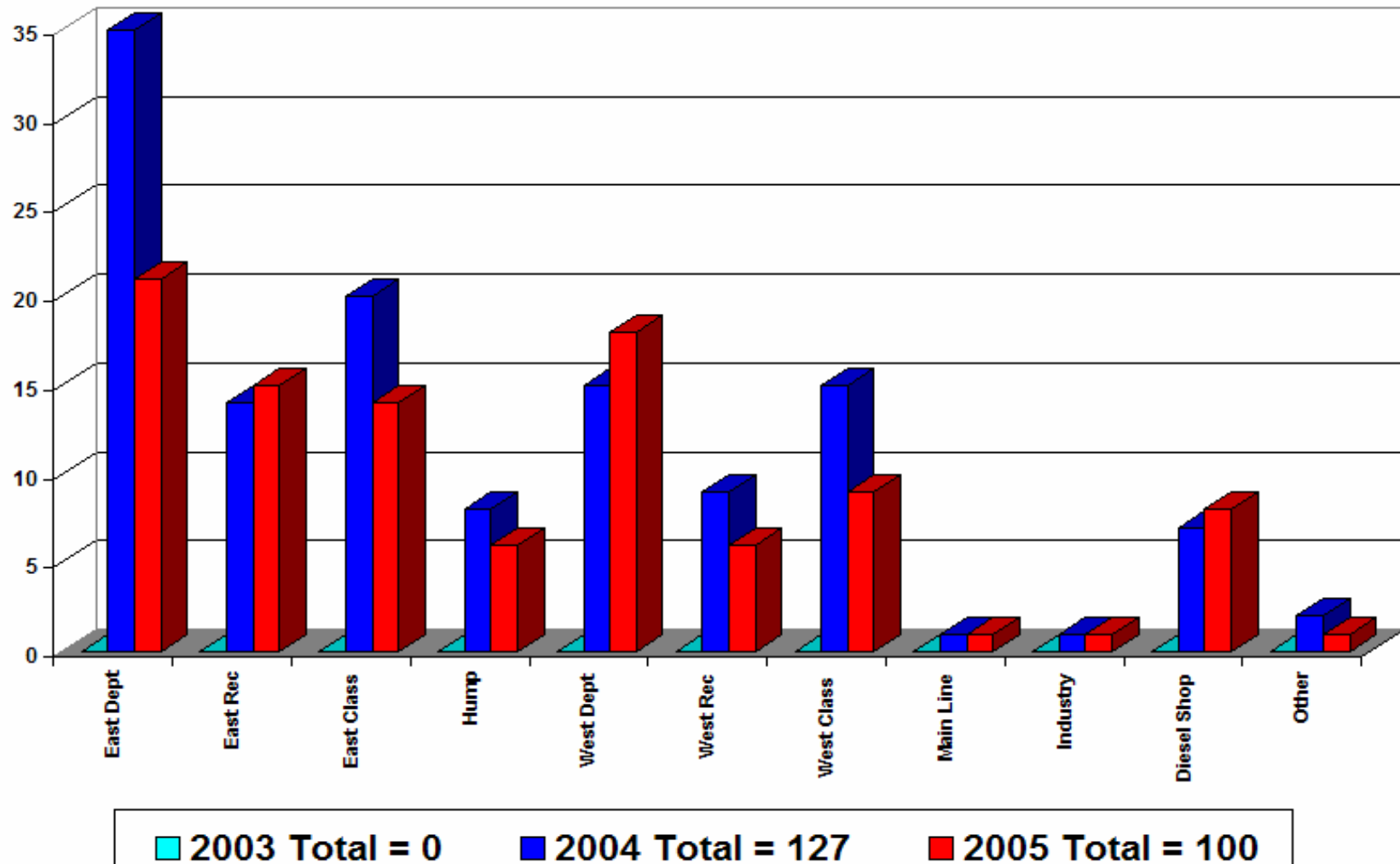
■ 2003 Total = 151

■ 2004 Total = 199

■ 2005 Total = 173









Safety: Run Thru Switches





Safety - 2005 Performance

<i>Incidents</i>	<i>- 44 %</i>	
<i>Reportable PI's</i>	<i>38 %</i>	
<i>Derailment Frequency</i>	<i>13 %</i>	
<i>Derailment Cost</i>	<i>2 %</i>	
<i>Run Thru Switches</i>	<i>24 %</i>	
<i>Run Outs</i>	<i>37 %</i>	



Service: Hump Production



Average
Per Job

Sept 2004

255

Sept 2005

247

Oct 2004

259

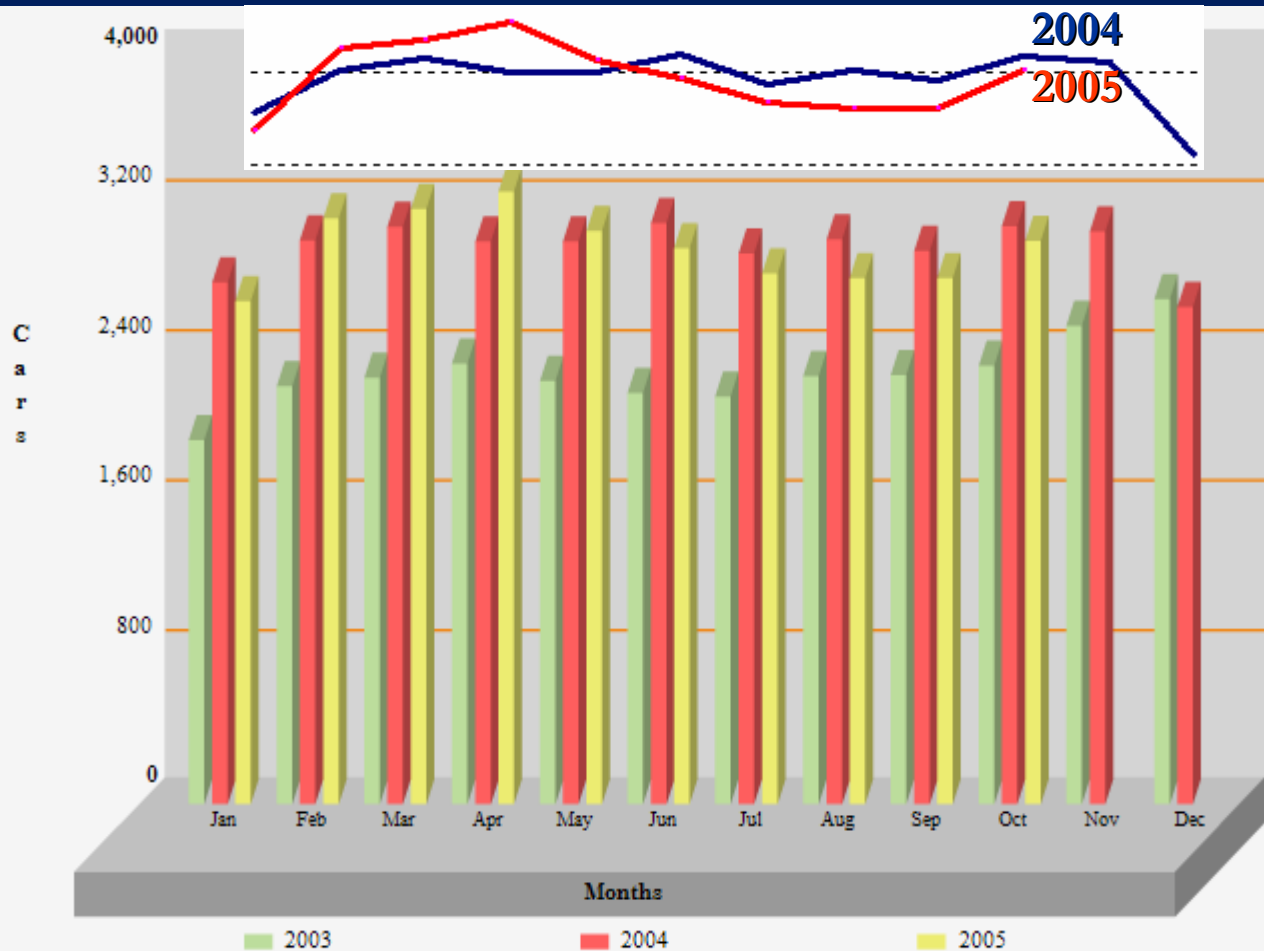
Oct 2005

253

Series	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2003	2370	2780	2947	2999	2933	2717	2718	2908	2876	3021	2973	2660
2004	2789	3018	3065	3037	3017	3114	2974	3041	3014	3108	3089	2649
2005	2721	3147	3183	3282	3105	2986	2849	2799	2747	2957		



Service: Pull Down Production



Series	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2003	1940	2229	2274	2350	2257	2193	2174	2281	2288	2339	2552	2694
2004	2784	3008	3080	3003	3001	3101	2938	3013	2950	3083	3056	2653
2005	2684	3125	3176	3267	3059	2965	2831	2805	2807	3004		

Average
Per Job

Sept 2004

164

Sept 2005

159

Oct 2004

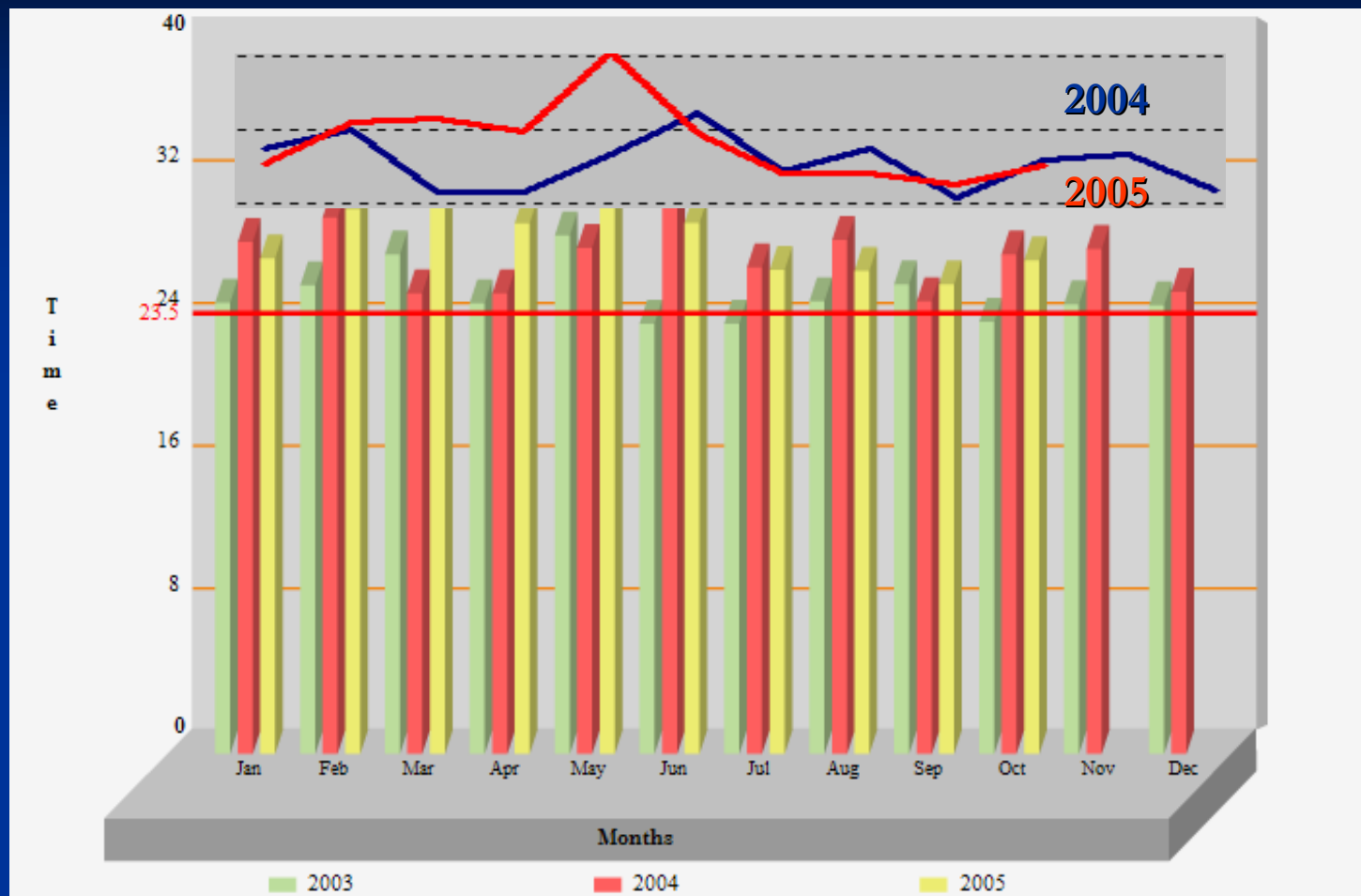
168

Oct 2005

177



Service: Dwell



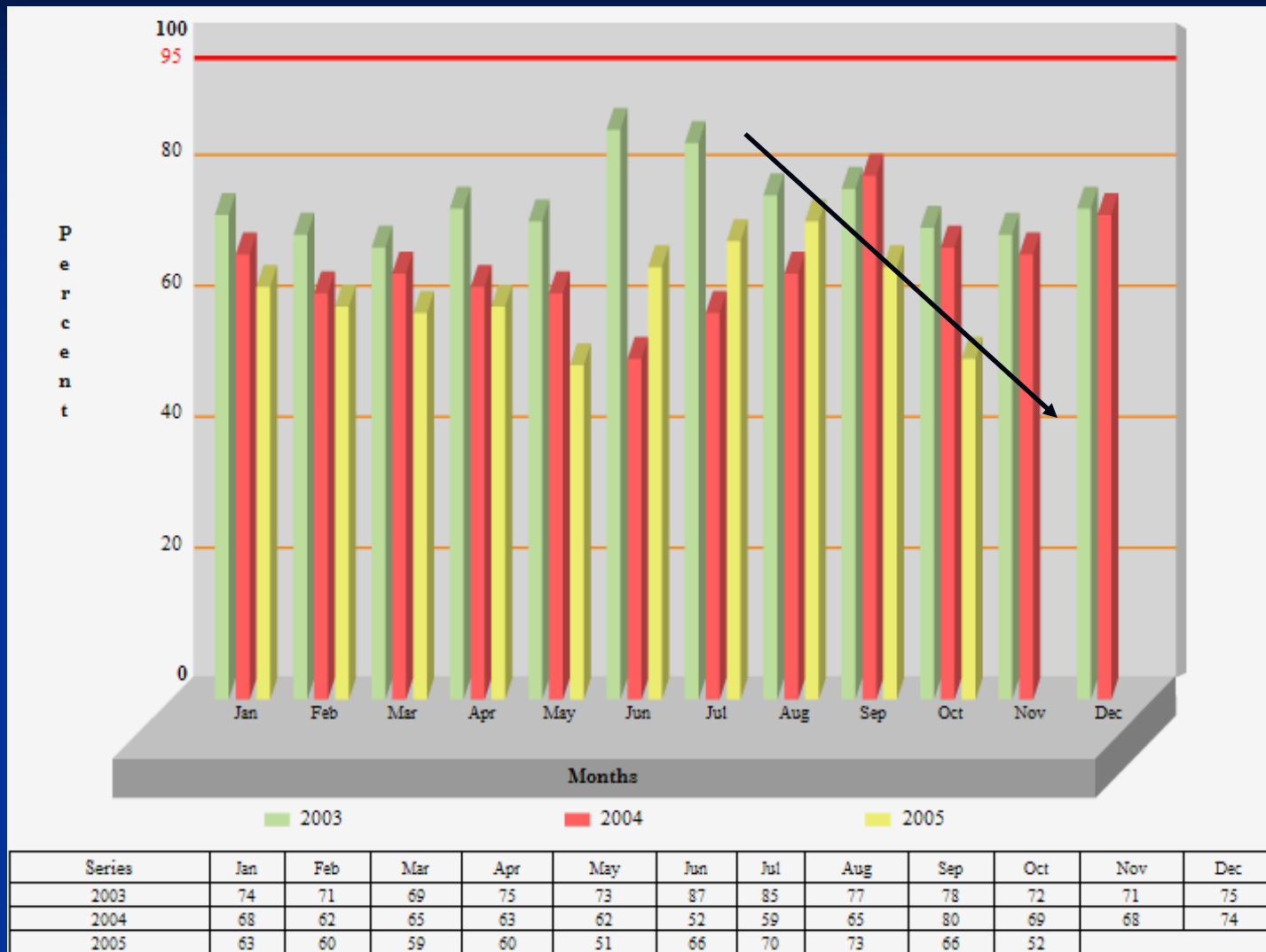
Series	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2003	25.29	26.27	28.01	25.25	29.06	24.11	24.11	25.37	26.32	24.22	25.21	25.15
2004	28.70	30.08	25.81	25.83	28.36	31.23	27.26	28.80	25.38	28.01	28.32	25.92
2005	27.78	30.56	30.82	29.75	35.33	29.76	27.12	27.08	26.31	27.66		

REHUMPS

- September
 - Ave 11.87 hrs
- October
 - Ave 11.22 hrs
- **Consequences**
 - Dwell w/o rehumps:
 - September
 - **+ 2.83 hrs**
 - October
 - **+ 2.70 hrs**



Service: On Time Train Performance



By Carrier

CP 71%

CN 68%

NS 60%

UP 47%

BNSF 38%

CSX 24%

WSOR 100%

ICE 53%

BRC 52%

Trains < 50% (October): YHOD, GAL, 388,597, 501, MBRCHU, BH23, 34G, NP, NL



WHY are we doing what we are doing?

- Old: **PUSH** - *bump, bump, bump some more*
- New: **PULL**
 - Humping to connection (*w/o forgetting the old .. Still need to bump!*)
 - Think of the End in mind
 - Train Set
 - Maximizing # of cars on train set
 - On Time Train Performance
 - Rehumps
- Eliminating the Gaps



WHAT else can we do?

- Manage the inventory
 - Cars left on track after humping
 - Double overs: get a cut number
 - Class yard accuracy
 - Set outs
 - Misroutes
 - Pulldowns
 - OCU's
- Train Blocking/Make up Integrity



WHAT else can we do?

- COMMUNICATE
- Lead
 - Manage
 - Follow Through
 - Set the Expectation
 - Inspect what you Expect
- *SAFE PRODUCTION can exist !!!*



*People who are Above the Line
recognize that they are, and must be,
part of the solution in order to achieve
results.*



*People stuck below the line are more
focused on what they can't do than on
what they can do.*