
Track 2012 and Capital Update

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Executive Vice President Planning
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Key drivers

- Safety
- Revenue growth
- Service improvement
- Asset utilization
- Fuel efficiency
- Workforce productivity

TRACK
2012

Initiatives

- **Safety**
 - Optimized Train Control (OTC)
 - Automated Issuance of Track Time
- **Revenue growth**
- **Service improvement**
 - **Unified Train Control System (UTCS)**
 - Tactical Yard Planner

Initiatives

- **Asset utilization**
 - Process Control Implementation
 - Thoroughbred Locomotive System (TLS)
 - Locomotive Assignment and Routing System (LARS)
 - ABC Next Generation
 - Geographic Information System (GIS)

Initiatives

- **Fuel efficiency**
 - Locomotive Engineer Assist Display and Event Recorder (LEADER)
 - Wireless Event Recorder Information System (WERIS)
 - Top-of-Rail Friction Modification

Initiatives

- **Workforce productivity**
 - Remote Control Locomotives
 - Optimizing Crew Districts
 - Vacation Scheduling and Attendance
 - Productivity of Maintenance Activities

Capital Expenditures

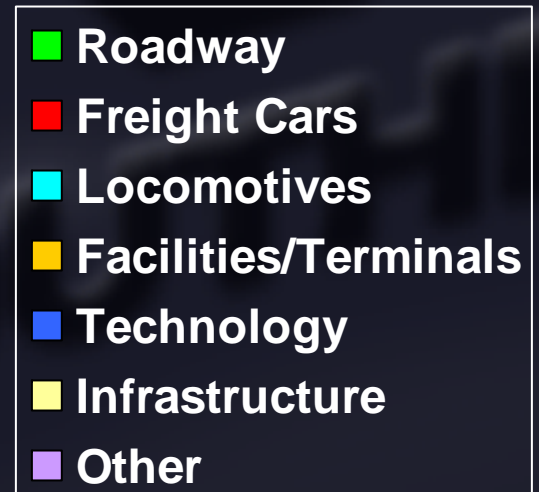
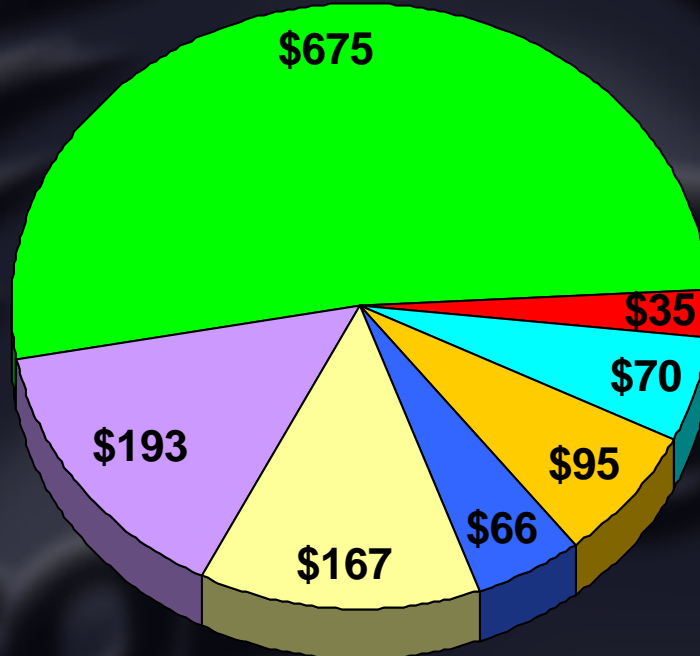
(millions)



Revised 2009 Capital Budget

(millions)

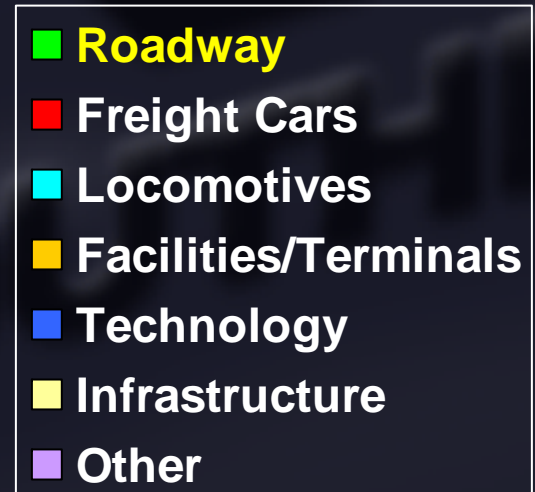
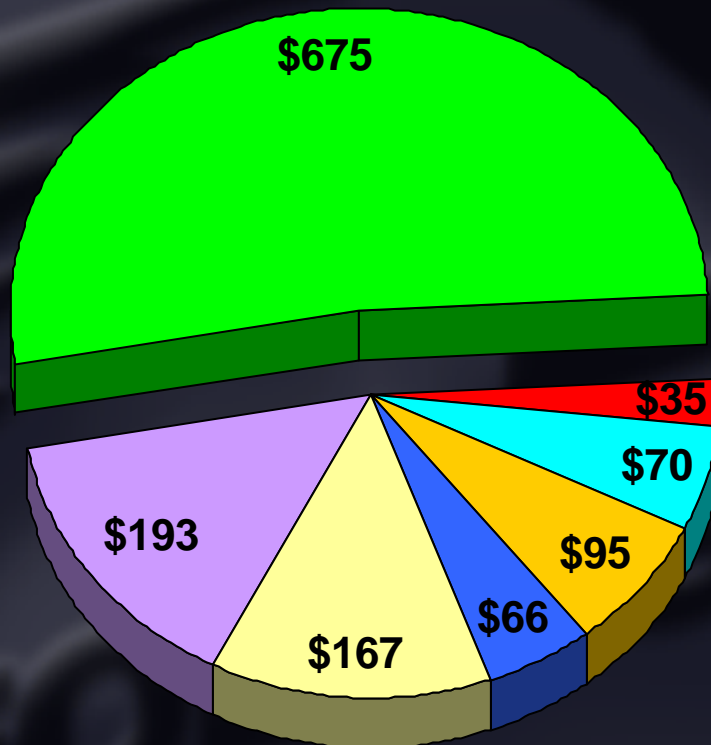
Total Spending = \$1.301 billion



Revised 2009 Capital Budget

(millions)

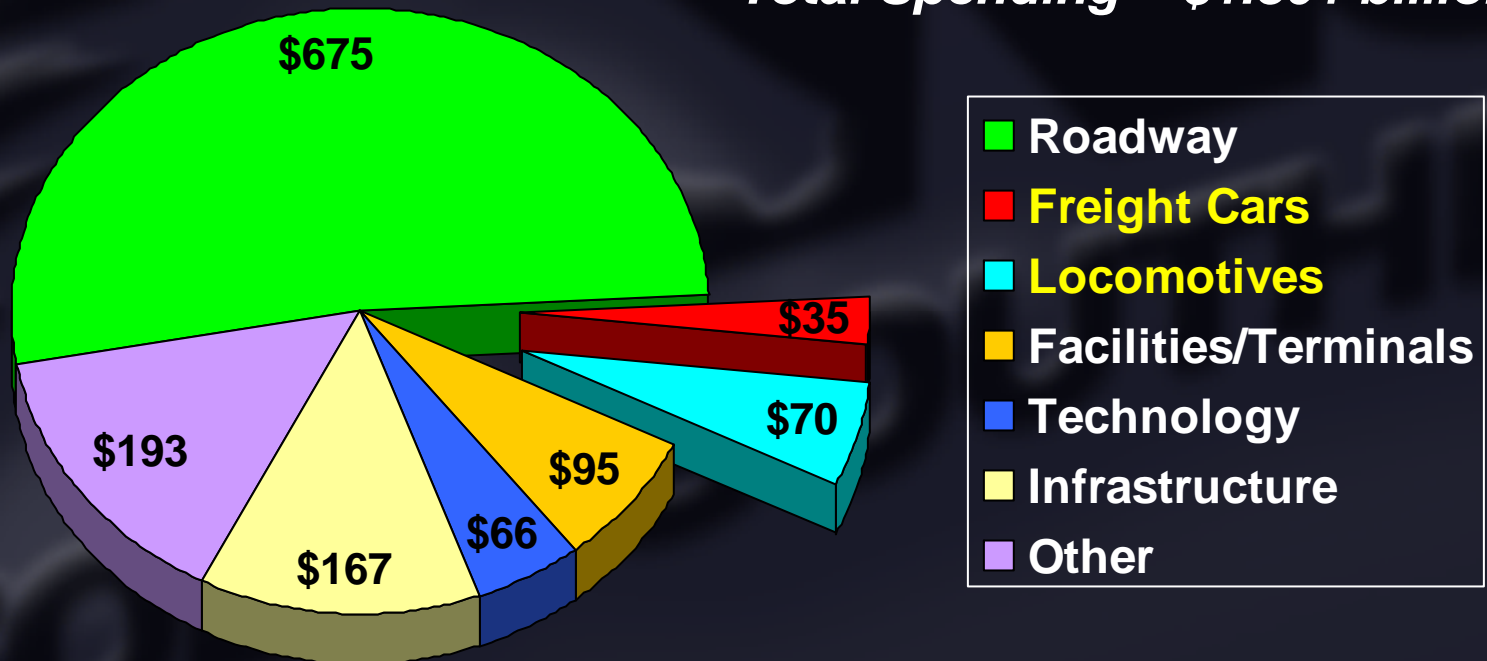
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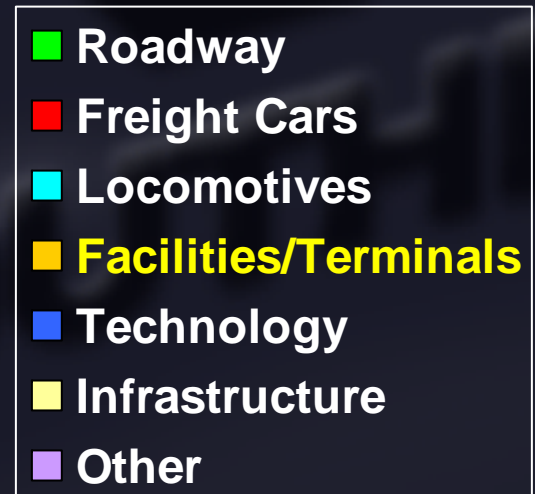
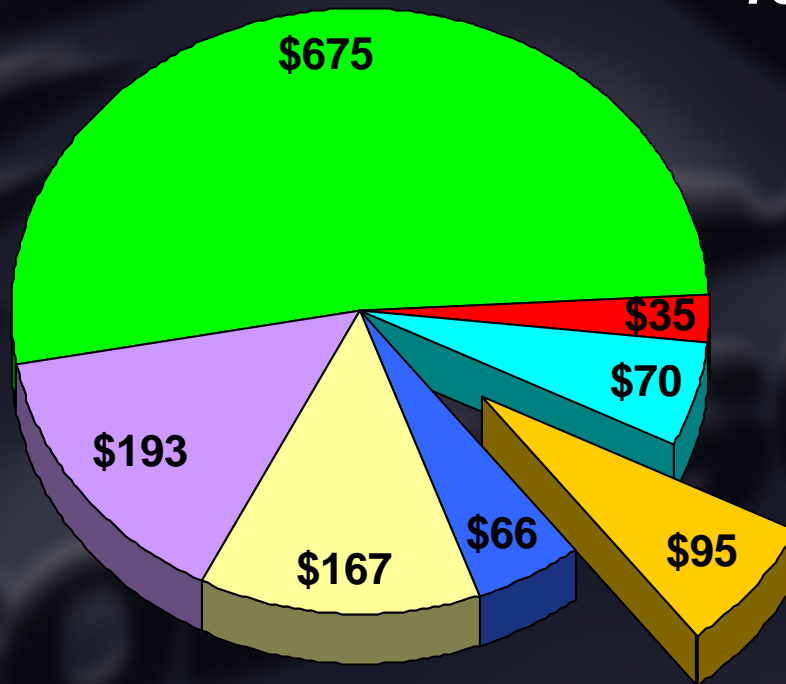
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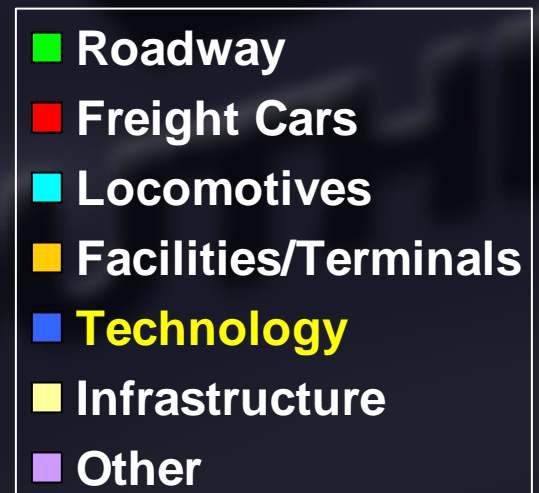
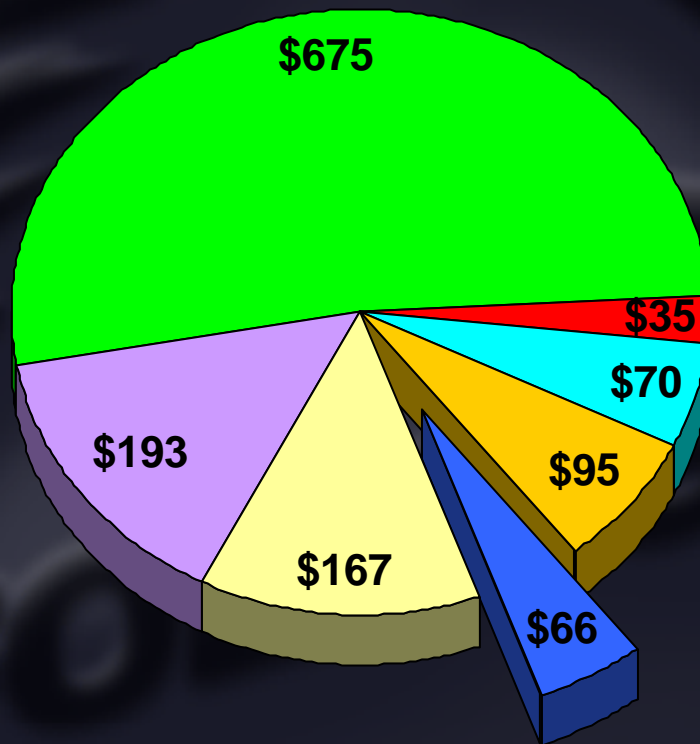
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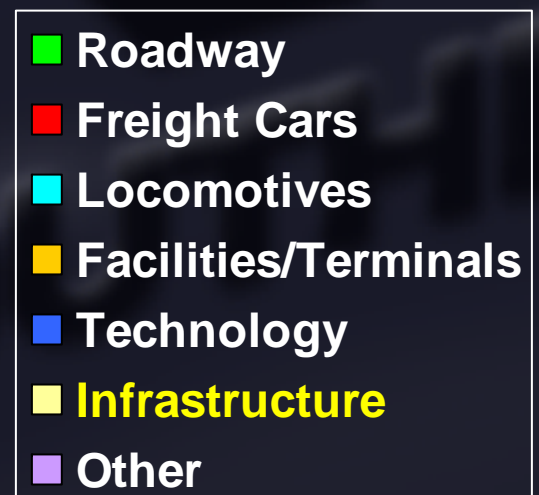
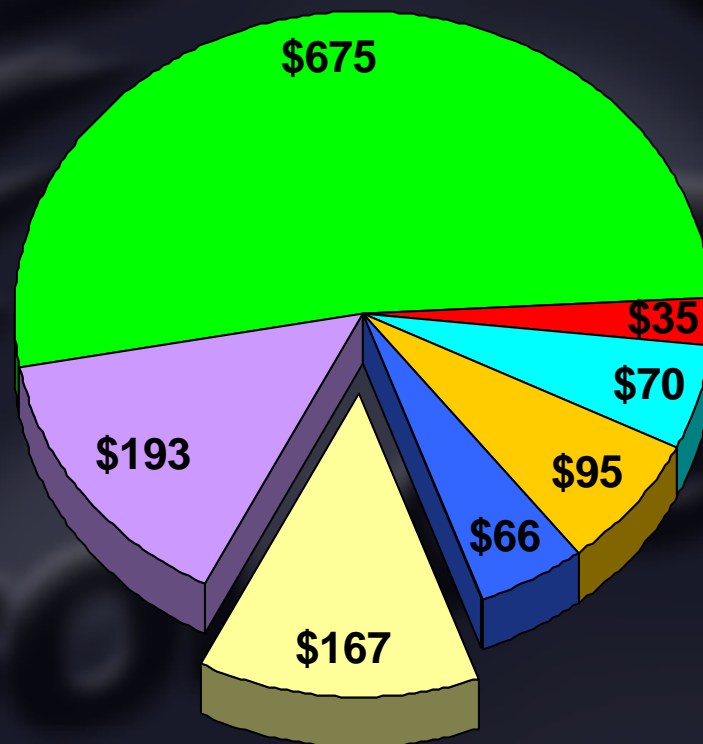
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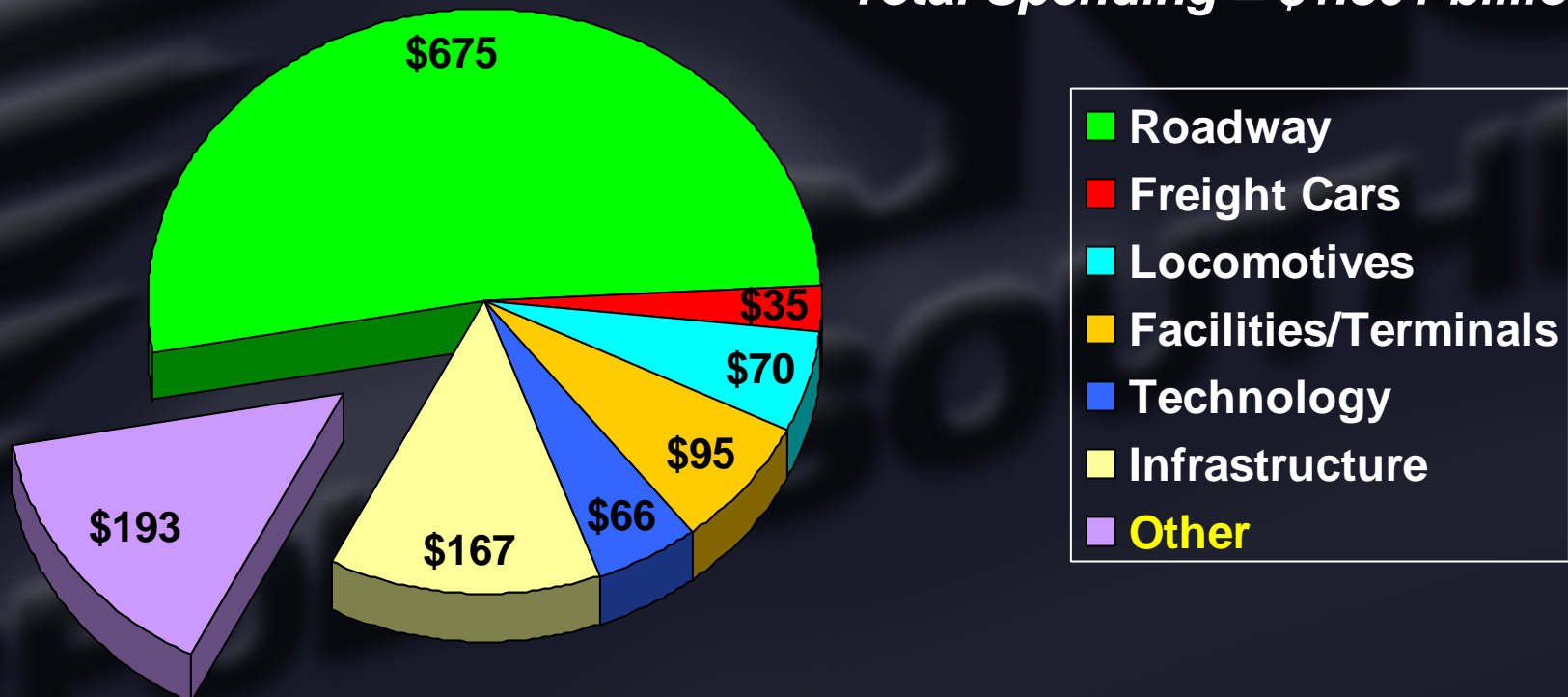
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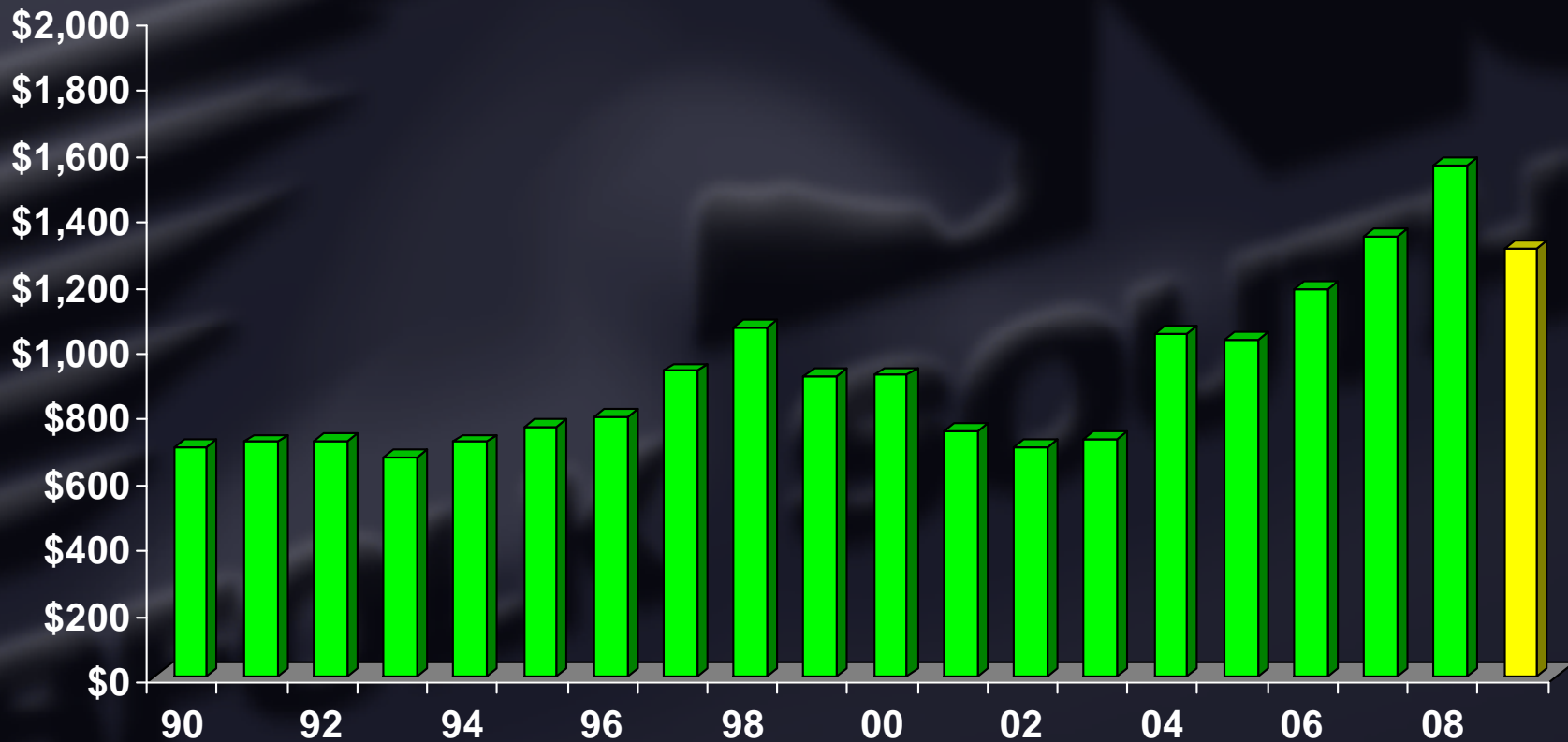
Revised 2009 Capital Budget

(millions)

Total Spending = \$1.301 billion



1990–2009 Capital Expenditures (millions)



Note: 2000 includes off balance sheet financing of locomotives