Workforce Productivity Initiatives

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Remote Control Operations
Components of Remote Control

- Portable Radio
- OCU
- Repeater
- Portable Radio
- OCU
- Mobile Control Cabinet (MCC)
- Electrical Interface Cabinet (EIC)
- Locomotive Based Equipment (Locomotive Set up as Trail Unit)
- Beltpack® Brake Rack
Ergonomic Operator Control Units (OCU)
Remote Control Implementation at NS in a failsafe and efficient manner.

- We have surveyed all our hump yards and installed transponders to protect the direction the train is pulling so that the operator can stay where the work is to be done.

- This has allowed NS to have all of the hump yard assignments with just one person. Our average RCL crew size is 1.6.
Transponder
Pullback Stopping Protection (PSP)

Classification Tracks

Start of Pullback

End of Pullback

Speed

Pullback Track

RCO Remote Control Operator

RCL Remote Control Locomotive

X Transponder

X X X X X X X X X X

X X X X X X X X X X X

RCO

X

X

RCL
Remote Control Assignments

- January: 9.5%
- February: 9.0%
- March: 10.0%
- April: 11.5%
- May: 11.0%
- June: 10.5%
- July: 10.0%
- August: 9.5%
- September: 9.0%
- October: 10.0%
- November: 11.0%
- December: 10.5%

Current Percentage of Remote Control Assignments
Workforce Productivity Initiative:

Crew Modeling
Manpower and Crew Planning

- Right Size Crew Base for Operating Plan
- Quality of Life
- Rail Safety Improvement Act of 2008/Hours of Service

The Right Crew... in the Right Place... at the Right Time...
Future Planning – Attrition Rates

- Retirement
- Resignation
- Other Attrition

24 Month projections (on a district level) based on historical data and economic/business climate
Future Planning - Operations

- Availability Adjustments
- Traffic/Business Level Changes
- Government Regulation Changes
- Collective Bargaining Changes
Controlling Cost – Affecting the Operating Ratio

- Crew expense is a large factor affecting cost of operations.
- Manpower planning helps keep a direct correlation between Business Levels, Equipment Costs and Crew Costs.
- Enhances ability to **Ramp Up** quickly as business levels return.
- NS is committed to maintain alignment of active status of train and engine service employees to train starts.
Comparison of Active Employee Counts to Train Starts

![Graph showing comparison of active employee counts to train starts from January 2008 to April 2009. The x-axis represents months from Jan-08 to Apr-09, while the y-axis represents the number of train starts and active employees, ranging from 0 to 90000. The line graph compares train starts (blue) and active employees (magenta), showing a decline in both categories over the period.]
Vacation Scheduling

2006 thru 2009 Vacations Assignment Comparison

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<th>Month</th>
<th>2006 Assigned</th>
<th>2009 Assigned</th>
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