

SURFACE TRANSPORTATION BOARD

Memorandum

206382



DATE: October 10, 2002

TO : Ron Douglas, Printing Officer
Section of Facilities Management
Office of Economics, Environmental Analysis, and Administration

FROM : Mel Clemens, Director
Office of Compliance and Enforcement

SUBJECT : STB FINANCE DOCKET NO. 34000 - OPERATIONAL MONITORING DATA

Attached are the original and two copies of the latest weekly public data files provided to this office by CN/WC as required in the above proceeding, which are to be committed to the docket for public reference. As requested, I am providing three paper copies, 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

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Via Email and Hand Delivery

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001



October 9, 2002

Re: STB Finance Docket No. 34000; Canadian National Railway Company, Grand Trunk Corporation, and WC Merger Sub, Inc. – Control – Wisconsin Central Transportation Corporation, Wisconsin Central Ltd., Fox Valley & Western Ltd., Sault Ste. Marie Bridge Company, and Wisconsin Chicago Link Ltd.; Operational Monitoring Reports Submitted in October, 2002.

Dear Mr. Clemens:

Pursuant to the Board's Order in the above-referenced docket served on September 7, 2001, Canadian National Railway Company ("CN") submits the Operational Monitoring Reports for October, 2002.

Per your office's request, we are submitting the reports electronically as attachments in one transmission as follows: the monthly Benchmarking and Performance Data Report and the weekly Average Terminal Dwell Time Report. There are no updates this month to the Information Technology Systems Integration and Customer Service Report.

In the Benchmarking and Performance Data Report, we provide data on the performance of traffic flows on major routes measured against historical benchmarks. Transit times improved on three of the corridors, and only went up nominally on the fourth. We attribute this improvement to operational enhancements we have made to get this traffic to and through Chicago quicker.

The Average Terminal Dwell Time Report shows that the weekly overall dwell time averages generally remain consistent at the principal yards and terminals identified in the application as potentially affected by the merger. We continue to see congestion and heavy volumes in Chicago between CN and its connections. In particular, we are seeing considerable delays in Chicago due to a number of track construction projects.

On the merger's anniversary we are pleased with the progress of the merger and will continue to search for ways to capitalize on the merger's efficiencies and enhance service to customers.

Feel free to call me at 514-399-7091 should you have questions.

Yours truly,


Sean Finn
Senior Vice President, Chief Legal Officer
and Corporate Secretary

Encl.

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AND ENFORCEMENT
DIRECTOR'S OFFICE

BENCHMARKING AND PERFORMANCE DATA REPORT

SEPTEMBER, 2002

Pursuant to the Board's order approving the CN-WC merger, CN submits the Benchmarking and Performance Data Report for September, 2002. The attached matrix provides the September, 2001 historical benchmarking data for WC as well as actual performance data for September, 2002. The data reflect flow volumes and average elapsed times for loaded movements on two key WC routes: between Superior and Chicago and between the Fox River Valley and Chicago. In the measurement of average elapsed time for loaded movements, we include time moving in a train and time spent in a yard or terminal under our control.¹

The line segments represent service territories that cover a large volume of traffic and diverse commodity groups. By virtue of this measurement methodology, the data will reflect a large sampling of customers, while at the same time depict performance over a wide area rather than at isolated points. The underlying data are drawn from the waybills.

The Superior Interchange segment extends from interchange at Superior, Wisconsin to Rocky Run, Wisconsin (just west of Stevens Point). The Chicago Interchange segment runs between the Illinois-Wisconsin State Line and interchange in Chicago. This is WC's central corridor.

The Fox River Valley segment includes Neenah to Manitowoc, Neenah to Howard (including Green Bay), Appleton to Shawano, Hilbert to Chilton, Black Creek to Manawa, Appleton to New London and DePere to Denmark. This

¹ Neither the benchmarks nor the actual performance data include bad order time/time for repair.

segment encompasses a concentrated urban area with a good mix of customers. This aggregate area also represents a significant portion of the business on the WC Division and is off the main line from Superior to Chicago, so the data provide an indication of service performance on parts of WC other than the main Chicago-Superior route.

As the performance data indicate, transit times in September, 2002 improved on three of the corridors, and went up nominally on the fourth corridor. We attribute this improvement to operational enhancements we have made to get this traffic to and through Chicago quicker.

As we move forward, we will continue to look for and implement opportunities to enhance our service to customers.

ORIGIN SEGMENT	DESTINATION SEGMENT	SEPTEMBER, 2001 CARLOAD BENCHMARK	SEPTEMBER, 2001 AVERAGE ELAPSED TIME FOR LOADED MOVEMENTS BENCHMARK (IN HOURS)	CARLOADS FOR SEPTEMBER, 2002	AVERAGE ELAPSED TIME FOR LOADED MOVEMENTS, SEPTEMBER, 2002 (IN HOURS)
		8512	44.3	7855	42.2
SUPERIOR INTERCHANGE	CHICAGO INTERCHANGE	1396	39.0	1654	36.6
CHICAGO INTERCHANGE	SUPERIOR INTERCHANGE	3046	44.2	2216	49.2
FOX RIVER VALLEY	CHICAGO INTERCHANGE	3684	47.6	3926	44.1
CHICAGO INTERCHANGE	FOX RIVER VALLEY				

AVERAGE TERMINAL DWELL TIME

Definition

Average Terminal Dwell Time is the average time a car spends within an operating yard from arrival to departure. Measurement of the car dwell time starts with the arrival of the car at the operating yard as a result of a train arrival, transfer from a satellite yard, or interchange received event. The measurement of car dwell within the operating yard stops with the departure of the car as a result of a train departure, transfer to another yard, or interchange delivered event. Excluded from the terminal dwell measures are cars placed in hold, constructive placement, bad order, and stored status following their arrival and prior to their departure from the operating yard.

The figures below are expressed in hours.

	<i>Historical Average</i>		<i>Week Ending</i>			
	<i>Aug 2002*</i>	<i>Sep 2002*</i>	<i>15-Sep-02</i>	<i>22-Sep-02</i>	<i>29-Sep-02</i>	<i>6-Oct-02</i>
Terminal						
Fond du Lac, WI	11.7	12.8	12.4	13.1	13.8	15.1
Stevens Point, WI	9.1	8.6	8.0	8.7	9.6	8.7
Neenah, WI	3.5	3.3	3.1	3.4	3.5	3.2
Pokegama, WI	5.6	5.6	5.6	5.7	6.0	5.6

* The statistics for August and September cover from the first to the last day of each month.