Federal Railroad Administration
Office of Railroad Safety
Accident and Analysis Branch

Accident Investigation Report
HQ-2014-11

Union Pacific Railroad Company (UP)
Galva, KS
September 25, 2014

Note that 49 U.S.C. §20903 provides that no part of an accident or incident report, including this one, made by the Secretary of Transportation/Federal Railroad Administration under 49 U.S.C. §20902 may be used in a civil action for damages resulting from a matter mentioned in the report.

U.S. Department of Transportation
Federal Railroad Administration

FRA FACTUAL RAILROAD ACCIDENT REPORT

FRA File #HQ-2014-11

TRAIN SUMMARY

1. Name of Railroad Operating Train #1	1a. Alphabetic Code	1b. Railroad Accident/Incident No.
Union Pacific Railroad Company	UP	0914KC012
2. Name of Railroad Operating Train #2	**2a. Alphabetic Code**	**2b. Railroad Accident/Incident No.**
Union Pacific Railroad Company	UP	0914KC012

GENERAL INFORMATION

1. Name of Railroad or Other Entity Responsible for Track Maintenance	1a. Alphabetic Code	1b. Railroad Accident/Incident No.
Union Pacific Railroad Company	UP	0914KC012
2. U.S. DOT Grade Crossing Identification Number	**3. Date of Accident/Incident**	**4. Time of Accident/Incident**
	9/25/2014	5:42 AM

5. Type of Accident/Incident
Side Collision

6. Cars Carrying HAZMAT	7. HAZMAT Cars Damaged/Derailed	8. Cars Releasing HAZMAT	9. People Evacuated	10. Subdivision
4	0	0	0	Herrington

11. Nearest City/Town	12. Milepost *(to nearest tenth)*	13. State Abbr.	14. County
Galva	207.6	KS	MCPHERSON

15. Temperature (F)	16. Visibility	17. Weather	18. Type of Track
70 ˚F	Dark	Clear	Main

19. Track Name/Number	20. FRA Track Class	21. Annual Track Density *(gross tons in millions)*	22. Time Table Direction
Main ESW Galva	Freight Trains-80, Passenger Trains-90	40.6	East

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OPERATING TRAIN #1

1. Type of Equipment Consist:	2. Was Equipment Attended?	3. Train Number/Symbol
Freight Train	Yes	ILXG4X22

4. Speed (recorded speed, if available)	Code	5. Trailing Tons (gross exluding power units)	6a. Remotely Controlled Locomotive?	Code
R - Recorded E - Estimated 41 MPH	R	6197	0 = Not a remotely controlled operation 1 = Remote control portable transmitter 2 = Remote control tower operation 3 = Remote control portable transmitter - more than one remote control transmitter	0

6. Type of Territory

Signalization:

Signaled

Method of Operation/Authority for Movement:

Signal Indication

Supplemental/Adjunct Codes:

Q, N, L

7. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded (yes/no)	8. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.	Alcohol	Drugs
(1) First Involved *(derailed, struck, etc.)*	UP8572	1			0	0
(2) Causing *(if mechanical, cause reported)*				9. Was this consist transporting passengers?		No

10. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End e. Remote	11. Cars (Include EMU, DMU, and Cab Car Locomotives.)	Loaded a. Freight	Loaded b. Pass.	Empty c. Freight	Empty d. Pass.	e. Caboose
(1) Total in Train	2	0	0	0	1	(1) Total in Equipment Consist	112	0	0	0	0
(2) Total Derailed	2	0	0	0	0	(2) Total Derailed	11	0	0	0	0

12. Equipment Damage This Consist	13. Track, Signal, Way & Structure Damage
2027062	1211915

14. Primary Cause Code

H221 - Automatic block or interlocking signal displaying a stop indication - failure to comply.*

15. Contributing Cause Code

H299 - Other signal causes (Provide detailed description in narrative)

Number of Crew Members				Length of Time on Duty	
16. Engineers/Operators	17. Firemen	18. Conductors	19. Brakemen	20. Engineer/Operator	21. Conductor
1	0	1	0	Hrs: 6 Mins: 42	Hrs: 6 Mins: 42

Casualties to:	22. Railroad Employees	23. Train Passengers	24. Others
Fatal	0	0	0
Nonfatal	0	0	0

25. EOT Device?	26. Was EOT Device Properly Armed?
Yes	Yes

27. Caboose Occupied by Crew? N/A

28. Latitude	29. Longitude
38.384459000	-97.481307000

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FRA FACTUAL RAILROAD ACCIDENT REPORT

FRA File #HQ-2014-11

OPERATING TRAIN #2

1. Type of Equipment Consist:	2. Was Equipment Attended?	3. Train Number/Symbol
Freight Train	Yes	KG4GSX23

4. Speed (recorded speed, if available)	Code	5. Trailing Tons (gross exluding power units)	6a. Remotely Controlled Locomotive?	Code
R - Recorded E - Estimated 8 MPH	R	7898	0 = Not a remotely controlled operation 1 = Remote control portable transmitter 2 = Remote control tower operation 3 = Remote control portable transmitter - more than one remote control transmitter	0

6. Type of Territory

Signalization:

Signaled

Method of Operation/Authority for Movement:

Signal Indication

Supplemental/Adjunct Codes:

Q, N/A

7. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded (yes/no)	8. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.	Alcohol	Drugs
(1) First Involved *(derailed, struck, etc.)*	DTTX680480	113	yes		0	0
(2) Causing *(if mechanical, cause reported)*				9. Was this consist transporting passengers?		No

10. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End e. Remote	11. Cars (Include EMU, DMU, and Cab Car Locomotives.)	Loaded a. Freight	Loaded b. Pass.	Empty c. Freight	Empty d. Pass.	e. Caboose
(1) Total in Train	3	0	0	0	1	(1) Total in Equipment Consist	121	0	0	0	0
(2) Total Derailed	0	0	0	0	0	(2) Total Derailed	7	0	0	0	0

12. Equipment Damage This Consist	13. Track, Signal, Way & Structure Damage
427550	0

14. Primary Cause Code

H220 - Fixed signal (other than automatic block or interlocking signal), failure to comply.

15. Contributing Cause Code

H299 - Other signal causes (Provide detailed description in narrative)

Number of Crew Members				Length of Time on Duty	
16. Engineers/Operators	17. Firemen	18. Conductors	19. Brakemen	20. Engineer/Operator	21. Conductor
1	0	1	0	Hrs: 2 Mins: 47	Hrs: 2 Mins: 47

Casualties to:	22. Railroad Employees	23. Train Passengers	24. Others
Fatal	0	0	0
Nonfatal	0	0	0

25. EOT Device?	26. Was EOT Device Properly Armed?
Yes	Yes

27. Caboose Occupied by Crew? N/A

28. Latitude	29. Longitude
38.384459000	-97.481307000

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FRA FACTUAL RAILROAD ACCIDENT REPORT

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CROSSING INFORMATION

Highway User Involved		Rail Equipment Involved
1. Type N/A		5. Equipment
2. Vehicle Speed *(est. mph at impact)*	3. Direction *(geographical)*	6. Position of Car Unit in Train
4. Position of Involved Highway User		7. Circumstance
8a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? N/A		8b. Was there a hazardous materials release by N/A
8c. State here the name and quantity of the hazardous material released, if any. none		

9. Type of Crossing Warning	10. Signaled Crossing Warning	11. Roadway Conditions
1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other *(spec. in narr.)* 3. Standard FLS 6. Audible 9. Watchman 12. None N/A		N/A

12. Location of Warning	13. Crossing Warning Interconnected with Highway Signals	14. Crossing Illuminated by Street Lights or Special Lights
N/A	N/A	N/A

15. Highway User's Age	16. Highway User's Gender	17. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train	18. Highway User

19. Driver Passed Standing Highway Vehicle	20. View of Track Obscured by *(primary obstruction)*

Casualties to:	Killed	Injured	21. Driver was	22. Was Driver in the Vehicle?
23. Highway-Rail Crossing Users			24. Highway Vehicle Property Damage *(est. dollar damage)*	25. Total Number of Vehicle Occupants *(including driver)*

26. Locomotive Auxiliary Lights?	27. Locomotive Auxiliary Lights Operational?
N/A	N/A
28. Locomotive Headlight Illuminated?	29. Locomotive Audible Warning Sounded?
N/A	N/A

10. Signaled Crossing Warning

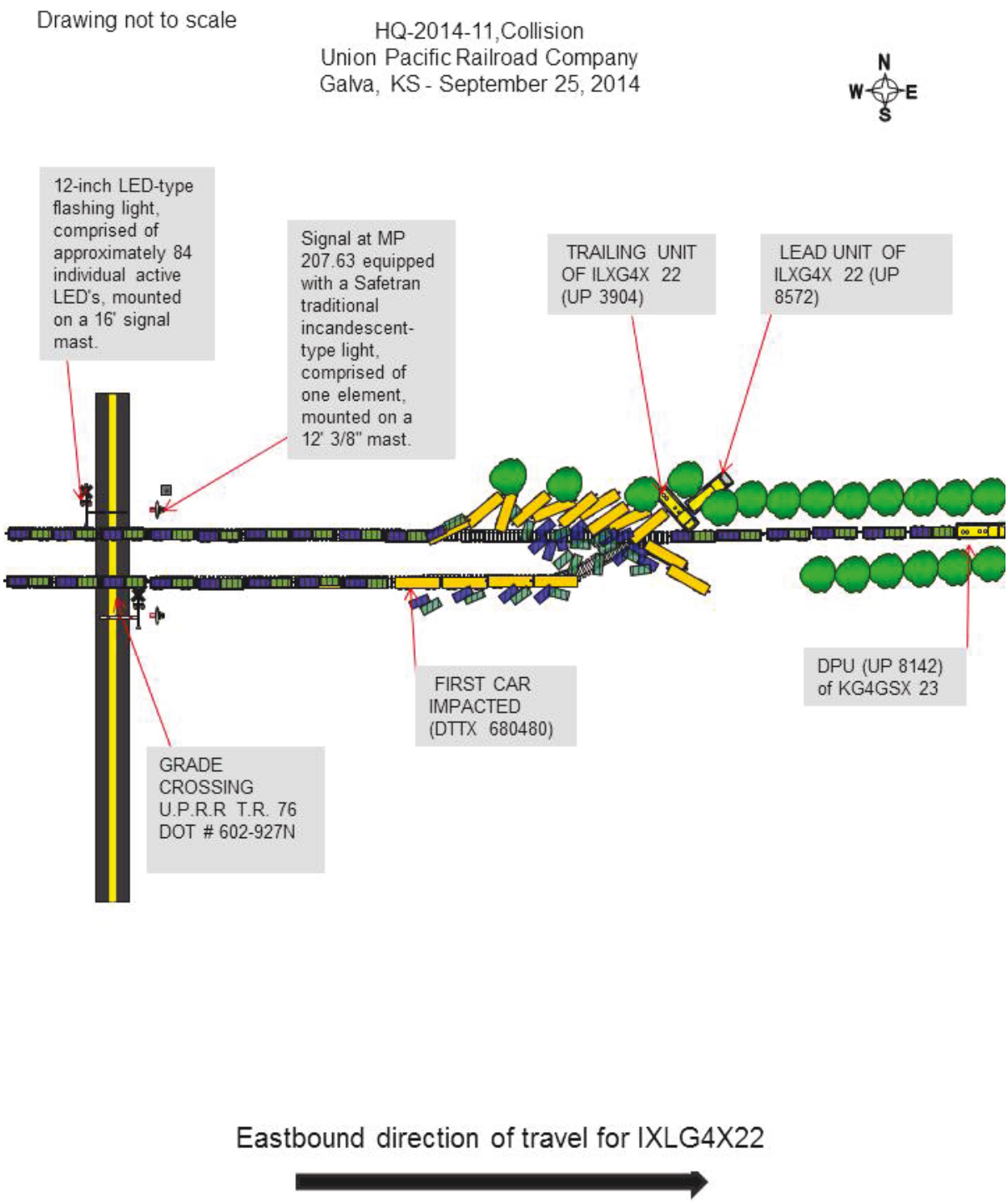
1 - Provided minimum 20-second warning
2 - Alleged warning time greater than 60 seconds
3 - Alleged warning time less than 20 seconds
4 - Alleged no warning
5 - Confirmed warning time greater than 60 seconds
6 - Confirmed warning time less than 20 seconds
7 - Confirmed no warning
N/A - N/A

Explanation Code

A - Insulated rail vehicle
B - Storm/lightning damage
C - Vandalism
D - No power/batteries dead
E - Devices down for repair
F - Devices out of service
G - Warning time greater than 60 seconds attributed to accident-involved train stopping short of the crossing, but within track circuit limits, while warning devices remain continuously active with no other in-motion train present
H - Warning time greater than 60 seconds attributed to track circuit failure (e.g., insulated rail joint or rail bonding failure, track or ballast fouled)
J - Warning time greater than 60 seconds attributed to other train/equipment within track circuit limits
K - Warning time less than 20 seconds attributed to signals timing out before train's arrival at the crossing/ island circuit
L - Warning time less than 20 seconds attributed to train operating counter to track circuit design direction
M - Warning time less than 20 seconds attributed to train speed in excess of track circuit's design speed
N - Warning time less than 20 seconds attributed to signal system's failure to detect train approach
O - Warning time less than 20 seconds attributed to violation of special train operating instructions
P - No warning attributed to signal systems failure to detect the train
R - Other cause(s). Explain in Narrative Description

SKETCHES

HQ-2014-11 Sketch



FRA FACTUAL RAILROAD ACCIDENT REPORT

SYNOPSIS

On September 25, 2014, at 5:42 a.m., CDT, eastbound Union Pacific Railroad (UP) Freight Train ILXG4X-22 (Train 1) was traveling at a recorded speed of 41 miles mph, with 112 loads and 0 empties, 6,197 tons, and 6,812 feet, when it struck the side of westbound UP Freight Train KG4GSX-23 (Train 2). The collision occurred at Milepost 207.67 on the Kansas City Service Unit, Herington Subdivision near Galva, Kansas. Freight Train KG4GSX-23 was entering a siding, but the rear of the train had not cleared the main track at the time of the collision. The two head-end locomotives, UP 8572 and UP 3904, and 11 multi-platform intermodal cars derailed from Freight Train ILXG4X-22. Seven multi-platform intermodal cars derailed from Freight Train KG4GSX-23. The crew of Freight Train ILXG4X-22 was not seriously injured in the accident, nor was there a fire. UP estimated approximately 200 gallons of diesel fuel leaked from the fuel tank of one of the derailed locomotives. Damages were reported as follows: $2,027,062 to Freight Train ILXG4X-22; $427,550 to Freight Train KG4GSX-23; and $1,211,915 to track, signal, and structure. Federal Railroad Administration (FRA) reportable damages totaled $3,666,527.

The crew members on Freight Train ILXG4X-22 received on-site medical attention for minor abrasions. Post-accident toxicological testing was conducted on all crew members of both trains.

The accident occurred at night. The weather was clear, with a temperature of 70 degrees F.

FRA's investigation determined the probable cause of this accident was the failure of the crew of Freight Train ILXG4X 22 to comply with a signal displaying a Stop indication at the east-end of Galva; Cause Code H220 - Fixed signal other than automatic block or interlocking signal, failure to comply. The height of the signal masts, the elevation, and the differential in the amount of visible light displayed by the two types of signals were found to be contributing factors; Cause Code H299 - Other signal causes.

NARRATIVE

Circumstances Prior to the Accident

UP Freight Train ILXG4X 22 (Freight Train ILXG4X 22)

The crew of Freight Train ILXG4X 22 consisted of an engineer and conductor. They were called for duty at their away-from-home terminal, in Pratt, Kansas, at 11:00 p.m. Prior to being called to work, the Engineer and Conductor both had 17 hours and 32 minutes off duty. Both crew members received more than the statutory off-duty rest period prior to reporting for duty. The crew reviewed their paperwork upon going on duty. The crew's assignment was to take Freight Train ILXG4X 22 from Pratt to Herington, Kansas. The train consisted of three locomotives; Lead Locomotive UP 8572 and Locomotive UP 3904 on the head-end, and distributed power unit (DPU) UP 7726 on the rear of the train; 112 loaded cars and zero empties; with a weight of 6,197 gross tons. The train length was 6,592 feet (6,812 feet including locomotives). The rear end-of-train device was listed as DPU, Locomotive UP 7726.

The train had been pretested as indicated on the air test slip UP Form Number 25021, retrieved from the cab of the lead locomotive. The Class I brake test, initial terminal inspection, and extended haul train inspection were performed at 4:40 p.m., September 23, at Santa Teresa, New Mexico.

Freight Train ILXG4X 22 departed Pratt at 11:50 p.m.

Freight Train ILXG4X 22 met two trains at Preston Siding, one train at Janet Siding, two trains at Whiteside Siding, and one train at Inman Siding.

UP's Herington dispatcher (Dispatcher 72) located in the Harriman Dispatch Center in Omaha, Nebraska, coordinated a meet with Freight Train ILXG4X 22 and Freight Train KG4GSX 23 at Galva, Kansas (MP 207.6). Freight Train KG4GSX 23 was to take the siding and Freight Train ILXG4X 22 was to hold the main track.

Freight Train ILXG4X 22 was approaching Control Point (CP) CP TC210. The Engineer was operating the train in accordance with the instructions conveyed by the previous Advance Approach signal that the Engineer had received at Milepost (MP) 212.0. The signal required the Engineer to proceed prepared to stop at the second signal. Freight trains exceeding 40 mph must immediately reduce the train speed to 40 mph. Freight Train ILXG4X 22 passed CP TC210 on an Approach signal at 35 mph. The Approach signal required the Engineer to proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 mph must immediately reduce to 30 mph.

The Engineer decreased the throttle speed preparing to apply dynamic brakes to stop the train at CP TC208. The Engineer of Freight Train ILXG4X 22 observed the head-end of Freight Train KG4GSX 23 moving westward on the adjacent siding track at Galva.

The only radio communication the crew remembered was concerning a track warrant that was not connected to their train. Their trip was uneventful until the collision.

The Engineer of Freight Train ILXG4X 22 was seated at the controls on the south side of the cab of the leading locomotive and the Conductor was seated on the north side of the cab of the leading locomotive.

The railroad timetable and geographic direction is east. Timetable directions are used throughout this report.

Freight Train KG4GSX 23 (Freight Train KG4GSX 23)

The crew of Freight Train KG4GSX 23 consisted of an Engineer and Conductor. They were called for duty in their home terminal at Herington, at 2:55 a.m. Prior to being called to work, the Engineer had 16 hours and 5 minutes and the Conductor had 33 hours and 22 minutes off duty. Both crew members received more than the statutory off-duty period prior to reporting for duty. The crew's assignment was to take Freight Train KG4GSX 23 from Herington to Pratt. Their train consisted of four locomotives: Lead Locomotive UP 8120, Locomotive UP 8065, and Locomotive UP 7422 on the head-end, and DPU Locomotive UP 8142 on the rear of the train; 121 loaded cars and zero empty cars; and 7,898 gross tons. The train length was 7,320 feet (7,616 feet including locomotives). The crew reviewed their paperwork upon going on duty. A review of the TTX Company (TTX) air brake slip retrieved from the cab of the lead locomotive indicates the Class I brake test and initial terminal inspection were performed at 10:20 a.m., September 24, in Chicago, Illinois.

Freight Train KG4GSX 23 departed Herington at 4:55 a.m.

The crew of Freight Train KG4GSX 23 passed an Advanced Approach signal at CP TC203.9 which required the Engineer to proceed prepared to stop at the second signal. Freight trains exceeding 40 mph must immediately reduce to 40 mph. The next signal received was an Approach Diverging signal at CP TC208. The Approach Diverging required the Engineer to proceed prepared to advance on diverging route at the next signal at prescribed speed through the turnout. The Engineer prepared to enter the siding (Galva) at the next signal at the prescribed speed.

The crew of Freight Train KG4GSX 23 heard Freight Train ILXG4X 22 call out the eastbound Approach signal for Galva siding on the radio. Freight Train KG4GSX 23 had a track warrant with an "after the arrival of the UP 8572" (Freight Train ILXG4X 22) at Galva. Track warrant control (TWC) territory begins at MP 209.6. The Conductor on Freight Train ILXG4X 22 contacted the Conductor on Freight Train KG4GSX 23 to let the crew know that Freight Train ILXG4X 22 would hold the main track at Galva. The Engineer of Freight Train KG4GSX 23 was seated at the controls of the locomotive on the north side of the cab of the leading Locomotive. The Conductor was seated on the south side of the cab of the leading Locomotive. Their trip was uneventful until the collision.

UP's Herington Subdivision of the Kansas Service Unit runs in a timetable east-west direction between the Herington Yard limits (MP 171.4) and CP Pratt (CP TC298). This Subdivision extends from Herington to Pratt. Through this subdivision, UP operates on single main track territory, signaled in both directions with multiple sidings. Milepost numbers increase in the westerly direction. On UP's Herington Subdivision from MP 173.1 to MP 209.6, the method of operation is centralized traffic control. The method of operation between MP 209.6 (CP TC210) and MP 247.8 (CP TC248) is TWC/automatic block system. The maximum authorized speed from MP 171.4 to MP 297.9 is 70 mph. The crews are governed by the General Code of Operating Rules (GCOR), sixth edition, effective April 7, 2010, with updates added July 2, 2013. At the time of the accident, the current timetable was UP Salina Division Timetable Number 5, effective December 16, 2013. The General Order in effect was the Herington Subdivision General Order Number 7, effective December 16, 2013.

The railroad timetable and geographic direction is west. Timetable directions are used throughout this report.

The Accident

Striking Train, UP Train ILXG4X 22 (Freight Train ILXG4X 22)

After receiving an Approach signal at CP TC210, which instructs the Engineer to proceed prepared to stop before any part of the train or engine passed the next signal, and freight trains exceeding 30 mph must immediately reduce to 30 mph, the event recorder data shows the Engineer of Freight Train ILXG4X 22 reduced the throttle position to three for the signal indication at CP 210. According to interviews, while proceeding to MP 207.6, the crew of Freight Train ILXG4X 22 stated that they received a Clear (Proceed), at CP TC208. The signal at CP TC208, at the east-end of Galva, was actually displaying a Red (Stop), because Freight Train KG4GSX 23 was still pulling into the siding at a recorded speed of 8 mph. Event recorder data shows that the Engineer on Freight Train ILXG4X 22 began to throttle up when the crew perceived the signal at CP TC208 to be showing Clear (Proceed).

As the crew realized that the rear of Freight Train KG4GSX 23 was still entering the siding, the Engineer of Freight Train ILXG4X 22 initiated an emergency air brake application which was recorded in the event recorder data. The Engineer braced himself against the back wall of the cab for impact. The Conductor braced himself under the desk and held on to the electrical lines. At 5:42 a.m., approximately 850 feet after the Engineer initiated the emergency air brake application, Freight Train ILXG4X 22 impacted Line Number 110 in Freight Train KG4GSX 23 (Car Number DTTX 680480) at a recorded speed of 41 mph. Car Number DTTX 680480 traveled approximately 125 feet before coming to rest. The two head-end locomotives, UP 8572 and UP 3904, and 11 multi-platform intermodal cars derailed from Freight Train ILXG4X 22. Seven multi-platform intermodal cars derailed from Freight Train KG4GSX 23.

According to crew interviews, Freight Train KG4GSX 23 experienced an emergency train brake application. The alarm on the DPU initiated. The Engineer immediately contacted Freight Train ILXG4X 22 via radio to see what had happened. The crew was notified via radio by the Conductor of the striking train that a collision had occurred. There were no injuries to the crews on either train as a result of the collision.

The crew of Freight Train ILXG4X 22 exited the locomotive through the Engineer's window. An emergency call to the dispatcher was made via radio advising of the collision. Approximately 15 minutes after the crew exited the locomotive, emergency responders arrived followed by company officials. Emergency responders provided minor on-site medical attention to the crews. The crew of Freight Train KG4GSX 23 remained on the lead locomotive of Freight Train KG4GSX 23. The crew members of Freight Train ILXG4X 22 and Freight Train KG4GSX 23 were later transported by a railroad representative to the clinic for Post-Accident toxicological testing.

Analysis and Conclusions

Analysis - FRA Post-Accident Toxicological Testing: Post-Accident Forensic Toxicology Reports indicate all crew members of Freight Train ILXG4X 22 and Freight Train KG4GSX 23 had negative test results.

Conclusion: Intoxication was not a factor.

Analysis - Fatigue: FRA obtained fatigue-related information, including a 10-day work history, for four employees involved in this accident, including the Engineer and Conductor for both trains. FRA uses an overall effectiveness rate of 77.5 percent as the baseline for fatigue analysis, which is equivalent to a blood alcohol content of 0.05. At or above this baseline, we do not consider fatigue as probable for any employee. Software sleep settings vary according to information obtained from each employee. If an employee does not provide sleep information, FRA uses the default software settings.

Conclusion: FRA concluded that fatigue was probable for one or more crew members of the trains involved in this incident, and the employee(s) may have been working at a diminished level of safety (effectiveness) due to mental and/or physical attributes associated with fatigue. Fatigue was probable for both the crew members of Train ILXG4X22 and the Engineer of Train KG4GSX23. And while fatigue is not probable for the Conductor of Train KG4GSX2, his overall effectiveness was borderline with a rating just barely above the cut-off level. The Office of Railroad Safety's Human Performance Program Manager concurs with these findings and believes fatigue could be a contributing factor in this accident.

Analysis - Locomotive Engineer Operating Performance: The lead locomotive of Freight Train ILXG4X 22 was equipped with a speed indicator and event recorder. The event recorder data was reviewed by FRA and the National Transportation Safety Board (NTSB). The Engineer's training records and work history were reviewed by FRA.

Conclusion: FRA reviewed the Engineer's training records and his work history which indicated that he was qualified on the territory. The event recorder data retrieved from the lead locomotive of Freight Train ILXG4X 22 was reviewed by FRA. The data indicated that the Engineer reduced his train speed to 35 mph and placed the throttle in position 3 after passing the Approach signal located at CP TC210. He then began to increase the train speed by moving the throttle to position 8 when he perceived the signal aspect at CP TC208 to be Clear (Proceed). A review of the CAD records indicates the signal aspect in the field was actually Red (Stop). The event recorder data shows that the Engineer then initiated an emergency train air brake application 850 feet from the point of impact when the Engineer realized that he was about to strike Freight Train KG4GSX 23.

After passing a block signal requiring the Engineer to be prepared to stop at the next signal, the Engineer failed to stop his train before passing the block signal requiring the train to stop. The Engineer was not in compliance with GCOR 9.5 Where Stop Must Be Made - When movement is being made beyond a block signal requiring a train to stop at the next signal, the stop must be made before any part of the train passes the block signal requiring the train to stop. The Engineer was not in compliance with all applicable railroad operating and train handling requirements.

Analysis - Operations Testing: The FTX Testing results for 2014 for the crew on Freight Train ILXG4X 22 were provided to FRA. According to the operational testing records, the Engineer had been observed by UP management while operating a locomotive on UP's Herington Subdivision on July 31, 2014, with no failures noted on his performance.

Conclusion: UP had properly monitored this employee in the field.

Analysis - Interviews: The crew members on Freight Train ILXG4X 22 and Freight Train KG4GSX 23 were interviewed after the accident by FRA and the NTSB Accident Team.

Conclusion: The crew of Freight Train ILXG4X 22 believed that they had observed a Clear (Proceed) at CP TC208. The Engineer on Freight Train ILXG4X 22 stated that he had only made 3 trips on the territory and heavily relied on his timetable throughout the trips. The Engineer also stated that he had not been on the territory since the activation of the new control point at CP TC207. The Conductor had less than 1 month of work experience. Based on the interviews, it was found that the crew of Freight Train ILXG4X 22 was alert and attentive at the time of the accident.

Analysis - Mechanical: Prior to FRA inspection, UP performed a brake test on the non-derailed portion of Freight Train ILXG4X 22. UP provided a list of conditions discovered during the inspection. Subsequently, FRA inspected the south side of the train. UP requested movement of the train to accommodate moving a tamper into the accident site. FRA completed inspection of the train north side at the Whiteside siding in Hutchinson, Kansas (Report Number FRA F6180.96 JCB-174). Exceptions were noted as follows:

• Leading locomotive – improperly prepared Class I brake test record
• Sixth head car – coupler knuckle pin missing
• Twelfth head car – excessive piston travel
• Twenty-second head car – inoperative air brakes
• Twenty-seventh head car – wheel flange thin*
• Thirty-first head car – excessive piston travel; side bearing damaged*

*Verification of the wheel flange thickness could not be made with a field inspection which required going underneath the car. Thus, no formal exception was taken. The condition was documented as a railroad comment. The damaged side bearing was also not cited formally, but noted as a railroad comment. Both cars were evaluated in Chicago, Illinois.

Prior to FRA inspection, UP performed a brake test on the non-derailed portion of Freight Train KG4GSX 23. UP provided a list of conditions discovered during the inspection. FRA inspected the train at Galva (Report Number FRA F6180.96 TCC-154). Exceptions were noted as follows:

• Leading locomotive – improperly prepared Class I brake test record
• 5th head car – insufficient piston travel
• 8th head car – inoperative air brakes
• 11th head car – insufficient piston travel
• 29th head car – service portion valve blowing excessively*
• *The air brake was operative. However, UP replaced an air brake service portion on the 29th car. No formal exception was taken. The condition was documented as a railroad comment.

The UP Form Number 25021 retrieved from the cab of the lead locomotive of Freight Train ILXG4X 22, indicated the Class I air brake test initial terminal inspection was performed at 4:40 p.m., September 23, on 112 cars of Freight Train ILXG4X 22. The record indicated that this was an extended haul train inspection at Santa Teresa, New Mexico. The identity of the person(s) performing the test was not indicated. Federal regulations require, at a minimum, the first initial and last name of the person(s) performing the Class 1 air brake test. The record indicated only the first and last initial written in illegible cursive handwriting. There was a ½ psi leak in the air brake system at the time of the inspection.

Conclusion: None of the defective conditions in either Freight Train ILXG4X 22 or Freight Train KG4GSX 23 were causative regarding this accident. The overall condition of the air brakes on both trains was good and the ability of the trains to slow or stop was not impacted by the brake equipment.

The railroad was in compliance with UP and FRA standards. The locomotive air brake system on Freight Train ILXG4X 22 worked properly and was not a factor in the collision.

Analysis - Signal testing: On September 25, the field investigation and testing of the railroad signal system between CP TC210, Galva and CP TC207, Canton was performed. The main signal bungalow at CP TC208 was struck by debris and was destroyed during the train collision. The printed circuit board (316B Recorder Card) containing the wayside signal data was recovered from the wreckage by the signal group but data was unrecoverable from the printed circuit board. The post-accident examination found the signal equipment and apparatuses locked and secured with no indications of tampering or vandalism.

Conclusion: There were no defects noted during the accident investigation of the signal system or the associated signal apparatuses. Inspection and test records were reviewed and found to be in accordance with FRA requirements.

Analysis - Signal System Re-enactment: On September 22, a new control point was installed at CP TC207 (MP 206.52), approximately 5,860 feet away from CP TC208 (MP 207.63). When traveling in an eastwardly direction, the grade slopes slightly uphill from MP 207.63 at an elevation of 1,567 feet, to MP 206.52 at an elevation of 1,586 feet. The 19-foot difference in elevation allowed the crew of Freight Train ILXG4X 22 to view the signal at CP TC207 (MP 206.52) directly above the signal at CP TC208 (MP 207.63).

The signal at MP 206.52 was equipped with an 8-inch Safetran Monochromatic (colored) LED-type light, comprised of approximately 84 individual active light emitting diodes, is mounted on a 20-foot 3/8-inch mast. The signal at MP 207.63 was equipped with a Safetran traditional incandescent-type bulb, comprised of a single element, mounted on a 12-foot 3/8-inch mast. The crossing signals at the crossing at MP 207.71 (DOT 602-927N) were equipped with a Western Cullin Hays 12-inch LED-type flashing red light mounted on a 16-foot signal mast. The signal at MP 207.63 was located 50.8 feet from the gate mast of an active warning device.

On September 27, starting at 8:55 p.m. and concluding about 10:10 p.m., a re-enactment was conducted with similar environmental conditions as those present at the time of the accident. The purpose of the reenactment was to determine the distance at which the aspect of the signals associated with the accident could be identified. Representatives from FRA, UP, the Brotherhood of Locomotive Engineers and Trainmen (BLET) Sheet Metal, Air, Rail and Transportation (SMART), and the NTSB were present.

Conclusion: During the reenactment, it was determined that due to the height of the signal masts, the elevation, and the differential of light emitted by the two types of signals, created the illusion that the signal aspect at CP TC 208 was Clear. The lenses of the active warning device, while directed away from the rail for highway traffic, contributed to this effect when activated by creating red light pollution in the vicinity of the Red (Stop) signal that was displayed at CP TC208. The light emitted by the LED-type signal at CP TC207 (MP 206.52) surpassed the amount of visible light emitted by the single element, incandescent-type signal at CP TC208 (MP 207.63). This created the perception of a Clear (Proceed) at CP TC208 when, in fact, it was displaying a Red (Stop). The crew of Freight Train ILXG4X 22 witnessed the much brighter Clear (Proceed) displayed at MP 206.52 as the rear end of the westbound Freight Train KG4GSX 23 cleared that circuit, and believed they (Freight Train ILXG4X 22 crew) were witnessing the signal at CP TC208 (MP 207.63) go from Red (Stop) to Clear (Proceed). The Engineer consequently ceased slowing and began to speed the train up. The crew did not realize the mistake until it was too late to avoid a collision.

UP implemented two effective countermeasures. On October 7, they performed a cutover of a new control point at CP TC208 with the same equipment and system as before the accident. However to enhance signal visibility for train movements through the subject location, UP installed new standard 20-foot 3/8-inch signal masts with LED-type (colored) lights to replace the old standard 12-foot 3/8-inch existing signal masts with incandescent-type (colored) lights. On October 8, they put the control point back in service. According to UP signal personnel, the Harriman Dispatching Center has placed a protective tag on CP TC207 and CP TC210 to prevent the Computer Aided Dispatching (CAD) system from “quick displaying” signals for stack moves through the subject CP location.

Applicable Rules and Regulations

General Code of Operating Rules

9.5: Where Stop Must Be Made

When movement is being made beyond a block signal requiring a train to be prepared to stop at the next signal, the stop must be made before any part of a train passes the block signal requiring the train to stop. If a train overruns any block signal that requires it to stop, the crew must:

- Warn other trains at once by radio.
- Stop the train immediately.
- Report it to the train dispatcher.

9.8: Next Governing Signal

A train may comply with the next signal’s indication when its aspect can be clearly seen and the signal governs the track where movement is occurring or will be made. This does not apply when a rule or previous signal indication requires movement at restricted speed.

Probable Cause and Contributing Factors

FRA’s investigation determined the probable cause of this accident was the failure of the crew of Freight Train ILXG4X 22 to comply with a signal displaying a Stop indication at the east-end of Galva; Cause Code H220 - Fixed signal other than automatic block or interlocking signal, failure to comply. The height of the signal masts, the elevation, and the differential in the amount of visible light displayed by the two types of signals were found to be contributing factors; Cause Code H299 - Other signal causes.

ATTACHMENTS

RA Concurrence

Memorandum

U.S. Department
of Transportation
Federal Railroad
Administration

Date: January 26, 2015

Subject: HQ-2014-11; Side Collision
Union Pacific Railroad Company (UP)
Galva, Kansas – September 25, 2014

From: Steven J. Fender
Regional Administrator, Region 6

To: Robert Lauby
Associate Administrator for Safety - RRS

This memorandum signifies that I have reviewed Report HQ-2014-11and approved it for review and potentially for publication and distribution. This concurrence only relates to the attached memo package in its current form. Material changes to this document that alter the content and the regional causal assessment will not be supported by the Region 6 investigative and leadership team unless the regional team is consulted and concurs with the proposed changes.

The completed hard-copy report package containing the associated F6180.39 Report generated from the "Final Regional" report residing in the secure database was submitted to the Accident Analysis Branch in Washington, D.C. An electronic copy has also been forwarded to their attention, on this date.

ATTACHMENTS

IIC Cover Memo

Memorandum

U.S. Department
of Transportation
Federal Railroad Administration

Date: December 29, 2014

Subject: HQ-2014-11, Collision
Union Pacific Railroad Company (UP)
Galva, Kansas-September 25, 2014

From: Zachary Zagata
Safety Inspector - Region 6

ZACHARY TUNSTALL ZAGATA
Digitally signed by ZACHARY TUNSTALL ZAGATA
DN: c=US, o=U.S. Government, ou=DOT FRAKansasCityMO, ou=FRA FRAKansasCityMO, cn=ZACHARY TUNSTALL ZAGATA
Date: 2015.01.26 10:28:31 -06'00'

To: Steven J. Fender
Regional Administrator - Region 6

Following the accident at Galva, Kansas, the Union Pacific (UP) implemented two effective countermeasures. On October 7, 2014, the UP performed a cutover of new CP TC208 with the same equipment and system as it was before the accident. However to enhance signal visibility for train movements through the subject location, the UP installed new standard 20" 3/8" signal masts with LED-type (colored) lights to replace the old standard 12' 3/8" existing signal masts with incandescent-type (colored) lights. On October 8, 2014, they put this CP back in service.

As a further precaution, UP signal personnel have instructed the Harriman Dispatching Center dispatchers to place a protective tag on CP TC207 and CP TC210 to prevent the Computer Aided Dispatching (CAD) system from quick displaying signals for stack moves through the subject CP location.

According to senior UP management, the crew of the striking train was originally pulled out of service pending a fact finding investigation. Due to the mitigating circumstances associated with the signal visibility, the UP dismissed all pending charges against the crew of the striking train.

According to the UP Manager of safety reporting, the UP has not yet determined the cause of the accident and continues to show the cause of the accident under active investigation by reporting railroad (M505).

#

ZZ/dd

List of Attachments
Report No. HQ-2014-11

Special Human Factors Reports:

- FAST Memorandum and Report
- Fatigue Analysis, Locomotive Engineer-Train Symbol ILXG4X-22 (Train 1)
- Fatigue Analysis, Locomotive Engineer-Train Symbol KG4GSX 23 (Train 2)
- Fatigue Analysis, Conductor-Train 1
- Fatigue Analysis, Conductor-Train 2
- Hours of Service Record, Engineer-Train 1
- Hours of Service Record, Engineer-Train 2
- Hours of Service Record, Conductor-Train 1
- Hours of Service Record, Conductor-Train 2
- Employee Transcripts, Engineer-Train 1
- Employee Transcripts, Engineer-Train 2
- Employee Transcripts, Conductor-Train 1
- Employee Transcripts, Conductor-Train 2
- Employee Transcripts, Conductor-Train 2
- Work History, Engineer-Train 1
- Work History, Engineer-Train 2
- Work History, Conductor-Train 1
- Work History, Conductor-Train 2
- Work History, Dispatcher
- FTX Record, Engineer-Train 1
- FTX Record, Engineer-Train 2

- FTX Record, Conductor-Train 1
- FTX Record, Conductor-Train 2
- FTX Record, Herington Subdivision

Train Operating Information:

- Union Pacific Railroad, Timetable No. 5, Salina Area, Herington Subdivision, Effective December 16, 2013
- Union Pacific Railroad, General Order No. 7, Salina Area, Herington Subdivision, Dated September 20, 2014
- Track Warrant No. 8113, dated September 24, 2014
- Track Warrant No. 8561, dated September 24, 2014
- UP Train Consist for the ILXG4X-22
- UP Train Consist for the KG4GSX 23
- UP TOA Screen Shot
- Event Recorder data from UP 8572

Train Mechanical Information:

- Locomotive Inspection Reports for ILXG4X-22
- Class I air brake test slip for ILXG4X-22
- Class I air brake test slip for KG4GSX 23
- FRA post-accident air brake test
- FRA crash worthiness forms

Track, Structures and S&TC Information:

- UP Track Profile of the Area
- UP Route Check Sheet for CPTC 207

- UP Signal X-Over Check Sheet for CPTC 210
- UP Signal Dept. DOT-RS&I Test for CPTC 207
- UP Signal Dept. DOT-RS&I Test for CPTC 209.63
- UP Signal Dept. DOT-RS&I Test for CPTC 210
- UP Signal Dept. DOT-RS&I Test for CPTC 207
- UP Signal Dept. DOT-RS&I Test for CPTC 206.52
- UP Locking Sheets for CPTC 210
- UP Locking Sheets for CPTC 207
- UP Standard Drawing of 20’ 3/8” signal mast
- UP Standard Drawing of 12’ 3/8” signal mast
- UP Standard Drawing of 16’ 0” crossing gate unit

Highway & Highway Vehicle Information:

- None

Reports of Interview:

- UP Engineer-Train 1, Report of Interview, September 27, 2014
- UP Conductor-Train 1, Report of Interview, September 27, 2014
- UP Engineer-Train 2, Report of Interview, September 26, 2014
- UP Conductor-Train 2, Report of Interview, September 26, 2014
- UP Dispatcher, Report of Interview, September 28, 2014
- Copy of Union Pacific witness statements

Corresponding Reports:

- Form FRA F 6180.54, Rail Equipment Accident/Incident Report for the ILXG4X-22
- Form FRA F 6180.54, Rail Equipment Accident/Incident Report for the KG4GSX 23

- Form FRA F 6180.97, UP Preliminary Report
- Form FRA F 6180.96, Initial Scene Investigation Report
- Form FRA F 6180.96, Report of examined documentation associated with the collision
- Form FRA F 6180.96, Final Investigation Report
- Form FRA F 6180.96, Equipment Inspection Reports
- Form FRA F 6180.96, Signal Investigation Reports
- UP Network Operations Center Incident Report

Report - Public Entities:

- None

Photos and Maps:

- Photographs

Miscellaneous:

- Recorded conversation, September 25, 2014
- Conductor Log for ILXG4X-22

Memorandum

U.S. Department
of Transportation
Federal Railroad
Administration

Date: November 4, 2014

Subject: HQ-2014-11, Side Collision - Galva, KS
Fatigue Avoidance Scheduling Tool (FAST)

From: Debra Dhone
Administrative Specialist – Region 6

To: Zachary Zagata
Railroad Safety Inspector – Region 6

A fatigue analysis was made in regards to the performance level of the Union Pacific Railroad Company (UP) crew(s) assigned to freight Train ILXG4X22 (Train 1) that struck the westbound freight Train KG4GSX23 (Train 2). Train 1 was eastbound on the main line when it stuck the rear portion of Train 2 as it was entering a siding at MP 207.6 on the Kansas Division Herrington Subdivision at 5:44 a.m.

FRA uses an overall effectiveness rate of 77.5 percent as the baseline for fatigue analysis, which is equivalent to a blood alcohol content (BAC) of 0.05. At or above this baseline, we do not consider fatigue as probable for any employee. Software sleep settings vary according to information obtained from each employee. If an employee does not provide sleep information, FRA uses the default software settings.

Analysis

FRA obtained fatigue related information, including a 10-day work history, for 4 employees involved in this accident, including the engineer and conductor for both trains. Software sleep settings varied according to information obtained from each employee.

Conclusions

Specifically, these employees, their associated sleep setting, and the results of the analysis were as follows.

1. Engineer assigned to Train Symbol ILXG4X22 (Train 1)
   Sleep Setting = (Excellent/Good)
   Overall Effectiveness = 74.08
   Lapse Index = 4.0
   Reaction Time = 133
   Chronic Sleep Dept =6.13
   Hours of Continuous Wakefulness = 7.75

Time of Day = 05:44
BAC Equivalent = >0.05
FRA concluded fatigue was probable for this employee.

2. Conductor assigned to Train Symbol ILXG4X22(Train 1)
   Sleep Setting = (Excellent/Good)
   Overall Effectiveness = 73.33
   Lapse Index = 4.2
   Reaction Time = 134
   Chronic Sleep Dept = 7.23
   Hours of Continuous Wakefulness = 10.25
   Time of Day = 05:44
   BAC Equivalent = >0.05
   FRA concluded fatigue was probable for this employee.

3. Engineer assigned to Train Symbol KG4GSX23(Train 2)
   Sleep Setting = (Excellent/Good)
   Overall Effectiveness = 75.68
   Lapse Index = 3.8
   Reaction Time = 131
   Chronic Sleep Dept = 5.44
   Hours of Continuous Wakefulness = 3.83
   Time of Day = 05:44
   BAC Equivalent = >0.05
   FRA concluded fatigue was probable for this employee.

4. Conductor assigned to Train Symbol KG4GSX23(Train 2)
   Sleep Setting = (Excellent/Good)
   Overall Effectiveness = 78.30
   Lapse Index = 3.2
   Reaction Time = 126
   Chronic Sleep Dept = 5.32
   Hours of Continuous Wakefulness = 3.83
   Time of Day = 05:44
   BAC Equivalent = <0.05
   FRA concluded fatigue was not probable for this employee.

FRA concluded that fatigue was probable for one or more crew members of the trains involved in this incident, and the employee(s) may have been working at a diminished level of safety (effectiveness) due to mental and/or physical attributes associated with fatigue. Fatigue was probable for both the crew members of Train Symbol ILXG4X22 and the engineer of Train Symbol KG4GSX2. And while fatigue is not probable for the conductor of Train Symbol KG4GSX2, his overall effectiveness was borderline with a rating just barely above the cut-off level. The Office of Railroad Safety's Human Performance Program Manager concurs with these findings and agrees there is potential for fatigue being considered as a contributing factor in this accident.

EMPLOYEE HOURS OF SERVICE LOG

PAGE: 1
DATE: 09/27/14
REQUESTED BY: OSUR901
TIME: 04:56
PROGRAM ID: PSTRB16
EMPLOYEE NAME: JOHNSON, MB (MICHAEL) **NUMBER: 000436314** CIRC7: SW148
START DATE/TIME: 09/01/14 00:00 END DATE/TIME: 09/30/14 23:59

EVENT DATE	START TIME	EVENT DATE	END TIME	EVENT DESC	TIME OFF	LIMBO TIME	TOTAL TIME	PAS STR	CON STR	HOS CRT	CONT DUTY	PAS TYP
090214	2359C	090314	0746C	YSN49	02	16:13	00:00	007:47		01	Y	
SYMBOL: YSN49 02 ASSIGNMENT: KP187 /YE01/SN49/ENG												
090314	2359C	090414	0729C	YSN49	03	16:30	00:00	007:30		02	Y	
SYMBOL: YSN49 03 ASSIGNMENT: KP187 /YE01/SN49/ENG												
090414	2359C	090514	0735C	YSN49	04	88:24	00:00	007:36		03	Y	
SYMBOL: YSN49 04 ASSIGNMENT: KP187 /YE01/SN49/ENG												
090814	2359C	090914	0730C	YSN49	08	16:29	00:00	007:31		01	Y	
SYMBOL: YSN49 08 ASSIGNMENT: KP187 /YE01/SN49/ENG												
090914	2359C	091014	0740C	YSN49	09	16:19	00:00	007:41		02	Y	
SYMBOL: YSN49 09 ASSIGNMENT: KP187 /YE01/SN49/ENG												
091014	2359C	091114	0740C	YSN49	10	16:19	00:00	007:41		03	Y	
SYMBOL: YSN49 10 ASSIGNMENT: KP187 /YE01/SN49/ENG												
091114	2359C	091214	0732C	YSN49	11	64:27	00:00	007:33		04	Y	
SYMBOL: YSN49 11 ASSIGNMENT: KP187 /YE01/SN49/ENG												
091414	2359C	091514	0745C	YSN49	14	16:14	00:00	007:46		01	Y	
SYMBOL: YSN49 14 ASSIGNMENT: KP187 /YE01/SN49/ENG												
091514	2359C	091614	0735C	YSN49	15	24:25	00:00	007:36		02	Y	
SYMBOL: YSN49 15 ASSIGNMENT: KP187 /YE01/SN49/ENG												
091714	0800C	091714	1530C	RULE04117	16:30	00:00	007:30	--	--		Y	
SYMBOL: RULE04117 ASSIGNMENT: SW148 /TNGT/RL41/CON												
091814	0800C	091814	1225C	RULE04118	99:59	00:00	004:25	--	--		Y	
SYMBOL: RULE04118 ASSIGNMENT: SW148 /TNGT/RL41/CON												
092314	2355C	092414	0528C	ZG4CI	23	17:32	00:00	005:33		01	Y	
SYMBOL: ZG4CI 23 ASSIGNMENT: SW148 /RE33/SE09/ENG												
092414	**2300C**	**092514**	1425C	ILXG4X	22		03:25	**015:25**		02		
SYMBOL: ILXG4X 22 ASSIGNMENT: SW148 /RE33/SE09/ENG												

TOTALS AS OF: 09/30/14 23:59 03:25 101:34

*** NO MORE RECORD FOR THIS CRITERIA***

EMPLOYEE HOURS OF SERVICE LOG

PAGE: 1
DATE: 09/27/14
REQUESTED BY: OSUR901
TIME: 05:15
PROGRAM ID: PSTRB16
EMPLOYEE NAME: ROTH, TS (TRACY) **NUMBER: 000435092** CIRC7: SW148
START DATE/TIME: 09/01/14 00:00 END DATE/TIME: 09/30/14 23:59

EVENT DATE	START TIME	EVENT DATE	END TIME	EVENT DESC	TIME OFF	LIMBO TIME	TOTAL TIME	PAS STR	CON STR	HOS CRT	CONT DUTY	PAS TYP
090314	0045C	090314	0920C	SBMHU 30	18:25	00:00	008:35		01	Y		
SYMBOL: SBMHU 30 ASSIGNMENT: SW148 /RE33/SE11/ENG												
090414	0345C	090414	1320C	MTUKC 02	18:30	00:00	009:35		02	Y		
SYMBOL: MTUKC 02 ASSIGNMENT: SW148 /RE33/SE11/ENG												
090514	0750C	090514	1650C	KG4LB 04	14:45	00:00	009:00		03	Y		
SYMBOL: KG4LB 04 ASSIGNMENT: SW148 /RE33/SE11/ENG												
090614	0735C	090614	1910C	ZTUG4 05	25:20	00:00	011:35		04	Y		
SYMBOL: ZTUG4 05 ASSIGNMENT: SW148 /RE33/SE11/ENG												
090714	2030C	090814	0300C	MKSTU 07	18:10	00:00	006:30		01	Y		
SYMBOL: MKSTU 07 ASSIGNMENT: SW148 /RE33/SE11/ENG												
090814	2110C	090914	0355C	MTUKC 07	24:40	00:00	006:45		02	Y		
SYMBOL: MTUKC 07 ASSIGNMENT: SW148 /RE33/SE11/ENG												
091014	0435C	091014	1045C	GBCROP 08	13:14	00:00	006:10		01	Y		
SYMBOL: GBCROP 08 ASSIGNMENT: SW148 /RE33/SE11/ENG												
091014	2359C	091114	0545C	MTUKC 09	24:15	00:00	005:46		02	Y		
SYMBOL: MTUKC 09 ASSIGNMENT: SW148 /RE33/SE11/ENG												
091214	0600C	091214	0910C	DH37 12	12:02	00:00	003:10	--	--	Y		
SYMBOL: DH37 12 ASSIGNMENT: SW148 /RE33/SE11/ENG												
091214	2112C	091314	0435C	ZCIG4 11	16:55	00:00	007:23		01	Y		
SYMBOL: ZCIG4 11 ASSIGNMENT: SW148 /RE33/SE11/ENG												
091314	2130C	091414	0315C	IDULB 13	15:45	00:00	005:45		02	Y		
SYMBOL: IDULB 13 ASSIGNMENT: SW148 /RE33/SE11/ENG												
091414	1900C	091514	0105C	ZCIBP 12	34:30	00:00	006:05		03	Y		
SYMBOL: ZCIBP 12 ASSIGNMENT: SW148 /RE33/SE11/ENG												
091614	1135C	091614	1720C	GSAVDX 14	12:11	00:00	005:45		01	Y		
SYMBOL: GSAVDX 14 ASSIGNMENT: SW148 /RE33/SE11/ENG												
091714	0531C	091714	0800C	DH31 17	37:25	00:00	002:29	--	--	Y		
SYMBOL: DH31 17 ASSIGNMENT: SW148 /RE33/SE11/ENG												
091814	2125C	091914	0625C	GSJOCP 16	15:06	00:00	009:00		01	Y		
SYMBOL: GSJOCP 16 ASSIGNMENT: SW148 /RE33/SE11/ENG												
091914	2131C	092014	0015C	DH31 19	20:45	00:00	002:44	--	--	Y		
SYMBOL: DH31 19 ASSIGNMENT: SW148 /RE33/SE11/ENG												
092014	2100C	092114	0330C	IDULB 20	18:21	00:00	006:30		01	Y		
SYMBOL: IDULB 20 ASSIGNMENT: SW148 /RE33/SE11/ENG												
092114	2151C	092214	0750C	ZCIG4 20	17:40	00:00	009:59		02	Y		
SYMBOL: ZCIG4 20 ASSIGNMENT: SW148 /RE33/SE11/ENG												

EMPLOYEE HOURS OF SERVICE LOG

PAGE: 2
DATE: 09/27/14
REQUESTED BY: OSUR901
TIME: 05:15
PROGRAM ID: PSTRB16
EMPLOYEE NAME: ROTH, TS (TRACY)
NUMBER: 000435092
CIRC7: SW148
START DATE/TIME: 09/01/14 00:00
END DATE/TIME: 09/30/14 23:59

EVENT DATE	START TIME	EVENT DATE	END TIME	EVENT DESC	TIME OFF	LIMBO TIME	TOTAL TIME	PAS STR	CON STR	HOS CRT	CONT DUTY	PAS TYP
092314	0130C	092314	0930C	GSTPAO 22	17:25	00:00	008:00		03		Y	
SYMBOL: GSTPAO 22 ASSIGNMENT: SW148 /RE33/SE11/ENG												
092414	0255C	092414	1050C	ZSIG4 23	16:05	00:00	007:55		04		Y	
SYMBOL: ZSIG4 23 ASSIGNMENT: SW148 /RE33/SE11/ENG												
092514	**0255C**	**092514**	1443C	KG4GSX 23		00:00	**011:48**		05		Y	
SYMBOL: KG4GSX 23 ASSIGNMENT: SW148 /RE33/SE11/ENG												

TOTALS AS OF: 09/30/14 23:59 00:00 150:29

*** NO MORE RECORD FOR THIS CRITERIA***

EMPLOYEE HOURS OF SERVICE LOG

PAGE: 1
DATE: 09/27/14
REQUESTED BY: OSUR901
TIME: 05:07
PROGRAM ID: PSTRB16
EMPLOYEE NAME: POGUE, RJ (ROBERT) **NUMBER: 000465588** CIRC7: SW148
START DATE/TIME: 09/01/14 00:00 END DATE/TIME: 09/30/14 23:59

EVENT DATE	START TIME	EVENT DATE	END TIME	EVENT DESC	TIME OFF	LIMBO TIME	TOTAL TIME	PAS STR	CON STR	HOS CRT	CONT DUTY	PAS TYP
090214	2335C	090314	0343C	ZG4CI 02	19:47	00:00	004:08		01		Y	
SYMBOL: ZG4CI 02 ASSIGNMENT: SW148 /RT33/TP03/CON												
090314	2330C	090414	1151C	GSMRSD 02	19:59	00:21	012:21		02		Y	
SYMBOL: GSMRSD 02 ASSIGNMENT: SW148 /RT33/TP03/CON												
090514	0750C	090514	1652C	KG4LB 04	14:43	00:00	009:02		03		Y	
SYMBOL: KG4LB 04 ASSIGNMENT: SW148 /RT33/TP03/CON												
090614	0735C	090614	1928C	ZTUG4 05	20:32	00:00	011:53		04		Y	
SYMBOL: ZTUG4 05 ASSIGNMENT: SW148 /RT33/TP03/CON												
090714	1600C	090714	2118C	GSHABK 03	15:57	00:00	005:18		05		Y	
SYMBOL: GSHABK 03 ASSIGNMENT: SW148 /RT33/TP03/CON												
090814	1315C	090814	1600C	DH32 08	91:15	00:00	002:45	--	--		Y	
SYMBOL: DH32 08 ASSIGNMENT: SW148 /RT33/TP03/CON												
091214	1115C	091214	1923C	GSB2CP 09	12:03	00:00	008:08		01		Y	
SYMBOL: GSB2CP 09 ASSIGNMENT: SW148 /RT33/TP03/CON												
091314	0726C	091314	1423C	ZTUG4 12	14:07	00:00	006:57		02		Y	
SYMBOL: ZTUG4 12 ASSIGNMENT: SW148 /RT33/TP03/CON												
091414	0430C	091414	1100C	AGBML 13	19:00	00:00	006:30		03		Y	
SYMBOL: AGBML 13 ASSIGNMENT: SW148 /RT33/TP03/CON												
091514	0600C	091514	1440C	KLBDU 12	35:55	00:00	008:40		04		Y	
SYMBOL: KLBDU 12 ASSIGNMENT: SW148 /RT33/TP03/CON												
091714	0235C	091714	0823C	IDULB 16	14:37	00:00	005:48		01		Y	
SYMBOL: IDULB 16 ASSIGNMENT: SW148 /RT33/TP03/CON												
091714	2300C	091814	0124C	DH32 17	32:21	00:00	002:24	--	--		Y	
SYMBOL: DH32 17 ASSIGNMENT: SW148 /RT33/TP03/CON												
091914	0945C	091914	1613C	KG4GS 18	13:46	00:00	006:28		01		Y	
SYMBOL: KG4GS 18 ASSIGNMENT: SW148 /RT33/TP03/CON												
092014	0559C	092014	0858C	DH34 20	22:32	00:00	002:59	--	--		Y	
SYMBOL: DH34 20 ASSIGNMENT: SW148 /RT33/TP03/CON												
092114	0730C	092114	1452C	AGBML 20	16:28	00:00	007:22		01		Y	
SYMBOL: AGBML 20 ASSIGNMENT: SW148 /RT33/TP08/CON												
092214	0720C	092214	1804C	KLBDU 19	29:51	00:00	010:44		02		Y	
SYMBOL: KLBDU 19 ASSIGNMENT: SW148 /RT33/TP08/CON												
092314	2355C	092414	0528C	ZG4CI 23	17:32	00:00	005:33		01		Y	
SYMBOL: ZG4CI 23 ASSIGNMENT: SW148 /RT33/TP08/CON												
092414	**2300C**	**092514**	1424C	ILXG4X 22		03:24	**015:24**		02			
SYMBOL: ILXG4X 22 ASSIGNMENT: SW148 /RT33/TP08/CON												

TOTALS AS OF: 09/30/14 23:59 03:45 132:24

*** NO MORE RECORD FOR THIS CRITERIA***

EMPLOYEE HOURS OF SERVICE LOG

PAGE: 1
DATE: 09/27/14
REQUESTED BY: OSUR901
TIME: 05:21
PROGRAM ID: PSTRB16
EMPLOYEE NAME: YOUNG, RD (RANDY) **NUMBER: 000464426** CIRC7: SW148
START DATE/TIME: 09/01/14 00:00 END DATE/TIME: 09/30/14 23:59

EVENT DATE	START TIME	EVENT DATE	END TIME	EVENT DESC	TIME OFF	LIMBO TIME	TOTAL TIME	PAS STR	CON STR	HOS CRT	CONT DUTY	PAS TYP
090114	1700C	090114	2007C	DH30 01	00:01	00:00	003:07		01	Y		
SYMBOL: DH30 01 ASSIGNMENT: SW148 /RT33/TP16/CON												
090114	2008C	090214	0507C	ILXG4X 28	43:53	02:07	009:00	--	--	Y	Y	
SYMBOL: ILXG4X 28 ASSIGNMENT: SW148 /RT33/TP16/CON												
090414	0100C	090414	0747C	MHNEP 04	22:24	00:00	006:47		01	Y		
SYMBOL: MHNEP 04 ASSIGNMENT: SW148 /RT33/TP16/CON												
090514	0611C	090514	1503C	2ANGNS 03	13:32	00:00	008:52		02	Y		
SYMBOL: 2ANGNS 03 ASSIGNMENT: SW148 /RT33/TP16/CON												
090614	0435C	090614	1133C	MHNEP 06	19:17	00:00	006:58		03	Y		
SYMBOL: MHNEP 06 ASSIGNMENT: SW148 /RT33/TP16/CON												
090714	0650C	090714	1631C	UELKOT 06	23:29	00:00	009:41		04	Y		
SYMBOL: UELKOT 06 ASSIGNMENT: SW148 /RT33/TP16/CON												
090814	1600C	090814	2115C	MKSTU 08	23:45	00:00	005:15		05	Y		
SYMBOL: MKSTU 08 ASSIGNMENT: SW148 /RT33/TP16/CON												
090914	2100C	091014	0410C	GSAOB2 07	69:20	00:00	007:10		06	Y		
SYMBOL: GSAOB2 07 ASSIGNMENT: SW148 /RT33/TP16/CON												
091314	0130C	091314	0835C	IDULB 12	16:10	00:00	007:05		01	Y		
SYMBOL: IDULB 12 ASSIGNMENT: SW148 /RT33/TP16/CON												
091414	0045C	091414	0630C	GSMRAN 12	22:00	00:00	005:45		02	Y		
SYMBOL: GSMRAN 12 ASSIGNMENT: SW148 /RT33/TP16/CON												
091514	0430C	091514	1035C	AGBML 14	12:00	00:00	006:05		03	Y		
SYMBOL: AGBML 14 ASSIGNMENT: SW148 /RT33/TP16/CON												
091514	2235C	091614	0408C	MTUKC 14	48:17	00:00	005:33		04	Y		
SYMBOL: MTUKC 14 ASSIGNMENT: SW148 /RT33/TP16/CON												
091814	0425C	091814	0913C	KG4LB 17	15:17	00:00	004:48		01	Y		
SYMBOL: KG4LB 17 ASSIGNMENT: SW148 /RT33/TP16/CON												
091914	0030C	091914	0829C	MEPHN 17	23:16	00:00	007:59		02	Y		
SYMBOL: MEPHN 17 ASSIGNMENT: SW148 /RT33/TP16/CON												
092014	0745C	092014	1620C	GBNMOP 19	14:10	00:00	008:35		03	Y		
SYMBOL: GBNMOP 19 ASSIGNMENT: SW148 /RT33/TP16/CON												
092114	0630C	092114	1500C	MTUKC 19	25:00	00:00	008:30		04	Y		
SYMBOL: MTUKC 19 ASSIGNMENT: SW148 /RT33/TP16/CON												
092214	1600C	092214	2313C	MHNTU 22	15:47	00:00	007:13		01	Y		
SYMBOL: MHNTU 22 ASSIGNMENT: SW148 /RT33/TP16/CON												
092314	1500C	092314	1733C	DH35 23	33:22	00:00	002:33	--	--	Y		
SYMBOL: DH35 23 ASSIGNMENT: SW148 /RT33/TP16/CON												

EMPLOYEE HOURS OF SERVICE LOG PAGE: 2

DATE: 09/27/14 REQUESTED BY: OSUR901

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EMPLOYEE NAME: YOUNG, RD (RANDY) NUMBER: 000464426 CIRC7: SW148

START DATE/TIME: 09/01/14 00:00 END DATE/TIME: 09/30/14 23:59

EVENT DATE	START TIME	EVENT DATE	END TIME	EVENT DESC	TIME OFF	LIMBO TIME	TOTAL TIME	PAS STR	CON STR	HOS CRT	CONT DUTY	PAS TYP
092514	0255C	092514	1435C	KG4GSX 23		00:00	011:40		01		Y	
SYMBOL: KG4GSX 23 ASSIGNMENT: SW148 /RT33/TP16/CON												

TOTALS AS OF: 09/30/14 23:59 02:07 132:36

*** NO MORE RECORD FOR THIS CRITERIA***

Human Factors Detail Report on 10/03/2014 as of 08:23

HQ-2014-11

Search Criteria

Employee Name/ID: JOHNSON, MICHAEL B - 0436314 **Crew Position:** Engineer

Human Factor Details - JOHNSON, MICHAEL B

Employee Information

Name: JOHNSON, MICHAEL B - 0436314
Engineer Cert: 10/26/2012
RCO Cert:
Conductor Cert: 07/11/2012
Original Hire Date: 05/05/2008
Last ENG Ride: 06/29/2014 (96)
Last CON Ride: 11/30/2013 (307)
Last RCO Ride: (0)
Last ENG ER: 09/03/2014 (30)
Last CON ER: 05/01/2012 (885)
Last RCO ER: (0)
Last ENG STOP Test: 09/18/2014 (17)
Last RCO STOP Test: (0)
Last 242 FTX Efficiency Test: 09/18/2014 (17)
Last Rules Exam: GCOR(09/18/2014 - OR4A - 95), Air Brake(09/18/2014 - RXABE - 100), Haz Mat(09/17/2014 - ORHM - 100)
Session B Training(Y/N): N

Assigned DSLE: GILLSON, MICHAEL D
Eng Cert Expir Date: 03/24/2015
RCO Cert Expir Date:
Conductor Expir Date: 03/24/2015

Eval MGR:	MERRILL, ROBERT C	Last 12 Month CNT: 1
Eval MGR:	MERRILL, ROBERT C	Last 12 Month CNT: 1
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:	WEEKS, BRIAN E	Last 12 Month CNT: 3
Eval MGR:	MCKINLEY, CHARLES R	Last 12 Month CNT: 0
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:	WEEKS, BRIAN E	Last 12 Month CNT: 4
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:	WEEKS, BRIAN E	Last 12 Month CNT: 9

Discipline History - JOHNSON, MICHAEL B

Discipline History On 10/03/2014

Sorry! No records found matching the Search Criteria you have entered.

Certification History - JOHNSON, MICHAEL B

Certification History On 10/03/2014 Record Count: 5

Date Entered	Time	Reason	Cert Status Reason	Class	Expiration Date	Service Unit	Entered By
07/11/2012	09:43	CERT		8	03/24/2015	KANSAS CITY	EQMS, SYSTEM
10/26/2012	07:15	CERT		3	03/24/2015	KANSAS CITY	BECKWITH, EDWARD E
05/24/2013	14:48	CERT		1	03/24/2015	KANSAS CITY	DOGGETT, KIMBERLY A
09/29/2014	18:31	CERT	Decertification has been mitigated	1	03/24/2015	KANSAS CITY	MCCARTHY, JORDAN M
09/29/2014	18:31	CERT	Decertification has been mitigated	8	03/24/2015	KANSAS CITY	MCCARTHY, JORDAN M

FTX Summary - JOHNSON, MICHAEL B

FTX Summary On 10/03/2014 Record Count: 12

TYPE OF TEST	COUNT	PERCENT COUNT	PASS	COACH	HEAR
01 RED FLAG OR RED LIGHT	10	10.31	10	0	0
02 COMPLIANCE WITH RESTRICTED SPEED	6	8.19	8	0	0
03 BLOCK OR SIGNAL DISPLAYING STOP	15	15.48	15	0	0
05 APPROACH SIGNAL	1	1.03	1	0	0
09 ROAD CROSSING AT GRADE	13	13.40	13	0	0
10 SWITCHING	4	4.12	4	0	0
11 ON BOARD ASSESSMENT	20	20.62	17	3	0
12 EQUIPMENT UNATTENDED	2	2.06	2	0	0
13 RAIL ROAD RADIO RULES	3	3.09	3	0	0
14 AIR BRAKE TESTS	1	1.03	1	0	0
15 OTHER EFFICIENCY TESTS	21	21.65	19	2	0
16 FUEL TESTS	1	1.03	1	0	0
TOTAL %ST: 43.30	97		92	5	0

Training And Evaluation Information - JOHNSON, MICHAEL B

Training And Evaluation On 10/03/2014 Record Count: 109

Date	Course Code	Class Description
09/18/2014	DAPV	DRUG AND ALCOHOL POLICY VIGNE
09/18/2014	EEO11	EEO OVERVIEW
09/18/2014	EV20	FIRE EXTINGUISHER ANNUAL TRNG
09/18/2014	EV20E	FIRE EXTINGUISHER ANNUAL TRAI
09/16/2014	OP220C	ELECTRONIC DEVICES ONLINE TRA
09/18/2014	OPRU2	TWO DAY RULES CLASS
09/18/2014	PXDN	HEARINGCONSERVATION
09/18/2014	Q222	ERGONOMICS AWARENESS

09/18/2014	RXGFC	FEDERAL REGULATION CFR 217 &
09/18/2014	RXHM	HAZMAT REFRESHER
09/18/2014	RXTC	RULES INSTRUCTION FOR TE&Y
09/18/2014	SFGFSC	GENERAL FATIGUE TRAINING - SH
09/18/2014	SFGHSB	HAZARD COMMUNICATION: THE GLO
09/18/2014	VIED	RAIL SECURITY AWARENESS COURS
07/30/2014	OPFPB	OPERATING PRACTICES FIRE PREV
04/30/2014	RXABH	49 CFR 232.203 HANDS ON AIR B
03/18/2014	OPKCDA	KANSAS CITY DECERTIFICATION A
03/05/2014	TTSTA	SINGLE TRACK AUTHORITY FORM -
12/09/2013	HZ89	HAZARDOUS MATERIALS EMERGENCY
10/25/2013	NCTLC	NET CONTROL TERMINAL - CONDUCT
10/25/2013	OPSTL	STOP THE LINE
10/25/2013	RXRI	RIDING ON MOVING EQUIPMENT
10/25/2013	SFGHS	HAZARD COMMUNICATION: THE GLO
03/15/2013	DAPV	DRUG AND ALCOHOL POLICY VIGNE
03/15/2013	EEO11	EEO OVERVIEW
03/15/2013	EV20	FIRE EXTINGUISHER ANNUAL TRNG
03/15/2013	EV20E	ANNUAL FIRE EXTINGUISHER TRAI
03/15/2013	OP220C	ELECTRONIC DEVICES ONLINE TRA
03/15/2013	OPRU2	TWO DAY RULES CLASS
03/15/2013	PXDN	HEARINGCONSERVATION
03/15/2013	Q222	ERGONOMICS AWARENESS
03/15/2013	RXGFC	FEDERAL REGULATION CFR 217 &
03/15/2013	RXHM	HAZMAT REFRESHER
03/15/2013	RXTC	RULES INSTRUCTION FOR TE&Y
03/15/2013	SFGFSC	GENERAL FATIGUE TRAINING - SH
03/15/2013	SFGHSB	HAZARD COMMUNICATION: THE GLO
03/15/2013	V008	DIESEL EXHAUST RIGHT TO KNOW
03/15/2013	VIED	RAIL SECURITY AWARENESS COURS
03/13/2013	RXHF1	GCOR 6.5: SHOVING MOVEMENTS
03/13/2013	SFBSI	BRAKE STICK TRAINING
02/19/2013	BZ53	WORKING IN RED ZONE
11/18/2012	OP11	TEY CAB COMMUNICATIONS
11/16/2012	RX57	CONTROLLING LOCOS ON GRADE
11/16/2012	RXABH	49 CFR 232.203 HANDS ON AIR B
11/18/2012	RXSE99	STUDENT ENGINEER TRAINING
11/18/2012	SFUM	UNSAFE MOTORIST REPORTING S-4
11/05/2012	RXSE2	STD ENGR PH 2 GCOR AIR BRAKES
10/29/2012	EEO11	EEO OVERVIEW
10/29/2012	EEO11W	EQUAL OPPORTUNITY: EQUAL RESPO
10/29/2012	RXSE1	STUDENT ENGINEER PH 1 MECH FIE
10/18/2012	SF112	GOODWELL COLLISION
08/16/2012	SF114	MASON CITY BRIEFING
07/25/2012	SF112	GOODWELL COLLISION
04/07/2012	RXABH	49 CFR 232.203 HANDS ON AIR BR
12/20/2011	RXABH	49 CFR 232.203 HANDS ON AIR BR
12/19/2011	EEO11W	EQUAL OPPORTUNITY: EQUAL RESPO
10/27/2011	RXABH	49 CFR 232.203 HANDS ON AIR BR
10/20/2011	RXABH	49 CFR 232.203 HANDS ON AIR BR
08/03/2011	BZ53	WORKING IN RED ZONE
08/03/2011	JSA70B	CROSSING TRACKS & DISMOUNTING
08/03/2011	QS02	QSM - WALKING ON OR NEAR TRACK
08/03/2011	QS16	SLIPS,TRIPS,FALLS-WEATHER
08/03/2011	QS50	SHOVING CARS OR ENGINES
08/03/2011	RXRTW1	RETURN TO WORK - PART 1
08/03/2011	VHST	SLIPS,TRIPS,FALLS & GOOD HOUSE
04/04/2011	RXABH	49 CFR 232.203 HANDS ON AIR BR
03/28/2011	OC00E	ATCS GUI ONLINE TRAINING
03/25/2011	DAPV	DRUG AND ALCOHOL POLICY VIGNET

03/25/2011	EEO11	EEO OVERVIEW
03/25/2011	EV20	FIRE EXTINGUISHER ANNUAL TRNG
03/25/2011	EV20E	ANNUAL FIRE EXTINGUISHER TRAI
03/25/2011	HZ93	EMERGENCY RESPONSE PLAN TRNG
03/25/2011	OP220C	ELECTRONIC DEVICES ONLINE TRAI
03/25/2011	OPRU2	TWO DAY RULES CLASS
03/25/2011	OPRZ	RED ZONE, RULE 81.5.4
03/25/2011	OPTBPA	TRACK BREACH PROTECTION PROCES
03/25/2011	PXDN	HEARINGCONSERVATION
03/25/2011	Q213	PROPER USE OF FIRE EXTINGUISHE
03/25/2011	Q222	ERGONOMICS AWARENESS
03/25/2011	RXGFC	FEDERAL REGULATION CFR 217 & C
03/25/2011	RXHM	HAZMAT REFRESHER
03/25/2011	RXRTW1	RETURN TO WORK - PART 1
03/25/2011	RXTC	RULES INSTRUCTION FOR TE&Y
03/25/2011	SFGFSC	GENERAL FATIGUE TRAINING - SH
03/25/2011	SFGHSB	HAZARD COMMUNICATION: THE GLO
03/25/2011	V008	DIESEL EXHAUST RIGHT TO KNOW
03/25/2011	VHST	SLIPS,TRIPS,FALLS & GOOD HOUSE
03/25/2011	VIED	RAIL SECURITY AWARENESS COURS
03/24/2011	OC10TC	FRA HOURS OF DUTY TRAINING-TE&
03/24/2011	OP220	ELECTRONIC DEVICES TRAINING T
03/24/2011	OP220C	ELECTRONIC DEVICES ONLINE TRAI
07/28/2010	HZ89	HAZARDOUS MATERIALS EMERGENCY
07/21/2009	HZ93	EMERGENCY RESPONSE PLAN TRNG
02/21/2009	BZ53	WORKING IN RED ZONE
07/25/2008	LC02	LEADERSHIP CONFERENCE INFO
07/25/2008	RXCF	NEW FEDERAL REGULATION CFR217-
07/25/2008	RXGFC	SHOVE FOUL SWITCHES GFC
07/25/2008	SA22	RED ZONE CONTACT
07/14/2008	RXCT	NEW CONDUCTOR TRAINING
05/28/2008	BCEU	BUSINESS CONDUCT EXPECTATIONS
05/28/2008	EEOV	EEO: COMPLIANCE AND BEYOND (AL
05/28/2008	EO24	FRA EMERGENCY ORDER NO. 24
05/28/2008	HM88	HM232 SECURITY AWARENESS TRNG
05/28/2008	RXABH	CFR49 232.203 HANDS ON TESTING
05/28/2008	RXCF	NEW FEDERAL REGULATION CFR217-
05/28/2008	RXGFC	SHOVE FOUL SWITCHES GFC
05/28/2008	V003	SWITCHING SFTY: THE 5 LIFESAVE
05/28/2008	VH41	SAFETYTHECHOICEISYOURS-TRANSP
05/05/2008	RXSB	SWITCHMAN/BRAKEMAN TRAINING

Examination Information - JOHNSON, MICHAEL B

Examination History On 10/03/2014 — **Record Count: 47**

Exam Date	Pass/Fail	Retest Flag	Percent Correct	Exam Code	Description	Location
09/18/2014	P		100	OPTER	TERRITORY EXAMS	
09/18/2014	P		95	OPTER	TERRITORY EXAMS	
09/18/2014	P		95	OR4A	OPERATING RULES LOCOMOTIVE ENG	
09/18/2014	P		100	RXABE	PROCTORED AIR BRAKE RULES TEST	
09/18/2014	P		95	TER315	NORTHERN/KANSAS CITY: TOPEKA S	
09/18/2014	P		100	TER316	NORTHERN/KANSAS CITY: HERINGTO	
09/17/2014	P		100	ORHM	INSTRUCTIONS FOR HANDLING HAZA	
09/17/2014	P		100	ORRS	RAIL SECURITY AWARENESS TEST	
03/15/2013	P		99	OR4A	OPERATING RULES LOCOMOTIVE ENG	
03/15/2013	P		95	RXABE	PROCTORED AIR BRAKE RULES TEST	
03/14/2013	P		93	ORHM	INSTRUCTIONS FOR HANDLING HAZA	
03/13/2013	P		0	OC10TE	FRA HOURS OF SERVICE - TEY ELE	
03/13/2013	P		100	ORRS	RAIL SECURITY AWARENESS AND FR	
11/18/2012	P		98	OB3F	PROMO TO ENGR (AIR BRAKES)	

11/12/2012	P		99	OB3B	PROMO TO ENGR(OPERATING RULES)	
11/09/2012	P		100	OB3D	PROMO TO ENGR (SIGNALS)	
11/07/2012	P		100	OB3C	PROMO TO ENGR (TRA WAR/BUL)	
11/05/2012	P		97	OB3E	PROMO TO ENGR (PHASE 1)-MECH	
10/22/2012	P		0	OP1D	LOCO ENGRS QUALIF PHYSICAL	
10/22/2012	P		0	OP1T	HEP HEARING TEST	
07/01/2012	P		100	OPTER	TERRITORY EXAMS	
03/25/2011	P		96	OR1A	OPERATING RULES-VER A-CONDUCTO	
03/25/2011	P		100	RXABC	AIR BRAKE EXAM FOR CONDUCTORS	
03/25/2011	P		100	RXTE	TERRITORIAL EXAM	
03/24/2011	P		0	OC10TT	FRA HOURS OF SERVICE - TEY TES	
03/24/2011	P		83	OP220T	ELECTRONIC DEVICES ONLINE TRAI	
03/24/2011	P		100	ORHM	INSTRUCTIONS FOR HANDLING HAZA	
03/24/2011	P		100	ORRS	RAIL SECURITY AWARENESS AND FR	
03/23/2011	P		0	OP1T	HEP HEARING TEST	
08/25/2008	P		100	OR6A	PROMO TO COND (COMPL ALL PARTS	
07/26/2008	P		97	OR6T	CONDUCTOR TRIP FINAL EXAM	
07/18/2008	P		98	OR6E	PROMO TO COND (WORK ORD/FORMS)	
07/14/2008	P		95	OR6R	CONDUCTOR ENTRANCE FINAL	
05/24/2008	P		98	OR6S	SWTCHMN/BRKMN OPER RULES FINAL	
05/22/2008	P		98	OR8D	PROMO TO COND (SIGNALS)	
05/20/2008	P		100	OR6K	SWITCH ALIGNMENT & MOVEMENT AS	
05/19/2008	P		95	OR6C	PROMO TO COND(TR WARR/TR BULT)	
05/18/2008	P		98	OR6F	PROMO TO COND (AIR BRAKES)	
05/14/2008	P		100	OR6G	INITIAL EXAM - INSTRUCTIONS FO	
05/07/2008	P		100	OR6H	PROMO TO COND (SAFETY)	
03/31/2008	P		0	OP1J	SPIROMETRY TESTING	
03/31/2008	P		0	OP1M	AGREEMENT PRE-EMPLOY PHYSICAL	
03/31/2008	P		0	OP1Z	REMOTE CONTROL OPTR QUALIF PHY	
03/27/2008	P		0	OP1J	SPIROMETRY TESTING	
03/27/2008	P		0	OP1M	AGREEMENT PRE-EMPLOY PHYSICAL	
03/27/2008	P		0	OP1T	HEP HEARING TEST	
03/27/2008	P		0	OP1Z	REMOTE CONTROL OPTR QUALIF PHY	

Job History Information - JOHNSON, MICHAEL B

Job History On 10/03/2014 — **Record Count: 97**

Position Start Date	Title	Work Location
10/01/2014	THRU FRT ENGINEER	HERINGTON
09/18/2014	THRU FRT ENGINEER	HERINGTON
09/18/2014	THRU FRT ENGINEER	HERINGTON
09/01/2014	THRU FRT ENGINEER	SALINA
08/28/2014	THRU FRT ENGINEER	HERINGTON
08/28/2014	THRU FRT ENGINEER	HERINGTON
08/22/2014	THRU FRT ENGINEER	HERINGTON
08/21/2014	THRU FRT ENGINEER	HERINGTON
08/19/2014	THRU FRT ENGINEER	HERINGTON
08/17/2014	THRU FRT ENGINEER	HERINGTON
08/15/2014	THRU FRT ENGINEER	HERINGTON
08/07/2014	THRU FRT ENGINEER	HERINGTON
08/03/2014	THRU FRT ENGINEER	HERINGTON
07/30/2014	THRU FRT ENGINEER	HERINGTON
07/28/2014	THRU FRT ENGINEER	HERINGTON
03/19/2014	THRU FRT CONDUCTOR	HERINGTON
02/01/2014	THRU FRT CONDUCTOR	HERINGTON
01/30/2014	THRU FRT BRAKEMAN	HERINGTON
01/20/2014	THRU FRT ENGINEER	HERINGTON
01/05/2014	THRU FRT ENGINEER	HERINGTON
06/01/2013	THRU FRT CONDUCTOR	HERINGTON
05/27/2013	THRU FRT BRAKEMAN	HERINGTON

05/22/2013	THRU FRT FIREMAN	SALINA
05/19/2013	THRU FRT FIREMAN	SALINA
04/15/2013	THRU FRT FIREMAN	SALINA
03/15/2013	THRU FRT FIREMAN	SALINA
03/08/2013	THRU FRT FIREMAN	SALINA
01/28/2013	THRU FRT FIREMAN	SALINA
11/19/2012	THRU FRT FIREMAN	SALINA
11/18/2012	THRU FRT FIREMAN	SALINA
11/09/2012	THRU FRT FIREMAN	SALINA
11/03/2012	THRU FRT FIREMAN	SALINA
09/17/2012	THRU FRT CONDUCTOR	HERINGTON
09/16/2012	THRU FRT BRAKEMAN	HERINGTON
07/08/2012	THRU FRT BRAKEMAN	HERINGTON
05/08/2012	THRU FRT CONDUCTOR	HERINGTON
05/08/2012	THRU FRT BRAKEMAN	HERINGTON
04/30/2012	THRU FRT CONDUCTOR	HERINGTON
04/28/2012	THRU FRT BRAKEMAN	HERINGTON
04/01/2012	THRU FRT CONDUCTOR	HERINGTON
03/28/2012	THRU FRT CONDUCTOR	HERINGTON
03/24/2012	THRU FRT BRAKEMAN	HERINGTON
03/23/2012	THRU FRT CONDUCTOR	HERINGTON
03/22/2012	THRU FRT BRAKEMAN	HERINGTON
03/05/2012	THRU FRT CONDUCTOR	HERINGTON
03/03/2012	THRU FRT BRAKEMAN	HERINGTON
02/07/2012	THRU FRT CONDUCTOR	HERINGTON
01/28/2012	THRU FRT CONDUCTOR	HERINGTON
01/28/2012	THRU FRT CONDUCTOR	HERINGTON
01/28/2012	THRU FRT BRAKEMAN	HERINGTON
01/20/2012	THRU FRT BRAKEMAN	HERINGTON
01/19/2012	THRU FRT BRAKEMAN	HERINGTON
01/18/2012	THRU FRT BRAKEMAN	HERINGTON
01/16/2012	THRU FRT BRAKEMAN	HERINGTON
12/08/2011	THRU FRT CONDUCTOR	HERINGTON
12/08/2011	THRU FRT BRAKEMAN	HERINGTON
11/20/2011	THRU FRT CONDUCTOR	HERINGTON
06/21/2011	THRU FRT BRAKEMAN	SALINA
06/13/2011	THRU FRT CONDUCTOR	HERINGTON
06/12/2011	THRU FRT BRAKEMAN	HERINGTON
06/04/2011	THRU FRT CONDUCTOR	HERINGTON
06/02/2011	THRU FRT BRAKEMAN	HERINGTON
06/02/2011	THRU FRT CONDUCTOR	HERINGTON
05/31/2011	THRU FRT BRAKEMAN	SALINA
05/12/2011	THRU FRT CONDUCTOR	HERINGTON
05/10/2011	THRU FRT BRAKEMAN	HERINGTON
05/05/2011	THRU FRT CONDUCTOR	HERINGTON
04/27/2011	THRU FRT BRAKEMAN	SALINA
03/28/2011	THRU FRT BRAKEMAN	SALINA
03/20/2011	THRU FRT BRAKEMAN	SALINA
03/12/2011	SWITCHMAN BRAKEMAN	SALINA
04/30/2010	THRU FRT BRAKEMAN	HERINGTON
04/29/2010	THRU FRT BRAKEMAN	HERINGTON
04/13/2009	THRU FRT BRAKEMAN	HERINGTON
12/07/2008	THRU FRT BRAKEMAN	HERINGTON
11/30/2008	SWITCHMAN BRAKEMAN	SALINA
11/26/2008	THRU FRT CONDUCTOR	HERINGTON
11/04/2008	THRU FRT BRAKEMAN	HERINGTON
11/02/2008	THRU FRT CONDUCTOR	HERINGTON
10/30/2008	THRU FRT BRAKEMAN	HERINGTON
10/07/2008	THRU FRT BRAKEMAN	HERINGTON
10/01/2008	THRU FRT BRAKEMAN	HERINGTON

10/01/2008	THRU FRT CONDUCTOR	HERINGTON
09/28/2008	THRU FRT CONDUCTOR	HERINGTON
09/22/2008	THRU FRT BRAKEMAN	SALINA
09/04/2008	THRU FRT CONDUCTOR	HERINGTON
08/31/2008	THRU FRT BRAKEMAN	HERINGTON
08/28/2008	THRU FRT BRAKEMAN	HERINGTON
08/27/2008	THRU FRT BRAKEMAN	HERINGTON
06/28/2008	THRU FRT BRAKEMAN	HERINGTON
08/21/2008	SWITCHMAN BRAKEMAN	HERINGTON
08/21/2008	THRU FRT BRAKEMAN	HERINGTON
06/15/2008	SWITCHMAN BRAKEMAN	HERINGTON
08/15/2008	SWITCHMAN BRAKEMAN	HUTCHINSON
05/30/2008	THRU FRT BRAKEMAN	HERINGTON
05/28/2008	THRU FRT BRAKEMAN	HERINGTON
05/05/2008	THRU FRT BRAKEMAN	HERINGTON

Misc Event information - JOHNSON, MICHAEL B

Misc Event Information On 10/03/2014 **Record count: 41**

Event Date	Event Code	Event Description
09/17/2014	EDR1	PROFESSIONAL DEVELOPMENT REVIEW SY MGR ID = 0298174 GILLSON, MICHAE
01/15/2014	EDR1	PROFESSIONAL DEVELOPMENT REVIEW BY MGR ID = 0062385 MERRILL, ROBERT
01/09/2014	SHFN	SYSTEM HEALTH FACILITY NO RESTRICTIONS
09/18/2013	EDR1	PROFESSIONAL DEVELOPMENT REVIEW BY MGR ID = 0436309 GIBSON, SCOTT A
02/19/2013	EDR1	EMPLOYEE DEVELOPMENT REVIEW BY MGR ID = 0021706 WEEKS, BRIAN E
10/16/2012	EDR1	EMPLOYEE DEVELOPMENT REVIEW BY MGR ID = 0436309 GIBSON, SCOTT A
08/17/2012	HZ89	HAZMAT EMERGENCY AWARENESS
08/08/2012	EA01	EXCESSIVE ABSENTEEISM CONFERENCE WITH MTO, TERRY HANKEN. DATES FRO
07/01/2012	RAPD	REASONABLE ACCOMMODATION POLICY DISTRIBUTION
07/01/2012	PD01	POLICY DIRECTIVE-EEO
01/19/2012	EDR1	EMPLOYEE DEVELOPMENT REVIEW BY MGR ID = 0437622 VOGELSBERG, ADAM J
09/01/2011	PD01	POLICY DIRECTIVE - EEO
09/01/2011	RAPD	REASONABLE ACCOMMODATION POLICY DISTRIBUTION
08/03/2011	EDR1	EMPLOYEE DEVELOPMENT REVIEW BY MGR ID = 0118962 MULLIN, KIM R
07/25/2011	HZ89	HAZMAT EMERGENCY AWARENESS
03/28/2011	NEIB	MISCELLANEOUS EVENT FOR NATIONAL BADGING
03/25/2011	EDR1	EMPLOYEE DEVELOPMENT REVIEW BY MGR ID = 0118962 MULLIN, KIM R
08/31/2008	EDR1	EMPLOYEE DEVELOPMENT REVIEW MGRID - 0428467 DOUGLAS L MARTIN
06/04/2008	PD01	POLICY DIRECTIVE-EEO
03/19/2008	NH01	DIRECT DEPOSIT
03/19/2008	NH08	DOT AUTHORIZATION
03/19/2008	NH17	SMOKING POLICY
03/19/2008	NH11	BUSINESS CONDUCT AND ETHICS POLICY
03/19/2008	NH08	FMLA POLICY
03/19/2006	NH14	EEO AFFIRMATIVE ACTION POLICY
03/19/2008	NH18	PERSONAL COMPUTER CONDUCT POLICY
03/19/2008	NH03	VETERAN SELF IDENTIFICATION
03/19/2008	NH12	CONFIDENTIALITY AND INSIDER TRADING POLICY
03/19/2008	NH34	PAT APPLICANT INSTRUCTIONS
03/19/2008	NH05	MEDICAL INSTRUCTION LETTER
03/19/2008	NH32	TERMS AND CONDITIONS OF EMPLOYMENT
03/19/2008	NH30	EYE PROTECTION POLICY
03/19/2008	NH31	SAFETY SHOE POLICY
03/19/2008	NH40	FUEL CARD AND PIN POLICY
03/19/2008	NH07	TRAINING SCRIPT
03/19/2008	NH13	DATA SECURITY POLICY
03/19/2008	NH15	INTERNET SECURITY AND USE POLICY
03/19/2008	NH10	BACKGROUND POLICY
03/19/2008	NH02	W-4
03/19/2008	NH04	I-9 (SECTION 1)

03/19/2008	NH37	LAPTOP POLICY

Ride History Details - JOHNSON, MICHAEL B

Ride History On 10/03/2014

TRAIN RIDE (ONE YEAR)

Employee Name/ID: JOHNSON, MICHAEL B/0436314
MGR Name: MERRILL, ROBERT C/0062385
Circ7: SW148
Start Date: 11/30/2013 06:20 AM
Org Circ7: SW148
Overall Score: 100.00
LDS: 25
FT: 2350
Simulator: N
Manager Comments:

Position: 003
Train: ANGNS27
Stop Date: 11/30/2013 07:40 AM
Dest Circ7: SW096
Evaluation Reason: Performance
MTYS: 0
Helper: N
Miles: 50

Student: N
Event Date: 11/30/2013 06:20 AM
Service Type: Through
TON: 2009
DPU: N
Remote Control Flag: N

Skill Details	Result	Skill Details	Result	Skill Details	Result	Skill Details	Result
Bell	NA	Books	NA	Cab Communication	Pass	Calling Signals	Pass
Conductor Log	Pass	Departure/Insp/Test	Pass	EPA/EDBA	Pass	Form B Track Bulletin	NA
Fuel Conservation	NA	Headlight	NA	Horn	NA	Housekeeping	NA
Job Briefing	Pass	Radio	Pass	Report Defects	NA	Safety Rules	Pass
Securement	NA	Signal Indication	Pass	Speed	NA	Switches / Derails	Pass
Train Inspection	NA	Train Make Up	Pass	Trk Warrant/BLN	Pass		

TRAIN RIDE (ONE YEAR)

Employee Name/ID: JOHNSON, MICHAEL B/0436314
MGR Name: MERRILL, ROBERT C/0062385
Circ7: SW148
Start Date: 06/29/2014 07:50 AM
Org Circ7: SW148
Overall Score: 100.00
LDS: 92
FT: 6535
Simulator: N
Manager Comments:

Position: 001
Train: ZCIBP26
Stop Date: 06/29/2014 10:20 AM
Dest Circ7: SW096
Evaluation Reason: Certification
MTYS: 0
Helper: N
Miles: 50

Student: N
Event Date: 06/29/2014 07:50 AM
Service Type: Through
TON: 5114
DPU: Y
Remote Control Flag: N

Skill Details	Result	Skill Details	Result	Skill Details	Result	Skill Details	Result
Automatic Brake	Pass	Bell	Pass	Books	Pass	Calling Signals	Pass
Controlling Slack	Pass	Departure/Insp/Test	Pass	Dynamic Brakes	Pass	EPA/EDBA	Pass
Fuel Conservation	Pass	Headlight	Pass	Horn	Pass	Independent Brake	Pass
Knows Territory	Pass	Monitor Gauges	Pass	Radio	Pass	Report Defects	Pass
Safety Rules	Pass	Securement	Pass	Signal Indication	Pass	Speed	Pass
Throttle Modulation	Pass	Trk Warrant/BLN	Pass				

Event Recorder History Details - JOHNSON, MICHAEL B

Event Recorder History On 10/03/2014

EVENT RECORDER (ONE YEAR)

Employee Name/ID: JOHNSON, MICHAEL B/0436314
MGR Name: MERRILL, ROBERT C/0062385
Circ7: MX283
Start Date: 01/14/2014 12:03 PM
Org Circ7: KA005
Overall Score: 100.00
LDS: 54
FT: 5215
Tape Removed:
Date and Time: 01/14/2014 18:56
Simulator: N
Manager Comments:

Position: 001
Train: AAMML14
Stop Date: 01/14/2014 06:44 PM
Dest Circ7: SW148
Evaluation Reason: Performance
MTYS: 0
Helper: N
Location: SW148
Miles: 146

Student: N
Event Date: 01/14/2014 12:03 PM
Service Type: Through
TON: 3921
DPU: N
Loco: UP 8414
Remote Control Flag: N

Skill Details	Result	Skill Details	Result	Skill Details	Result	Skill Details	Result
Automatic Brake	Pass	Centering Reverser	Pass	Controlling Slack	Pass	Departure/Insp/Test	Pass
Dynamic Brakes	Pass	Fuel Conservation	Pass	Horn	NA	Independent Brake	Pass
Signal Indication	NA	Speed	Pass	Throttle Modulation	Pass		

EVENT RECORDER (ONE YEAR)

Employee Name/ID: JOHNSON, MICHAEL B/0436314
MGR Name: BROWNING, BENJAMIN S/0305547
Circ7: SW148
Start Date: 01/29/2014 04:40 PM
Org Circ7: SW148

Position: 001
Train: KG4LB28
Stop Date: 01/29/2014 08:50 PM
Dest Circ7: SW279

Student: N
Event Date: 01/29/2014 04:40 PM
Service Type: Through

Human Factors Detail Report on 10/03/2014 as of 08:23

HQ-2014-11

Overall Score: 94.00
LDS: 138
FT: 7693
Tape Removed:
Date and Time: 02/05/2014 11:00
Simulator: N

Evaluation Reason: Performance
MTYS: 0 **TON:** 8376
Helper: N **DPU:** Y
Location: ARC **Loco:** UP 4423
Miles: 128 **Remote Control Flag:** N

Manager Comments: coached on use of automatic brakes.. eng set 21lbs at mcpherson due to signal indication and did not stop to recover air..when using more than 18 lbs of air to controll train speed you must come to a stop and recover before proceding.

Skill Details	Result	Skill Details	Result	Skill Details	Result	Skill Details	Result
Automatic Brake	Coach	Centering Reverser	Pass	Controlling Slack	Pass	Departure/Insp/Test	Pass
Dynamic Brakes	Pass	Fuel Conservation	Pass	Horn	NA	Independent Brake	Pass
Signal Indication	Pass	Speed	Pass	Throttle Modulation	Pass		

EVENT RECORDER (ONE YEAR)

Employee Name/ID: JOHNSON, MICHAEL B/0436314
MGR Name: WEEKS, BRIAN E/0021706
Circ7: KP187
Start Date: 09/03/2014 12:04 AM
Org Circ7: KP187
Overall Score: 100.00
LDS: 7
FT: 974
Tape Removed:
Date and Time: 09/05/2014 00:02
Simulator: N

Position: 001 **Student:** N
Event Date: 09/03/2014 12:04 AM
Train: YSN4902 **Service Type:** Yard
Stop Date: 09/04/2014 04:51 AM
Dest Circ7: KP187
Evaluation Reason: Performance
MTYS: 12 **TON:** 1139
Helper: N **DPU:** N
Location: KP187 **Loco:** UP 732
Miles: 20 **Remote Control Flag:** N

Manager Comments: Yard switching and service industries along Salina Industrial Lead during total tour of duty.

Skill Details	Result	Skill Details	Result	Skill Details	Result	Skill Details	Result
Automatic Brake	NA	Centering Reverser	Pass	Controlling Slack	Pass	Departure/Insp/Test	Pass
Dynamic Brakes	NA	Fuel Conservation	Pass	Horn	Pass	Independent Brake	Pass
Signal Indication	NA	Speed	Pass	Throttle Modulation	Pass		

Employee Score Summary on 10/03/2014

EMPLOYEE SCORE SUMMARY					
Employee Information					
Employee Name:	JOHNSON, MICHAEL B	Employee ID:	0436314	Overall Score:	977

Category wise Score Details			
Train Handling CATEGORY SCORE:			282.00
Event Date	Type of Point Adjustment	Points	Train Handling Score
01/29/2014	ENG Event Recorder	-18.00	282.00
Rule Compliance CATEGORY SCORE:			400.00
Fuel CATEGORY SCORE:			100.00
Education/Involvement CATEGORY SCORE:			95.00
Event Date	Type of Point Adjustment	Points	Education/Involvement Score
09/18/2014	Exam Code:OR4A Result:Pass Score:95.0	-5.00	95.00
Attendance CATEGORY SCORE:			100.00

Human Factors Detail Report on 09/26/2014 as of 11:53

HQ-2014-11

Search Criteria

Employee Name/ID: ROTH, TRACY S - 0435092 **Crew Position:** Engineer

Human Factor Details - ROTH, TRACY S

Employee information

Name: ROTH, TRACY S - 0435092
Engineer Cert: 12/02/2008
RCO Cert:
Conductor Cert: 07/11/2012
Original Hire Date: 01/07/2008
Last ENG Ride: 08/27/2014 (30)
Last CON Ride: 02/05/2014 (233)
Last RCO Ride: (0)
Last ENG ER: 11/13/2013 (317)
Last CON ER: 02/02/2011 (1332)
Last RCO ER: (0)
Last ENG STOP Test: 09/09/2014 (17)
Last RCO STOP Test: (0)
Last 242 FTX Efficiency Test: 09/09/2014 (17)

Assigned DSLE: GILLSON, MICHAEL D
Eng Cert Expir Date: 08/15/2017
RCO Cert Expir Date:
Conductor Expir Date: 08/15/2017

Eval MGR:	FAULKNER, WILLIAM V	Last 12 Month CNT: 2
Eval MGR:	O HARA, MICHAEL J	Last 12 Month CNT: 1
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:	BROWNING, BENJAMIN S	Last 12 Month CNT: 1
Eval MGR:	FIELDER, WILLIAM J	Last 12 Month CNT: 0
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:	GIBSON, SCOTT A	Last 12 Month CNT: 5
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:	GIBSON, SCOTT A	Last 12 Month CNT: 4

Last Rules Exam: GCOR(02/27/2014 - OR4A - 96), Air Brake(02/27/2014 - RXABE - 100), Haz Mat(02/26/2014 - ORHM - 93)
Session B Training(Y/N): N

Discipline History - ROTH, TRACY S

Discipline History On 09/26/2014

07/05/2012

File: 1205141
Current Position: E
Board: RE33
Position Code: 003
Effective Date: 07/06/2012
Incident Date: 07/05/2012
Mile Post:
Days Assigned:

Current Upgrade Level: 3
Employee Name/ID: 0435092/ROTH, TRACY S
Circ7: SW148
OFF: 0305547
Location: 1060
Issuing Officer: BROWNING, BENJAMIN S
Cert Revoke: N
Days Deferred:

Action: 293
Sub Division:
Reason Chgd:
Days Served: 0

Rule Violations: 0060500 0062800 0090200 0700300
Haz Mat Violations:
Tim Tab Violations:
Comments: RUN THROUGH SWITCH DERAILMENT, ON JULY 5, 2012. RULE 70.3, 6.28, 8.2, 6.5 L0+L3=L3 (1 DAY TRAINING)

Certification History - ROTH, TRACY S

Certification History On 09/26/2014 Record Count: 6

Date Entered	Time	Reason	Cert Status Reason	Class	Expiration Date	Service Unit	Entered By
12/02/2008	00:00	CERT		3	08/15/2011	KANSAS CITY	HERNANDEZ, REBECCA A
06/15/2009	00:00	CERT		1	08/15/2011	KANSAS CITY	HERNANDEZ, REBECCA A
07/29/2011	14:26	RECERT		1	08/15/2014	KANSAS CITY	HERNANDEZ, REBECCA A
07/11/2012	09:13	CERT		S	08/15/2014	KANSAS CITY	EQMS, SYSTEM
07/17/2014	13:55	RECERT	Employee has been re-certified by ECL	1	08/15/2017	KANSAS CITY	MCCLELLAND, SARAH A
07/17/2014	13:55	RECERT	Employee has been re-certified by ECL	8	08/15/2017	KANSAS CITY	MCCLELLAND, SARAH A

FTX Summary - ROTH, TRACY S

FTX Summary On 09/26/2014 Record Count: 10

TYPE OF TEST	COUNT	PERCENT COUNT	PASS	COACH	HEAR
01 RED FLAG OR RED LIGHT	5	7.04	5	0	0
02 COMPLIANCE WITH RESTRICTED SPEED	5	7.04	5	0	0
03 BLOCK OR SIGNAL DISPLAYING STOP	14	19.72	14	0	0
05 APPROACH SIGNAL	2	2.82	2	0	0
09 ROAD CROSSING AT GRADE	9	12.68	9	0	0
11 ON BOARD ASSESSMENT	11	15.49	9	2	0
12 EQUIPMENT UNATTENDED	2	2.82	2	0	0
14 AIR BRAKE TESTS	2	2.82	2	0	0
15 OTHER EFFICIENCY TESTS	20	29.17	18	2	0
16 FUEL TESTS	1	1.41	1	0	0
TOTAL %ST: 39.44	71		67	4	0

Training And Evaluation Information - ROTH, TRACY S

Training And Evaluation On 09/26/2014 Record Count: 128

Date	Course Code	Class Description
05/20/2014	OPKCDA	KANSAS CITY DECERTIFICATION A
02/27/2014	DAPV	DRUG AND ALCOHOL POLICY VIGNE

02/27/2014	EEO11	EEO OVERVIEW
02/27/2014	EV20	FIRE EXTINGUISHER ANNUAL TRNG
02/27/2014	EV20E	ANNUAL FIRE EXTINGUISHER TRAI
02/27/2014	OP220C	ELECTRONIC DEVICES ONLINE TRA
02/27/2014	OPRU2	TWO DAY RULES CLASS
02/27/2014	PXDN	HEARINGCONSERVATION
02/27/2014	Q222	ERGONOMICS AWARENESS
02/27/2014	RXGFC	FEDERAL REGULATION CFR 217 &
02/27/2014	RXHM	HAZMAT REFRESHER
02/27/2014	RXTC	RULES INSTRUCTION FOR TE&Y
02/27/2014	SFGFSC	GENERAL FATIGUE TRAINING - SH
02/27/2014	SFGHSB	HAZARD COMMUNICATION: THE GLO
02/27/2014	VIED	RAIL SECURITY AWARENESS COURS
01/16/2014	TTSTA	SINGLE TRACK AUTHORITY FORM -
12/09/2013	HZ89	HAZARDOUS MATERIALS EMERGENCY
11/25/2013	RXABH	49 CFR 232.203 HANDS ON AIR B
11/19/2013	SFGHS	HAZARD COMMUNICATION: THE GLO
10/31/2013	RXRI	RIDING ON MOVING EQUIPMENT
10/01/2013	MDFLU	INFLUENZA: WHAT YOU NEED TO K
10/01/2013	OPSTL	STOP THE LINE
05/23/2013	RXABH	49 CFR 232.203 HANDS ON AIR B
04/07/2013	RXABH	49 CFR 232.203 HANDS ON AIR B
03/20/2013	RXHF1	GCOR 6.5: SHOVING MOVEMENTS
03/20/2013	SFBSI	BRAKE STICK TRAINING
02/20/2013	DAPV	DRUG AND ALCOHOL POLICY VIGNE
02/20/2013	EEO11	EEO OVERVIEW
02/20/2013	EV20	FIRE EXTINGUISHER ANNUAL TRNG
02/20/2013	EV20E	ANNUAL FIRE EXTINGUISHER TRAI
02/20/2013	OP220C	ELECTRONIC DEVICES ONLINE TRA
02/20/2013	OPRU2	TWO DAY RULES CLASS
02/20/2013	PXDN	HEARINGCONSERVATION
02/20/2013	Q222	ERGONOMICS AWARENESS
02/20/2013	RXGFC	FEDERAL REGULATION CFR 217 &
02/20/2013	RXHM	HAZMAT REFRESHER
02/20/2013	RXTC	RULES INSTRUCTION FOR TE&Y
02/20/2013	SFGFSC	GENERAL FATIGUE TRAINING - SH
02/20/2013	SFGHSB	HAZARD COMMUNICATION: THE GLO
02/20/2013	V008	DIESEL EXHAUST RIGHT TO KNOW
02/20/2013	VIED	RAIL SECURITY AWARENESS COURS
11/21/2012	RXABH	49 CFR 232.203 HANDS ON AIR B
11/10/2012	RXABH	49 CFR 232.203 HANDS ON AIR B
11/08/2012	RXABH	49 CFR 232.203 HANDS ON AIR BR
10/01/2012	SFW5	OPERATION RED BLOCK: THE INTR
08/08/2012	SF114	MASON CITY BRIEFING
07/25/2012	SF112	GOODWELL COLLISION
07/23/2012	SF112	GOODWELL COLLISION
07/06/2012	OC10E	FRA HOURS OF SERVICE - COMPLET
07/06/2012	Q220	DRUG AND ALCOHOL/OPERATION RED
07/06/2012	QABTI	AIR BRAKE TESTS AND INSPECTION
05/13/2012	PTCTOW	TRIP OPTIMIZER TRAINING (SELF
06/15/2011	RXABH	49 CFR 232.203 HANDS ON AIR BR
03/01/2011	DAPV	DRUG AND ALCOHOL POLICY VIGNET
03/01/2011	EEO11	EEO OVERVIEW
03/01/2011	EV20	FIRE EXTINGUISHER ANNUAL TRNG
03/01/2011	EV20E	ANNUAL FIRE EXTINGUISHER TRAI
03/01/2011	OP220C	ELECTRONIC DEVICES ONLINE TRAI
03/01/2011	OPRU2	TWO DAY RULES CLASS
03/01/2011	PXDN	HEARINGCONSERVATION
03/01/2011	Q213	PROPER USE OF FIRE EXTINGUISHE
03/01/2011	Q222	ERGONOMICS AWARENESS

03/01/2011	RXGFC	FEDERAL REGULATION CFR 217 & C
03/01/2011	RXHM	HAZMAT REFRESHER
03/01/2011	RXTC	RULES INSTRUCTION FOR TE&Y
03/01/2011	SFGFSC	GENERAL FATIGUE TRAINING - SH
03/01/2011	SFGHSB	HAZARD COMMUNICATION: THE GLO
03/01/2011	V008	DIESEL EXHAUST RIGHT TO KNOW
03/01/2011	VIED	RAIL SECURITY AWARENESS COURS
02/28/2011	OC10TC	FRA HOURS OF DUTY TRAINING-TE&
02/28/2011	OP220	ELECTRONIC DEVICES TRAINING T
02/28/2011	OP220C	ELECTRONIC DEVICES ONLINE TRAI
02/13/2011	OP220	ELECTRONIC DEVICES TRAINING T
02/13/2011	OP220C	ELECTRONIC DEVICES ONLINE TRAI
09/22/2010	JSA12T	PROTECTING AND CONTROLLING SHO
08/20/2010	OPRZ	RED ZONE, RULE 81.5.4
07/28/2010	HZ89	HAZARDOUS MATERIALS EMERGENCY
05/04/2010	DAPV	DRUG AND ALCOHOL POLICY VIGNET
05/04/2010	EV20	FIRE EXTINGUISHER ANNUAL TRNG
05/04/2010	OP220C	ELECTRONIC DEVICES ONLINE TRAI
05/04/2010	PXDN	HEARINGCONSERVATION
05/04/2010	Q222	ERGONOMICS AWARENESS
05/04/2010	RXGFC	NEW FEDERAL REGULATION CFR 217
05/04/2010	RXHM	HAZMAT REFRESHER
05/04/2010	RXTC	RULES INSTRUCTION FOR TE&Y
05/04/2010	V008	DIESEL EXHAUST RIGHT TO KNOW
04/14/2010	JSA70	DEFENSIVE WALKING
07/02/2009	HZ93	EMERGENCY RESPONSE PLAN TRNG
08/03/2009	JSA70B	CROSSING TRACKS & DISMOUNTING
05/01/2009	EEO11	EEO OVERVIEW
05/01/2009	OPRU1	ONE DAY RULES CLASS
04/27/2009	RXSE4	STD ENGR PH 4 COMP FIELD
04/24/2009	RXF8	FIT SIMULATOR TRAINING
04/23/2009	RXF8	FIT SIMULATOR TRAINING
04/22/2009	RXF8	FIT SIMULATOR TRAINING
04/21/2009	RXF8	FIT SIMULATOR TRAINING
04/20/2009	RXF8	FIT SIMULATOR TRAINING
02/21/2009	BZ53	WORKING IN RED ZONE
01/06/2009	Q213	PROPER USE OF FIRE EXTINGUISHE
01/08/2009	Q221	DIESEL EXHAUST - FOR YOUR INFO
01/08/2009	QABTI	AIR BRAKE TESTS AND INSPECTION
12/19/2008	RXSE2	STD ENGR PH 2 GCOR AIR BRAKES
12/18/2006	RXSE99	STUDENT ENGINEER TRAINING
12/16/2008	RX57	CONTROLLING LOCOS ON GRADE
12/15/2008	HZ10	JOB BRIEFING - UP TIH/PIH JOB
12/10/2008	OP11	TEY CAB COMMUNICATIONS
12/08/2008	EEOV1	EEO COMPLIANCE & BEYOND - SEGM
12/02/2008	OP11	TEY CAB COMMUNICATIONS
12/01/2008	EEOV1	EEO COMPLIANCE & BEYOND - SEGM
12/01/2008	EEOV2	EEO COMPLIANCE & BEYOND - SEGM
12/01/2008	EEOV3	EEO COMPLIANCE & BEYOND - SEGM
12/01/2008	RXSE1	STUDENT ENGINEER PH 1 MECH FIE
08/14/2008	RXABH	CFR49 232.203 HANDS ON TESTING
03/21/2008	LC02	LEADERSHIP CONFERENCE INFO
03/10/2006	RXCT	NEW CONDUCTOR TRAINING
03/09/2008	HM68	HMZ32 SECURITY AWARENESS TRNG
03/09/2008	Q212	RAIL SECURITY AWARENESS (MEETS
01/30/2008	BCEU	BUSINESS CONDUCT EXPECTATIONS
01/30/2008	EEOV	EEO: COMPLIANCE AND BEYOND (AL
01/30/2008	EO24	FRA EMERGENCY ORDER NO. 24
01/30/2008	HM88	HMZ32 SECURITY AWARENESS TRNG
01/30/2008	PXUP	WHATSUP

01/30/2008	RXABH	CFR49 232.203 HANDS ON TESTING
01/30/2008	V003	SWITCHING SFTY: THE 5 LIFESAVE
01/30/2008	VH41	SAFETYTHECHOICEISYOURS-TRANSP
01/07/2008	RXSB	SWITCHMAN/BRAKEMAN TRAINING

Examination Information - ROTH, TRACY S

Examination History On 09/26/2014 — **Record Count: 67**

Exam Date	Pass/Fail	Retest Flag	Percent Correct	Exam Code	Description	Location
07/16/2014	P		0	OP1D	LOCO ENGRS QUALIF PHYSICAL	
07/16/2014	P		0	OP1T	HEP HEARING TEST	
07/16/2014	P		0	OP1Z	REMOTE CONTROL OPTR QUALIF PHY	
02/27/2014	P		0	OP220T	ELECTRONIC DEVICES ONLINE TRAI	
02/27/2014	P		96	OR4A	OPERATING RULES LOCOMOTIVE ENG	
02/27/2014	P		100	RXABE	PROCTORED AIR BRAKE RULES TEST	
02/26/2014	P		100	OPTER	TERRITORY EXAMS	
02/26/2014	P		93	ORHM	INSTRUCTIONS FOR HANDLING HAZA	
02/26/2014	P		100	ORRS	RAIL SECURITY AWARENESS TEST	
02/28/2014	P		100	TER315	NORTHERN/KANSAS CITY: TOPEKA S	
02/28/2014	P		100	TER318	NORTHERN/KANSAS CITY: HERINGTO	
02/20/2013	P		0	OC10TE	FRA HOURS OF SERVICE - TEY ELE	
02/20/2013	P		100	OPTER	TERRITORY EXAMS	
02/20/2013	P		99	OR4A	OPERATING RULES LOCOMOTIVE ENG	
02/20/2013	P		95	RXABE	PROCTORED AIR BRAKE RULES TEST	
02/20/2013	P		100	TER315	NORTHERN/KANSAS CITY: TOPEKA S	
02/20/2013	P		100	TER316	NORTHERN/KANSAS CITY: HERINGTO	
02/19/2013	P		100	ORHM	INSTRUCTIONS FOR HANDLING HAZA	
02/19/2013	P		90	ORRS	RAIL SECURITY AWARENESS AND FR	
07/01/2012	P		100	OPTER	TERRITORY EXAMS	
02/28/2012	P		100	OPTER	TERRITORY EXAMS	
02/28/2012	P		90	OPTER	TERRITORY EXAMS	
02/28/2012	P		97	OR4A	OPERATING RULES LOCOMOTIVE ENG	
02/28/2012	P		93	ORHM	INSTRUCTIONS FOR HANDLING HAZA	
02/28/2012	P		100	RXABE	PROCTORED AIR BRAKE RULES TEST	
02/28/2012	P		100	TER315	NORTHERN/KANSAS CITY: TOPEKA S	
02/28/2012	P		90	TER318	NORTHERN/KANSAS CITY: HERINGTO	
02/27/2012	P		0	OC10TE	FRA HOURS OF SERVICE - TEY ELE	
02/27/2012	P		100	ORRS	RAIL SECURITY AWARENESS AND FR	
07/15/2011	P		0	OP1D	LOCO ENGRS QUALIF PHYSICAL	
07/15/2011	P		0	OP1T	HEP HEARING TEST	
03/01/2011	P		92	OR4A	OPERATING RULES LOCOMOTIVE ENG	
03/01/2011	P		100	ORHM	INSTRUCTIONS FOR HANDLING HAZA	
03/01/2011	P		90	RXABE	PROCTORED AIR BRAKE RULES TEST	
03/01/2011	P		100	RXTE	TERRITORIAL EXAM	
02/28/2011	P		0	OC10TT	FRA HOURS OF SERVICE - TEY TES	
02/28/2011	P		83	OP220T	ELECTRONIC DEVICES ONLINE TRAI	
02/28/2011	P		100	ORRS	RAIL SECURITY AWARENESS AND FR	
02/13/2011	P		83	OP220T	ELECTRONIC DEVICES ONLINE TRAI	
05/04/2010	P		98	OR4A	OPERATING RULES LOCOMOTIVE ENG	
05/04/2010	P		100	ORHM	INSTRUCTIONS FOR HANDLING HAZA	
05/04/2010	P		100	ORRS	RAIL SECURITY AWARENESS AND FR	
05/04/2010	P		100	RXABE	PROCTORED AIR BRAKE RULES TEST	
05/04/2010	P		85	RXTE	TERRITORIAL EXAM	
05/01/2009	P		91	OB3J	PROMO TO ENGR (PHASE 4 FINAL)	
12/19/2008	P		97	OB3F	PROMO TO ENGR (AIR BRAKES)	
12/15/2008	P		99	OB3B	PROMO TO ENGR(OPERATING RULES)	
12/12/2008	P		99	OB3D	PROMO TO ENGR (SIGNALS)	
12/10/2008	P		95	OB3C	PROMO TO ENGR (TRA WAR/BUL)	
12/08/2008	P		99	OB3E	PROMO TO ENGR (PHASE 1)-MECH	
12/01/2008	P		0	OP1D	LOCO ENGRS QUALIF PHYSICAL	

12/01/2008	P		0	OP1T	HEP HEARING TEST	
03/22/2006	P		94	OR6T	CONDUCTOR TRIP FINAL EXAM	
03/14/2006	P		90	OR6E	PROMO TO COND (WORK ORD/FORMS)	
03/10/2008	P		92	OR6R	CONDUCTOR ENTRANCE FINAL	
03/09/2008	P		0	SECUR	Q212	
01/26/2008	P		100	OR6S	SWTCHMN/BRKMN OPER RULES FINAL	
01/24/2008	P		97	OR6D	PROMO TO COND (SIGNALS)	
01/22/2008	P		96	OR6C	PROMO TO COND(TR WARR/TR BULT)	
01/18/2006	P		96	OR6G	INITIAL EXAM - INSTRUCTIONS FO	
01/16/2008	P		92	OR6F	PROMO TO COND (AIR BRAKES)	
01/14/2008	P		100	OR6K	SWITCH ALIGNMENT & MOVEMENT AS	
01/09/2008	P		98	OR6H	PROMO TO COND (SAFETY)	
12/20/2007	P		0	OP1J	SPIROMETRY TESTING	
12/20/2007	P		0	OP1M	AGREEMENT PRE-EMPLOY PHYSICAL	
12/20/2007	P		0	OP1Z	REMOTE CONTROL OPTR QUALIF PHY	
12/19/2007	P		0	OP1T	HEP HEARING TEST	

Job History Information - ROTH, TRACY S

Job History On 09/26/2014 — **Record Count: 115**

Position Start Date	Title	Work Location
07/22/2014	THRU FRT ENGINEER	HERINGTON
07/20/2014	THRU FRT ENGINEER	HERINGTON
07/14/2014	THRU FRT ENGINEER	HERINGTON
07/04/2014	THRU FRT ENGINEER	HERINGTON
06/17/2014	THRU FRT CONDUCTOR	HERINGTON
06/15/2014	THRU FRT BRAKEMAN	HERINGTON
05/20/2014	THRU FRT CONDUCTOR	HERINGTON
02/27/2014	THRU FRT CONDUCTOR	HERINGTON
12/03/2013	THRU FRT CONDUCTOR	HERINGTON
12/01/2013	THRU FRT BRAKEMAN	HERINGTON
11/27/2013	THRU FRT ENGINEER	HERINGTON
11/16/2013	THRU FRT ENGINEER	HERINGTON
11/01/2013	THRU FRT ENGINEER	HERINGTON
07/08/2013	THRU FRT CONDUCTOR	HERINGTON
07/07/2013	THRU FRT ENGINEER	HERINGTON
06/30/2013	THRU FRT ENGINEER	HERINGTON
06/12/2013	THRU FRT BRAKEMAN	HERINGTON
02/20/2013	THRU FRT CONDUCTOR	HERINGTON
01/17/2013	THRU FRT CONDUCTOR	HERINGTON
01/02/2013	THRU FRT BRAKEMAN	HERINGTON
12/09/2012	THRU FRT CONDUCTOR	HERINGTON
12/08/2012	THRU FRT CONDUCTOR	HERINGTON
10/31/2012	THRU FRT ENGINEER	HERINGTON
05/05/2012	THRU FRT CONDUCTOR	HERINGTON
05/04/2012	THRU FRT BRAKEMAN	HERINGTON
05/01/2012	THRU FRT CONDUCTOR	HERINGTON
04/30/2012	THRU FRT BRAKEMAN	HERINGTON
02/28/2012	THRU FRT CONDUCTOR	HERINGTON
02/02/2012	THRU FRT CONDUCTOR	HERINGTON
01/23/2012	THRU FRT CONDUCTOR	HERINGTON
01/21/2012	THRU FRT BRAKEMAN	HERINGTON
01/20/2012	THRU FRT CONDUCTOR	HERINGTON
01/19/2012	THRU FRT BRAKEMAN	HERINGTON
01/17/2012	THRU FRT BRAKEMAN	HERINGTON
01/17/2012	THRU FRT CONDUCTOR	HERINGTON
01/16/2012	THRU FRT CONDUCTOR	HERINGTON
01/16/2012	THRU FRT BRAKEMAN	HERINGTON
01/15/2012	THRU FRT CONDUCTOR	HERINGTON
01/13/2012	THRU FRT BRAKEMAN	HERINGTON

01/10/2012	THRU FRT CONDUCTOR	HERINGTON
01/10/2012	THRU FRT BRAKEMAN	HERINGTON
01/08/2012	THRU FRT CONDUCTOR	HERINGTON
01/08/2012	THRU FRT BRAKEMAN	HERINGTON
12/25/2011	THRU FRT CONDUCTOR	HERINGTON
12/23/2011	THRU FRT BRAKEMAN	HERINGTON
12/12/2011	THRU FRT CONDUCTOR	HERINGTON
12/10/2011	THRU FRT CONDUCTOR	HERINGTON
12/09/2011	THRU FRT BRAKEMAN	HERINGTON
12/04/2011	THRU FRT BRAKEMAN	HERINGTON
12/04/2011	THRU FRT CONDUCTOR	HERINGTON
12/02/2011	THRU FRT BRAKEMAN	HERINGTON
11/28/2011	THRU FRT BRAKEMAN	HERINGTON
11/28/2011	THRU FRT CONDUCTOR	HERINGTON
09/15/2011	THRU FRT CONDUCTOR	HERINGTON
05/15/2011	THRU FRT BRAKEMAN	HERINGTON
05/09/2011	THRU FRT CONDUCTOR	HERINGTON
05/06/2011	THRU FRT BRAKEMAN	HERINGTON
03/30/2011	THRU FRT CONDUCTOR	HERINGTON
03/29/2011	THRU FRT BRAKEMAN	HERINGTON
03/14/2011	THRU FRT CONDUCTOR	HERINGTON
11/24/2010	THRU FRT BRAKEMAN	HERINGTON
11/11/2010	THRU FRT BRAKEMAN	HERINGTON
11/03/2010	THRU FRT BRAKEMAN	HERINGTON
11/03/2010	THRU FRT CONDUCTOR	HERINGTON
10/28/2010	THRU FRT CONDUCTOR	HERINGTON
10/25/2010	THRU FRT BRAKEMAN	HERINGTON
10/12/2010	THRU FRT CONDUCTOR	HERINGTON
10/11/2010	THRU FRT CONDUCTOR	HERINGTON
10/11/2010	THRU FRT BRAKEMAN	HERINGTON
10/08/2010	THRU FRT BRAKEMAN	HERINGTON
10/06/2010	THRU FRT CONDUCTOR	HERINGTON
10/04/2010	THRU FRT BRAKEMAN	HERINGTON
09/30/2010	THRU FRT CONDUCTOR	HERINGTON
09/30/2010	THRU FRT BRAKEMAN	HERINGTON
09/29/2010	THRU FRT CONDUCTOR	HERINGTON
09/22/2010	THRU FRT CONDUCTOR	HERINGTON
09/14/2010	THRU FRT BRAKEMAN	HERINGTON
09/12/2010	THRU FRT CONDUCTOR	HERINGTON
07/06/2010	THRU FRT BRAKEMAN	HERINGTON
05/14/2010	THRU FRT CONDUCTOR	HERINGTON
05/01/2010	THRU FRT CONDUCTOR	HERINGTON
04/29/2010	THRU FRT BRAKEMAN	HERINGTON
04/22/2010	THRU FRT CONDUCTOR	HERINGTON
04/19/2010	THRU FRT CONDUCTOR	HERINGTON
03/29/2010	THRU FRT BRAKEMAN	HERINGTON
01/05/2010	THRU FRT BRAKEMAN	HERINGTON
12/15/2009	THRU FRT BRAKEMAN	HERINGTON
06/15/2009	THRU FRT FIREMAN	HERINGTON
11/30/2008	THRU FRT FIREMAN	HERINGTON
08/25/2008	THRU FRT BRAKEMAN	HERINGTON
08/15/2008	THRU FRT CONDUCTOR	HERINGTON
07/22/2008	THRU FRT BRAKEMAN	OAKLEY
07/20/2008	THRU FRT BRAKEMAN	HERINGTON
07/18/2008	THRU FRT CONDUCTOR	HERINGTON
07/15/2008	THRU FRT BRAKEMAN	HERINGTON
08/13/2008	SWITCHMAN BRAKEMAN	SALINA
08/13/2008	THRU FRT BRAKEMAN	HERINGTON
06/08/2008	THRU FRT BRAKEMAN	HERINGTON
06/06/2008	THRU FRT CONDUCTOR	HERINGTON

06/03/2008	THRU FRT CONDUCTOR	HERINGTON
05/29/2008	THRU FRT BRAKEMAN	HERINGTON
05/25/2008	THRU FRT CONDUCTOR	HERINGTON
05/21/2008	THRU FRT BRAKEMAN	HERINGTON
05/19/2008	THRU FRT CONDUCTOR	HERINGTON
05/15/2008	THRU FRT CONDUCTOR	HERINGTON
05/14/2008	THRU FRT CONDUCTOR	HERINGTON
04/15/2008	THRU FRT BRAKEMAN	HERINGTON
03/09/2008	THRU FRT BRAKEMAN	HERINGTON
02/29/2008	THRU FRT CONDUCTOR	HERINGTON
02/21/2008	THRU FRT BRAKEMAN	HERINGTON
02/20/2008	THRU FRT BRAKEMAN	HERINGTON
02/01/2008	THRU FRT BRAKEMAN	HERINGTON
01/31/2008	THRU FRT BRAKEMAN	HERINGTON
01/28/2008	THRU FRT BRAKEMAN	HERINGTON
01/07/2008	THRU FRT BRAKEMAN	HERINGTON

Misc Event Information - ROTH, TRACY S

Misc Event Information On 09/26/2014 — **Record count: 41**

Event Date	Event Code	Event Description
07/14/2014	CL06	LETTER OF WARNING FOR ATTENDANCE WAS MAILED 07-14-14 VIA US CERT RR
09/13/2013	EDR1	PROFESSIONAL DEVELOPMENT REVIEW BY MGR ID = 0306065 HANKEN, TERRY A
01/14/2013	EDR1	EMPLOYEE DEVELOPMENT REVIEW BY MGR ID = 0306065 HANKEN, TERRY
08/17/2012	HZ89	HAZMAT EMERGENCY AWARENESS
07/23/2012	EDR1	EMPLOYEE DEVELOPMENT REVIEW BY MGR ID = 0306065 HANKEN, TERRY A
07/01/2012	PD01	POLICY DIRECTIVE-EEO
07/01/2012	RAPD	REASONABLE ACCOMMODATION POLICY DISTRIBUTION
01/03/2012	EDR1	EMPLOYEE DEVELOPMENT REVIEW BY MGR ID = 0410086 BELL, COLEMAN S
09/20/2011	EDR1	EMPLOYEE DEVELOPMENT REVIEW BY MGR ID = 0410086 BELL, COLEMAN S
09/01/2011	RAPD	REASONABLE ACCOMMODATION POLICY DISTRIBUTION
09/01/2011	PD01	POLICY DIRECTIVE - EEO
07/25/2011	HZ89	HAZMAT EMERGENCY AWARENESS
03/01/2011	EDR1	EMPLOYEE DEVELOPMENT REVIEW BY MGR ID = 0207779 KRAUSE, MATTHEW A
04/21/2010	EDR1	EMPLOYEE DEVELOPMENT REVIEW BY MGR ID = 0428467 MARTIN, DOUGLAS L
04/08/2009	EDR1	EMPLOYEE DEVELOPMENT REVIEW MGRID - 0347300 MICHAEL P SMITH
09/28/2008	EDR1	EMPLOYEE DEVELOPMENT REVIEW MGRID - 0422757 THOMAS A BROWN
08/04/2008	PD01	POLICY DIRECTIVE-EEO
03/11/2008	SHFN	SYSTEM HEALTH FACILITY NO RESTRICTIONS
02/08/2008	NEIB	MISCELLANEOUS EVENT FOR NATIONAL BADGING
11/30/2007	NH11	BUSINESS CONDUCT AND ETHICS POLICY
11/30/2007	NH40	FUEL CARD AND PIN POLICY
11/30/2007	NH30	EYE PROTECTION POLICY
11/30/2007	NH31	SAFETY SHOE POLICY
11/30/2007	NH10	BACKGROUND POLICY
11/30/2007	NH03	VETERAN SELF IDENTIFICATION
11/30/2007	NH13	DATA SECURITY POLICY
11/30/2007	NH15	INTERNET SECURITY AND USE POLICY
11/30/2007	NH01	DIRECT DEPOSIT
11/30/2007	NH02	W-4
11/30/2007	NH05	MEDICAL INSTRUCTION LETTER
11/30/2007	NH18	PERSONAL COMPUTER CONDUCT POLICY
11/30/2007	NH04	I-9 (SECTION 1)
11/30/2007	NH32	TERMS AND CONDITIONS OF EMPLOYMENT
11/30/2007	NH07	TRAINING SCRIPT
11/30/2007	NH08	DOT AUTHORIZATION
11/30/2007	NH14	EEO AFFIRMATIVE ACTION POLICY
11/30/2007	NH37	LAPTOP POLICY
11/30/2007	NH17	SMOKING POLICY
11/30/2007	NH08	FMLA POLICY

11/30/2007	NH12	CONFIDENTIALITY AND INSIDER TRADING POLICY
11/30/2007	NH34	PAT APPLICANT INSTRUCTIONS

Ride History Details - ROTH, TRACY S

Ride History On 09/26/2014

TRAIN RIDE (ONE YEAR)

Employee Name/ID: ROTH, TRACY S/0435092
MGR Name: BROWNING, BENJAMIN S/0305547
Circ7: MX283
Start Date: 11/25/2013 11:25 AM
Org Circ7: SW096
Overall Score: 100.00
LDS: 112
FT: 7029
Simulator: N
Manager Comments: good ride.. thanks

Position: 001
Train: KG4LBB22
Stop Date: 11/25/2013 01:50 PM
Dest Circ7: SW148
Evaluation Reason: Cartification
MTYS: 0
Helper: N
Miles: 50

Student: N
Event Date: 11/25/2013 11:25 AM
Service Type: Through
TON: 7980
DPU: Y
Remote Control Flag: N

Skill Details	Result	Skill Details	Result	Skill Details	Result	Skill Details	Result
Automatic Brake	Pass	Bell	Pass	Books	Pass	Calling Signals	Pass
Controlling Slack	Pass	Departure/Insp/Test	Pass	Dynamic Brakes	Pass	EPA/EDBA	Pass
Fuel Conservation	Pass	Headlight	Pass	Horn	Pass	Independent Brake	Pass
Knows Territory	Pass	Monitor Gauges	Pass	Radio	Pass	Report Defects	Pass
Safety Rules	Pass	Securement	Pass	Signal Indication	Pass	Speed	Pass
Throttle Modulation	Pass	Trk Warrant/BLN	Pass				

TRAIN RIDE (ONE YEAR)

Employee Name/ID: ROTH, TRACY S/0435092
MGR Name: O HARA, MICHAEL J/0304606
Circ7: MX283
Start Date: 02/05/2014 09:20 AM
Org Circ7: MX283
Overall Score: 100.00
LDS: 0
FT: 6533
Simulator: N
Manager Comments: Pilot crew from B284 (35th st) to K281 (Troost) No exceptions.

Position: 003
Train: GSMYHF31
Stop Date: 02/05/2014 10:53 AM
Dest Circ7: MX283
Evaluation Reason: Familiarization
MTYS: 109
Helper: N
Miles: 12

Student: N
Event Date: 02/05/2014 09:20 AM
Service Type: Through
TON: 3415
DPU: N
Remote Control Flag: N

Skill Details	Result	Skill Details	Result	Skill Details	Result	Skill Details	Result
Bell	Pass	Books	Pass	Cab Communication	Pass	Calling Signals	Pass
Conductor Log	Pass	Departure/Insp/Test	Pass	EPA/EDBA	Pass	Form B Track Bulletin	NA
Fuel Conservation	Pass	Headlight	Pass	Horn	Pass	Housekeeping	Pass
Job Briefing	Pass	Radio	Pass	Report Defects	NA	Safety Rules	Pass
Securement	NA	Signal Indication	Pass	Speed	Pass	Switches / Derails	NA
Train Inspection	Pass	Train Make Up	Pass	Trk Warrant/BLN	NA		

TRAIN RIDE (ONE YEAR)

Employee Name/ID: ROTH, TRACY S/0435092
MGR Name: FAULKNER, WILLIAM V/0408300
Circ7: SW148
Start Date: 08/27/2014 09:24 PM
Org Circ7: SW223
Overall Score: 98.00
LDS: 109
FT: 6534
Simulator: N
Manager Comments: Employees were not calling out all signals

Position: 001
Train: GSJOMR25
Stop Date: 08/27/2014 11:50 PM
Dest Circ7: SW279
Evaluation Reason: Performance
MTYS: 0
Helper: N
Miles: 50

Student: N
Event Date: 08/27/2014 09:24 PM
Service Type: Through
TON: 15471
DPU: Y
Remote Control Flag: N

Skill Details	Result	Skill Details	Result	Skill Details	Result	Skill Details	Result
Automatic Brake	Pass	Bell	Pass	Books	Pass	Calling Signals	Coach
Controlling Slack	Pass	Departure/Insp/Test	Pass	Dynamic Brakes	Pass	EPA/EDBA	Pass
Fuel Conservation	Pass	Headlight	Pass	Horn	Pass	Independent Brake	Pass
Knows Territory	Pass	Monitor Gauges	Pass	Radio	Pass	Report Defects	Pass
Safety Rules	Pass	Securement	Pass	Signal Indication	Pass	Speed	Pass
Throttle Modulation	Pass	Trk Warrant/BLN	Pass				

Event Recorder History Details - ROTH, TRACY S

Event Recorder History On 09/26/2014

EVENT RECORDER (ONE YEAR)

Employee Name/ID: ROTH, TRACY S/0435092
Position: 001
Student: N

Human Factors Detail Report on 09/26/2014 as of 11:53

HQ-2014-11

MGR Name: BROWNING, BENJAMIN S/0305547
Circ7: SW279
Start Date: 11/13/2013 06:10 PM
Org Circ7: SW279
Overall Score: 100.00
LDS: 101
FT: 7153
Tape Removed:
Date and Time: 11/16/2013 06:10
Simulator: N
Manager Comments: good tape.. thanks

Train: ZCIBP11
Stop Date: 11/13/2013 09:10 PM
Dest Circ7: SW148
Evaluation Reason: Performance
MTYS: 0
Helper: N
Location: sw148
Miles: 126

Event Date: 11/13/2013 06:10 PM
Service Type: Through
TON: 5356
DPU: Y
Loco: UP 5603
Remote Control Flag: N

Skill Details	Result	Skill Details	Result	Skill Details	Result	Skill Details	Result
Automatic Brake	Pass	Centering Reverser	Pass	Controlling Slack	Pass	Departure/Insp/Test	Pass
Dynamic Brakes	Pass	Fuel Conservation	Pass	Horn	Pass	independent Brake	Pass
Signal indication	Pass	Speed	Pass	Throttle Modulation	Pass		

Employee Score Summary on 09/26/2014

EMPLOYEE SCORE SUMMARY					
Employee Information					
Employee Name:	ROTH, TRACY S	Employee ID:	0435092	Overall Score:	990

Category wise Score Details			
Train Handling CATEGORY SCORE:			300.00
Rule Compliance CATEGORY SCORE:			394.00
Event Date	Type of Point Adjustment	Points	Rule Compliance Score
08/27/2014	ENG Ride	-6.00	394.00
Fuel CATEGORY SCORE:			100.00
Education/Involvement CATEGORY SCORE:			96.00
Event Date	Type of Point Adjustment	Points	Education/Involvement Score
02/27/2014	Exam Code:OR4A Result:Pass Score:96.0	-4.00	96.00
Attendance CATEGORY SCORE:			100.00

Human Factors Detail Report on 09/26/2014 as of 11:34

HQ-2014-11

Search Criteria

Employee Name/ID: POGUE, ROBERT J - 0465588 **Crew Position:** Engineer

Human Factor Details - POGUE, ROBERT J

Employee Information

Name: POGUE, ROBERT J - 0465588
Engineer Cert:
RCO Cert:
Conductor Cert: 09/01/2014
Original Hire Date: 04/07/2014
Last ENG Ride: (0)
Last CON Ride: (0)
Last RCO Ride: (0)
Last ENG ER: (0)
Last CON ER: (0)
Last RCO ER: (0)
Last ENG STOP Test: (0)
Last RCO STOP Test: (0)
Last 242 FTX Efficiency Test: 09/04/2014 (22)
Last Rules Exam: GCOR(08/07/2014 - OR4A - 91), Air Brake(08/07/2014 - RXABE - 100), Haz Mat(08/06/2014 - ORHM - 100)
Session B Training(Y/N): N

Assigned DSLE:
Eng Cert Expir Date:
RCO Cert Expir Date:
Conductor Expir Date: 08/22/2017
Eval MGR: **Last 12 Month CNT:** 0
Eval MGR: **Last 12 Month CNT:** 0
Eval MGR: **Last 12 Month CNT:** 0
Eval MGR: **Last 12 Month CNT:** 0
Eval MGR: **Last 12 Month CNT:** 0
Eval MGR: **Last 12 Month CNT:** 0
Eval MGR: **Last 12 Month CNT:** 0
Eval MGR: **Last 12 Month CNT:** 0
Eval MGR: HANKEN, TERRY A **Last 12 Month CNT:** 4

Discipline History - POGUE, ROBERT J

Discipline History On 09/26/2014

Sorry! No records found matching the Search Criteria you have entered.

Certification History - POGUE, ROBERT J

Certification History On 09/26/2014 **Record Count: 1**

Date Entered	Time	Reason	Cert Status Reason	Class	Expiration Date	Service Unit	Entered By
09/01/2014	12:52	CERT	Employee has been certified by ECL	8	08/22/2017	KANSAS CITY	MCCARTHY, JORDAN M

FTX Summary - POGUE, ROBERT J

FTX Summary On 09/26/2014 **Record Count: 8**

TYPE OF TEST	COUNT	PERCENT COUNT	PASS	COACH	HEAR
01 RED FLAG OR RED LIGHT	3	7.14	3	0	0
02 COMPLIANCE WITH RESTRICTED SPEED	3	7.14	3	0	0
03 BLOCK OR SIGNAL DISPLAYING STOP	3	7.14	3	0	0
09 ROAD CROSSING AT GRADE	6	14.29	6	0	0
10 SWITCHING	2	4.78	2	0	0
11 ON BOARD ASSESSMENT	16	38.10	15	1	0
14 AIR BRAKE TESTS	1	2.38	1	0	0
15 OTHER EFFICIENCY TESTS	8	19.05	7	1	0
TOTAL %ST: 52.38	42		40	2	0

Training And Evaluation Information - POGUE, ROBERT J

Training And Evaluation On 09/26/2014 **Record Count: 58**

Date	Course Code	Class Description
09/01/2014	OPCC	CONDUCTOR PROFICIENCY CHECKLI
09/01/2014	RXOJT	NEW HIRE AND CONDUCTOR - ON-T
08/09/2014	DAPV	DRUG AND ALCOHOL POLICY VIGNE
08/09/2014	EEO11	EEO OVERVIEW
08/09/2014	EV20	FIRE EXTINGUISHER ANNUAL TRNG
08/09/2014	EV20E	FIRE EXTINGUISHER ANNUAL TRAI
08/09/2014	OP220C	ELECTRONIC DEVICES ONLINE TRA
08/09/2014	OPACS	AUTOMATIC CAB SIGNAL ON-LINE
08/09/2014	OPATC	AUTOMATIC TRAIN CONTROL
08/09/2014	OPCRZ	CAB RED ZONE (CRZ)
08/09/2014	OPRU2	TWO DAY RULES CLASS
08/09/2014	OPSTL	STOP THE LINE
08/09/2014	PXDN	HEARINGCONSERVATION
08/09/2014	Q222	ERGONOMICS AWARENESS
08/09/2014	RXCT	NEW CONDUCTOR TRAINING
08/09/2014	RXDP	TE&Y DERAILMENT PREVENTION &

08/09/2014	RXGFC	FEDERAL REGULATION CFR 217 &
08/09/2014	RXHF1	GCOR 6.5: SHOVING MOVEMENTS
08/09/2014	RXHF2	HUMAN FACTOR INCIDENTS 8YPA
08/09/2014	RXHF3	HUMAN FACTOR INCIDENTS - SECU
08/09/2014	RXHM	HAZMAT REFRESHER
08/08/2014	RXTC	RULES INSTRUCTION FOR TE&Y
08/09/2014	SFBST	BRAKE STICK TRAINING - WORKIN
08/09/2014	SFGFSC	GENERAL FATIGUE TRAINING - SH
08/09/2014	SFGHSB	HAZARD COMMUNICATION: THE GLO
08/09/2014	VIED	RAIL SECURITY AWARENESS COURS
08/05/2014	OPTWCI	TRACK WARRANT CONTROL INCUM
07/31/2014	OPFPB	OPERATING PRACTICES FIRE PREV
07/09/2014	RXABH	49 CFR 232.203 HANDS ON AIR B
05/30/2014	BCEU	BUSINESS CONDUCT EXPECTATIONS
05/30/2014	DAPV	DRUG AND ALCOHOL POLICY VIGNE
05/30/2014	EEO11	EEO OVERVIEW
05/30/2014	EV20	FIRE EXTINGUISHER ANNUAL TRNG
05/30/2014	JSA12T	PROTECTING AND CONTROLLING SH
05/30/2014	JSA70B	CROSSING TRACKS & DISMOUNTING
05/30/2014	OPABB	RCO - AIR BRAKE BASICS
05/30/2014	OPRZ	RED ZONE, RULE 81.5.4
05/30/2014	OPTBPA	TRACK BREACH PROTECTION PROCE
05/30/2014	PXDN	HEARINGCONSERVATION
05/30/2014	Q217	THE SCIENCE OF FATIGUE AND AL
05/30/2014	Q222	ERGONOMICS AWARENESS
05/30/2014	RXABH	49 CFR 232.203 HANDS ON AIR B
05/30/2014	RXGFC	FEDERAL REGULATION CFR 217 &
05/30/2014	RXHM	HAZMAT REFRESHER
05/30/2014	RXTUC	FRA HOURS OF DUTY TRAINING-TE
05/30/2014	RXTWCR	PRESENTATION FOR TWC JOB AID
05/30/2014	SA22	RED ZONE CONTACT
05/30/2014	SFBSI	BRAKE STICK TRAINING
05/30/2014	SFBST	BRAKE STICK TRAINING - WORKIN
05/30/2014	V003	SWITCHING SFTY: THE 5 LIFESAV
05/30/2014	VH41	SAFETYTHECHOICEISYOURS-TRANSP
05/30/2014	VIED	RAIL SECURITY AWARENESS COURS
05/29/2014	SFRBNH	OPERATION REDBLOCK NEW HIRE T
05/25/2014	OP220C	ELECTRONIC DEVICES ONLINE TRA
05/25/2014	OPCRZ	CAB RED ZONE (CRZ)
05/13/2014	OC10TC	FRA HOURS OF DUTY TRAINING-TE
05/06/2014	RXDMVL	DEPARTMENT OF MOTOR VEHICLE L
05/05/2014	RXSB	SWITCHMAN/BRAKEMAN TRAINING

Examination Information - POGUE, ROBERT J

Examination History On 09/26/2014 — **Record Count: 27**

Exam Date	Pass/Fail	Retest Flag	Percent Correct	Exam Code	Description	Location
08/07/2014	P		0	OP220T	ELECTRONIC DEVICES ONLINE TRAI	
08/07/2014	F		0	OP220T	ELECTRONIC DEVICES ONLINE TRAI	
08/07/2014	P		91	OR4A	OPERATING RULES LOCOMOTIVE ENG	
08/07/2014	P		100	RXABE	PROCTORED AIR BRAKE RULES TEST	
08/06/2014	P		100	ORHM	INSTRUCTIONS FOR HANDLING HAZA	
08/06/2014	P		100	ORRS	RAIL SECURITY AWARENESS TEST	
08/01/2014	P		90	OR6E	PROMO TO COND (WORK ORD/FORMS)	
07/31/2014	P		100	OPTER	TERRITORY EXAMS	
07/31/2014	P		95	OPTER	TERRITORY EXAMS	
07/31/2014	P		95	TER315	NORTHERN/KANSAS CITY: TOPEKA S	
07/31/2014	P		100	TER316	NORTHERN/KANSAS CITY: HERINGTO	
07/21/2014	P		97	OR6R	CONDUCTOR ENTRANCE FINAL	
05/29/2014	P		0	OP220T	ELECTRONIC DEVICES ONLINE TRAI	

05/28/2014	P		95	OR6S	SWTCHMN/BRKMN OPER RULES FINAL	
05/25/2014	P		0	OC10TT	FRA HOURS OF SERVICE - TEY TES	
05/22/2014	P		96	OR6F	PROMO TO COND (AIR BRAKES)	
05/22/2014	P		100	OR6K	SWITCH ALIGNMENT & MOVEMENT AS	
05/19/2014	P		98	OR6D	PROMO TO COND (SIGNALS)	
05/15/2014	P		92	OR6C	PROMO TO COND(TR WARR/TR BULT)	
05/12/2014	P		100	OR6G	INITIAL EXAM - INSTRUCTIONS FO	
05/12/2014	P		100	ORRS	RAIL SECURITY AWARENESS TEST	
05/07/2014	P		92	OR6H	PROMO TO COND (SAFETY)	
04/11/2014	P		0	OP1D	LOCO ENGRS QUALIF PHYSICAL	
04/11/2014	P		0	OP1J	SPIROMETRY TESTING	
04/11/2014	P		0	OP1M	AGREEMENT PRE-EMPLOY PHYSICAL	
04/11/2014	P		0	OP1T	HEP HEARING TEST	
04/11/2014	P		0	OP1Z	REMOTE CONTROL OPTR QUALIF PHY	

Job History Information - POGUE, ROBERT J

Job History On 09/26/2014 — **Record Count: 22**

Position Start Date	Title	Work Location
09/20/2014	THRU FRT CONDUCTOR	HERINGTON
09/02/2014	THRU FRT CONDUCTOR	HERINGTON
09/01/2014	THRU FRT BRAKEMAN	HERINGTON
08/27/2014	THRU FRT BRAKEMAN	HERINGTON
08/25/2014	THRU FRT BRAKEMAN	HERINGTON
08/17/2014	THRU FRT BRAKEMAN	HERINGTON
08/06/2014	THRU FRT BRAKEMAN	HERINGTON
07/21/2014	THRU FRT BRAKEMAN	HERINGTON
07/18/2014	THRU FRT BRAKEMAN	HERINGTON
07/17/2014	THRU FRT BRAKEMAN	HERINGTON
07/13/2014	THRU FRT BRAKEMAN	HERINGTON
07/12/2014	THRU FRT BRAKEMAN	HERINGTON
07/05/2014	THRU FRT BRAKEMAN	HERINGTON
06/24/2014	THRU FRT BRAKEMAN	HERINGTON
06/23/2014	THRU FRT BRAKEMAN	HERINGTON
06/15/2014	THRU FRT BRAKEMAN	HERINGTON
06/13/2014	THRU FRT BRAKEMAN	HERINGTON
06/09/2014	THRU FRT BRAKEMAN	HERINGTON
06/06/2014	THRU FRT BRAKEMAN	HERINGTON
06/03/2014	THRU FRT BRAKEMAN	HERINGTON
06/02/2014	THRU FRT BRAKEMAN	HERINGTON
05/05/2014	THRU FRT BRAKEMAN	HERINGTON

Misc Event Information - POGUE, ROBERT J

Misc Event Information On 09/26/2014 — **Record count: 25**

Event Date	Event Code	Event Description
09/06/2014	EDR1	PROFESSIONAL DEVELOPMENT REVIEW BY MGR ID = 0460202 TORRES, MARK A
05/31/2014	EDR1	PROFESSIONAL DEVELOPMENT REVIEW BY MGR ID = 0460202 TORRES, MARK A
04/07/2014	NH30	EYE PROTECTION POLICY
04/07/2014	NH13	DATA SECURITY POLICY
04/07/2014	NH11	BUSINESS CONDUCT & ETHICS
04/07/2014	NH07	TRAINING SCRIPT
04/07/2014	NH41	HAZARDOUS MATERIALS
04/07/2014	NH43	PHOTO RELEASE
04/07/2014	NH02	W4 WITHHOLDINGS
04/07/2014	NH15	INTERNET SECURITY & USE
04/07/2014	NH14	EEO AA POLICY
04/07/2014	NH32	TERMS & CONDITIONS OF EMPLOYMENT
04/07/2014	NH04	I-9 SECTION 1
04/07/2014	NH06	FMLA POLICY
04/07/2014	NH06	DOT AUTHORIZATION

04/07/2014	NH05	MEDICAL INSTRUCTIONS
04/07/2014	NH01	DIRECT DEPOSIT
04/07/2014	NH34	PAT INSTRUCTIONS
04/07/2014	NH10	BACKGROUND POLICY
04/07/2014	NH17	SMOKING POLICY
04/07/2014	NH03	VETERAN SELF IDENTIFICATION
04/07/2014	NH37	LAPTOP POLICY
04/07/2014	NH40	FUEL CARD AND PIN POLICY
04/07/2014	NH12	CONFIDENTIALITY & INSIDER TRADING
04/07/2014	NH31	SAFETY SHOE POLICY

Ride History Details - POGUE, ROBERT J

Ride History On 09/26/2014

Sorry! No records found matching the Search Criteria you have entered.

Event Recorder History Details - POGUE, ROBERT J

Event Recorder History On 09/26/2014

Sorry! No records found matching the Search Criteria you have entered.

Employee Score Summary on 09/26/2014

EMPLOYEE SCORE SUMMARY

Employee Information

Employee Name:	POGUE, ROBERT J	Employee ID:	0465588	Overall Score:	991

Category wise Score Details

Train Handling CATEGORY SCORE:			300.00
Rule Compliance CATEGORY SCORE:			400.00
Fuel CATEGORY SCORE:			100.00
Education/Involvement CATEGORY SCORE:			81.00
Event Date	Type of Point Adjustment	Points	Education/Involvement Score
08/07/2014	Exam Code:OR4A Result:Pass Score:91.0	-9.00	91.00
Attendance CATEGORY SCORE:			100.00

Human Factors Detail Report on 09/26/2014 as of 11:50

HQ-2014-11

Search Criteria

Employee Name/ID: YOUNG, RANDY D - 0464426 **Crew Position:** Conductor

Human Factor Details - YOUNG, RANDY D

Employee Information

Name: YOUNG, RANDY D - 0464426
Engineer Cert:
RCO Cert:
Conductor Cert: 08/01/2014
Original Hire Date: 02/23/2014
Last ENG Ride: (0)
Last CON Ride: (0)
Last RCO Ride: (0)
Last ENG ER: (0)
Last CON ER: (0)
Last RCO ER: (0)
Last ENG STOP Test: (0)
Last RCO STOP Test: (0)
Last 242 FTX Efficiency Test: 09/04/2014 (22)
Last Rules Exam: GCOR(07/10/2014 - OR4A - 97), Air Brake(07/10/2014 - RXABE - 95), Haz Mat(07/09/2014 - ORHM - 93)
Session B Training(Y/N): N

Assigned DSLE:
Eng Cert Expir Date:
RCO Cert Expir Date:
Conductor Expir Date: 10/06/2016

Eval MGR:		Last 12 Month CNT: 0
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:		Last 12 Month CNT: 0
Eval MGR:	HANKEN, TERRY A	Last 12 Month CNT: 3

Discipline History - YOUNG, RANDY D

Discipline History On 09/26/2014

Sorry! No records found matching the Search Criteria you have entered.

Certification History - YOUNG, RANDY D

Certification History On 09/26/2014 Record Count: 1

Date Entered	Time	Reason	Cert Status Reason	Class	Expiration Date	Service Unit	Entered By
08/01/2014	23:56	CERT	Employee has been certified by ECL	6	10/06/2018	KANSAS CITY	BECKWITH, EDWARD E

FTX Summary - YOUNG, RANDY D

FTX Summary On 09/26/2014 Record Count: 7

TYPE OF TEST	COUNT	PERCENT COUNT	PASS	COACH	HEAR
01 RED FLAG OR RED LIGHT	1	4.35	1	0	0
03 BLOCK OR SIGNAL DISPLAYING STOP	2	8.70	2	0	0
05 APPROACH SIGNAL	1	4.35	1	0	0
09 ROAD CROSSING AT GRADE	1	4.35	1	0	0
10 SWITCHING	4	17.39	4	0	0
11 ON BOARD ASSESSMENT	10	43.48	10	0	0
15 OTHER EFFICIENCY TESTS	4	17.39	4	0	0
TOTAL %ST: 47.83	23		23	0	0

Training And Evaluation Information - YOUNG, RANDY D

Training And Evaluation On 09/26/2014 Record Count: 64

Date	Course Code	Class Description
08/01/2014	OPCC	CONDUCTOR PROFICIENCY CHECKLI
08/01/2014	RXOJT	NEW HIRE AND CONDUCTOR - ON-T
07/31/2014	OPFPB	OPERATING PRACTICES FIRE PREV
07/11/2014	DAPV	DRUG AND ALCOHOL POLICY VIGNE
07/11/2014	EEO11	EEO OVERVIEW
07/11/2014	EV20	FIRE EXTINGUISHER ANNUAL TRNG
07/11/2014	EV20E	ANNUAL FIRE EXTINGUISHER TRAI
07/11/2014	OP220C	ELECTRONIC DEVICES ONLINE TRA
07/11/2014	OPACS	AUTOMATIC CAB SIGNAL ON-LINE
07/11/2014	OPATC	AUTOMATIC TRAIN CONTROL
07/11/2014	OPCRZ	CAB RED ZONE (CRZ)
07/11/2014	OPRU2	TWO DAY RULES CLASS
07/11/2014	OPSTL	STOP THE LINE
07/11/2014	PXDN	HEARINGCONSERVATION
07/11/2014	Q222	ERGONOMICS AWARENESS
07/11/2014	RXCT	NEW CONDUCTOR TRAINING
07/11/2014	RXDP	TE&Y DERAILMENT PREVENTION &

07/11/2014	RXGFC	FEDERAL REGULATION CFR 217 &
07/11/2014	RXHF1	GCOR 8.5: SHOVING MOVEMENTS
07/11/2014	RXHF2	HUMAN FACTOR INCIDENTS BYPA
07/11/2014	RXHF3	HUMAN FACTOR INCIDENTS - SECU
07/11/2014	RXHM	HAZMAT REFRESHER
07/11/2014	RXTC	RULES INSTRUCTION FOR TE&Y
07/11/2014	SFBST	BRAKE STICK TRAINING - WORKIN
07/11/2014	SFGFSC	GENERAL FATIGUE TRAINING - SH
07/11/2014	SFGHSB	HAZARD COMMUNICATION: THE GLO
07/11/2014	VIED	RAIL SECURITY AWARENESS COURS
07/07/2014	OPTAT	WORKING WITH TRACK AND TIME
07/07/2014	RXHF1	GCOR 6.5: SHOVING MOVEMENTS
07/07/2014	RXHF2	HUMAN FACTOR INCIDENTS BYPA
07/06/2014	OPSTL	STOP THE LINE
07/06/2014	OPTWCI	TRACK WARRANT CONTROL INCUM
07/06/2014	RXHF3	HUMAN FACTOR INCIDENTS - SECU
07/05/2014	OC00E	ATCS GUI ONLINE TRAINING
06/02/2014	SFRBNH	OPERATION REDBLOCK NEW HIRE T
05/02/2014	BCEU	BUSINESS CONDUCT EXPECTATIONS
05/02/2014	DAPV	DRUG AND ALCOHOL POLICY VIGNE
05/02/2014	EEO11	EEO OVERVIEW
05/02/2014	EV20	FIRE EXTINGUISHER ANNUAL TRNG
05/02/2014	JSA12T	PROTECTING AND CONTROLLING SH
05/02/2014	JSA70B	CROSSING TRACKS & DISMOUNTING
05/02/2014	OPABB	RCO - AIR BRAKE BASICS
05/02/2014	OPRZ	RED ZONE, RULE 61.5.4
05/02/2014	OPTBPA	TRACK BREACH PROTECTION PROCE
05/02/2014	PXDN	HEARINGCONSERVATION
05/02/2014	Q217	THE SCIENCE OF FATIGUE AND AL
05/02/2014	Q222	ERGONOMICS AWARENESS
05/02/2014	RXABH	49 CFR 232.203 HANDS ON AIR B
05/02/2014	RXGFC	FEDERAL REGULATION CFR 217 &
05/02/2014	RXHM	HAZMAT REFRESHER
05/02/2014	RXTUC	FRA HOURS OF DUTY TRAINING-TE
05/02/2014	RXTWCR	PRESENTATION FOR TWC JOB AID
05/02/2014	SA22	RED 2ONE CONTACT
05/02/2014	SFBSI	BRAKE STICK TRAINING
05/02/2014	SFBST	BRAKE STICK TRAINING - WORKIN
05/02/2014	V003	SWITCHING SFTY: THE 5 LIFESAV
05/02/2014	VH41	SAFETYTHECHOICEISYOURS-TRANSP
05/02/2014	VIED	RAIL SECURITY AWARENESS COURS
04/21/2014	TTSTA	SINGLE TRACK AUTHORITY FORM
04/20/2014	OC10TC	FRA HOURS OF DUTY TRAINING-TE
04/15/2014	OP220C	ELECTRONIC DEVICES ONLINE TRA
04/15/2014	OPCRZ	CAB RED ZONE (CRZ)
04/11/2014	RXDMVL	DEPARTMENT OF MOTOR VEHICLE L
04/07/2014	RXSB	SWITCHMAN/BRAKEMAN TRAINING

Examination Information - YOUNG, RANOY D

Examination History On 09/26/2014 — **Record Count: 25**

Exam Date	Pass/Fail	Retest Flag	Percent Correct	Exam Code	Description	Location
07/10/2014	P		100	OPTER	TERRITORY EXAMS	
07/10/2014	P		80	OPTER	TERRITORY EXAMS	
07/10/2014	P		97	OR4A	OPERATING RULES LOCOMOTIVE ENG	
07/10/2014	P		95	RXABE	PROCTORED AIR BRAKE RULES TEST	
07/10/2014	P		100	TER315	NORTHERN/KANSAS CITY: TOPEKA S	
07/10/2014	P		80	TER316	NORTHERN/KANSAS CITY: HERINGTO	
07/09/2014	P		93	ORHM	INSTRUCTIONS FOR HANDLING HAZA	
07/09/2014	P		100	ORRS	RAIL SECURITY AWARENESS TEST	

07/04/2014	P		96	OR6E	PROMO TO COND (WORK ORD/FORMS)	
06/23/2014	P		96	OR6R	CONDUCTOR ENTRANCE FINAL	
04/30/2014	P		96	OR6S	SWTCHMN/BRKMN OPER RULES FINAL	
04/24/2014	P		92	OR6F	PROMO TO COND (AIR BRAKES)	
04/23/2014	P		100	OR6K	SWITCH ALIGNMENT & MOVEMENT AS	
04/21/2014	P		98	OR6D	PROMO TO COND (SIGNALS)	
04/20/2014	P		0	OC10TT	FRA HOURS OF SERVICE - TEY TES	
04/17/2014	P		95	OR6C	PROMO TO COND(TR WARR/TR BULT)	
04/15/2014	P		0	OP220T	ELECTRONIC DEVICES ONLINE TRAI	
04/14/2014	P		100	OR6G	INITIAL EXAM - INSTRUCTIONS FO	
04/14/2014	P		100	OR6S	RAIL SECURITY AWARENESS TEST	
04/09/2014	P		92	OR6H	PROMO TO COND (SAFETY)	
03/04/2014	P		0	OP1D	LOCO ENGRS QUALIF PHYSICAL	
03/04/2014	P		0	OP1J	SPIROMETRY TESTING	
03/04/2014	P		0	OP1M	AGREEMENT PRE-EMPLOY PHYSICAL	
03/04/2014	P		0	OP1T	HEP HEARING TEST	
03/04/2014	P		0	OP1Z	REMOTE CONTROL OPTR QUALIF PHY	

Job History Information - YOUNG, RANDY D

Job History On 09/26/2014

Record Count: 17

Position Start Date	Title	Work Location
06/05/2014	THRU FRT CONDUCTOR	HERINGTON
06/01/2014	THRU FRT BRAKEMAN	HERINGTON
07/26/2014	THRU FRT BRAKEMAN	HERINGTON
07/20/2014	THRU FRT BRAKEMAN	HERINGTON
07/19/2014	THRU FRT BRAKEMAN	HERINGTON
07/13/2014	THRU FRT BRAKEMAN	HERINGTON
07/11/2014	THRU FRT BRAKEMAN	HERINGTON
06/21/2014	THRU FRT BRAKEMAN	HERINGTON
06/16/2014	THRU FRT BRAKEMAN	HERINGTON
05/27/2014	THRU FRT BRAKEMAN	HERINGTON
05/26/2014	THRU FRT BRAKEMAN	HERINGTON
05/20/2014	THRU FRT BRAKEMAN	HERINGTON
05/16/2014	THRU FRT BRAKEMAN	HERINGTON
05/14/2014	THRU FRT BRAKEMAN	HERINGTON
05/08/2014	THRU FRT BRAKEMAN	HERINGTON
05/05/2014	THRU FRT BRAKEMAN	HERINGTON
04/07/2014	THRU FRT BRAKEMAN	HERINGTON

Misc Event Information - YOUNG, RANDY D

Misc Event Information On 09/26/2014

Record count: 23

Event Date	Event Code	Event Description
02/23/2014	NH06	DOT AUTHORIZATION
02/23/2014	NH10	BACKGROUND POLICY
02/23/2014	NH01	DIRECT DEPOSIT
02/23/2014	NH31	SAFETY SHOE POLICY
02/23/2014	NH30	EYE PROTECTION POLICY
02/23/2014	NH40	FUEL CARD AND PIN POLICY
02/23/2014	NH07	TRAINING SCRIPT
02/23/2014	NH13	DATA SECURITY POLICY
02/23/2014	NH11	BUSINESS CONDUCT & ETHICS
02/23/2014	NH37	LAPTOP POLICY
02/23/2014	NH04	I-9 SECTION 1
02/23/2014	NH02	W4 WITHHOLDINGS
02/23/2014	NH15	INTERNET SECURITY & USE
02/23/2014	NH32	TERMS & CONDITIONS OF EMPLOYMENT
02/23/2014	NH14	EEO AA POLICY
02/23/2014	NH06	FMLA POLICY
02/23/2014	NH03	VETERAN SELF IDENTIFICATION

02/23/2014	NH17	SMOKING POLICY
02/23/2014	NH41	HAZARDOUS MATERIALS
02/23/2014	NH12	CONFIDENTIALITY & INSIDER TRADING
02/23/2014	NH05	MEDICAL INSTRUCTIONS
02/23/2014	NH34	PAT INSTRUCTIONS
02/23/2014	NH43	PHOTO RELEASE

Ride History Details - YOUNG, RANDY D

Ride History On 09/26/2014

Sorry! No records found matching the Search Criteria you have entered.

Event Recorder History Details - YOUNG, RANDY D

Event Recorder History On 09/26/2014

Sorry! No records found matching the Search Criteria you have entered.

Employee Score Summary on 09/26/2014

EMPLOYEE SCORE SUMMARY

Employee Information

Employee Name:	YOUNG, RANDY D	**Employee ID:**	0464426	**Overall Score:**	997

Category wise Score Details

Train Handling CATEGORY SCORE:			300.00
Rule Compliance CATEGORY SCORE:			400.00
Fuel CATEGORY SCORE:			100.00
Education/Involvement CATEGORY SCORE:			97.00
Event Date	**Type of Point Adjustment**	**Points**	**Education/Involvement Score**
07/10/2014	Exam Code:OR4A Result:Pass Score:97.0	-3.00	97.00
Attendance CATEGORY SCORE:			100.00

Print this page

EMPLOYEE WORK HISTORY PAGE: 1

DATE: 09/25/14 REQUEST BY: OPPR125

TIME: 08:38 PROGRAM ID: PSTR407

NAME: JOHNSON, MB (MICHAEL) NUMBER: 000436314

START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

LOCAL EFFECTIVE	FUNCTION	CENTRAL DATE/TIME	TRAIN SYMB	ST/RC	CIRC7	BOARD	CREW	POS	TERM
08/25-03:20C	TRK INIT	08/25-01:20	AOKNSR 24	OK0	SW148	XE33	0032	ENG	
08/25-03:20C	LOST WORK	08/25-13:04	AOKNSR 24	OK0	SW148	XE33	0032	ENG	
08/26-08:37C	DISPLACED	08/26-08:37		LB1					
08/26-08:37C	SEN-MOVE	08/26-08:37		LB1	SW148	BE33	0002	ENG	
08/26-09:25C	NOTIFIED	08/26-09:25		LB0	SW148	XE33	0032	ENG	
08/26-10:30C	LOST WORK	08/26-21:58	IDULB 26	LB0	SW148	BE33	0002	ENG	
08/26-15:43C	BID MAINT	08/26-15:43		LB0					
08/26-22:01C	TRK TERM	08/26-21:58	IDULB 26	LB0	SW148	BE33	0002	ENG	
08/27-17:25C	TRK INIT	08/27-15:25	GSHIHP 26	LB0	SW148	BE33	0002	ENG	
08/27-17:25C	LOST WORK	08/28-02:15	GSHIHP 26	LB0	SW148	BE33	0002	ENG	
08/28-09:25C	LAYOFF	08/28-09:25		EA0 LB	SW148	BE33	0002	ENG	
08/28-09:26C	SEN-MOVE	08/28-09:26		EA0	KP187	YE01	SN49	ENG	
08/28-09:26C	COMMENTS 1. EMP CHANGING HUB/ZONE SN/Z2 TO SN/Z1 SELECT AND MOVE								
08/28-12:43C	MARKUP	08/28-12:44		EA0 LB	KP187	YE01	SN49	ENG	
08/28-12:49C	LAYOFF	08/28-12:50		LS0	KP187	YE01	SN49	ENG	
08/28-15:53C	DISPLACED	08/28-15:53		LS1					
08/28-15:53C	NOTIFIED	08/28-15:53		LS0	KP187	YE01	SN49	ENG	
08/28-15:53C	SEN-MOVE	08/28-15:53		LS1	SW148	XE33	0035	ENG	
08/28-16:05C	NOTIFIED	08/28-16:05		LS0	SW148	XE33	0035	ENG	
08/28-20:00C	LOST WORK	08/28-23:08	DH35 28	LS0	SW148	XE33	0035	ENG	
08/28-23:10C	TRK TERM	08/28-23:08	DH35 28	LS0	SW148	XE33	0035	ENG	
08/29-12:49C	LAYOFF	08/29-12:11		LS0	SW148	XE33	0035	ENG	
08/30-03:05C	TRK INIT	08/30-01:05	AOKNSR 28	LS0	SW148	XE33	0035	ENG	
08/30-03:05C	LOST WORK	08/30-16:05	AOKNSR 28	LS0	SW148	XE33	0035	ENG	
08/30-12:49C	LAYOFF	08/30-11:58		LS0	SW148	XE33	0035	ENG	
08/31-11:00C	LOST WORK	08/31-13:40	DH31 31	OK0	SW148	XE33	0035	ENG	
08/31-12:49C	MARKUP	08/31-12:49		LS0	SW148	XE33	0035	ENG	
08/31-13:41C	TRK TERM	08/31-13:40	DH31 31	OK0	SW148	XE33	0035	ENG	
09/01-07:39C	DISPLACED	09/01-07:39		LB1					
09/01-07:39C	SEN-MOVE	09/01-07:39		LB1	SW148	BE33	0002	ENG	
09/01-07:46C	NOTIFIED	09/01-07:46		LB0	SW148	XE33	0035	ENG	
09/01-10:25C	SEN-MOVE	09/01-10:26		OK1	KP187	YE01	SN49	ENG	
09/01-10:25C	COMMENTS 1. EMP CHANGING HUB/ZONE SN/Z2 TO SN/Z1 SELECT AND MOVE								
09/01-10:34C	NOTIFIED	09/01-10:34		OK0	KP187	YE01	SN49	ENG	
09/01-10:52C	TRK TERM	09/01-10:52		OK0	KP187	YE01	SN49	ENG	
09/01-12:30C	TRK INIT	09/01-10:30	UEADEB 28	OK1	KP187	YE01	SN49	ENG	
09/01-12:30C	TRK TERM	09/01-10:52		OK0	KP187	YE01	SN49	ENG	
09/01-16:19C	BID MAINT	09/01-16:19		OK0					
09/01-16:20C	BID MAINT	09/01-16:20		OK0					
09/02-11:26C	COMMENTS CREW DISP COMMENT CHANGED TO : JR MAN FORCED TO SN49								
09/02-23:59C	CALL	09/02-20:14	YSN49 02	OD0	KP187	YE01	SN49	ENG	KP187
09/03-07:46C	TIE UP	09/03-07:46	YSN49 02	OK0	KP187	YE01	SN49	ENG	KP187
09/03-23:59C	CALL	09/03-20:55	YSN49 03	OD0	KP187	YE01	SN49	ENG	KP187
09/04-07:29C	TIE UP	09/04-07:27	YSN49 03	OK0	KP187	YE01	SN49	ENG	KP187
09/04-23:59C	CALL	09/04-20:10	YSN49 04	OD0	KP187	YE01	SN49	ENG	KP187
09/05-07:35C	TIE UP	09/05-07:33	YSN49 04	OK0	KP187	YE01	SN49	ENG	KP187
09/07-17:12C	LAYOFF	09/07-17:12		LS0	KP187	YE01	SN49	ENG	

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09/07-22:06C ASGN CALL 09/07-22:06  YSN49  07 LS0    KP187  YE01 SN49 ENG
09/07-23:59C TRK INIT  09/07-22:06  YSN49  07 LS0    KP187  YE01 SN49 ENG
09/07-23:59C ASGN CALL 09/07-22:09  YSN49  07 LS0    KP187  YE01 SN49 ENG
```

EMPLOYEE WORK HISTORY

PAGE: 2

DATE: 09/25/14

REQUEST BY: OPPR125

TIME: 08:38

PROGRAM ID: PSTR407

NAME: JOHNSON, MB (MICHAEL) NUMBER: 000436314

START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

```
  LOCAL                  CENTRAL
EFFECTIVE    FUNCTION  DATE/TIME  TRAIN SYMB  ST/RC  CIRC7 BOARD CREW POS TERM
------------ --------  ---------- ----------- -----  ----- ----- ---- --- ------
09/07-23:59C LOST WORK 09/08-07:30  YSN49  07 LS0    KP187  YE01 SN49 ENG
09/08-07:30C TRK TERM  09/08-07:30  YSN49  07 LS0    KP187  YE01 SN49 ENG
09/08-17:12C MARKUP    09/08-17:12            LS0    KP187  YE01 SN49 ENG
09/08-20:10C PHON CALL 09/08-20:10  YSN49  08 OK0
09/08-23:59C CALL      09/08-20:10  YSN49  08 OD0    KP187  YE01 SN49 ENG KP187
09/09-07:30C TIE UP    09/09-07:28  YSN49  08 OK0    KP187  YE01 SN49 ENG KP187
09/09-23:59C CALL      09/09-20:13  YSN49  09 OD0    KP187  YE01 SN49 ENG KP187
09/10-07:40C TIE UP    09/10-07:37  YSN49  09 OK0    KP187  YE01 SN49 ENG KP187
09/10-23:59C CALL      09/10-20:03  YSN49  10 OD0    KP187  YE01 SN49 ENG KP187
09/11-07:40C TIE UP    09/11-07:37  YSN49  10 OK0    KP187  YE01 SN49 ENG KP187
09/11-20:13C PHON CALL 09/11-20:13  YSN49  11 OK0
09/11-23:59C CALL      09/11-20:13  YSN49  11 OD0    KP187  YE01 SN49 ENG KP187
09/12-07:32C TIE UP   109/12-07:30I YSN49  11EOK0/   KP187 ZYE01LSN49AENGMKP187
09/14-23:59C CALL      09/14-21:20  YSN49  14 OD0    KP187  YE01 SN49 ENG KP187
09/15-07:45C TIE UP    09/15-07:42  YSN49  14 OK0    KP187  YE01 SN49 ENG KP187
09/15-23:59C CALL      09/15-20:16  YSN49  15 OD0    KP187  YE01 SN49 ENG KP187
09/16-07:35C TIE UP    09/16-07:32  YSN49  15 OK0    KP187  YE01 SN49 ENG KP187
09/16-11:20C DISPLACED 09/16-11:20            LB1
09/16-11:20C NOTIFIED  09/16-11:20            OK0    KP187  YE01 SN49 ENG
09/16-11:20C SEN-MOVE  09/16-11:20            OK1    SW148  RE33 SE09 ENG
09/16-11:26C SEN-MOVE  09/16-11:26            OK1    SW148  TNGT RL41 CON
09/16-17:46C NOTIFIED  09/16-17:46            OK0    SW148  RE33 SE09 ENG
09/17-03:42C ASGN CALL 09/17-03:42  RWNMSS 12 OK0    SW148  TNGT RL41 CON
09/17-05:42C TRK INIT  09/17-03:42  RWNMSS 12 OK0    SW148  RE33 SE09 ENG
09/17-05:42C ASGN CALL 09/17-03:43  RWNMSS 12 OK0    SW148  TNGT RL41 CON
09/17-05:42C LOST WORK 09/17-12:38  RWNMSS 12 OK0    SW148  RE33 SE09 ENG
09/17-08:00C CALL      09/17-04:10  RULE04117 OD0    SW148  TNGT RL41 CON SW148
09/17-15:30C TIE UP    09/17-15:31  RULE04117 OK0    SW148  TNGT RL41 CON SW148
09/17-23:45C ASGN CALL 09/17-23:45  ZTUG4  17 OK0    SW148  TNGT RL41 CON
09/18-01:45C ASGN CALL 09/17-23:47  ZTUG4  17 OK0    SW148  TNGT RL41 CON
09/18-01:45C LOST WORK 09/18-06:29  ZTUG4  17 OD0    SW148  RE33 SE09 ENG
09/18-06:30C TRK TERM  09/18-06:29  ZTUG4  17 OD0    SW148  RE33 SE09 ENG
09/18-08:00C CALL     109/18-04:10I RULE04118EOD0/   SW148 ZTNGTLRL41ACONMSW148
09/18-12:25C TIE UP    09/18-12:22  RULE04118 OK0    SW148  TNGT RL41 CON SW148
09/18-12:25C DISPLACED 09/18-12:34            OK0    SW148  RE33 SE09 ENG
09/18-17:00C PEND MOVE 09/16-11:26            OK1    SW148  TNGT RL41 CON
09/18-17:00C NOTIFIED  09/16-11:26            OK1    SW148  TNGT RL41 CON
09/18-22:42C DENY LOFF 09/18-22:42            PL0    SW148  RE33 SE09 ENG
09/19-06:54C DENY LOFF 09/19-06:54            PL0    SW148  RE33 SE09 ENG
09/19-07:00C LAYOFF   C09/19-07:02M          EPL0O   SW148  RE33ESE09 ENG9
09/19-07:45C ASGN CALL 09/19-07:45  KG4GS  18 PL0    SW148  RE33 SE09 ENG
09/19-09:45C TRK INIT  09/19-07:45  KG4GS  18 PL0    SW148  RE33 SE09 ENG
09/19-09:45C ASGN CALL 09/19-07:46  KG4GS  18 PL0    SW148  RE33 SE09 ENG
09/19-09:45C LOST WORK 09/19-16:13  KG4GS  18 PL0    SW148  RE33 SE09 ENG
09/20-03:59C ASGN CALL 09/20-03:59  DH34   20 PL0    SW148  RE33 SE09 ENG
09/20-05:59C ASGN CALL 09/20-04:01  DH34   20 PL0    SW148  RE33 SE09 ENG
09/20-05:59C LOST WORK 09/20-08:58  DH34   20 OK0    SW148  RE33 SE09 ENG
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09/20-07:00C MARKUP    09/20-07:00            PL0    SW148  RE33 SE09 ENG
09/20-09:00C TRK TERM  09/20-08:58  DH34   20 OK0    SW148  RE33 SE09 ENG
09/21-08:16C LAYOFF    09/21-08:16            PL0    SW148  RE33 SE09 ENG

                              EMPLOYEE WORK HISTORY              PAGE:        3
DATE: 09/25/14                                              REQUEST BY:  OPPR125
TIME: 08:38                                                 PROGRAM ID: PSTR407
NAME: JOHNSON, MB (MICHAEL)      NUMBER: 000436314
 START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

  LOCAL                  CENTRAL
EFFECTIVE    FUNCTION  DATE/TIME  TRAIN SYMB  ST/RC  CIRC7 BOARD CREW POS TERM
------------ --------  ---------- ----------- -----  ----- ----- ---- --- ------
09/21-13:30C ASGN CALL 09/21-13:30  MHNTUX 21 PL0    SW148  RE33 SE09 ENG
09/21-15:30C TRK INIT  09/21-13:30  MHNTUX 21 PL0    SW148  RE33 SE09 ENG
09/21-15:30C ASGN CALL 09/21-13:32  MHNTUX 21 PL0    SW148  RE33 SE09 ENG
09/21-15:30C LOST WORK 09/22-00:38  MHNTUX 21 PL0    SW148  RE33 SE09 ENG
09/22-08:16C MARKUP    09/22-08:16            PL0    SW148  RE33 SE09 ENG
09/22-14:40C ASGN CALL 09/22-14:40  DH32   22 OK0    SW148  RE33 SE09 ENG
09/22-16:40C ASGN CALL 09/22-14:42  DH32   22 OK0    SW148  RE33 SE09 ENG
09/22-16:40C LOST WORK 09/22-19:29  DH32   22 OK0    SW148  RE33 SE09 ENG
09/22-19:30C TRK TERM  09/22-19:29  DH32   22 OK0    SW148  RE33 SE09 ENG
09/23-21:56C OUTB STRT 09/23-21:56  ZG4CI  23 AV0    SW148  RE33 SE09 ENG SW148
09/23-21:56C PHON CALL 09/23-21:57 ZG4CI   23 AV0
09/23-23:55C CALL      09/23-21:57  ZG4CI  23 OD0    SW148  RE33 SE09 ENG SW148
09/24-05:28C TIE UP   109/24-05:28I ZG4CI  23EOK0/   SW148 ZRE33LSE09AENGMSW279
09/24-05:28C QUAL9511  09/24-05:28           OK0                        .
09/24-05:28C QUAL9512  09/24-05:28           OK0
09/24-05:28C QUALHEP   09/24-05:28           OK0
09/24-21:00C OUTB STRT 09/24-21:00  ILXG4X 22 AV0    SW148  RE33 SE09 ENG SW279
09/24-21:01C PHON CALL 09/24-21:04 ILXG4X  22 AV0
09/24-23:00C CALL      09/24-21:04  ILXG4X 22 OD0    SW148  RE33 SE09 ENG SW279
              NO MORE RECORDS FOR THIS CRITERIA
```

END OF REPORT

EMPLOYEE WORK HISTORY

PAGE: 1

DATE: 09/27/14
TIME: 04:31
REQUEST BY: OSUR901
PROGRAM ID: PSTR407
NAME: JOHNSON, MB (MICHAEL) NUMBER: 000436314
START DATE: 01/01/14 END DATE: SORT BY CENTRAL DATE/TIME: N

LOCAL EFFECTIVE	FUNCTION	CENTRAL DATE/TIME	TRAIN SYMB	ST/RC	CIRC7	BOARD	CREW	POS	TERM
01/17-08:38C	LAYOFF	01/17-08:39		LV0 1D	SW148	TE34	0004	ENT	
01/18-11:14C	LAYOFF	01/18-11:14		LS0	SW148	TE34	0004	ENT	
01/25-23:08C	LAYOFF	01/25-23:06		FR0	SW148	TE33	0006	ENT	
02/02-19:49C	LAYOFF	02/02-19:49		LS0	SW148	RT34	KT18	CON	
02/13-11:32C	LAYOFF	02/13-11:32		LV0 1D	SW148	RT34	KT18	CON	
02/16-11:43C	LAYOFF	02/16-11:43		LS0	SW148	RT34	KT18	CON	
03/01-07:11C	LAYOFF	03/01-07:11		LV0 1D	SW148	RT34	KT18	CON	
03/06-21:27C	LAYOFF	03/06-21:27		LV0 1D	SW148	RT34	KT18	CON	
03/14-22:44C	LAYOFF	03/14-22:44		LS0	SW148	RT34	KT18	CON	
03/16-01:44C	LAYOFF	03/16-01:44		LS0	SW148	RT34	KT18	CON	
03/24-08:11C	LAYOFF	03/24-08:11		LS0	SW148	RT34	KT18	CON	
04/03-12:56C	LAYOFF	04/03-12:56		LV0 1D	SW148	RT34	KT18	CON	
04/23-01:37C	LAYOFF	04/23-01:35		FR0	SW148	RT34	KT18	CON	
04/26-00:01C	LAYOFF	04/26-00:06		LV0 1D	SW148	RT34	KT18	CON	
05/10-13:33C	LAYOFF	05/10-13:33		LS0	SW148	RT34	KT18	CON	
05/25-10:58C	LAYOFF	05/25-10:58		LS0	SW148	RT34	KT18	CON	
06/11-20:48C	LAYOFF	06/11-20:48		LS0	SW148	RT34	KT18	CON	
06/22-08:13C	LAYOFF	06/22-08:13		LS0	SW148	RT34	KT18	CON	
07/03-03:23C	LAYOFF	07/03-03:20		FR0	SW148	RT34	KT18	CON	
07/05-11:04C	LAYOFF	07/05-11:04		LS0	SW148	RT34	KT18	CON	
07/07-08:47C	LAYOFF	07/07-08:47		LV0 1D	SW148	RT34	KT18	CON	
07/14-23:08C	LAYOFF	07/14-23:08		LV0 1D	SW148	RT34	KT18	CON	
07/26-01:07C	LAYOFF	07/26-01:07		XR0	SW148	RT34	KT18	CON	
07/27-11:14C	LAYOFF	07/27-11:14		LV0 1D	SW148	RT34	KT18	CON	
07/28-11:14C	LAYOFF	07/28-05:19		LV0 1D	SW148	RT34	KT18	CON	
08/03-18:22C	LAYOFF	08/03-18:20		FR0	SW148	TE34	0001	ENT	
08/11-10:31C	LAYOFF	08/11-10:29		FR0	SW148	RE33	SE13	ENG	
08/17-04:12C	LAYOFF	08/17-04:12		LS0	SW148	RT34	KT18	CON	
08/19-16:02C	LAYOFF	08/19-16:02		PL0	SW148	RE33	SE15	ENG	
08/28-09:25C	LAYOFF	08/28-09:25		EA0 LB	SW148	BE33	0002	ENG	
08/28-12:49C	LAYOFF	08/28-12:50		LS0	KP187	YE01	SN49	ENG	
08/29-12:49C	LAYOFF	08/29-12:11		LS0	SW148	XE33	0035	ENG	
08/30-12:49C	LAYOFF	08/30-11:58		LS0	SW148	XE33	0035	ENG	
09/07-17:12C	LAYOFF	09/07-17:12		LS0	KP187	YE01	SN49	ENG	
09/19-07:00C	LAYOFF	09/19-07:02		PL0	SW148	RE33	SE09	ENG	
09/21-08:16C	LAYOFF	09/21-08:16		PL0	SW148	RE33	SE09	ENG	
09/25-19:05C	LAYOFF	09/25-19:06		IP0	SW148	RE33	SE09	ENG	

NO MORE RECORDS FOR THIS CRITERIA

Print this page

EMPLOYEE WORK HISTORY PAGE: 1

DATE: 09/25/14 REQUEST BY: OPPR125

TIME: 08:41 PROGRAM ID: PSTR407

NAME: ROTH, TS (TRACY) NUMBER: 000435092

START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

LOCAL EFFECTIVE	FUNCTION	CENTRAL DATE/TIME	TRAIN SYMB	ST/RC	CIRC7	BOARD	CREW	POS	TERM
08/25-01:45C	ASGN CALL	08/25-01:45	ZTUG4 24	LV0 1D	SW148	RE33	SE11	ENG	
08/25-03:45C	ASGN CALL	08/25-01:47	ZTUG4 24	LV0 1D	SW148	RE33	SE11	ENG	
08/25-08:00C	TRK INIT	08/25-06:00	MWTKC 25	LV0 1D	SW148	RE33	SE11	ENG	
08/25-08:00C	LOST WORK	08/25-20:41	MWTKC 25	LV0 1D	SW148	RE33	SE11	ENG	
08/25-13:01C	MARKUP	08/25-13:01		LV0 1D	SW148	RE33	SE11	ENG	
08/26-13:10C	LOST WORK	08/26-22:53	ZG4CI 26	OK0	SW148	RE33	SE11	ENG	
08/26-22:56C	TRK TERM	08/26-22:53	ZG4CI 26	OK0	SW148	RE33	SE11	ENG	
08/27-13:45C	OUTB STRT	08/27-13:45	GSJOMR 25	AV0	SW148	RE33	SE11	ENG	SW148
08/27-13:45C	PHON CALL	08/27-13:46	GSJOMR 25	AV0					
08/27-15:45C	CALL	08/27-13:46	GSJOMR 25	OD0	SW148	RE33	SE11	ENG	SW148
08/27-20:00C	TRK INIT	08/27-18:00	ILXMND 24	OD0	SW148	RE33	SE11	ENG	
08/27-20:00C	LOST WORK	08/28-06:32	ILXMND 24	OD0	SW148	RE33	SE11	ENG	
08/28-00:05C	TIE UP	08/28-00:05	GSJOMR 25	OK0	SW148	RE33	SE11	ENG	SW279
08/28-00:06C	QUAL9511	08/28-00:06		OK0					
08/28-00:06C	QUAL9512	08/28-00:06		OK0					
08/28-00:06C	QUALHEP	08/28-00:06		OK0					
08/28-12:35C	OUTB STRT	08/28-12:35	ILXDUX 25	AV0	SW148	RE33	SE11	ENG	SW279
08/28-12:35C	PHON CALL	08/28-12:36	ILXDUX 25	AV0					
08/28-14:35C	CALL	08/28-12:36	ILXDUX 25	OD0	SW148	RE33	SE11	ENG	SW279
08/28-21:44C	QUAL9512	08/28-21:44		OK0					
08/28-21:44C	QUAL9511	08/28-21:44		OK0					
08/28-21:44C	QUALHEP	08/28-21:44		OK0					
08/28-21:45C	TIE UP	08/28-21:44	ILXDUX 25	OK0	SW148	RE33	SE11	ENG	SW148
08/29-02:30C	TRK TERM	08/29-00:34		OK0	SW148	RE33	SE11	ENG	
08/29-04:15C	TRK INIT	08/29-02:15	MDMHN 28	OK0	SW148	RE33	SE11	ENG	
08/29-04:15C	LOST WORK	08/29-17:33	MDMHN 28	OK0	SW148	RE33	SE11	ENG	
08/29-17:35C	TRK TERM	08/29-17:33	MDMHN 28	OK0	SW148	RE33	SE11	ENG	
08/29-22:00C	OUTB STRT	08/29-22:00	MHNEP 30	AV0	SW148	RE33	SE11	ENG	SW148
08/29-22:00C	PHON CALL	08/29-22:01	MHNEP 30	AV0					
08/30-00:00C	CALL	08/29-22:01	MHNEP 30	OD0	SW148	RE33	SE11	ENG	SW148
08/30-05:14C	QUAL9511	08/30-05:14		OK0					
08/30-05:14C	QUAL9512	08/30-05:14		OK0					
08/30-05:14C	QUALHEP	08/30-05:14		OK0					
08/30-05:15C	TIE UP	08/30-05:14	MHNEP 30	OK0	SW148	RE33	SE11	ENG	SW279
08/30-10:15C	TRK INIT	08/30-08:15	KLBDU 26	OK0	SW148	RE33	SE11	ENG	
08/30-10:15C	LOST WORK	08/30-17:48	KLBDU 26	OK0	SW148	RE33	SE11	ENG	
08/30-22:25C	OUTB STRT	08/30-22:25	KLBDU 28	AV0	SW148	RE33	SE11	ENG	SW279
08/30-22:25C	PHON CALL	08/30-22:26	KLBDU 28	AV0					
08/31-00:25C	CALL	08/30-22:26	KLBDU 28	OD0	SW148	RE33	SE11	ENG	SW279
08/31-07:20C	TIE UP	08/31-07:23	KLBDU 28	OK0	SW148	RE33	SE11	ENG	SW148
08/31-07:23C	QUAL9512	08/31-07:23		OK0					
08/31-07:23C	QUAL9511	08/31-07:23		OK0					
08/31-07:23C	QUALHEP	08/31-07:23		OK0					
08/31-16:00C	LOST WORK	08/31-19:00	DH35 31	PL0	SW148	RE33	SE11	ENG	
08/31-17:13C	DENY LOFF	08/31-17:13		PL0	SW148	RE33	SE11	ENG	
08/31-17:17C	LAYOFF	08/31-17:18		PL0	SW148	RE33	SE11	ENG	
08/31-19:00C	TRK TERM	08/31-19:00	DH35 31	PL0	SW148	RE33	SE11	ENG	

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09/01-00:20C ASGN CALL 09/01-00:20  KG1LAB 31 PL0    SW148  RE33 SE11 ENG
09/01-02:20C ASGN CALL 09/01-00:22  KG1LAB 31 PL0    SW148  RE33 SE11 ENG
09/01-17:17C MARKUP    09/01-17:17            PL0    SW148  RE33 SE11 ENG
```

EMPLOYEE WORK HISTORY

PAGE: 2

DATE: 09/25/14

REQUEST BY: OPPR125

TIME: 08:41

PROGRAM ID: PSTR407

NAME: ROTH, TS (TRACY) NUMBER: 000435092

START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

LOCAL EFFECTIVE	FUNCTION	CENTRAL DATE/TIME	TRAIN SYMB	ST/RC	CIRC7	BOARD	CREW	POS	TERM
09/02-02:00C	TRK INIT	09/02-00:00	AOKNSR 31	OK0	SW148	RE33	SE11	ENG	
09/02-02:00C	LOST WORK	09/02-13:34	AOKNSR 31	OK0	SW148	RE33	SE11	ENG	
09/02-02:15C	ASGN CALL	09/02-02:15	ANGNS 31	OK0	SW148	RE33	SE11	ENG	
09/02-04:15C	ASGN CALL	09/02-02:18	ANGNS 31	OK0	SW148	RE33	SE11	ENG	
09/02-22:45C	OUTB STRT	09/02-22:45	SBMHU 30	AV0	SW148	RE33	SE11	ENG	SW148
09/02-22:45C	PHON CALL	09/02-22:46	SBMHU 30	AV0					
09/03-00:45C	CALL	09/02-22:46	SBMHU 30	OD0	SW148	RE33	SE11	ENG	SW148
09/03-04:00C	LOST WORK	09/03-13:56	MNPFW 29	OK0	SW148	RE33	SE11	ENG	
09/03-09:20C	TIE UP	09/03-09:20	SBMHU 30	OK0	SW148	RE33	SE11	ENG	SW279
09/03-09:20C	QUAL9511	09/03-09:20		OK0					
09/03-09:20C	QUAL9512	09/03-09:20		OK0					
09/03-09:20C	QUALHEP	09/03-09:20		OK0					
09/03-13:58C	TRK TERM	09/03-13:56	MNPFW 29	OK0	SW148	RE33	SE11	ENG	
09/04-01:45C	OUTB STRT	09/04-01:45	MTUKC 02	AV0	SW148	RE33	SE11	ENG	SW279
09/04-01:45C	PHON CALL	09/04-01:48	MTUKC 02	AV0					
09/04-03:45C	CALL	09/04-01:48	MTUKC 02	OD0	SW148	RE33	SE11	ENG	SW279
09/04-13:19C	QUAL9512	09/04-13:19		OK0					
09/04-13:19C	QUAL9511	09/04-13:19		OK0					
09/04-13:19C	QUALHEP	09/04-13:19		OK0					
09/04-13:20C	TIE UP	09/04-13:19	MTUKC 02	OK0	SW148	RE33	SE11	ENG	SW148
09/04-22:35C	TRK INIT	09/04-20:35	ZCIG4 03	OK0	SW148	RE33	SE11	ENG	
09/04-22:35C	LOST WORK	09/05-04:18	ZCIG4 03	OK0	SW148	RE33	SE11	ENG	
09/05-05:50C	OUTB STRT	09/05-05:50	KG4LB 04	AV0	SW148	RE33	SE11	ENG	SW148
09/05-05:50C	PHON CALL	09/05-05:51	KG4LB 04	AV0					
09/05-07:50C	CALL	09/05-05:51	KG4LB 04	OD0	SW148	RE33	SE11	ENG	SW148
09/05-16:49C	QUAL9511	09/05-16:49		OK0					
09/05-16:49C	QUAL9512	09/05-16:49		OK0					
09/05-16:49C	QUALHEP	09/05-16:49		OK0					
09/05-16:50C	TIE UP	09/05-16:49	KG4LB 04	OK0	SW148	RE33	SE11	ENG	SW279
09/06-03:30C	LOST WORK	09/06-11:10	IG4LBR 04	OD0	SW148	RE33	SE11	ENG	
09/06-05:35C	OUTB STRT	09/06-05:35	ZTUG4 05	AV0	SW148	RE33	SE11	ENG	SW279
09/06-05:35C	PHON CALL	09/06-05:36	ZTUG4 05	AV0					
09/06-07:35C	CALL	09/06-05:36	ZTUG4 05	OD0	SW148	RE33	SE11	ENG	SW279
09/06-11:12C	TRK TERM	09/06-11:10	IG4LBR 04	OD0	SW148	RE33	SE11	ENG	
09/06-19:07C	QUAL9512	09/06-19:07		OK0					
09/06-19:07C	QUAL9511	09/06-19:07		OK0					
09/06-19:07C	QUALHEP	09/06-19:07		OK0					
09/06-19:10C	TIE UP	09/06-19:07	ZTUG4 05	OK0	SW148	RE33	SE11	ENG	SW148
09/07-10:30C	TRK INIT	09/07-08:30	ZTUG4 06	OK0	SW148	RE33	SE11	ENG	
09/07-10:30C	LOST WORK	09/07-15:10	ZTUG4 06	OK0	SW148	RE33	SE11	ENG	
09/07-18:30C	OUTB STRT	09/07-18:30	MKSTU 07	AV0	SW148	RE33	SE11	ENG	SW148
09/07-18:30C	PHON CALL	09/07-18:31	MKSTU 07	AV0					
09/07-20:30C	CALL	09/07-18:31	MKSTU 07	OD0	SW148	RE33	SE11	ENG	SW148
09/08-03:00C	TIE UP	09/08-03:00	MKSTU 07	OK0	SW148	RE33	SE11	ENG	SW279
09/08-03:00C	QUAL9511	09/08-03:00		OK0					
09/08-03:00C	QUAL9512	09/08-03:00		OK0					
09/08-03:00C	QUALHEP	09/08-03:00		OK0					

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09/08-15:00C LOST WORK 09/08-17:37  DH38   08 OK0    SW148  RE33 SE11 ENG
09/08-17:38C TRK TERM  09/08-17:37  DH38   08 OK0    SW148  RE33 SE11 ENG
09/08-19:10C OUTB STRT 09/08-19:10  MTUKC  07 AV0    SW148  RE33 SE11 ENG SW279

                              EMPLOYEE WORK HISTORY                PAGE:        3
DATE: 09/25/14                                                REQUEST BY:  OPPR125
TIME: 08:41                                                   PROGRAM ID: PSTR407
NAME: ROTH, TS (TRACY)            NUMBER: 000435092
 START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

  LOCAL                  CENTRAL
EFFECTIVE    FUNCTION  DATE/TIME  TRAIN SYMB  ST/RC  CIRC7 BOARD CREW POS TERM
------------ --------  ---------- ----------- -----  ----- ----- ---- --- ------
09/08-19:10C PHON CALL 09/08-19:11 MTUKC   07 AV0
09/08-21:10C CALL      09/08-19:11  MTUKC  07 OD0    SW148  RE33 SE11 ENG SW279
09/09-03:54C QUAL9512  09/09-03:54            OK0
09/09-03:54C QUAL9511  09/09-03:54            OK0
09/09-03:54C QUALHEP   09/09-03:54            OK0
09/09-03:55C TIE UP    09/09-03:54  MTUKC  07 OK0    SW148  RE33 SE11 ENG SW148
09/10-02:35C OUTB STRT 09/10-02:35  GBCROP 08 AV0    SW148  RE33 SE11 ENG SW148
09/10-02:35C PHON CALL 09/10-02:36 GBCROP  08 AV0
09/10-04:35C CALL      09/10-02:36  GBCROP 08 OD0    SW148  RE33 SE11 ENG SW148
09/10-04:50C TRK INIT  09/10-02:50  GSAOB2 07 OD0    SW148  RE33 SE11 ENG
09/10-04:50C LOST WORK 09/10-11:28  GSAOB2 07 OD0    SW148  RE33 SE11 ENG
09/10-10:44C QUAL9511  09/10-10:44            OK0
09/10-10:44C QUAL9512  09/10-10:44            OK0
09/10-10:44C QUALHEP   09/10-10:44            OK0
09/10-10:45C TIE UP    09/10-10:44  GBCROP 08 OK0    SW148  RE33 SE11 ENG SW279
09/10-21:59C OUTB STRT 09/10-21:59  MTUKC  09 AV0    SW148  RE33 SE11 ENG SW279
09/10-21:59C PHON CALL 09/10-22:01 MTUKC   09 AV0
09/10-23:59C CALL      09/10-22:01  MTUKC  09 OD0    SW148  RE33 SE11 ENG SW279
09/11-05:45C TIE UP    09/11-05:45  MTUKC  09 OK0    SW148  RE33 SE11 ENG SW148
09/11-05:45C QUAL9512  09/11-05:45            OK0
09/11-05:45C QUAL9511  09/11-05:45            OK0
09/11-05:45C QUALHEP   09/11-05:45            OK0
09/11-07:03C LOST WORK 09/11-18:27  MDMHN  10 OK0    SW148  RE33 SE11 ENG
09/11-18:28C TRK TERM  09/11-18:27  MDMHN  10 OK0    SW148  RE33 SE11 ENG
09/12-04:00C OUTB STRT 09/12-04:00  DH37   12 AV0    SW148  RE33 SE11 ENG SW148
09/12-04:00C PHON CALL 09/12-04:01 DH37    12 AV0
09/12-06:00C CALL CDS  09/12-04:01  DH37   12 OD0    SW148  RE33 SE11 ENG SW148
09/12-06:00C TAXI REQ  09/12-04:07  DH37   12 OD0
09/12-06:56C TRK INIT  09/12-04:56  KLBDU  09 OD0    SW148  RE33 SE11 ENG
09/12-06:56C LOST WORK 09/12-17:43  KLBDU  09 OD0    SW148  RE33 SE11 ENG
09/12-09:10C TIE UP    09/12-09:10  DH37   12 OK0    SW148  RE33 SE11 ENG SW279
09/12-19:12C OUTB STRT 09/12-19:12  ZCIG4  11 AV0    SW148  RE33 SE11 ENG SW279
09/12-19:12C PHON CALL 09/12-19:14 ZCIG4   11 AV0
09/12-21:12C CALL      09/12-19:14  ZCIG4  11 OD0    SW148  RE33 SE11 ENG SW279
09/13-04:35C TIE UP    09/13-04:35  ZCIG4  11 OK0    SW148  RE33 SE11 ENG SW148
09/13-04:35C QUAL9512  09/13-04:35            OK0
09/13-04:35C QUAL9511  09/13-04:35            OK0
09/13-04:35C QUALHEP   09/13-04:35            OK0
09/13-10:30C LOST WORK 09/13-22:55  WWAPUR 11 OD0    SW148  RE33 SE11 ENG
09/13-19:30C OUTB STRT 09/13-19:30  IDULB  13 AV0    SW148  RE33 SE11 ENG SW148
09/13-19:30C PHON CALL 09/13-19:31 IDULB   13 AV0
09/13-21:30C CALL      09/13-19:31  IDULB  13 OD0    SW148  RE33 SE11 ENG SW148
09/13-22:55C TRK TERM  09/13-22:55  WWAPUR 11 OD0    SW148  RE33 SE11 ENG
09/14-03:15C QUICKTIE  09/14-04:51  IDULB  13 OK0    SW148  RE33 SE11 ENG SW279
09/14-17:00C OUTB STRT 09/14-17:00  ZCIBP  12 AV0    SW148  RE33 SE11 ENG SW279
09/14-17:00C PHON CALL 09/14-17:03 ZCIBP   12 AV0
09/14-19:00C CALL      09/14-17:03  ZCIBP  12 OD0    SW148  RE33 SE11 ENG SW279
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09/15-00:10C TRK INIT  09/14-22:10  ZCIBP  12 OD0    SW148  RE33 SE11 ENG
09/15-00:10C LOST WORK 09/15-06:16  ZCIBP  12 OD0    SW148  RE33 SE11 ENG
09/15-01:01C QUAL9511  09/15-01:01            OD0
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EMPLOYEE WORK HISTORY PAGE: 4

DATE: 09/25/14 REQUEST BY: OPPR125
TIME: 08:41 PROGRAM ID: PSTR407
NAME: ROTH, TS (TRACY) NUMBER: 000435092
START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

LOCAL EFFECTIVE	FUNCTION	CENTRAL DATE/TIME	TRAIN SYMB	ST/RC	CIRC7	BOARD	CREW	POS	TERM
09/15-01:01C	QUAL9512	09/15-01:01		OD0					
09/15-01:01C	QUALHEP	09/15-01:01		OD0					
09/15-01:04C	QUAL9512	09/15-01:04		OK0					
09/15-01:04C	QUAL9511	09/15-01:04		OK0					
09/15-01:04C	QUALHEP	09/15-01:04		OK0					
09/15-01:05C	TIE UP	09/15-01:04	ZCIBP 12	OK0	SW148	RE33	SE11	ENG	SW148
09/16-06:00C	LOST WORK	09/16-20:18	PKCKC2 16	OK0	SW148	RE33	SE11	ENG	
09/16-09:37C	OUTB STRT	09/16-09:37	GSAVDX 14	AV0	SW148	RE33	SE11	ENG	SW148
09/16-09:38C	PHON CALL	09/16-09:39	GSAVDX 14	AV0					
09/16-11:35C	CALL	09/16-09:39	GSAVDX 14	OD0	SW148	RE33	SE11	ENG	SW148
09/16-17:20C	TIE UP	09/16-17:20	GSAVDX 14	OK0	SW148	RE33	SE11	ENG	SW279
09/16-17:20C	QUAL9511	09/16-17:20		OK0					
09/16-17:20C	QUAL9512	09/16-17:20		OK0					
09/16-17:20C	QUALHEP	09/16-17:20		OK0					
09/16-18:45C	TRK TERM	09/16-20:18	PKCKC2 16	OK0	SW148	RE33	SE11	ENG	
09/16-18:45C	TRK INIT	09/16-22:04	DH38DU 16	OK0	SW148	RE33	SE11	ENG	
09/16-18:45C	LOST WORK	09/16-22:05	DH38DU 16	OK0	SW148	RE33	SE11	ENG	
09/16-18:50C	LOST WORK	09/16-22:09	DH47DM 16	OK0	SW148	RE33	SE11	ENG	
09/16-21:51C	TRK TERM	09/16-22:09	DH47DM 16	OK0	SW148	RE33	SE11	ENG	
09/17-03:31C	OUTB STRT	09/17-03:31	DH31 17	AV0	SW148	RE33	SE11	ENG	SW279
09/17-03:31C	PHON CALL	09/17-03:34	DH31 17	AV0					
09/17-05:31C	CALL CDS	09/17-03:34	DH31 17	OD0	SW148	RE33	SE11	ENG	SW279
09/17-05:31C	TAXI REQ	09/17-03:41	DH31 17	OD0					
09/17-08:00C	TIE UP	09/17-07:58	DH31 17	OK0	SW148	RE33	SE11	ENG	SW148
09/17-14:20C	TRK INIT	09/17-12:20	MWTKC 17	OK0	SW148	RE33	SE11	ENG	
09/17-14:20C	LOST WORK	09/18-00:38	MWTKC 17	OK0	SW148	RE33	SE11	ENG	
09/18-14:50C	LOST WORK	09/18-21:17	ZG4CI 18	OD0	SW148	RE33	SE11	ENG	
09/18-19:25C	OUTB STRT	09/18-19:25	GSJOCP 16	AV0	SW148	RE33	SE11	ENG	SW148
09/18-19:25C	PHON CALL	09/18-19:26	GSJOCP 16	AV0					
09/18-21:18C	TRK TERM	09/18-21:17	ZG4CI 18	OD0	SW148	RE33	SE11	ENG	
09/18-21:25C	CALL	09/18-19:26	GSJOCP 16	OD0	SW148	RE33	SE11	ENG	SW148
09/19-06:22C	QUAL9511	09/19-06:22		OK0					
09/19-06:22C	QUAL9512	09/19-06:22		OK0					
09/19-06:22C	QUALHEP	09/19-06:22		OK0					
09/19-06:25C	TIE UP	09/19-06:22	GSJOCP 16	OK0	SW148	RE33	SE11	ENG	SW279
09/19-19:31C	OUTB STRT	09/19-19:31	DH31 19	AV0	SW148	RE33	SE11	ENG	SW279
09/19-19:31C	PHON CALL	09/19-19:33	DH31 19	AV0					
09/19-21:30C	TRK INIT	09/19-19:30	ZCIG4 18	OK0	SW148	RE33	SE11	ENG	
09/19-21:30C	LOST WORK	09/20-03:16	ZCIG4 18	OK0	SW148	RE33	SE11	ENG	
09/19-21:31C	CALL CDS	09/19-19:33	DH31 19	OD0	SW148	RE33	SE11	ENG	SW279
09/19-21:31C	TAXI REQ	09/19-19:57	DH31 19	OD0					
09/20-00:15C	TIE UP	09/20-00:14	DH31 19	OK0	SW148	RE33	SE11	ENG	SW148
09/20-19:00C	OUTB STRT	09/20-19:00	IDULB 20	AV0	SW148	RE33	SE11	ENG	SW148
09/20-19:00C	PHON CALL	09/20-19:01	IDULB 20	AV0					
09/20-21:00C	CALL	09/20-19:01	IDULB 20	OD0	SW148	RE33	SE11	ENG	SW148
09/21-01:35C	LOST WORK	09/21-08:19	AGBML 20	OK0	SW148	RE33	SE11	ENG	
09/21-03:29C	QUAL9511	09/21-03:29		OK0					

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09/21-03:29C QUAL9512  09/21-03:29            OK0
09/21-03:29C QUALHEP   09/21-03:29            OK0
09/21-03:30C TIE UP    09/21-03:29  IDULB  20 OK0    SW148  RE33 SE11 ENG SW279

                              EMPLOYEE WORK HISTORY              PAGE:        5
DATE: 09/25/14                                              REQUEST BY:  OPPR125
TIME: 08:41                                                 PROGRAM ID: PSTR407
NAME: ROTH, TS (TRACY)           NUMBER: 000435092
 START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

  LOCAL                 CENTRAL
EFFECTIVE    FUNCTION  DATE/TIME  TRAIN SYMB  ST/RC  CIRC7 BOARD CREW POS TERM
------------ --------  ---------- ---------- -----  ----- ----- ---- --- ------
09/21-08:20C TRK TERM  09/21-08:19  AGBML  20 OK0    SW148  RE33 SE11 ENG
09/21-19:51C OUTB STRT 09/21-19:51  ZCIG4  20 AV0    SW148  RE33 SE11 ENG SW279
09/21-19:51C PHON CALL 09/21-19:53 ZCIG4   20 AV0
09/21-21:51C CALL      09/21-19:53  ZCIG4  20 OD0    SW148  RE33 SE11 ENG SW279
09/21-23:00C TRK INIT  09/21-21:00  GE4HHN 17 OD0    SW148  RE33 SE11 ENG
09/21-23:00C TRK TERM  09/21-21:11          OD0    SW148  RE33 SE11 ENG
09/22-00:45C TRK INIT  09/21-22:45  ZCIBP  19 OD0    SW148  RE33 SE11 ENG
09/22-00:45C LOST WORK 09/22-08:44  ZCIBP  19 OD0    SW148  RE33 SE11 ENG
09/22-07:48C QUAL9512  09/22-07:48          OK0
09/22-07:48C QUAL9511  09/22-07:48          OK0
09/22-07:48C QUALHEP   09/22-07:48          OK0
09/22-07:50C TIE UP    09/22-07:48  ZCIG4  20 OK0    SW148  RE33 SE11 ENG SW148
09/22-23:30C OUTB STRT 09/22-23:30  GSTPAO 22 AV0    SW148  RE33 SE11 ENG SW148
09/22-23:30C PHON CALL 09/22-23:31 GSTPAO  22 AV0
09/23-01:30C CALL      09/22-23:31  GSTPAO 22 OD0    SW148  RE33 SE11 ENG SW148
09/23-06:01C LOST WORK 09/23-08:46  DH38   23 OD0    SW148  RE33 SE11 ENG
09/23-08:48C TRK TERM  09/23-08:46  DH38   23 OD0    SW148  RE33 SE11 ENG
09/23-09:29C QUAL9511  09/23-09:29          OK0
09/23-09:29C QUAL9512  09/23-09:29          OK0
09/23-09:29C QUALHEP   09/23-09:29          OK0
09/23-09:30C TIE UP    09/23-09:29  GSTPAO 22 OK0    SW148  RE33 SE11 ENG SW279
09/24-00:55C OUTB STRT 09/24-00:55  ZSIG4  23 AV0    SW148  RE33 SE11 ENG SW279
09/24-00:55C PHON CALL 09/24-00:57 ZSIG4   23 AV0
09/24-02:55C CALL      09/24-00:57  ZSIG4  23 OD0    SW148  RE33 SE11 ENG SW279
09/24-10:50C TIE UP    09/24-10:50  ZSIG4  23 OK0    SW148  RE33 SE11 ENG SW148
09/24-10:50C QUAL9512  09/24-10:50          OK0
09/24-10:50C QUAL9511  09/24-10:50          OK0
09/24-10:50C QUALHEP   09/24-10:50          OK0
09/24-23:45C TRK INIT  09/24-21:45  ZCIBP  22 OK0    SW148  RE33 SE11 ENG
09/24-23:45C LOST WORK 09/25-06:35  ZCIBP  22 OK0    SW148  RE33 SE11 ENG
09/25-00:55C OUTB STRT 09/25-00:55  KG4GSX 23 AV0    SW148  RE33 SE11 ENG SW148
09/25-00:55C PHON CALL 09/25-00:56 KG4GSX  23 AV0
09/25-02:55C CALL      09/25-00:56  KG4GSX 23 OD0    SW148  RE33 SE11 ENG SW148
              NO MORE RECORDS FOR THIS CRITERIA
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END OF REPORT

EMPLOYEE WORK HISTORY

PAGE: 1

DATE: 09/27/14
TIME: 04:40
NAME: ROTH, TS (TRACY) NUMBER: 000435092
START DATE: 01/01/14 END DATE: SORT BY CENTRAL DATE/TIME: N

REQUEST BY: OSUR901
PROGRAM ID: PSTR407

LOCAL EFFECTIVE	FUNCTION	CENTRAL DATE/TIME	TRAIN SYMB	ST/RC	CIRC7	BOARD	CREW	POS	TERM
01/19-15:00C	LAYOFF	01/19-15:00		LK0 FA	SW148	RT34	KT11	CON	
01/28-17:20C	LAYOFF	01/28-17:17		FR0	SW148	RT34	KT11	CON	
03/07-13:10C	LAYOFF	03/07-13:10		LV0 1D	SW148	RT34	KT11	CON	
03/19-11:00C	LAYOFF	03/19-10:59		FR0	SW148	RT34	KT11	CON	
04/04-23:55C	LAYOFF	04/04-23:55		LS0	SW148	RT34	KT11	CON	
05/03-00:01C	LAYOFF	05/03-00:08		LV0 1D	SW148	RT34	KT11	CON	
05/16-10:41C	LAYOFF	05/16-10:41		LV0 1D	SW148	RT34	KT11	CON	
05/24-00:01C	LAYOFF	05/24-00:12		LV0 1D	SW148	RT34	KT11	CON	
06/04-16:40C	LAYOFF	06/04-16:39		FR0	SW148	RT34	KT11	CON	
06/13-04:45C	LAYOFF	06/13-04:45		LS0	SW148	RT34	KT11	CON	
06/27-00:57C	LAYOFF	06/27-00:59		LV0 1D	SW148	RT34	KT32	CON	
06/29-07:58C	LAYOFF	06/29-07:58	ZTUG4 28	LS2	SW148	RT34	KT32	CON	
07/04-00:01C	LAYOFF	07/04-00:07		LV0 1D	SW148	RT34	KT32	CON	
07/06-06:49C	LAYOFF	07/06-06:49	MWTKC 05	MC2	SW148	TE34	0004	ENT	
07/12-22:35C	LAYOFF	07/12-22:34		FR0	SW148	TE34	0004	ENT	
07/19-15:15C	LAYOFF	07/19-15:14		FR0	SW148	TE33	0004	ENT	
07/26-00:01C	LAYOFF	07/26-00:06		LV0 1D	SW148	RE33	SE11	ENG	
07/27-09:02C	LAYOFF	07/27-09:02	MKSTU 25	MC2	SW148	RE33	SE11	ENG	
08/06-08:00C	LAYOFF	08/06-07:57		FR0	SW148	RE33	SE11	ENG	
08/13-19:15C	LAYOFF	08/13-19:14		FR0	SW148	RE33	SE11	ENG	
08/15-20:35C	LAYOFF	08/15-20:36		LV0 1D	SW148	RE33	SE11	ENG	
08/22-13:01C	LAYOFF	08/22-13:02		LV0 1D	SW148	RE33	SE11	ENG	
08/31-17:17C	LAYOFF	08/31-17:18		PL0	SW148	RE33	SE11	ENG	
09/25-20:07C	LAYOFF	09/25-20:08		IP0	SW148	RE33	SE11	ENG	
09/25-20:12C	LAYOFF	09/25-20:13		OS0 CI	SW148	RE33	SE11	ENG	

NO MORE RECORDS FOR THIS CRITERIA

Print this page

EMPLOYEE WORK HISTORY PAGE: 1

DATE: 09/25/14 REQUEST BY: OPPR125

TIME: 08:40 PROGRAM ID: PSTR407

NAME: POGUE, RJ (ROBERT) NUMBER: 000465588

START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

LOCAL EFFECTIVE	FUNCTION	CENTRAL DATE/TIME	TRAIN SYMB	ST/RC	CIRC7	BOARD	CREW	POS	TERM
08/25-09:36C	SEN-MOVE	08/25-09:36		OK0	SW148	TC34	0004	CIT	
08/25-09:37C	SEN-MOVE	08/25-09:37		OK0	SW148	RT34	KT19	CIT	
08/25-21:30C	OUTB STRT	08/25-21:30	GS2HTH 23	AV0	SW148	RT34	KT19	CIT	SW148
08/25-21:30C	PHON CALL	08/25-21:34	GS2HTH 23	AV0					
08/25-21:33C	PHON CALL	08/25-21:34	GS2HTH 23	AV0					
08/25-23:30C	CALL	08/25-21:34	GS2HTH 23	OD0	SW148	RT34	KT19	CIT	SW148
08/26-05:47C	TIE UP	08/26-05:45	GS2HTH 23	OK0	SW148	RT34	KT19	CIT	MX283
08/26-20:25C	OUTB STRT	08/26-20:25	GSJOMR 25	AV0	SW148	RT34	KT19	CIT	MX283
08/26-20:25C	PHON CALL	08/26-20:28	GSJOMR 25	AV0					
08/26-20:27C	PHON CALL	08/26-20:28	GSJOMR 25	AV0					
08/26-22:25C	CALL	08/26-20:28	GSJOMR 25	OD0	SW148	RT34	KT19	CIT	MX283
08/27-11:27C	QUICKTIE	08/27-11:25	GSJOMR 25	OK0	SW148	RT34	KT19	CIT	SW148
08/27-15:33C	DISPLACED	08/27-15:33		OK0	SW148	TC34	0004	CIT	
08/27-15:34C	SEN-MOVE	08/27-15:34		OK0	SW148	TC30	0004	CIT	
08/27-15:34C	COMMENTS	1. EMP CHANGING HUB/ZONE SN/Z0 TO SN/Z3 SELECT AND MOVE							
08/27-15:34C	COMMENTS	CHANGES MADE PER PT MAKOVEC/OTEP867							
08/27-15:34C	COMMENTS	GENERAL COMMENT CHANGED TO :							
08/27-15:34C	COMMENTS	CHANGES MADE PER PT MAKOVEC/OTEP867							
09/01-12:52C	QUAL	09/01-12:52		OK0					
09/01-12:52C	QUAL	09/01-12:52		OK0					
09/01-12:52C	QUALCON	09/01-12:52		OK0					
09/01-12:57C	COMMENTS	GENERAL COMMENT CHANGED TO : INITIAL CERTIFICATION CLASS							
09/01-14:27C	QUALFOR	09/01-14:27		OK0					
09/01-14:27C	QUALPLT	09/01-14:27		OK0					
09/01-14:27C	SEN MAINT	09/01-14:27		OK0					
09/01-18:32C	DISPLACED	09/01-18:32		LB1					
09/01-18:32C	SEN-MOVE	09/01-18:32		LB1	SW148	BT30	0006	BR1	
09/01-18:46C	NOTIFIED	09/01-18:46		LB0	SW148	TC30	0004	CIT	
09/02-10:58C	BID MAINT	09/02-10:58		LB0					
09/02-10:59C	BID MAINT	09/02-10:59		LB0					
09/02-11:06C	SEN-MOVE	09/02-11:06		OK0	SW148	XK30	0013	BR1	
09/02-14:31C	CUT XB	09/02-14:31		OK0					
09/02-14:31C	SEN-MOVE	09/02-14:31		LB1	SW148	BT30	0005	BR1	
09/02-14:33C	DISPLACED	09/02-14:33		LB1					
09/02-14:33C	NOTIFIED	09/02-14:33		OK1	SW148	XK30	0013	BR1	
09/02-14:33C	NOTIFIED	09/02-14:33		OK0	SW148	BT30	0005	BR1	
09/02-14:33C	SEN-MOVE	09/02-14:33		OK1	SW148	RT33	TP03	CON	
09/02-14:48C	NOTIFIED	09/02-14:48		OK0	SW148	RT33	TP03	CON	
09/02-21:41C	OUTB STRT	09/02-21:41	ZG4CI 02	AV0	SW148	RT33	TP03	CON	SW148
09/02-21:41C	PHON CALL	09/02-21:43	ZG4CI 02	AV0					
09/02-21:43C	PHON CALL	09/02-21:44	ZG4CI 02	AV0					
09/02-23:35C	CALL	09/02-21:44	ZG4CI 02	OD0	SW148	RT33	TP03	CON	SW148
09/03-03:43C	TIE UP	09/03-03:42	ZG4CI 02	OK0	SW148	RT33	TP03	CON	SW279
09/03-21:30C	OUTB STRT	09/03-21:30	GSMRSD 02	AV0	SW148	RT33	TP03	CON	SW279
09/03-21:30C	PHON CALL	09/03-21:33	GSMRSD 02	AV0					
09/03-21:32C	PHON CALL	09/03-21:33	GSMRSD 02	AV0					
09/03-23:30C	CALL	09/03-21:33	GSMRSD 02	OD0	SW148	RT33	TP03	CON	SW279

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09/04-11:51C QUICKTIE  09/04-11:48  GSMRSD 02 OK0    SW148  RT33 TP03 CON SW148
09/05-05:50C OUTB STRT 09/05-05:50  KG4LB  04 AV0    SW148  RT33 TP03 CON SW148
09/05-05:50C PHON CALL 09/05-05:52 KG4LB   04 AV0

                              EMPLOYEE WORK HISTORY                PAGE:        2
DATE: 09/25/14                                                REQUEST BY:  OPPR125
TIME: 08:40                                                   PROGRAM ID: PSTR407
NAME: POGUE, RJ (ROBERT)          NUMBER: 000465588
 START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

  LOCAL                  CENTRAL
EFFECTIVE    FUNCTION  DATE/TIME  TRAIN SYMB  ST/RC  CIRC7 BOARD CREW POS TERM
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09/05-05:51C PHON CALL 09/05-05:52 KG4LB   04 AV0
09/05-07:50C CALL      09/05-05:52  KG4LB  04 OD0    SW148  RT33 TP03 CON SW148
09/05-16:52C TIE UP    09/05-16:50  KG4LB  04 OK0    SW148  RT33 TP03 CON SW279
09/06-05:35C OUTB STRT 09/06-05:35  ZTUG4  05 AV0    SW148  RT33 TP03 CON SW279
09/06-05:35C PHON CALL 09/06-05:36 ZTUG4   05 AV0
09/06-07:35C CALL      09/06-05:36  ZTUG4  05 OD0    SW148  RT33 TP03 CON SW279
09/06-19:28C TIE UP    09/06-19:25  ZTUG4  05 OK0    SW148  RT33 TP03 CON SW148
09/07-14:00C OUTB STRT 09/07-14:00  GSHABK 03 AV0    SW148  RT33 TP03 CON SW148
09/07-14:01C PHON CALL 09/07-14:06 GSHABK  03 AV0
09/07-14:05C PHON CALL 09/07-14:06 GSHABK  03 AV0
09/07-16:00C CALL      09/07-14:06  GSHABK 03 OD0    SW148  RT33 TP03 CON SW148
09/07-21:18C TIE UP    09/07-21:16  GSHABK 03 OK0    SW148  RT33 TP03 CON SW279
09/08-11:15C OUTB STRT 09/08-11:15  DH32   08 AV0    SW148  RT33 TP03 CON SW279
09/08-11:15C PHON CALL 09/08-11:17 DH32    08 AV0
09/08-13:15C CALL CDS 109/08-11:17I DH32   08EOD0/   SW148 ZRT33LTP03ACONMSW279
09/08-13:15C TAXI REQ C09/08-11:18  DH32   08OOD0/  E
09/08-16:00C TIE UP   G09/08-15:59E DH32   08 OK0:   SW148  RT33 TP03 CON SW148
09/09-21:04C FUTURE LAC09/09-21:05           OPL0/  E
09/09-21:04C STRT NSFW 09/09-21:05             PL
09/10-02:35C LAYOFF    09/10-02:35             PL0    SW148  RT33 TP03 CON
09/10-02:35C ASGN CALL 09/10-02:35  GBCROP 08 PL0    SW148  RT33 TP03 CON
09/10-04:35C TRK INIT G09/10-02:35E GBCROP 08 PL0:  NSW148 CRT33FTP03ICONC
09/10-04:35C ASGN CALL 09/10-02:36  GBCROP 08 PL0    SW148  RT33 TP03 CON
09/10-04:35C LOST WORK 09/10-10:42  GBCROP 08 PL0    SW148  RT33 TP03 CON
09/10-21:59C ASGN CALL 09/10-21:59  MTUKC  09 PL0    SW148  RT33 TP03 CON
09/10-23:59C ASGN CALL 09/10-22:02  MTUKC  09 PL0    SW148  RT33 TP03 CON
09/10-23:59C LOST WORK 09/11-06:27  MTUKC  09 OK0    SW148  RT33 TP03 CON
09/11-02:35C MARKUP    09/11-02:35             PL0    SW148  RT33 TP03 CON
09/11-06:29C TRK TERM  09/11-06:27  MTUKC  09 OK0    SW148  RT33 TP03 CON
09/12-09:14C OUTB STRT 09/12-09:14  GSB2CP 09 AV0    SW148  RT33 TP03 CON SW148
09/12-09:14C PHON CALL 09/12-09:16 GSB2CP  09 AV0
09/12-09:15C PHON CALL 09/12-09:16 GSB2CP  09 AV0
09/12-11:15C CALL      09/12-09:16  GSB2CP 09 OD0    SW148  RT33 TP03 CON SW148
09/12-19:23C QUICKTIE  09/12-19:21  GSB2CP 09 OK0    SW148  RT33 TP03 CON SW279
09/13-05:26C OUTB STRT 09/13-05:26  ZTUG4  12 AV0    SW148  RT33 TP03 CON SW279
09/13-05:26C PHON CALL 09/13-05:28 ZTUG4   12 AV0
09/13-07:26C CALL      09/13-05:28  ZTUG4  12 OD0    SW148  RT33 TP03 CON SW279
09/13-14:23C TIE UP    09/13-14:21  ZTUG4  12 OK0    SW148  RT33 TP03 CON SW148
09/14-02:30C OUTB STRT 09/14-02:30  AGBML  13 AV0    SW148  RT33 TP03 CON SW148
09/14-02:30C PHON CALL 09/14-02:39 AGBML   13 AV0
09/14-02:34C PHON CALL 09/14-02:39 AGBML   13 AV0
09/14-02:35C PHON CALL 09/14-02:39 AGBML   13 AV0
09/14-02:38C PHON CALL 09/14-02:39 AGBML   13 AV0
09/14-04:30C CALL      09/14-02:39  AGBML  13 OD0    SW148  RT33 TP03 CON SW148
09/14-11:00C TIE UP    09/14-10:58  AGBML  13 OK0    SW148  RT33 TP03 CON SW279
09/15-04:00C OUTB STRT 09/15-04:00  KLBDU  12 AV0    SW148  RT33 TP03 CON SW279
09/15-04:00C PHON CALL 09/15-04:02 KLBDU   12 AV0
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09/15-06:00C CALL      09/15-04:02  KLBDU  12 OD0    SW148  RT33 TP03 CON SW279
09/15-14:40C TIE UP    09/15-14:37  KLBDU  12 OK0    SW148  RT33 TP03 CON SW148
09/17-00:35C OUTB STRT 09/17-00:35  IDULB  16 AV0    SW148  RT33 TP03 CON SW148

                              EMPLOYEE WORK HISTORY                PAGE:        3
DATE: 09/25/14                                                REQUEST BY:  OPPR125
TIME: 08:40                                                   PROGRAM ID: PSTR407
NAME: POGUE, RJ (ROBERT)          NUMBER: 000465588
 START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

  LOCAL                  CENTRAL
EFFECTIVE    FUNCTION  DATE/TIME  TRAIN SYMB  ST/RC  CIRC7 BOARD CREW POS TERM
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09/17-00:35C PHON CALL 09/17-00:38 IDULB   16 AV0
09/17-00:37C PHON CALL 09/17-00:38 IDULB   16 AV0
09/17-02:35C CALL      09/17-00:38  IDULB  16 OD0    SW148  RT33 TP03 CON SW148
09/17-08:23C TIE UP    09/17-08:21  IDULB  16 OK0    SW148  RT33 TP03 CON SW279
09/17-21:00C OUTB STRT 09/17-21:00  DH32   17 AV0    SW148  RT33 TP03 CON SW279
09/17-21:00C PHON CALL 09/17-21:02 DH32    17 AV0
09/17-23:00C CALL CDS  09/17-21:02  DH32   17 OD0    SW148  RT33 TP03 CON SW279
09/17-23:00C TAXI REQ  09/17-21:05  DH32   17 OD0
09/18-01:24C TIE UP    09/18-01:23  DH32   17 OK0    SW148  RT33 TP03 CON SW148
09/19-07:45C OUTB STRT 09/19-07:45  KG4GS  18 AV0    SW148  RT33 TP03 CON SW148
09/19-07:45C PHON CALL 09/19-07:47 KG4GS   18 AV0
09/19-07:46C PHON CALL 09/19-07:47 KG4GS   18 AV0
09/19-09:45C CALL      09/19-07:47  KG4GS  18 OD0    SW148  RT33 TP03 CON SW148
09/19-12:42C DISPLACED 09/19-12:42            OD1    SW148  RT33 TP03 CON
09/19-16:08C NOTIFIED 109/19-16:08I           EOD0/   SW148 ZRT33LTP03ACONM
09/19-16:13C TIE UP   C09/19-16:11  KG4GS  18OLB0/  ESW148  RT33 TP03 CON SW279
09/20-03:59C OUTB STRTG09/20-03:59E DH34   20 AV0:   SW148  RT33 TP03 CON SW279
09/20-03:59C PHON CALLC09/20-04:01 DH34    20OAV0/  E
09/20-05:59C CALL CDS  09/20-04:01  DH34   20 OD0    SW148  RT33 TP03 CON SW279
09/20-05:59C TAXI REQ  09/20-04:05  DH34   20 OD0
09/20-08:56C SEN-MOVE  09/20-08:56            LB0    SW148  BT30 0001 BR1
09/20-08:58C TIE UP   G09/20-08:56E DH34   20 LB0:  NSW148 CRT33FTP03ICONCSW148
09/20-19:01C SEN-MOVE  09/20-19:02            OK0    SW148  RT33 TP08 CON
09/21-05:31C OUTB STRT 09/21-05:31  AGBML  20 AV0    SW148  RT33 TP08 CON SW148
09/21-05:31C PHON CALL 09/21-05:34 AGBML   20 AV0
09/21-05:34C PHON CALL 09/21-05:34 AGBML   20 AV0
09/21-07:30C CALL      09/21-05:34  AGBML  20 OD0    SW148  RT33 TP08 CON SW148
09/21-14:52C TIE UP    09/21-14:51  AGBML  20 OK0    SW148  RT33 TP08 CON SW279
09/22-02:01C REPOSITIO 09/22-02:01            OK0    SW148  RT33 TP08 CON
09/22-05:20C OUTB STRT 09/22-05:20  KLBDU  19 AV0    SW148  RT33 TP08 CON SW279
09/22-05:20C PHON CALL 09/22-05:23 KLBDU   19 AV0
09/22-07:20C CALL      09/22-05:23  KLBDU  19 OD0    SW148  RT33 TP08 CON SW279
09/22-18:04C TIE UP    09/22-18:03  KLBDU  19 OK0    SW148  RT33 TP08 CON SW148
09/23-21:56C OUTB STRT 09/23-21:56  ZG4CI  23 AV0    SW148  RT33 TP08 CON SW148
09/23-21:56C PHON CALL 09/23-22:01 ZG4CI   23 AV0
09/23-22:00C PHON CALL 09/23-22:01 ZG4CI   23 AV0
09/23-23:55C CALL      09/23-22:01  ZG4CI  23 OD0    SW148  RT33 TP08 CON SW148
09/24-05:28C TIE UP    09/24-05:26  ZG4CI  23 OK0    SW148  RT33 TP08 CON SW279
09/24-21:00C OUTB STRT 09/24-21:00  ILXG4X 22 AV0    SW148  RT33 TP08 CON SW279
09/24-21:01C PHON CALL 09/24-21:04 ILXG4X  22 AV0
09/24-23:00C CALL      09/24-21:04  ILXG4X 22 OD0    SW148  RT33 TP08 CON SW279
              NO MORE RECORDS FOR THIS CRITERIA
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END OF REPORT

EMPLOYEE WORK HISTORY

PAGE: 1

DATE: 09/27/14
TIME: 04:38
REQUEST BY: OSUR901
PROGRAM ID: PSTR407
NAME: POGUE, RJ (ROBERT) NUMBER: 000465588
START DATE: 01/01/14 END DATE: SORT BY CENTRAL DATE/TIME: N

LOCAL EFFECTIVE	FUNCTION	CENTRAL DATE/TIME	TRAIN SYMB	ST/RC	CIRC7	BOARD	CREW	POS	TERM
05/05-00:01C	LAYOFF	05/06-12:14		OS0 TT	SW148	TT30	0003	BIT	
06/21-20:00C	LAYOFF	06/21-20:00		FR0	SW148	AT30	MF40	BIT	
08/20-18:59C	LAYOFF	08/20-18:59	ZG4CI 20	MC2	SW148	RT33	TP22	CIT	
09/10-02:35C	LAYOFF	09/10-02:35		PL0	SW148	RT33	TP03	CON	
09/25-19:06C	LAYOFF	09/25-19:06		IP0	SW148	RT33	TP08	CON	

NO MORE RECORDS FOR THIS CRITERIA

Print this page

EMPLOYEE WORK HISTORY PAGE: 1

DATE: 09/25/14 REQUEST BY: OPPR125

TIME: 08:41 PROGRAM ID: PSTR407

NAME: YOUNG, RD (RANDY) NUMBER: 000464426

START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

LOCAL EFFECTIVE	FUNCTION	CENTRAL DATE/TIME	TRAIN SYMB	ST/RC	CIRC7	BOARD	CREW	POS	TERM
08/25-03:00C	CALL	08/25-01:01	EHUPRM 24	OD0	SW148	RT33	TP16	CON	SW148
08/25-03:00C	TAXI REQ	08/25-01:03	EHUPRM 24	OD0					
08/25-08:25C	TIE UP	08/25-08:23	EHUPRM 24	OK0	SW148	RT33	TP16	CON	SW279
08/25-19:11C	OUTB STRT	08/25-19:11	MTUKC 24	AV0	SW148	RT33	TP16	CON	SW279
08/25-19:11C	PHON CALL	08/25-19:13	MTUKC 24	AV0					
08/25-21:11C	CALL	08/25-19:13	MTUKC 24	OD0	SW148	RT33	TP16	CON	SW279
08/26-09:35C	QUICKTIE	08/26-09:32	MTUKC 24	OK0	SW148	RT33	TP16	CON	SW148
08/27-21:30C	OUTB STRT	08/27-21:30	IDULB 27	AV0	SW148	RT33	TP16	CON	SW148
08/27-21:30C	PHON CALL	08/27-21:31	IDULB 27	AV0					
08/27-23:30C	CALL	08/27-21:31	IDULB 27	OD0	SW148	RT33	TP16	CON	SW148
08/28-05:47C	TIE UP	08/28-05:45	IDULB 27	OK0	SW148	RT33	TP16	CON	SW279
08/28-15:47C	OUTB STRT	08/28-15:47	ZCIG4 27	AV0	SW148	RT33	TP16	CON	SW279
08/28-15:47C	PHON CALL	08/28-15:48	ZCIG4 27	AV0					
08/28-17:47C	CALL	08/28-15:48	ZCIG4 27	OD0	SW148	RT33	TP16	CON	SW279
08/28-23:04C	TIE UP	08/28-23:02	ZCIG4 27	OK0	SW148	RT33	TP16	CON	SW148
08/30-05:35C	OUTB STRT	08/30-05:35	AGBML 29	AV0	SW148	RT33	TP16	CON	SW148
08/30-05:35C	PHON CALL	08/30-05:36	AGBML 29	AV0					
08/30-07:35C	CALL	08/30-05:36	AGBML 29	OD0	SW148	RT33	TP16	CON	SW148
08/30-13:08C	TIE UP	08/30-13:06	AGBML 29	OK0	SW148	RT33	TP16	CON	SW279
08/31-07:30C	OUTB STRT	08/31-07:30	GM4NDM 29	AV0	SW148	RT33	TP16	CON	SW279
08/31-07:31C	PHON CALL	08/31-07:34	GM4NDM 29	AV0					
08/31-07:33C	PHON CALL	08/31-07:34	GM4NDM 29	AV0					
08/31-09:30C	CALL	08/31-07:34	GM4NDM 29	OD0	SW148	RT33	TP16	CON	SW279
08/31-16:24C	TIE UP	08/31-16:23	GM4NDM 29	OK0	SW148	RT33	TP16	CON	SW148
09/01-14:58C	OUTB STRT	09/01-14:58	DH30 01	AV0	SW148	RT33	TP16	CON	SW148
09/01-14:58C	PHON CALL	09/01-14:59	DH30 01	AV0					
09/01-17:00C	CALL CDC	09/01-14:59	DH30 01	OD0	SW148	RT33	TP16	CON	SW148
09/01-17:00C	TAXI REQ	09/01-15:04	DH30 01	OD0					
09/01-20:07C	TIE UP	09/01-20:07	DH30 01	OK0	SW148	RT33	TP16	CON	SW279
09/01-20:08C	OVERRIDE	09/01-20:41	ILXG4X 28	OK0	SW148	RT33	TP16	CON	
09/01-20:08C	RSA ACK	09/01-20:41	ILXG4X 28	OK0	SW148	RT33	TP16	CON	
09/01-20:08C	CALL	09/01-20:41	ILXG4X 28	OD0	SW148	RT33	TP16	CON	SW279
09/01-20:41C	PHON CALL	09/01-20:41	ILXG4X 28	OK0					
09/02-05:07C	QUICKTIE	09/02-05:07	ILXG4X 28	OK0	SW148	RT33	TP16	CON	SW148
09/03-23:00C	OUTB STRT	09/03-23:00	MHNEP 04	AV0	SW148	RT33	TP16	CON	SW148
09/03-23:00C	PHON CALL	09/03-23:01	MHNEP 04	AV0					
09/04-01:00C	CALL	09/03-23:01	MHNEP 04	OD0	SW148	RT33	TP16	CON	SW148
09/04-07:47C	TIE UP	09/04-07:45	MHNEP 04	OK0	SW148	RT33	TP16	CON	SW279
09/05-04:11C	OUTB STRT	09/05-04:11	2ANGNS 03	AV0	SW148	RT33	TP16	CON	SW279
09/05-04:11C	PHON CALL	09/05-04:13	2ANGNS 03	AV0					
09/05-04:12C	PHON CALL	09/05-04:13	2ANGNS 03	AV0					
09/05-06:11C	CALL	09/05-04:13	2ANGNS 03	OD0	SW148	RT33	TP16	CON	SW279
09/05-15:03C	TIE UP	09/05-15:02	2ANGNS 03	OK0	SW148	RT33	TP16	CON	SW148
09/06-02:35C	OUTB STRT	09/06-02:35	MHNEP 06	AV0	SW148	RT33	TP16	CON	SW148
09/06-02:35C	PHON CALL	09/06-02:36	MHNEP 06	AV0					
09/06-04:35C	CALL	09/06-02:36	MHNEP 06	OD0	SW148	RT33	TP16	CON	SW148
09/06-10:48C	BID MAINT	09/06-10:48		OD0					

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09/19-08:29C TIE UP    09/19-08:27  MEPHN  17 OK0    SW148  RT33 TP16 CON SW148
09/20-05:45C OUTB STRT 09/20-05:45  GBNMOP 19 AV0    SW148  RT33 TP16 CON SW148
09/20-05:45C PHON CALL 09/20-05:46 GBNMOP  19 AV0
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EMPLOYEE WORK HISTORY

PAGE: 3

DATE: 09/25/14

REQUEST BY: OPPR125

TIME: 08:41

PROGRAM ID: PSTR407

NAME: YOUNG, RD (RANDY) NUMBER: 000464426

START DATE: 08/25/14 END DATE: 09/25/14 SORT BY CENTRAL DATE/TIME: N

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  LOCAL                  CENTRAL
EFFECTIVE    FUNCTION  DATE/TIME  TRAIN SYMB  ST/RC  CIRC7 BOARD CREW POS TERM
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09/20-07:45C CALL      09/20-05:46  GBNMOP 19 OD0    SW148  RT33 TP16 CON SW148
09/20-16:20C TIE UP    09/20-16:18  GBNMOP 19 OK0    SW148  RT33 TP16 CON SW279
09/21-04:30C OUTB STRT 09/21-04:30  MTUKC  19 AV0    SW148  RT33 TP16 CON SW279
09/21-04:30C PHON CALL 09/21-04:32 MTUKC   19 AV0
09/21-06:30C CALL      09/21-04:32  MTUKC  19 OD0    SW148  RT33 TP16 CON SW279
09/21-15:00C TIE UP    09/21-14:59  MTUKC  19 OK0    SW148  RT33 TP16 CON SW148
09/22-02:01C REPOSITIO 09/22-02:01            OK0    SW148  RT33 TP16 CON
09/22-14:00C OUTB STRT 09/22-14:00  MHNTU  22 AV0    SW148  RT33 TP16 CON SW148
09/22-14:01C PHON CALL 09/22-14:02 MHNTU   22 AV0
09/22-16:00C CALL      09/22-14:02  MHNTU  22 OD0    SW148  RT33 TP16 CON SW148
09/22-23:13C TIE UP    09/22-23:12  MHNTU  22 OK0    SW148  RT33 TP16 CON SW279
09/23-13:00C OUTB STRTR09/23-13:00U DH35   23 AV0E  OSW148 FRT33LTP16TCON SW279
09/23-13:00C PHON CALL 09/23-13:02 DH35    23 AV0
09/23-15:00C CALL CDS  09/23-13:02  DH35   23 OD0    SW148  RT33 TP16 CON SW279
09/23-15:00C TAXI REQ  09/23-13:09  DH35   23 OD0
09/23-17:33C TIE UP    09/23-17:31  DH35   23 OK0    SW148  RT33 TP16 CON SW148
09/25-00:55C OUTB STRT 09/25-00:55  KG4GSX 23 AV0    SW148  RT33 TP16 CON SW148
09/25-00:55C PHON CALL 09/25-00:56 KG4GSX  23 AV0
09/25-02:55C CALL      09/25-00:56  KG4GSX 23 OD0    SW148  RT33 TP16 CON SW148
              NO MORE RECORDS FOR THIS CRITERIA
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END OF REPORT

EMPLOYEE WORK HISTORY

PAGE: 1

DATE: 09/27/14
TIME: 04:43
NAME: YOUNG, RD (RANDY) NUMBER: 000464426
START DATE: 01/01/14 END DATE: SORT BY CENTRAL DATE/TIME: N

REQUEST BY: OSUR901
PROGRAM ID: PSTR407

LOCAL EFFECTIVE	FUNCTION	CENTRAL DATE/TIME	TRAIN SYMB	ST/RC	CIRC7	BOARD	CREW	POS	TERM
04/07-00:01C	LAYOFF	04/08-10:54		OS0 TT	SW148	TT30	0009	BIT	
05/13-22:03C	LAYOFF	05/13-22:02		FR0	SW148	RT34	KT16	BIT	
05/26-05:42C	LAYOFF	05/26-05:42		XR0	SW148	TT30	0008	BIT	
06/07-01:25C	LAYOFF	06/07-01:24		FR0	SW148	RT33	TP16	BIT	
08/12-01:02C	LAYOFF	08/12-01:01		FR0	SW148	RT33	TP16	CON	
09/10-04:10C	LAYOFF	09/10-04:09		FR0	SW148	RT33	TP16	CON	
09/25-20:06C	LAYOFF	09/25-20:07		IP0	SW148	RT33	TP16	CON	
09/25-20:14C	LAYOFF	09/25-20:14		OS0 CI	SW148	RT33	TP16	CON	

NO MORE RECORDS FOR THIS CRITERIA

Dispatcher Work History

From: 8/26/13

Leddy, Thomas P

Location: HDC / O

Dispr. Date: 3/15/2013 Zone: 4
Status: Active (AC) Job: E0403

Mon	Tue	Wed	Thu	Fri	Sat
EXTRA	EXTRA	EXTRA	EXTRA	EXTRA	EXTRA

WEEK OF	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Aug. 26, 2013	490-2	490-2	...	438-2	438-2	[REST]
Sep. 02, 2013	490-3	490-3	490-3	490-3	...	[REST]
Sep. 09, 2013	490-3	490-3	...	...	438-3	438-3
Sep. 16, 2013	...	490-3	...	...	438-3	438-3
Sep. 23, 2013	...	...	438-2	438-2	490-3	490-3
Sep. 30, 2013	...	...	490-2	438-2	438-3	438-3
Oct. 07, 2013	...	490-3	490-3	...	...	438-2
Oct. 14, 2013	...	[6REV-2]	438-2	438-2	[REST]	[REST]
Oct. 21, 2013	438-2	438-2	438-2	438-2	438-2	[REST]
Oct. 28, 2013	[VACA]	[VACA]	[VACA]	[VACA]	[VACA]	[REST]
Nov. 04, 2013	492-2*	492-2*	490-2	490-2	...	[MED]
Nov. 11, 2013	...	492-2* | [TKR-2]	492-2*	...	...	492-2*
Nov. 18, 2013	492-3*	490-3	490-3	...	[REST]	[REST]
Nov. 25, 2013	490-3	...	438-3	438-3	438-3	438-3
Dec. 02, 2013	490-2	490-2	490-2	490-2	...	...
Dec. 09, 2013	492-2*	492-3*	...	...	492-3*	492-3* [CBT
Dec. 16, 2013	...	...	438-2	438-2	...	492-2*
Dec. 23, 2013	492-2*	...	...	492-3*	438-3	438-3
Dec. 30, 2013	[REST]	[PRSN]	490-3 | 492-3*	490-3	438-3	438-3
Jan. 06, 2014	490-2	490-2	492-3*	492-3*	...	[REST]
Jan. 13, 2014	490-2	492-3*	492-3*	...	...	[REST]
Jan. 20, 2014	...	...	438-2	[RUCB-2]	492-3	492-3
Jan. 27, 2014	492-2	492-2	492-2	...	...	492-2
Feb. 03, 2014	492-2	492-2	492-2	[REST]	[REST]	492-2
Feb. 10, 2014	[REST]	438-2	492-3	492-3	[REST]	[MED]
Feb. 17, 2014	490-3	492-3	...	[TRN14-2]	494-2*	[REST]
Feb. 24, 2014	[ROAD]	[ROAD]	[ROAD]	]ROAD]	[ROAD]	[REST]
Mar. 03, 2014	...	438-2	492-2	492-2	492-2	[REST]
Mar. 10, 2014	492-2	492-2	492-2 | [SAF-2]	...	438-3	...
Mar. 17, 2014	492-2	...	492-2	492-2	438-3	438-3
Mar. 24, 2014	...	490-1*	490-1*	490-1	...	[REST]
Mar. 31, 2014	438-1	490-1	492-1*	492-1*	...	...
Apr. 07, 2014	492-1*	492-1	438-1	...	492-1	...

* denotes dispatcher worked the job as a trainee

*** The following leave types are considered 'work' days with regard to earning COMP days: COBS, COMP, EDUC (all), LEAD, PRSN, RECC, ROAD, SCHED, VACA ***

Dispatcher Work History

From: 8/26/13

Leddy, Thomas P

Location: HDC / C

Dispr. Date: 3/15/2013 Zone: 4
Status: Active (AC) Job: E0403

Mon	Tue	Wed	Thu	Fri	Sat
EXTRA	EXTRA	EXTRA	EXTRA	EXTRA	EXTRA

WEEK OF	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Apr. 14, 2014	492-1	492-1	[TRT-1]	...	[PRSN]	[REST]
Apr. 21, 2014	...	...	[FAST-1]	[FAST2-1]	[FAST3-1]	492-1
Apr. 28, 2014	...	492-2	...	494-1* | [TKR-1]	494-1*	494-1*
May. 05, 2014	...	494-1*	494-1*	494-1*	490-1	[REST]
May. 12, 2014	490-1	...	...	438-1	490-1 | 492-1	492-1
May. 19, 2014	494-1*	...	490-3	490-3	490-3	[REST]
May. 26, 2014	[VACA]	[VACA]	[VACA]	[VACA]	[VACA]	[REST]
Jun. 02, 2014	490-1	494-1*	490-3	492-3	]MED]	490-3
Jun. 09, 2014	...	...	438-2	...	492-2	492-2
Jun. 16, 2014	492-2	492-2	492-2	[REST]	[REST]	492-1
Jun. 23, 2014	[REST]	494-1*	494-1*	490-1	[REST]	[BERE]
Jun. 30, 2014	[BERE]	[BERE]	...	494-1*	494-1*	492-2
Jul. 07, 2014	490-2	...	...	494-2*	494-2*	490-3
Jul. 14, 2014	[REST]	492-1	490-1	490-1	494-1*	[REST]
Jul. 21, 2014	[ROAD]	[ROAD]	[ROAD]	[REST]	...	490-3
Jul. 28, 2014	490-3	490-3	490-3	...	...	492-2
Aug. 04, 2014	490-2	490-2	494-3*	494-3	...	...
Aug. 11, 2014	...	494-3	494-3	494-3	...	490-3
Aug. 18, 2014	490-2	...	490-1	490-1	[PRSN]	[REST]
Aug. 25, 2014	494-2	494-2	490-2	494-2	492-2	]REST]
Sep. 01, 2014	[VACA]	[VACA]	[VACA]	[VACA]	[VACA]	[REST]
Sep. 08, 2014	438-1	...	...	490-2	490-2	490-2
Sep. 15, 2014	...	490-2	[CRZA-2]	492-2	492-2	[REST]
Sep. 22, 2014	494-1	494-1	490-3	...	...	490-3

Leddy, Thomas P

Total Days W
Times Trained out of Total Day
Total Days on Va

* denotes dispatcher worked the job as a trainee
*** The following leave types are considered 'work' days with regard to earning COMP days: COBS, COMP, EDUC (all), LEAD, PRSN, RECC, ROAD, SCHED, VACA ***

HQ-2014-11

List FTX Test Report on 09/25/2014 as of 09:37 - Herrington Sub Only

Search Criteria

Employee: 0436314 (Johnson, Micheal B.)
Service Unit Type: Manager SU
Test Category: EFFICIENCY
Record Count: 4

Date: 09/25/2012 to 09/25/2014
Subdivision: 0316

Sort By: Employee

Employee	Empl ID	Testing Manager	Mgr SU	Other On Track Equipment Number	Train ID	Sbdv Name	Sbdv Code	MPost	Event Date	Time	Creation Elapse Time	Occ	Test	Rule	Action	Test SU	Pass Entered Late	Coach Entered Late	Hearing Entered Late	Evnt Cnt	Rcl Cnt	Str Cnt
TEST CATEGORY: EFFICIENCY																						
JOHNSON, MICHAEL B	0436314	FRAZIER, ANTONIO D	KC		AAMML30	HERINGTON SUB	0316	173	07/31/2014	12:00	0:07	001	09A	5.8.1	PASS	KC	0	0	0	1	0	1
														5.8.2(7)	PASS							
														5.9.5	PASS							
														6.32.2	PASS							
																Totals	0	0	0	1	0	1

HQ-2014-11

List FTX Test Report on 09/25/2014 as of 07:54

Search Criteria

Employee: 0436314 (Johnson, Michael B.)
Service Unit Type: Manager SU
Test Category: EFFICIENCY
Record Count: 146

Date: 09/25/2012 to 09/25/2014
Sort By: Event

All Subs

Testing Manager	Employee	Empl ID	Mgr SU	Other On Track Equipment Number	Train ID	Sbdv Name	Sbdv Code	MPost	Event Date	Time	Creation Elapse Time	Occ	Test	Rule	Action	Test SU	Pass Entered Late	Coach Entered Late	Hearing Entered Late	Evnt Cnt	Rcl Cnt	Str Cnt
TEST CATEGORY: EFFICIENCY																						
WEEKS, BRIAN E	JOHNSON, MICHAEL B	0436314	DV		YSN4915	SALINA SUB	0305	185	09/16/2014	07:10	27:14	001	01A	8.2 CRIT	PASS	DV	0	0	0	1	0	1
														6.20 CRIT	PASS							
													02	8.26 CARD	PASS							
													10A	8.5 CRIT	PASS							
														7.1 CRIT	PASS							
					YSN4904	TRIGO IND LD	0309	499	09/05/2014	03:20	11:36	001	01A	8.2 CRIT	PASS	DV	0	0	0	1	0	1
													02	6.26 CARD	PASS							
													10A	6.5 CRIT	PASS							
														7.12	PASS							
													11A	1.5	PASS							
													15B	81.8.1 CRIT	PASS							
FRAZIER, ANTONIO D	JOHNSON, MICHAEL B	0436314	KC		AAMML30	HERINGTON SUB	0316	173	07/31/2014	12:00	0:07	001	09A	5.8.1	PASS	KC	0	0	0	1	0	1
														5.8.2(7)	PASS							
														5.9.5	PASS							
														5.32.2	PASS							
GIBSON, SCOTT A	JOHNSON, MICHAEL B	0436314	KC		ZG4TU22	TOPEKA SUB	0315	170	07/22/2014	21:25	0:32	003	03A	9.12.1	PASS	KC	0	0	0	1	0	1
														9.2.15	PASS							
													05A	9.2.6	PASS							
													11A	1.47A	PASS							
													13A	2.2	PASS							
														2.3	PASS							
													15A	1.47.1	PASS							
														1.47C	PASS							
MERRILL, ROBERT C	JOHNSON, MICHAEL B	0436314	KC		ZG4TU17	TOPEKA SUB	0315	92	07/17/2014	17:35	30:49	003	01A	5.4.7	PASS	KC	0	0	0	1	0	1
													02	6.27	PASS							
													03A	9.12.1	PASS							
														9.2.15	PASS							
														9.5	PASS							
													11A	1.47A	PASS							
														1.5	PASS							
														10.1	PASS							
														70.3	COACH							
														ITEM7-A	COACH							
HANKEN, TERRY A	JOHNSON, MICHAEL B	0436314	KC		GSNIAO10	TOPEKA SUB	0315	96	07/13/2014	00:15	22:00	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5	PASS							
													11A	1.3.2	PASS							

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														1.5	PASS									
														2.21	PASS									
													15A	6.29.1	PASS									
HOSKINS JR, JAMES E	JOHNSON, MICHAEL B	0436314	KC		GBNMOP27	KANSAS SUB	0300	8	06/25/2014	08:55	26:05	003	09A	5.8.1	PASS	KC	0	0	0	1	0	0
														5.8.2(7)	PASS									
														5.9	PASS									
														5.9.5	PASS									
													15A	10.1	PASS									
O HARA, MICHAEL J	JOHNSON, MICHAEL B	0436314	KC		AAMML01	KANSAS SUB	0300	19	06/01/2014	11:29	1:48	003	15A	5.9	PASS	KC	0	0	0	1	0	1
														5.9.5	PASS									
MERRILL, ROBERT C	JOHNSON, MICHAEL B	0436314	KC		MWTNP29	TOPEKA SUB	0315	134	04/30/2014	04:05	10:56	003	03A	6.6	PASS	KC	0	0	0	1	0	1
														9.2.15	PASS									
														9.5	PASS									
													11A	10.1	PASS									
														ITEM7-A	PASS									
													14A	30.3.3	PASS									
GASKILL, GARY A	JOHNSON, MICHAEL B	0436314	KC		GEBEHF13	TOPEKA SUB	0315	95	04/18/2014	21:55	0:53	003	03A	9.2.15	PASS	KC	0	0	0	1	0	0
														9.5	PASS									
													11A	1.3.2	COACH									
														1.48	PASS									
														ITEM7-A	PASS									
GIBSON, SCOTT A	JOHNSON, MICHAEL B	0436314	KC		AGBML12	TOPEKA SUB	0315	171	04/13/2014	03:50	1:15	003	01A	6.2	PASS	KC	0	0	0	1	0	1
														8.20	PASS									
													02	6.28	PASS									
													12	32.1	PASS									
														32.2.1	PASS									
													15A	5.5	PASS									
													15B	70.3	PASS									
														82.3	PASS									
													15E	ITEM12	PASS									
MERRILL, ROBERT C	JOHNSON, MICHAEL B	0436314	KC		GSAVDX10	TOPEKA SUB	0315	144	01/11/2014	20:50	22:33	001	09A	5.8.1	PASS	KC	0	0	0	1	0	0
														5.8.2(7)	PASS									
														5.9	PASS									
														5.9.5	PASS									
GIBSON, SCOTT A	JOHNSON, MICHAEL B	0436314	KC		MTUKC06	TOPEKA SUB	0315	171	01/08/2014	04:20	0:34	001	01A	6.2	PASS	KC	0	0	0	1	0	1
													02	6.27	PASS									
													11A	1.3.2	PASS									
														ITEM7-A	PASS									
													15B	82.2	PASS									
FULLER, JEFFREY T	JOHNSON, MICHAEL B	0436314	KC		MDMHN22	K.C. METRO (KANSAS)	0093	5	11/22/2013	11:45	3:01	003	01A	6.2	PASS	KC	0	0	0	1	0	1
													15B	81.4.1	COACH									
SCHWENDEMAN, DANIEL M	JOHNSON, MICHAEL B	0436314	KC		MKSTU17	TOPEKA SUB	0315	171	11/17/2013	11:30	2:07	003	15B	81.7	COACH	KC	0	0	0	1	0	0
BIVENS, TIMOTHY E	JOHNSON, MICHAEL B	0436314	KC		ANGNS30	K.C. METRO (ARMOURDALE)	0096	5	11/03/2013	01:50	17:54	003	01A	5.4.7	PASS	KC	0	0	0	1	0	1

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													02	6.27 CRIT	PASS								
													03A	9.12.1	PASS								
														9.2.15	PASS								
														9.5 CRIT	PASS								
													11A	1.5	PASS								
														2.21 CARD	PASS								
														ITEM7-A	PASS								
FRAZIER, ANTONIO D	JOHNSON, MICHAEL B	0436314	KC		EOPKCM26	TOPEKA SUB	0315	171	10/26/2013	13:45	0:23	003	01A	8.2	PASS	KC	0	0	0	1	0	1
													15A	6.5	PASS								
													15B	70.3	PASS								
														70.7	PASS								
														81.7	PASS								
DAVIS, ANDY L	JOHNSON, MICHAEL B	0436314	KC		KOSG4417	K.C. METRO (NEFF YD)	0092	279	10/21/2013	10:50	12:16	003	15B	81.4.1	PASS	KC	0	0	0	1	0	0
CLEVELAND, WILLIAM H	JOHNSON, MICHAEL B	0436314	KC		ZEPG4X04	KANSAS SUB	0300	8	10/07/2013	02:19	6:45	003	09A	5.8.2(7)	PASS	KC	0	0	0	1	0	0
													13A	2.4	PASS								
													15A	1.47C	PASS								
														9.2.8	PASS								
GIBSON, SCOTT A	JOHNSON, MICHAEL B	0436314	KC		MDMHN27	TOPEKA SUB	0315	171	08/29/2013	09:40	0:46	003	01A	8.20	PASS	KC	0	0	0	1	0	0
													15B	81.4.3	PASS								
													15E	ITEM12	PASS								
HANKEN, TERRY A	JOHNSON, MICHAEL B	0436314	KC		GBNMOA04	TOPEKA SUB	0315	170	06/07/2013	17:25	0:37	003	01A	8.2	PASS	KC	0	0	0	1	0	1
													02	8.28 CARD	PASS								
													08	8.31	PASS								
													11A	1.3.2	PASS								
														10.1 CRIT	PASS								
BELL, COLEMAN S	JOHNSON, MICHAEL B	0436314	KC		MSIKC24	KANSAS SUB	0300	18	02/25/2013	00:33	0:27	001	09A	5.8.1	PASS	KC	0	0	0	1	0	0
														5.8.2(7)	PASS								
														5.9	PASS								
														5.9.5	PASS								
													15A	10.1	PASS								
														8.31	PASS								
KILLIAN, JUSTIN L	JOHNSON, MICHAEL B	0436314	DV		CMSEY914	SALINA SUB	0306	186	01/17/2013	10:10	4:28	001	01A	5.4.7	PASS	DV	0	0	0	1	0	1
													02	8.27 CRIT	PASS								
													09A	5.8.2(7)	PASS								
														5.9.5	PASS								
													15A	8.13	PASS								
														8.9	PASS								
WEEKS, BRIAN E	JOHNSON, MICHAEL B	0436314	DV		CWEAC07	SHARON SPRINGS SUB	0310	380	01/09/2013	17:15	19:07	001	06	8.31	PASS	DV	0	0	0	1	0	1
													09A	5.8.1	PASS								
														5.8.2(7)	PASS								
														5.9.5	PASS								
					CEYHM11	SHARON SPRINGS SUB	0310	291	12/14/2012	14:25	51:25	001	03A	9.2.15	PASS	DV	0	0	0	1	0	1
													05A	9.2.11	PASS								

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													05B	9.1.2	PASS								
													11A	1.5	PASS								
														2.21 CARD	PASS								
														6.3	PASS								
													15A	1.47	PASS								
					CKHEY910	SHARON SPRINGS SUB	0310	378	12/13/2012	11:35	23:07	001	08	5.4.2A	PASS	DV	0	0	0	1	0	1
														6.31	PASS								
													09A	5.8.1	PASS								
														5.8.2(7)	PASS								
														5.9.5	PASS								
HALL, MATTHEW M	JOHNSON, MICHAEL B	0436314	KC		AAMOKO25	KANSAS SUB	0300	6	10/26/2012	09:36	3:55	003	09A	5.8.1	PASS	KC	0	0	0	1	0	1
														5.9.2(7)	PASS								
														5.9.5	PASS								
														6.32.2	PASS								
O HARA, MICHAEL J	JOHNSON, MICHAEL B	0436314	KC		ZTUG414	KANSAS SUB	0300	28	10/15/2012	17:14	1:14	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5	PASS								
													05A	9.2.6	PASS								
													09A	6.32.4	PASS								
													11A	1.47.1	PASS								
														1.47A	PASS								
														ITEM7-A	PASS								
GIBSON, SCOTT A	JOHNSON, MICHAEL B	0436314	KC		KG1LAC09	TOPEKA SUB	0315	170	10/10/2012	11:45	0:49	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
													05A	9.2.6	PASS								
													13A	2.2	PASS								
														2.3	PASS								
													15A	1.47.1	PASS								
																Totals	0	0	0	29	0	21

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List FTX Test Report on 09/25/2014 as of 09:39

Herington Only

Search Criteria

Employee: 0435092 (Roth, Tracy S.)
Service Unit Type: Manager SU
Test Category: EFFICIENCY
Record Count: 24
Date: 09/25/2012 to 09/25/2014
Subdivision: 0316
Sort By: Employee

Employee	Empl ID	Testing Manager	Mgr SU	Other On Track Equipment Number	Train ID	Sbdv Name	Sbdv Code	MPost	Event Date	Time	Creation Elapse Time	Occ	Test	Rule	Action	Test SU	Pass Entered Late	Coach Entered Late	Hearing Entered Late	Evnt Cnt	Rcl Cnt	Str Cnt
TEST CATEGORY: EFFICIENCY																						
ROTH, TRACY S	0435092	GIBSON, SCOTT A	KC		ZCIBP12	HERINGTON SUB	0316	172	09/15/2014	00:40	1:49	001	05A	9.2.6	PASS	KC	0	0	0	1	0	0
													15A	1.47.1	PASS							
		HANKEN, TERRY A	KC		MTUKC02	HERINGTON SUB	0316	267	09/04/2014	05:30	0:40	001	03A	6.8	PASS	KC	0	0	0	1	0	0
														9.2.15	PASS							
		GASKILL, GARY A	KC		KG4LB19	HERINGTON SUB	0316	219	08/20/2014	14:44	18:14	001	03A	9.12.3	PASS	KC	0	0	0	1	0	1
														9.2.15	PASS							
														9.5	PASS							
													11A	1.47.1	COACH							
														31.2.1	PASS							
														ITEM7-A	PASS							
		MERRILL, ROBERT C	KC		ANGNS26	HERINGTON SUB	0316	249	06/28/2013	13:30	2:41	001	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5	PASS							
													11A	31.2.2	PASS							
														ITEM7-A	PASS							
													15A	10.1	PASS							
														6.8	PASS							
													15B	71.7.1	PASS							
		GASKILL, GARY A	KC		ZEPG417	HERINGTON SUB	0316	207	06/18/2013	17:45	4:57	001	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5 CRIT	PASS							
													11A	1.48	PASS							
														2.21 CARD	PASS							
														ITEM7-A	PASS							
													15A	10.1	PASS							
														5.9.2	PASS							
																Totals	0	0	0	5	0	3

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List FTX Test Report on 09/25/2014 as of 07:57

All Subs

Search Criteria

Employee: 0435092 (Roth, Tracy S) Date: 09/25/2012 to 09/25/2014 Sort By: Event
Service Unit Type: Manager SU
Test Category: EFFICIENCY
Record Count: 252

Testing Manager	Employee	Empl ID	Mgr SU	Other On Track Equipment Number	Train ID	Sbdv Name	Sbdv Code	MPost	Event Date	Time	Creation Elapse Time	Occ	Test	Rule	Action	Test SU	Pass Entered Late	Coach Entered Late	Hearing Entered Late	Evnt Cnt	Rcl Cnt	Str Cnt
TEST CATEGORY: EFFICIENCY																						
GIBSON, SCOTT A	ROTH, TRACY S	0435092	KC		ZCIBP12	HERINGTON SUB	0316	172	09/15/2014	00:40	1:49	001	05A	9.2.8	PASS	KC	0	0	0	1	0	0
													15A	1.47.1	PASS							
					MTUKC07	TOPEKA SUB	0315	171	09/09/2014	01:20	4:12	001	01A	8.2	PASS	KC	0	0	0	1	0	1
													02	6.27	PASS							
													15B	62.2	PASS							
HANKEN, TERRY A	ROTH, TRACY S	0435092	KC		MTUKC02	HERINGTON SUB	0316	267	09/04/2014	05:30	0:49	001	03A	8.8	PASS	KC	0	0	0	1	0	0
														9.2.15	PASS							
FAULKNER, WILLIAM V	ROTH, TRACY S	0435092	KC		KLBDU28	PRATT SUB	0318	298	08/31/2014	01:22	18:58	001	09A	5.8.1	PASS	KC	0	0	0	1	0	0
														5.8.2(7)	PASS							
														5.9	PASS							
														5.9.5	PASS							
GASKILL, GARY A	ROTH, TRACY S	0435092	KC		KG4LB19	HERINGTON SUB	0316	219	08/20/2014	14:44	18:14	001	03A	9.12.3	PASS	KC	0	0	0	1	0	1
														9.2.15	PASS							
														9.5	PASS							
													11A	1.47.1	COACH							
														31.2.1	PASS							
														ITEM7-A	PASS							
					IDULB12	TOPEKA SUB	0315	123	07/12/2014	18:35	1:57	001	01A	5.4.7	PASS	KC	0	0	0	1	0	1
													02	6.27	PASS							
													03A	9.2.15	PASS							
														9.5	PASS							
													11A	1.47.1	PASS							
														1.45	PASS							
														1.5	PASS							
														ITEM7-A	PASS							
MERRILL, ROBERT C	ROTH, TRACY S	0435092	KC		KLBG419	TOPEKA SUB	0315	171	06/22/2014	04:10	6:58	003	15B	81.4.3	PASS	KC	0	0	0	1	0	0
FULLER, JEFFREY T	ROTH, TRACY S	0435092	KC		ZCIG404	K.C. METRO (ARMOURDALE)	0098	3	05/06/2014	07:45	9:45	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5	PASS							
													15A	10.1	PASS							
														5.9.5	PASS							
														6.3	PASS							
														6.31	PASS							
GIBSON, SCOTT A	ROTH, TRACY S	0435092	KC		KLBDU25	TOPEKA SUB	0315	171	02/28/2014	08:00	0:10	003	02	6.28	PASS	KC	0	0	0	1	0	0
													15A	10.1	PASS							
														5.9	PASS							
													15B	71.8	PASS							
														81.4.3	PASS							

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BIVENS, TIMOTHY E	ROTH, TRACY S	0435092	KC	KLBOU19	KANSAS SUB	0300	8	02/22/2014	21:00	7:20	003	09A	5.8.1	PASS	KC	0	0	0	1	0	0
													5.8.2(7)	PASS							
													5.9	PASS							
													5.9.5	PASS							
BROWNING, BENJAMIN S	ROTH, TRACY S	0435092	KC	AGBML27	TOPEKA SUB	0315	170	01/28/2014	16:35	4:09	003	15A	10.1	PASS	KC	0	0	0	1	0	0
MERRILL, ROBERT C	ROTH, TRACY S	0435092	KC	MDMHN29	TOPEKA SUB	0315	171	12/29/2013	19:26	14:35	003	12	32.1.2 CARD	PASS	KC	0	0	0	1	0	0
													32.1.2 CRIT	PASS							
												14T	32.1.1	PASS							
BELL, COLEMAN S	ROTH, TRACY S	0435092	KC	MDMHN28	TOPEKA SUB	0315	92	12/29/2013	14:48	8:01	003	01A	5.4.7	PASS	KC	0	0	0	1	0	1
												03A	9.2.15	PASS							
													9.5	PASS							
												11A	ITEM7-A	PASS							
												15A	1.47A	COACH							
													1.47C	PASS							
													6.27	PASS							
BROWNING, BENJAMIN S	ROTH, TRACY S	0435092	KC	KG4L8822	TOPEKA SUB	0315	122	11/25/2013	11:15	3:46	001	01B	5.3.1	PASS	KC	0	0	0	1	0	1
												02	6.27 CRIT	PASS							
												03A	9.12.1	PASS							
													9.2.15	PASS							
													9.5 CRIT	PASS							
												05A	9.2.6	PASS							
												11A	1.3.2	PASS							
													1.46	PASS							
												14A	30.3.2	PASS							
												15A	5.3.5	COACH							
MERRILL, ROBERT C	ROTH, TRACY S	0435092	KC	AAMML29	KANSAS SUB	0300	54	10/29/2013	16:15	11:30	003	09A	5.32.2	PASS	KC	0	0	0	1	0	1
BELL, COLEMAN S	ROTH, TRACY S	0435092	KC	KG1LAC25	TOPEKA SUB	0315	92	09/26/2013	08:03	6:22	003	01A	5.4.7	PASS	KC	0	0	0	1	0	1
												02	6.27	PASS							
												11A	ITEM7-A	COACH							
												15A	1.47.1	PASS							
													1.47A	PASS							
													2.14	PASS							
												15B	70.3	PASS							
MERRILL, ROBERT C	ROTH, TRACY S	0435092	KC	MDMHN25	TOPEKA SUB	0315	96	08/25/2013	16:30	0:54	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
													9.5	PASS							
												05A	9.2.6	PASS							
												11A	1.3.2	PASS							
													1.47A	PASS							
													ITEM7-A	PASS							
												15A	1.47C	PASS							
COOL, COLIN J	ROTH, TRACY S	0435092	KC	KG4LB14	TOPEKA SUB	0315	170	08/15/2013	06:15	0:54	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
													9.5	PASS							
												05A	9.2.6	PASS							

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												11A	1.3.2	PASS								
													1.47C	PASS								
													1.5	PASS								
													2.21	PASS								
BELL, COLEMAN S	ROTH, TRACY S	0435092	KC		KG4LB14	KANSAS SUB	0300	47	08/15/2013	02:46	53:36	003	09A	5.8.1	PASS	KC	0	0	0	1	0	0
														5.8.2(7)	PASS							
														5.9	PASS							
														5.9.5	PASS							
												15A	10.1	PASS								
													8.3	PASS								
													6.31	PASS								
HOSKINS JR, JAMES E	ROTH, TRACY S	0435092	KC		KG4LB14	KANSAS SUB	0300	47	08/15/2013	02:45	1:04	003	09A	5.9	PASS	KC	0	0	0	1	0	1
														5.9.5	PASS							
														0.32.2	PASS							
														81.1.3	PASS							
BROWNING, BENJAMIN S	ROTH, TRACY S	0435092	KC		MWTKC26	TOPEKA SUB	0315	96	07/26/2013	14:30	7:58	003	03A	9.12.1	PASS	KC	0	0	0	1	0	1
														9.2.15	PASS							
														9.5 CRIT	PASS							
													05A	9.2.6	PASS							
													11A	1.47A	PASS							
														1.48	PASS							
														1.5	PASS							
														10.1	PASS							
														2.21 CARD	PASS							
														ITEM7-A	PASS							
JACKSON, EARL C	ROTH, TRACY S	0435092	KC		KG4LB24	KANSAS SUB	0300	8	07/25/2013	00:21	19:50	003	09A	5.8.2(7)	PASS	KC	0	0	0	1	0	1
														5.9	PASS							
														5.9.5	PASS							
														6.32.2	PASS							
													11A	1.5	PASS							
														2.21 CARD	PASS							
														ITEM7-A	PASS							
HANKEN, TERRY A	ROTH, TRACY S	0435092	KC		IDULB16	TOPEKA SUB	0315	156	07/16/2013	19:00	1:13	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5 CRIT	PASS							
													11A	1.3.2	PASS							
														1.47A	PASS							
														1.47C	PASS							
MERRILL, ROBERT C	ROTH, TRACY S	0435092	KC		ANGNS26	HERINGTON SUB	0316	249	06/28/2013	13:30	2:41	001	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5	PASS							
													11A	31.2.2	PASS							
														ITEM7-A	PASS							
												15A	10.1	PASS								
													6.8	PASS								
												15B	71.7.1	PASS								

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GASKILL, GARY A	ROTH, TRACY S	0435092	KC		ZEPG417	HERINGTON SUB	0316	207	06/18/2013	17:45	4:57	001	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5 CRIT	PASS							
													11A	1.48	PASS							
														2.21 CARD	PASS							
														ITEM7-A	PASS							
													15A	10.1	PASS							
														5.9.2	PASS							
MERRILL, ROBERT C	ROTH, TRACY S	0435092	KC		MTUKC12	TOPEKA SUB	0315	171	06/14/2013	15:40	1:42	001	01A	5.4.7	PASS	KC	0	0	0	1	0	1
													02	6.27	PASS							
													11A	ITEM7-A	PASS							
													15A	6.13	PASS							
GIBSON, SCOTT A	ROTH, TRACY S	0435092	KC		ZCIG406	TOPEKA SUB	0315	170	06/09/2013	05:20	0:10	003	11A	10.1	PASS	KC	0	0	0	1	0	0
BROWNING, BENJAMIN S	ROTH, TRACY S	0435092	KC		MDMWT23	TOPEKA SUB	0315	101	05/23/2013	14:05	20:43	003	09A	5.8.2(7)	PASS	KC	0	0	0	1	0	1
														5.9	PASS							
														5.9.5	PASS							
														6.32.2	PASS							
														70.6	PASS							
													11A	1.47A	PASS							
														2.21 CARD	PASS							
													14A	30.3.3	PASS							
													15B	70.11	PASS							
MERRILL, ROBERT C	ROTH, TRACY S	0435092	KC		MKSTU18	TOPEKA SUB	0315	96	04/18/2013	10:30	8:46	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5	PASS							
													05A	9.2.6	PASS							
													11A	1.47A	PASS							
														1.47C	PASS							
														ITEM7-A	PASS							
													15B	71.7	PASS							
COOL, COLIN J	ROTH, TRACY S	0435092	KC		MDMWT07	TOPEKA SUB	0315	171	04/07/2013	13:36	0:39	003	11A	1.47A	PASS	KC	0	0	0	1	0	1
													12	32.1.2	PASS							
													15B	71.6	PASS							
														81.2.1	PASS							
														81.4.3	PASS							
														61.5.4	PASS							
													15E	ITEM12	COACH							
BELL, COLEMAN S	ROTH, TRACY S	0435092	KC		MDMWT07	TOPEKA SUB	0315	91	04/07/2013	09:52	13:59	003	01A	5.4.7	PASS	KC	0	0	0	1	0	1
													03A	9.2.15	PASS							
														9.5	PASS							
													05A	9.2.6	PASS							
													11A	1.47A	PASS							
														70.3	PASS							
														ITEM7-A	PASS							
													14A	30.3.2	PASS							
													15A	1.47C	PASS							

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GIBSON, SCOTT A	ROTH, TRACY S	0435092	KC	ZCBPB27	TOPEKA SUB	0315	160	03/29/2013	22:35	4:30	003	09A	6.31	PASS	KC	0	0	0	1	0	0
													5.8.2(7)	PASS							
													5.9	PASS							
													5.9.5	PASS							
BIVENS, TIMOTHY E	ROTH, TRACY S	0435092	KC	ANGNS08	K.C. METRO (KANSAS)	0093	1	03/11/2013	03:50	1:42	003	09A	5.8.1	PASS	KC	0	0	0	1	0	1
													5.8.2(7)	PASS							
													5.9.5	PASS							
													8.32.2	PASS							
												11A	17EM7-A	PASS							
												15B	80.6	PASS							
													81.4.1	PASS							
GIBSON, SCOTT A	ROTH, TRACY S	0435092	KC	AGBML11	TOPEKA SUB	0315	171	02/12/2013	08:20	0:50	003	01A	5.4.7	PASS	KC	0	0	0	1	0	1
												02	6.27	PASS							
												08	8.31	PASS							
												11A	1.3.2	PASS							
													1.47A	PASS							
													1.5	PASS							
													2.21	PASS							
													ITEM7-A	PASS							
VERHOEFF, BILL J	ROTH, TRACY S	0435092	KC	MTUKC24	K.C. METRO (NEFF YD)	0092	281	01/28/2013	11:15	4:38	003	09A	5.8.2(7)	PASS	KC	0	0	0	1	0	0
													5.9.5	PASS							
												12	32.1.3 CRIT	PASS							
													32.2.1 CRIT	PASS							
													7.6 CRIT	PASS							
												15B	81.5.4	PASS							
BELL, COLEMAN S	ROTH, TRACY S	0435092	KC	MNLB21	KANSAS SUB	0300	40	01/22/2013	09:20	33:48	003	08	8.31	PASS	KC	0	0	0	1	0	0
												09A	5.9	PASS							
													5.9.5	PASS							
												15A	6.3	PASS							
COOL, COLIN J	ROTH, TRACY S	0435092	KC	LMF4207	TOPEKA SUB	0315	171	01/08/2013	03:27	4:51	003	02	6.28	PASS	KC	0	0	0	1	0	1
												10A	6.5	PASS							
													7.1	PASS							
													8.20	PASS							
												15B	70.3	PASS							
													81.4.1	PASS							
													81.5.4	PASS							
													81.7	PASS							
GIBSON, SCOTT A	ROTH, TRACY S	0435092	KC	ZLAAH03	TOPEKA SUB	0315	171	12/05/2012	18:40	0:17	001	01A	3.4.7	PASS	KC	0	0	0	1	0	1
												02	6.27	PASS							
												11A	1.3.2	PASS							
													1.47A	PASS							
													1.5	PASS							
													2.21	PASS							
													ITEM7-A	PASS							

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MERRILL, ROBERT C	ROTH, TRACY S	0435092	KC		MHNHN20	KANSAS SUB	0300	66	11/21/2012	00:30	15:07	001	02	6.28 CARD	PASS	KC	0	0	0	1	0	1
													12	32.1 CARD	PASS							
														32.1.3 CRIT	PASS							
													14A	30.3.2	PASS							
													15A	6.5	PASS							
													15B	81.5.4	PASS							
					MKSTU20	TOPEKA SUB	0315	171	11/20/2012	04:35	17:15	001	12	32.1.3	PASS	KC	0	0	0	1	0	0
														32.2.1	PASS							
COOL, COLIN J	ROTH, TRACY S	0435092	KC		MKSTU20	TOPEKA SUB	0315	171	11/20/2012	03:37	1:18	001	01A	8.2	PASS	KC	0	0	0	1	0	1
													02	6.28	PASS							
BELL, COLEMAN S	ROTH, TRACY S	0435092	KC		ZCIG108	TOPEKA SUB	0315	92	11/10/2012	04:58	10:30	001	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5	PASS							
													11A	1.3.2	PASS							
														1.47C	PASS							
														1.48	PASS							
														ITEM7-A	PASS							
													14A	30.3.3	PASS							
					MHNHN08	KANSAS SUB	0300	69	11/08/2012	21:21	6:41	001	01A	5.4.7	PASS	KC	0	0	0	1	0	1
													10A	6.5	PASS							
													11A	2.21	PASS							
														70.3	PASS							
														ITEM7-A	PASS							
													12	32.1	PASS							
														7.8	PASS							
													14A	30.3.2	PASS							
BROWNING, BENJAMIN S	ROTH, TRACY S	0435092	KC		2AGBML03	TOPEKA SUB	0315	107	11/05/2012	18:20	17:06	001	01A	5.4.7	PASS	KC	0	0	0	1	0	1
													02	6.27 CRIT	PASS							
													03A	9.12.1	PASS							
														9.2.15	PASS							
													05A	9.2.6	PASS							
													09A	5.9.5	PASS							
													11A	1.48	PASS							
														2.21 CARD	PASS							
														ITEM7-A	PASS							
MERRILL, ROBERT C	ROTH, TRACY S	0435092	KC		QBTMV31	TOPEKA SUB	0315	170	11/04/2012	13:20	19:57	001	01A	8.2	PASS	KC	0	0	0	1	0	1
													11A	1.3.2	PASS							
NEUMANN, SCOTT S	ROTH, TRACY S	0435092	KC		MKSW703	K.C. METRO (KANSAS)	0093	5	10/03/2012	14:15	49:02	003	10A	6.5 CRIT	PASS	KC	0	0	0	1	0	0
														8.2	PASS							
														8.6	PASS							
														82.3	PASS							
																Totals	0	0	0	46	0	31

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List FTX Test Report on 09/25/2014 as of 09:38 Herrington Sub only

Search Criteria

Employee: 0455588 (Pogue, Robert J.) Date: 09/25/2012 to 09/25/2014 Sort By: Employee
Service Unit Type: Manager SU
Test Category: EFFICIENCY Subdivision: 0316
Record Count: 28

Employee	Empl ID	Testing Manager	Mgr SU	Other On Track Equipment Number	Train ID	Sbdv Name	Sbdv Code	MPost	Event Date	Time	Creation Elapse Time	Occ	Test	Rule	Action	Test SU	Pass Entered Late	Coach Entered Late	Hearing Entered Late	Evnt Cnt	Rel Cnt	Str Cnt
TEST CATEGORY: EFFICIENCY																						
POGUE, ROBERT J	0455588	MERRILL, ROBERT C	KC		AGBML13	HERINGTON SUB	0316	173	09/14/2014	07:10	0:32	003	09A	5.8.1	PASS	KC	0	0	0	1	0	0
														5.8.2(7)	PASS							
														5.9	PASS							
														5.9.5	PASS							
		HANKEN, TERRY A	KC		ZTUG412	HERINGTON SUB	0316	283	09/13/2014	08:10	1:22	003	01A	5.4.7	PASS	KC	0	0	0	1	0	1
													03B	9.2.14	PASS							
													11A	1.47.1	PASS							
														1.47C	PASS							
														2.21	PASS							
													15A	8.31	COACH							
					GSMRSD02	HERINGTON SUB	0316	206	09/04/2014	03:20	0:58	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5	PASS							
													09A	6.32.2	PASS							
													11A	1.47.1	PASS							
														1.47A	PASS							
														1.47C	COACH							
														10.1 CRIT	PASS							
													15A	6.29.1	PASS							
		GILLSON, MICHAEL D	KC		AGBML22	HERINGTON SUB	0316	211	08/23/2014	09:22	10:19	003	09A	8.32.2	PASS	KC	0	0	0	1	0	1
													11A	1.47	PASS							
														1.47.1	PASS							
														1.48	PASS							
														70.3	PASS							
														ITEM7-A	PASS							
					LMS5509	HERINGTON SUB	0316	247	07/09/2014	10:57	47:06	003	02	8.28	PASS	KC	0	0	0	1	0	1
													10A	8.2	PASS							
													14A	30.3.1	PASS							
													15B	81.5.4	PASS							
																Totals	0	0	0	5	0	4

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List FTX Test Report on 09/25/2014 as of 07:56

Search Criteria

Employee: 0465588 (Pogue, Robert J.)
Date: 09/25/2012 to 09/25/2014
Sort By: Event
Service Unit Type: Manager SU
Test Category: EFFICIENCY
Record Count: 42

All Sub

Testing Manager	Employee	Empl ID	Mgr SU	Other On Track Equipment Number	Train ID	Sbdv Name	Sbdv Code	MPost	Event Date	Time	Creation Elapse Time	Occ	Test	Rule	Action	Test SU	Pass Entered Late	Coach Entered Late	Hearing Entered Late	Evnt Cnt	Rel Cnt	Str Cnt
TEST CATEGORY: EFFICIENCY																						
MERRILL, ROBERT C	POGUE, ROBERT J	0465588	KC		AGBML13	HERINGTON SUB	0318	173	09/14/2014	07:10	0:32	003	09A	5.8.1	PASS	KC	0	0	0	1	0	0
														5.8.2(7)	PASS							
														5.8	PASS							
														5.8.5	PASS							
HANKEN, TERRY A	POGUE, ROBERT J	0465588	KC		ZTUG412	HERINGTON SUB	0318	263	09/13/2014	08:10	1:22	003	01A	5.4.7	PASS	KC	0	0	0	1	0	1
													03B	9.2.14	PASS							
													11A	1.47.1	PASS							
														1.47C	PASS							
														2.21	PASS							
													15A	6.31	COACH							
					GSMRSD02	HERINGTON SUB	0316	208	09/04/2014	03:20	0:58	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
														9.5	PASS							
													09A	6.32.2	PASS							
													11A	1.47.1	PASS							
														1.47A	PASS							
														1.47C	COACH							
														10.1 CRIT	PASS							
													15A	6.29.1	PASS							
GIBSON, SCOTT A	POGUE, ROBERT J	0465588	KC		ZG4CI02	TOPEKA SUB	0315	171	09/03/2014	00:10	0:17	003	01A	8.2	PASS	KC	0	0	0	1	0	1
													02	6.27	PASS							
													11A	1.3.2	PASS							
														1.5	PASS							
														2.21	PASS							
														ITEM7-A	PASS							
													15B	71.8	PASS							
														80.6	PASS							
														82.2	PASS							
														82.3	PASS							
GILLSON, MICHAEL D	POGUE, ROBERT J	0465588	KC		AGBML22	HERINGTON SUB	0318	211	08/23/2014	09:22	10:19	003	09A	6.32.2	PASS	KC	0	0	0	1	0	1
													11A	1.47	PASS							
														1.47.1	PASS							
														1.48	PASS							
														70.3	PASS							
														ITEM7-A	PASS							
					LMS5509	HERINGTON SUB	0318	247	07/09/2014	10:57	47:06	003	02	6.28	PASS	KC	0	0	0	1	0	1
													10A	8.2	PASS							
													14A	30.3.1	PASS							

HQ-2014-11

List FTX Test Report on 09/25/2014 as of 09:42

Herington Only

Search Criteria

Employee: 0464426 (Young, Randy D.)
Service Unit Type: Manager SU
Test Category: EFFICIENCY
Record Count: 15

Date: 09/25/2012 to 09/25/2014
Subdivision: 0316

Sort By: Employee

Employee	Empl ID	Testing Manager	Mgr SU	Other On Track Equipment Number	Train ID	Sbdv Name	Sbdv Code	MPost	Event Date	Time	Creation Elapse Time	Occ	Test	Rule	Action	Test SU	Pass Entered Late	Coach Entered Late	Hearing Entered Late	Evnt Cnt	Rel Cnt	Str Cnt
TEST CATEGORY: EFFICIENCY																						
YOUNG, RANDY D	0464426	HANKEN, TERRY A	KC		MHNEP04	HERINGTON SUB	0316	269	09/04/2014	05:40	0:43	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
													11A	1.47.1	PASS							
														1.47C	PASS							
														1.5	PASS							
														10.1	PASS							
														2.21	PASS							
		GILLSON, MICHAEL D	KC		KGSMND19	HERINGTON SUB	0316	246	08/23/2014	17:00	3:02	003	09A	6.32.2	PASS	KC	0	0	0	1	0	1
													11A	1.47	PASS							
														1.47.1	PASS							
														1.48	PASS							
														70.3	PASS							
													15B	70.9	PASS							
		FAULKNER, WILLIAM V	KC		LMS5528	HERINGTON SUB	0316	246	07/28/2014	14:00	6:46	003	10A	8.2 CRIT	PASS	KC	0	0	0	1	0	1
														6.20 CRIT	PASS							
													15B	81.5.4 CARD	PASS							
																Totals	0	0	0	3	0	3

HQ-2014-11

List FTX Test Report on 09/25/2014 as of 07:58

All Subs

Search Criteria

Employee: 0464426 (Young, Randy O.) Date: 09/25/2012 to 09/25/2014 Sort By: Event
Service Unit Type: Manager SU
Test Category: EFFICIENCY
Record Count: 23

Testing Manager	Employee	Empl ID	Mgr SU	Other On Track Equipment Number	Train ID	Sbdv Name	Sbdv Code	MPost	Event Date	Time	Creation Elapse Time	Occ	Test	Rule	Action	Test SU	Pass Entered Late	Coach Entered Late	Hearing Entered Late	Evnt Cnt	Rcl Cnt	Str Cnt
TEST CATEGORY: EFFICIENCY																						
HANKEN, TERRY A	YOUNG, RANDY D	0464426	KC		MHNEP04	HERINGTON SUB	0316	269	09/04/2014	05:40	0:43	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
													11A	1.47.1	PASS							
														1.47C	PASS							
														1.5	PASS							
														10.1	PASS							
														2.21	PASS							
GILLSON, MICHAEL D	YOUNG, RANDY D	0464426	KC		KGSMND19	HERINGTON SUB	0316	248	08/23/2014	17:00	3:02	003	09A	6.32.2	PASS	KC	0	0	0	1	0	1
													11A	1.47	PASS							
														1.47.1	PASS							
														1.46	PASS							
														70.3	PASS							
													15B	70.9	PASS							
FAULKNER, WILLIAM V	YOUNG, RANDY D	0464426	KC		LMS5528	HERINGTON SUB	0316	248	07/28/2014	14:00	6:46	003	10A	8.2 CRIT	PASS	KC	0	0	0	1	0	1
														8.20 CRIT	PASS							
													15B	81.5.4 CARD	PASS							
MERRILL, ROBERT C	YOUNG, RANDY D	0464426	KC		LMF4024	TOPEKA SUB	0315	171	05/24/2014	10:00	16:45	003	15B	74.5	PASS	KC	0	0	0	1	0	1
HANKEN, TERRY A	YOUNG, RANDY D	0464426	KC		LMF4024	TOPEKA SUB	0315	171	05/24/2014	14:15	1:47	003	01A	8.2	PASS	KC	0	0	0	1	0	0
													10A	6.5 CARD	PASS							
														7.1	PASS							
													15B	62.3	PASS							
FRAZIER, ANTONIO D	YOUNG, RANDY D	0464426	KC		AGBML19	TOPEKA SUB	0315	170	05/20/2014	02:50	0:34	003	03A	9.2.15	PASS	KC	0	0	0	1	0	1
													05A	9.2.6	PASS							
													11A	1.46	PASS							
																Totals	0	0	0	6	0	5

FTX Subdivision & Mile Post Report on 09/25/2014 as of 07:25

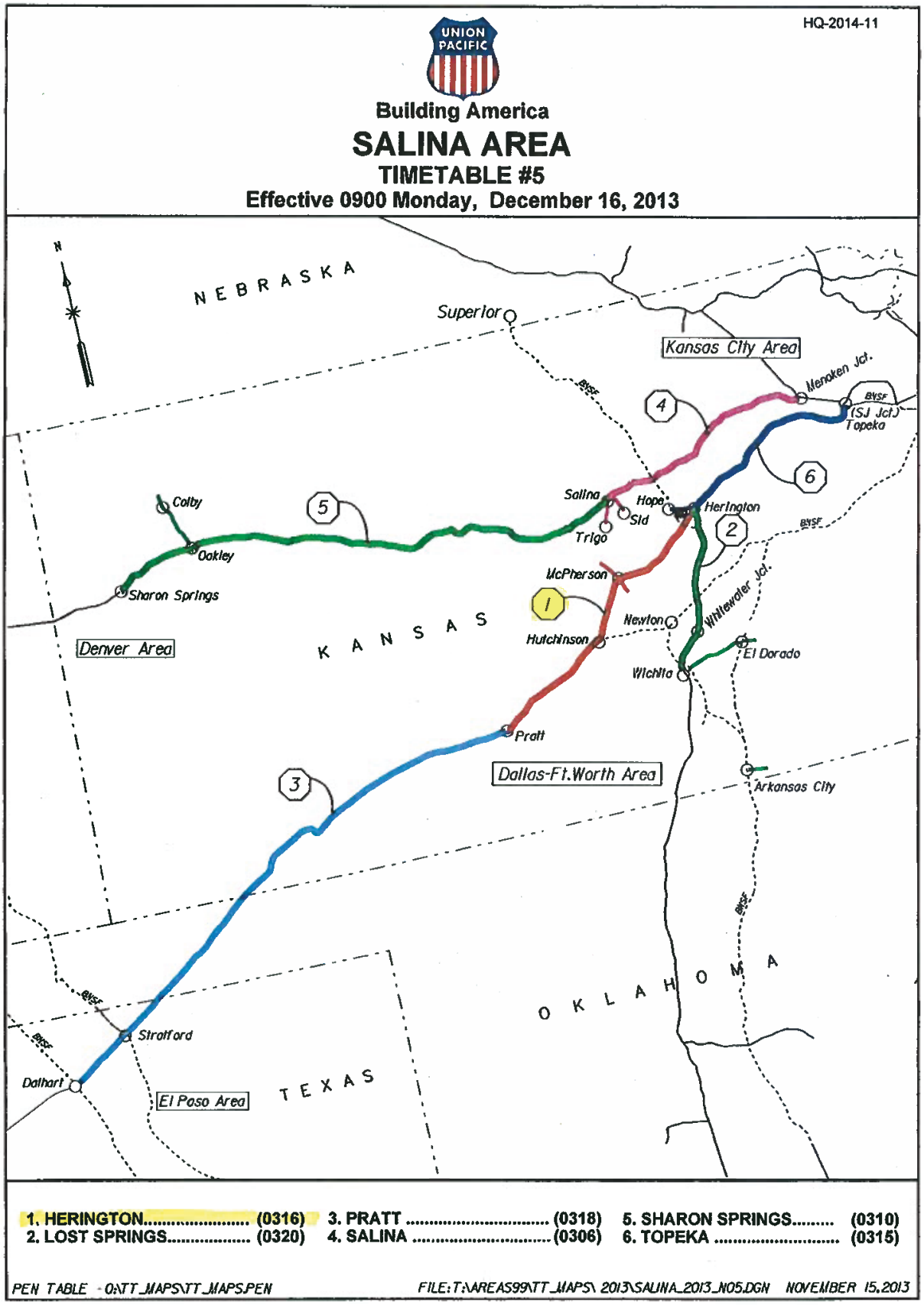
HQ-2014-11

Search Criteria	
Date: 09/25/2013 to 09/25/2014	Service Unit Type: Manager SU
Test Category: EFFICIENCY	Subdivision: 0316
Mile Post in Groups: 5	Record Count: 27

Service Unit	Sbdv Name	Sbdv Code	Mile Post Group	Test Category	Pass	Coach	Hear	Evnt Count	Empl Count	Remote Control	Structured	Percent Stop	Percent Structured
FT. WORTH	HERINGTON SUB	0316	210	EFFICIENCY	1	0	0	1	1	0	1	100.0	100.0
Total For FT. WORTH					1	0	0	1	1	0	1	100.0	100.0
KANSAS CITY	HERINGTON SUB	0316	170	EFFICIENCY	49	9	0	58	133	0	51	89.7	87.9
			175	EFFICIENCY	11	3	0	14	31	0	8	71.4	57.1
			180	EFFICIENCY	5	1	0	6	13	0	2	50.0	33.3
			185	EFFICIENCY	2	0	0	2	4	0	1	0.0	50.0
			190	EFFICIENCY	5	0	0	5	11	0	2	40.0	40.0
			195	EFFICIENCY	6	2	0	9	19	0	5	75.0	62.5
			200	EFFICIENCY	6	1	0	7	14	0	4	71.4	57.1
			205	EFFICIENCY	27	15	1	43	99	0	29	78.7	57.4
			210	EFFICIENCY	30	10	0	40	87	0	19	57.5	47.5 207.6
			215	EFFICIENCY	9	4	0	13	30	0	9	53.8	69.2
			220	EFFICIENCY	7	1	0	8	19	0	4	50.0	50.0
			225	EFFICIENCY	18	8	0	26	85	0	16	80.8	61.5
			230	EFFICIENCY	0	1	0	1	2	0	1	0.0	100.0
			235	EFFICIENCY	5	0	0	5	13	0	5	60.0	100.0
			240	EFFICIENCY	17	4	1	22	53	0	12	54.5	54.5
			245	EFFICIENCY	112	44	3	159	376	0	88	52.2	55.3
			250	EFFICIENCY	12	4	0	16	35	0	13	87.5	81.3
			255	EFFICIENCY	6	3	0	9	20	0	5	22.2	55.6
			260	EFFICIENCY	9	2	0	11	21	0	7	72.7	63.6
			265	EFFICIENCY	19	5	0	23	46	0	15	82.6	65.2
			270	EFFICIENCY	5	0	0	5	8	0	3	40.0	60.0
			275	EFFICIENCY	11	0	0	11	18	0	6	81.6	72.7
			280	EFFICIENCY	11	1	0	12	24	0	4	83.3	33.3
			285	EFFICIENCY	9	3	0	12	22	0	4	50.0	33.3
			290	EFFICIENCY	2	1	0	3	7	0	1	33.3	33.3
			295	EFFICIENCY	10	3	0	13	27	0	5	46.2	38.5
Total For 0316					403	125	5	533	1188	0	322	64.2	60.4
Total For KANSAS CITY					402	125	5	532	1197	0	321	64.1	60.3
EFFICIENCY					403	125	5	533	1198	0	322	64.2	60.4

ATTACHMENTS

Train Operating

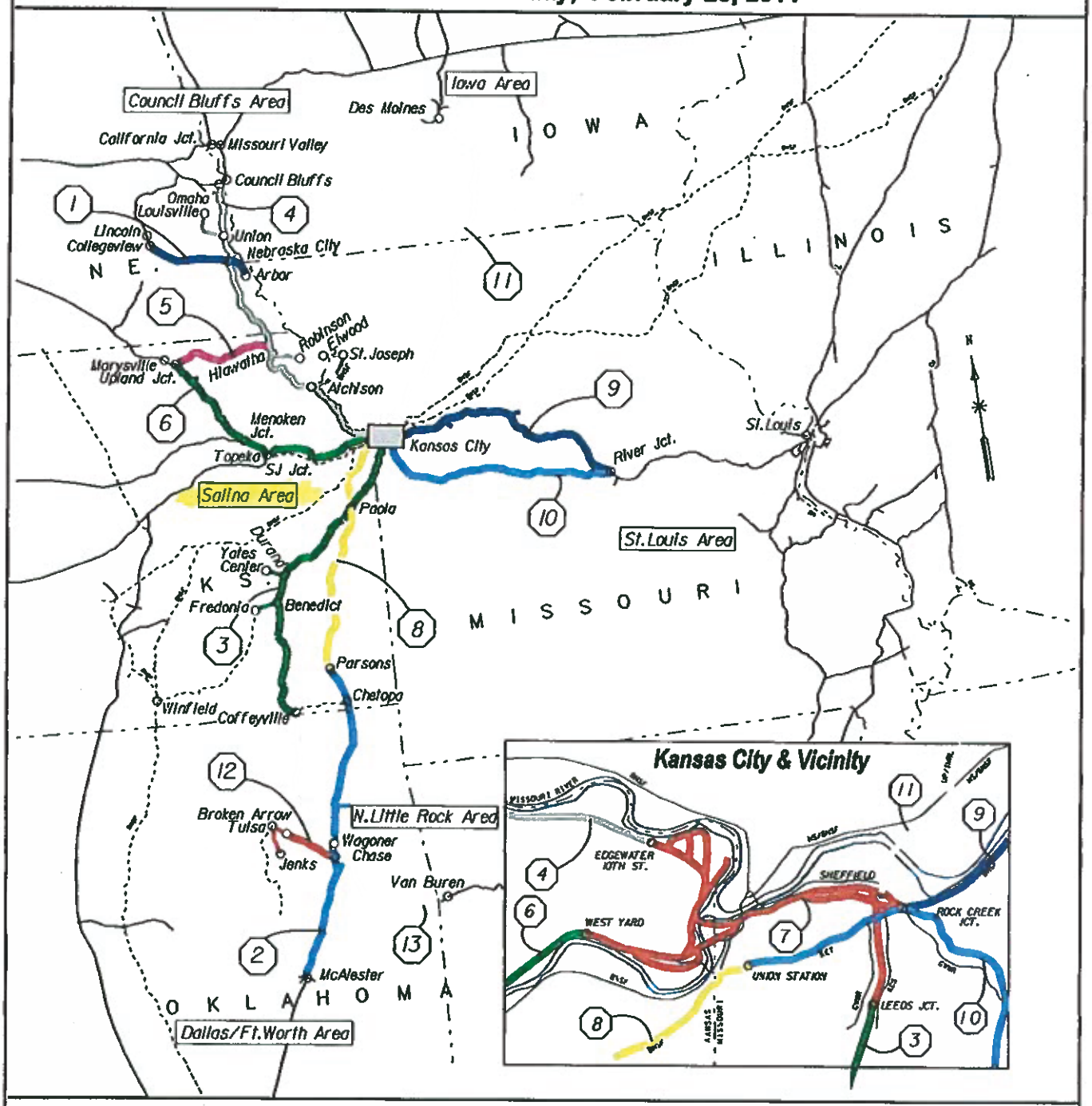


Building America

KANSAS CITY AREA

TIMETABLE #4

Effective 0900 Monday, February 28, 2011



1. ARBOR	(0282)	6. KANSAS	(0300)	11. TRENTON	(0078)
2. CHEROKEE	(0350)	7. K.C. METRO	(0092)	12. TULSA	(0360)
3. COFFEYVILLE	(0335)	8. PARSONS	(0330)	13. WAGONER	(0345)
4. FALLS CITY	(0225)	9. RIVER	(0075)		
5. HIAWATHA	(0304)	10. SEDALIA	(0070)		

PEN TABLE - O:\TT_MAPS\TT_MAPS.PEN

FILE:T:\AREAS99\TT_MAPS\ 2011\KANSAS_CITY_2011_1104.DGN JANUARY 25, 2011

HERINGTON SUBDIVISION (0316)

Radio Display:
Herington to Pratt: 096-096- (*72)
Yard Limits at Herington: 019-019

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
171.4		YL ABS		HERINGTON YARD (0.5)	SW148	Yard
171.9		TWC ABS		HERINGTON 8T (1.3)		
173.1			TC173	CP TC173 (4.4)		
177.5				(X)BNSF(A) (1.2)		
178.7				RAMONA (7.0)	SW156	9090
180.5						
185.7				TAMPA (6.1)	SW162	
191.8				DURHAM (5.9)	SW168	
197.7				WALDECK	SW175	
198.4						9570
199.6				(9.9)		
207.6			TC208	GALVA 1(M)	SW187	
208.6						10000
209.6			TC210	(7.1) 1(M)		
216.7				MCPHERSON (4.1)	SW193	
219.3				(X)UPRR(A) (5.0)		
224.3				GROVELAND (3.0)	SW201	
227.3				HIMAN	SW205	
228.2						9120
229.1				(15.1)		
242.4				SLADE (1.2)	SW219	
243.6				(X)BNSF(M) (0.2)		
243.8				BNSF CONNECTION (1.1)		
244.9				(X)K&O(A) (0.5)		
245.4				HUTCHINSON (0.6)	SW221	
246.0				(X)K&O(G) (1.8)		
247.8		CTC	TC248	MORTON JCT. (0.6)		
248.4			TC249	WHITESIDE 1	SW232	13100
251.0			TC251	(18.5)		
266.9			TC267	JANET 1	SW248	8900
268.8			TC269	(4.2)		
271.1				LANGDON (6.4)	SW252	
277.5				TURON (6.2)	SW258	
283.7			TC284	PRESTON 1	SW267	9300
285.7			TC286	(11.8)		
295.5			TC295	GATEWAY (0.6)	SW277	
296.1			TC296	PRATT 1	SW279	9219
297.9			TC298			
				(126.0)		

SI-01 MAIN TRACK AUTHORITY

CTC between:
CP TC248 and CP TC298;

TWC between:
MP 171.9 and MP 247.8;

ABS between:
MP 171.4 and MP 247.8;

Yard Limits between:
MP 171.4 and MP 171.9.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 171.4 and 297.9	
(Except as Below)	70
171.4 and 171.9	40
171.9 and 177.5	60
177.5 (X)	50
216.7 W	40+
219.2 and 220.0	60
243.5 and 247.3	30
297.2 and 297.9	45+

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions)	
2. Dual Control Switch Turnouts BNSF Connection MP 247.9	
Eastward	30
~~Westward~~	~~50~~
3. Misc. Speed Restrictions	
Freight trains handling one or more empty covered hoppers	50
Wye Track MP 171.8 Connection to Lost Springs Sub	10
Katy Crossover MP 171.5	10
KSW Transfer Tracks	5
Hutchinson: Continental Grain Tracks	5

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

MP 218.3 = MP 218.8

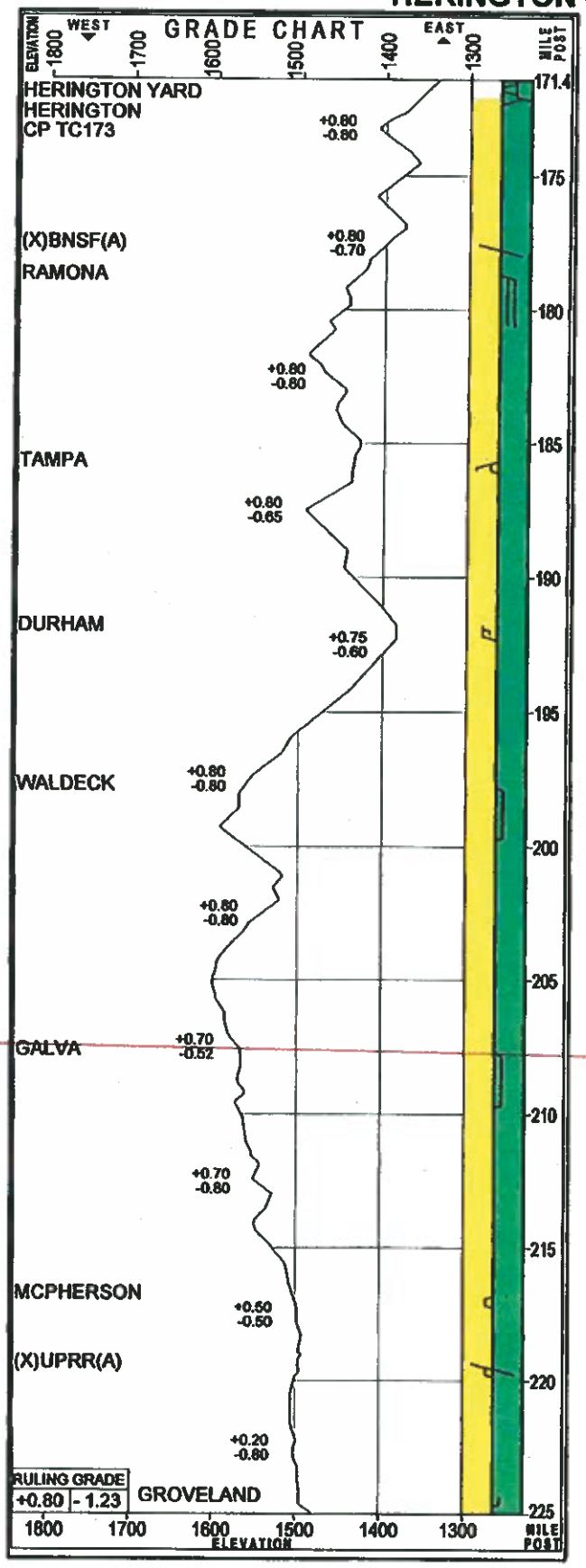
SI-06 RCL OPERATIONS - None.

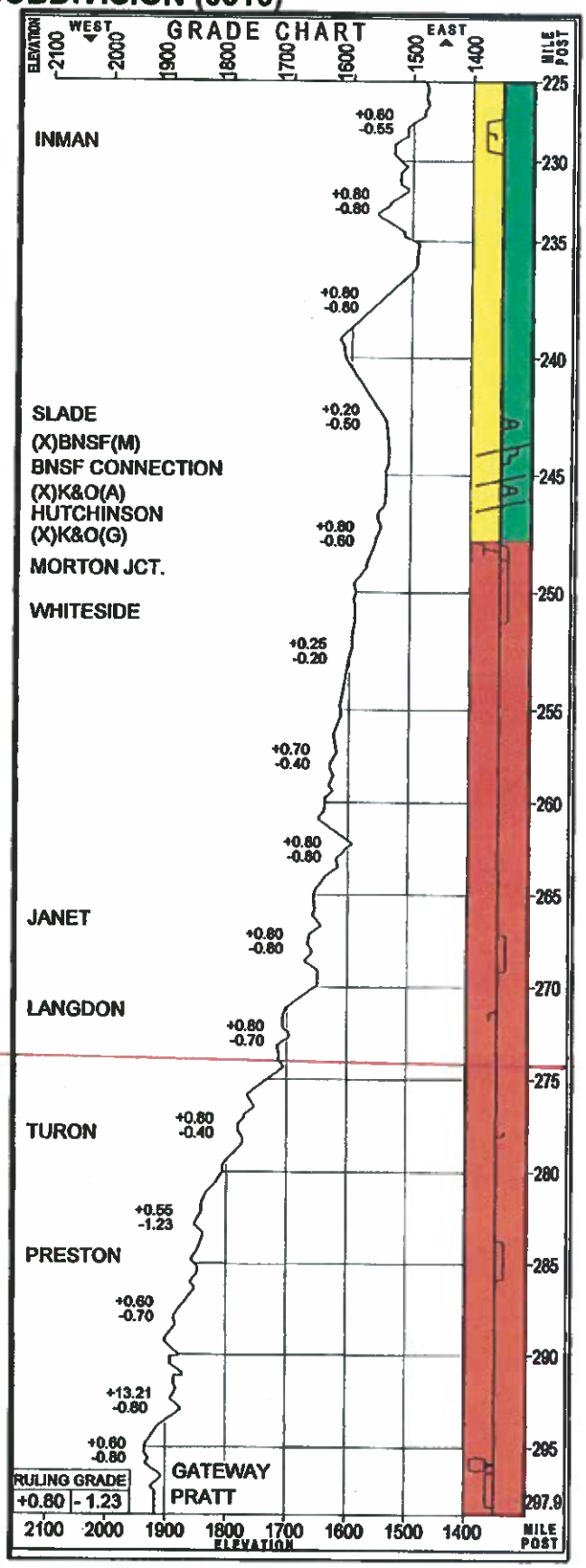
SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 176.8	(#) 223.6	(#) 274.0
(#) 189.7	(#) 238.8	(#) 287.6
(#) 205.6	(#) 256.0	* 293.6

MA207.71

HERINGTON SUBDIVISION (0316)





MP207.71

---------- DOCUMENT TEXT ----------

SALINA AREA TIMETABLE NO. 5

EFFECTIVE DECEMBER 16, 2013

***** HERINGTON SUBDIVISION GENERAL ORDER NO. 7 *****

PURPOSE:

SI-00: Add new CP TC207 at MP 206.5 for CHS Industrial Track Loop

SI-15: Information for CP TC207 and hand operated switch at MP 207.3

Previous change:

SI-00: ADD CP TC200 AT WEST WALDECK MP 199.6

SI-01: DELETE TWC/ABS BETWEEN CP TC198 AND CP TC210
ADD CTC BETWEEN CP TC198 AND CP TC210
ADD TWC/ABS BETWEEN CP TC210 AND CP TC248

SI-15: DUAL CONTROL SWITCH ADDED AT WEST WALDECK

Timetable Subdivision information and instructions not modified by this General Order remain in effect.

EFFECTIVE: 1333, SEPTEMBER 20, 2014

CANCELLATIONS:

This order cancels all previous orders for the HERINGTON Subdivision.

SI-00 - STATION MILES

Effective 1000 hours, September 22, 2014
Add: CP TC207 CANTON AT MP 206.5

197.7	CTC	TC198	WALDECK !	SW175	9570
199.6		TC200	8.8		
206.5		TC207	CANTON		
			1.1		
207.6		TC208	GALVA !	SW187	10000
209.6		TC210	7.1		

.....

Effective 1800 hours, June 18, 2014
Change that part reading:

171.4	YL ABS		HERINGTON YARD	SW148	Yard
			0.5		

171.9			HERINGTON BT		
			1.3		
173.1	CTC	TC173	CP TC173		
			4.4		
177.5			(X)BNSF(A)		
			1.2		
178.7		TC179	RAMONA !	SW156	9090
180.5		TC181	7		
185.7			TAMPA	SW162	
			6.1		
191.8			DURHAM	SW168	
			5.9		
197.7		TC198	WALDECK	SW175	
198.4					9570
199.6	TWC		9.9		
	ABS				

To read:

171.4	YL ABS		HERINGTON YARD	SW148	Yard
			0.5		
171.9			HERINGTON BT		
			1.3		
173.1	CTC	TC173	CP TC173		
			4.4		
177.5			(X)BNSF(A)		
			1.2		
178.7		TC179	RAMONA !	SW156	9090
180.5		TC181	7		
185.7			TAMPA	SW162	
			6.1		
191.8			DURHAM	SW168	
			5.9		
197.7		TC198	WALDECK !	SW175	9570
199.6		TC200	9.9		

207.6		TC208	GALVA !	SW187	10000
209.6		TC210	7.1		

SI-01 - MAIN TRACK AUTHORITY

Effective 1800 hours, June 18, 2014
Delete: TWC/ABS between CP TC198 and MP 207.6
Add: CTC between CP TC198 MP 197.7 and CP TC210 MP 209.6
Add: TWC/ABS between CP TC210 MP 209.6 and CP TC248 MP 247.8
****
Effective 1200 hours, June 17, 2014
Delete: TWC/ABS between CP TC181 and MP 197.7
Add: CTC between CP TC181 and CP TC198 MP 197.7
Add: TWC/ABS between MP 197.7 and MP 247.8 (CP TC248
****
Effective 1200 hours, May 6, 2014
Delete: TWC/ABS between CP TC173 and MP 180.5
Add: CTC between CP TC173 and CP TC181
Add: TWC/ABS between MP 180.5 and 247.8 (CP TC248)
****
Change to read:
Yard Limits between: MP 171.4 and 173.1

SI-03 - OTHER SPEED RESTRICTIONS

Effective 1800 hours, June 18, 2014
Change to read:
1. Ramona and Waldeck 25

SI-15 - ADDITIONAL INSTRUCTIONS

Effective 1000 hours, September 22, 2014
CHS Industrial Track Loop installed with west access at MP 206.5
and east access at MP 207.3
Dual Control Switch installed at MP 206.5 for CANTON CP TC207.
CP TC207 switch is equipped with split point derail.
Leaving signal install for hand operated switch at MP 207.3
****
Effective 1800 hours, June 18, 2014
Dual Control Switch installed at MP 199.6 for station WALDECK.
****
Effective 1200 hours, June 17, 2014
Dual Control Switch installed at MP 197.7 for station WALDECK.
****
Effective 1200 hours, May 6, 2014
Dual Control Switches installed at MP 178.7 and MP 180.5
for station RAMONA

SIGNATURE: DENIS CORCORAN
SIGNATURE TITLE: GEN. SUPERINTENDENT

Number : 8113 Date : 09/25/14
From : MP 149 To : PRATT
To : UP 8120 KG4GSX 23 At : HERINGTON
EMP ID :
On : TOPEKA (315) HERINGTON (316) PRATT (318)

Track Warrant

[x] 16. Track Bulletins in effect: **74348, 74392, 77005, 77119, 77223, 77274, 77897**
[x] 17. **THIS WARRANT IS USED TO DELIVER TRACK BULLETINS ONLY AND DOES NOT**
CONVEY AUTHORITY TO OCCUPY THE MAIN TRACK.
This warrant has **2** boxes marked :**16,17**
Ok : 02:17 Dispatcher (#490) : TPL
Train Direction : WEST
Relayed To : Copied By :

NUMBER: **74348** On ALL SUBDIVISIONS AUGUST 27 2014
Requested by - Date
1. FUEL CONSERVATION SPEED STATED IN ABTH RULE
31.8.7

TRACK BULLETIN FORM C

2. PART B IS VOID FOR THE FOLLOWING TRAINS IN
3. IN ALL SECTIONS:
4. ZCIG4, ZG4CI, ZOAG2, ZG2OA, ZLAAH, ZCIG1, KLTG2,
5. KG2LT, ZG1BR, ZBRG1, ZG1BRB, ZBRG1B, ZLADV, ZDVSC,
6. ZSCDV, ZLAME, ZLAMN3, ZMNLA, ZMQLC, ZAILC, ZLCAI,
7. ZLCMN2, ZLAMQ2, ZLAMQ, ZMNLA2, ZG1SC, ZSCG1, ZG4HO
8. ZG4MQ
9. LISTED TRAINS ARE AUTHORIZED TO OPERATE WITH
10. ALL UNITS ON LINE AT BELOW TPA STANDARDS NOT TO
11. EXCEED EPA LIMITS FOR THE INTENDED ROUTE.
12. ALL LOCOMOTIVE FAILURE OCCURRENCES SHOULD BE
13. IMMEDIATELY REPORTED TO THE DISPATCHER AND
14. COMMUNICATED TO THE RF TECH DESK. IN CASE OF ANY
15. ONLINE FAILURE, THE CREW SHOULD ISOLATE THE
16. FAILED LOCOMOTIVE AND CONTINUE ON THE ROUTE.
17. TRAILIING LOCOMOTIVES SHOULD BE SHUT DOWN AND
18. ISOLATED. LEAD LOCOMOTIVES NEED TO BE ISOLATED
19. AND REMAIN RUNNING IN THE IDLING POSITION. THESE
20. TRAINS ARE BOTH TPA AND FCS EXEMPT. ALL WORKING
21. UNITS SHOULD BE ONLINE AND RUNNING AT ALL TIMES.
22. IF TRAIN IS UNABLE TO MAINTAIN MAXIMUM ALLOWED
23. SPEED, CREW MUST NOTIFY TRAIN DISPATCHER.
Ok 08/27/14 1333 Dispatcher: RWM
>>>>>>> Status: Active <<<<<<<

TRACK BULLETIN FORM C

NUMBER: **74392** On ALL SUBDIVISIONS SEPTEMBER 22 2014
Requested by - Date
1. THE FOLLOWING TRAIN SYMBOLS FROM POINT OF ORIGIN

TRACK BULLETIN FORM C
2. TO KANSAS CITY CRECK9-19, CREAT9-21, AND CREAT9-22
3. OPERATING IN DISTRIBUTED POWER CONFIGURATION ARE
4. RESTRICTED TO ONE (1) LOCOMOTIVE ONLINE ON THE
5. HEAD END CONSIST. OPERATE THE LEAD UNIT FOR POWER
6. AND SECOND UNIT ISOLATED. THE DP REMOTE CONSIST IS
7. RESTRICTED TO THROTTLE ONE. THIS IS ONLY FOR THE
8. 3 TRAIN SYMBOLS ABOVE.
9. THESE 3 TRAIN SYMBOLS WHEN OPERATING BETWEEN
10. KANSAS CITY AND NORTH PLATTE WILL OPERATE WITH
11. LEAD LOCOMOTIVE ISOLATED AND USE THE SECOND UNIT
12. AS POWER. ADDITIONALLY, THESE 3 TRAIN SYMBOLS OPE
13. RATING BETWEEN MARYSVILLE AND NORTH PLATTE WILL
14. OPERATE THE DP AS FOLLOWS. CRECK9-21 NO GREATER
15. THAN THROTTLE 4. CREAT9-21 NO GREATER THAN
16. THROTTLE 3. CREAT9-22 NO GREATER THAN THROTTLE 2.
17. THIS INSTRUCTION IS TO "BALANCE THE FUEL BURN
18. BETWEEN TWO LOCOMOTIVES" TO PREVENT ONE UNIT
19. RUNNING OUT BEFORE THE NEXT SCHEDULED FUELING
20. LOCATION.
21. WHEN USED FOR POWER THIS REQUIRES OPERATION IN
22. INDEPENDENT MODE(FENCE UP). UNIT FAILURES AND
23. EMERGENCY SITUATIONS CREW MEMBERS MUST NOTIFY THE
24. DISPATCHERS AND LOCOMOTIVE HELP DESK OF ANY
25. LOCOMOTIVES EXPERIENCING OPERATIONAL ISSUES.
26. YOU CAN USE ALL 8 THROTTLE NOTCHES ON THE LEAD
27. LOCOMOTIVE ACCORDING TO 31.8.7 A(FCS). YOU CANNOT
28. GO ABOVE NOTCH 1 ON THE DP (EXCEPT PER
29. INSTRUCTIONS ABOVE BETWEEN KANSAS CITY AND NORTH
30. PLATTE ABOVE).
31. THIS IS A FUEL ASSESSMENT TO GET DOWN LOADS AND
32. FUEL READINS ON THESE TRAINS.
33. THESE TRAINS WILL BE DONWNLOADED AND FUEL READINGS
34. OBTAINED AT DESTINATION.
Ok 09/22/14 1840 Dispatcher: ANB
>>>>>>> Status: Active

TRACK BULLETIN FORM C

NUMBER: **77005** On HERINGTON (316) SEPTEMBER 25 2014
Requested by - Date
1. TRAIN DEFECT DETECTOR LOCATED
TRACK BULLETIN FORM C
2. AT MP 274.0 REMOVED FROM SERVICE.
3. BE GOVERNED BY SYSTEM SPECIAL INSTRUCTIONS
4. ITEM 13 SIGNAL HDC - 09/25/14
Ok 09/25/14 0009 Dispatcher: TPL
>>>>>>> Status: Active <<<<<<<

TRACK BULLETIN FORM C

NUMBER: **77119** On HERINGTON (316) SEPTEMBER 22 2014
Requested by - Date
1. EFFECTIVE 1100 HOURS SEPTEMBER 22, 2014 ON THE SIGNAL - 09/22/14

TRACK BULLETIN FORM C
2. HERINGTON SUBDIVISION
3. THE FOLLOWING BACK TO BACK INTERMIDIATE SIGNAL HAS
4. BEEN REMOVED FROM SERVICE:
5. SIGNALS 2055 AND 2054 MP 205.5
Ok 09/22/14 1040 Dispatcher: BRS
>>>>>>> Status: Active <<<<<<<

NUMBER: **77274** On HERINGTON (316) SEPTEMBER 24 2014
HDC ALL TRAINS ORIGINATING
ON 09/25/14 BE GOVERNED BY RULE 15.2 WITHIN THE FOLLOWING LIMITS:
(USE COLUMNS HEADED "AT MP" AND "FOR DIR" WHEN FLAGS ARE DISPLAYED LESS
THAN DISTANCE PRESCRIBED BY RULE 5.4.3 TO INDICATE LOCATION AND DIRECTION.)
(COLUMN HEADED "AT MP" WILL STATE THE WORD "NOT" WHEN FLAGS ARE NOT DISPLAYED
PER RULE 15.2.1 OR 15.2.2.)
Line
No
Limits Time Tracks
Affected
At
MP
For Dir Gang No/Foreman
From
MP
To MP From Until
1 218.9 222.19 0730 1530 MAIN 7969 SWAFFORD
Ok 09/24/14 1503 Dispatcher: JMT
>>>>>>> Status: Active <<<<<<<

TRACK BULLETIN FORM C
NUMBER: **77223** On HERINGTON (316) SEPTEMBER 22 2014
Requested by - Date
1. THE HAND THROW SWITCH AT MP 207.26 IS OUT OF SIGNAL - 09/22/14
TRACK BULLETIN FORM C
2. SERVICE, CLAMPED AND LOCKED WITH A SIGNAL LOCK.
3. ON THE HERINGTON SUB
Ok 09/22/14 1457 Dispatcher: MIC
>>>>>>> Status: Active <<<<<<<

TRACK BULLETIN FORM A
NUMBER: **77897** On HERINGTON (316) SEPTEMBER 12 2014
HDC ALL TRAINS ORIGINATING
BETWEEN POINTS SHOWN IN LINES BELOW DO NOT EXCEED SPEED GIVEN:
(UNDER COLUMN HEADED "FLAGS" ENTER "NOT" IF FLAGS ARE NOT DISPLAYED.
USE COLUMNS HEADED "AT MP" AND "FOR DIR" WHEN FLAGS ARE DISPLAYED LESS
THAN
DISTANCE PRESCRIBED BY RULE 5.4.2 TO INDICATE LOCATION AND DIRECTION.)
Line
No
Limits MPH Track(s)
Affected

Flag At
Mp
For
Dir
From Until
From
MP
To MP Date Time Date Time
1 177.5 177.6 40 MAIN 08/26/14 1425
Ok 09/12/14 1506 Dispatcher: TPL
>>>>>>> Status: Active <<<<<<<

Track Warrant

Number	: 8561	Date	: 09/24/14
From	: MP 322	To	: HERINGTON
To	: UP 8572 ILXG4X 22	At	: PRATT
EMP ID	:		
On	: TOPEKA (315) HERINGTON (316) PRATT (318)		

[x] 16. Track Bulletins in effect: **74348, 74392, 77119, 77223, 77274, 77897**

[x] 17. **THIS WARRANT IS USED TO DELIVER TRACK BULLETINS ONLY AND DOES NOT CONVEY AUTHORITY TO OCCUPY THE MAIN TRACK.**

This warrant has **2** boxes marked :**16,17**

Ok	: 22:36	Dispatcher (#490)	: TPL
Train Direction	: EAST		
Relayed To	:	Copied By	:

----- Status:Active -----

TRACK BULLETIN FORM C
NUMBER: **74348** On ALL SUBDIVISIONS AUGUST 27 2014
Requested by - Date

1. FUEL CONSERVATION SPEED STATED IN ABTH RULE
31.8.7
TRACK BULLETIN FORM C
2. PART B IS VOID FOR THE FOLLOWING TRAINS IN
3. IN ALL SECTIONS:
4. ZCIG4, ZG4CI, ZOAG2, ZG2OA, ZLAAH, ZCIG1, KLTG2,
5. KG2LT, ZG1BR, ZBRG1, ZG1BRB, ZBRG1B, ZLADV, ZDVSC,
6. ZSCDV, ZLAME, ZLAMN3, ZMNLA, ZMQLC, ZAILC, ZLCAI,
7. ZLCMN2, ZLAMQ2, ZLAMQ, ZMNLA2, ZG1SC, ZSCG1, ZG4HO
8. ZG4MQ
9. LISTED TRAINS ARE AUTHORIZED TO OPERATE WITH
10. ALL UNITS ON LINE AT BELOW TPA STANDARDS NOT TO
11. EXCEED EPA LIMITS FOR THE INTENDED ROUTE.
12. ALL LOCOMOTIVE FAILURE OCCURRENCES SHOULD BE
13. IMMEDIATELY REPORTED TO THE DISPATCHER AND
14. COMMUNICATED TO THE RF TECH DESK. IN CASE OF ANY
15. ONLINE FAILURE, THE CREW SHOULD ISOLATE THE
16. FAILED LOCOMOTIVE AND CONTINUE ON THE ROUTE.
17. TRAILIING LOCOMOTIVES SHOULD BE SHUT DOWN AND
18. ISOLATED. LEAD LOCOMOTIVES NEED TO BE ISOLATED
19. AND REMAIN RUNNING IN THE IDLING POSITION. THESE
20. TRAINS ARE BOTH TPA AND FCS EXEMPT. ALL WORKING
21. UNITS SHOULD BE ONLINE AND RUNNING AT ALL TIMES.
22. IF TRAIN IS UNABLE TO MAINTAIN MAXIMUM ALLOWED
23. SPEED, CREW MUST NOTIFY TRAIN DISPATCHER.
Ok 08/27/14 1333 Dispatcher: RWM
>>>>>>> Status: Active <<<<<<<

TRACK BULLETIN FORM C

NUMBER: **74392** On ALL SUBDIVISIONS SEPTEMBER 22 2014
Requested by - Date
1. THE FOLLOWING TRAIN SYMBOLS FROM POINT OF ORIGIN
TRACK BULLETIN FORM C
2. TO KANSAS CITY CRECK9-19, CREAT9-21, AND CREAT9-22
3. OPERATING IN DISTRIBUTED POWER CONFIGURATION ARE
4. RESTRICTED TO ONE (1) LOCOMOTIVE ONLINE ON THE
5. HEAD END CONSIST. OPERATE THE LEAD UNIT FOR POWER
6. AND SECOND UNIT ISOLATED. THE DP REMOTE CONSIST IS
7. RESTRICTED TO THROTTLE ONE. THIS IS ONLY FOR THE
8. 3 TRAIN SYMBOLS ABOVE.
9. THESE 3 TRAIN SYMBOLS WHEN OPERATING BETWEEN
10. KANSAS CITY AND NORTH PLATTE WILL OPERATE WITH
11. LEAD LOCOMOTIVE ISOLATED AND USE THE SECOND UNIT
12. AS POWER. ADDITIONALLY, THESE 3 TRAIN SYMBOLS OPE
13. RATING BETWEEN MARYSVILLE AND NORTH PLATTE WILL
14. OPERATE THE DP AS FOLLOWS. CRECK9-21 NO GREATER
15. THAN THROTTLE 4. CREAT9-21 NO GREATER THAN
16. THROTTLE 3. CREAT9-22 NO GREATER THAN THROTTLE 2.
17. THIS INSTRUCTION IS TO "BALANCE THE FUEL BURN

18. BETWEEN TWO LOCOMOTIVES" TO PREVENT ONE UNIT
19. RUNNING OUT BEFORE THE NEXT SCHEDULED FUELING
20. LOCATION.
21. WHEN USED FOR POWER THIS REQUIRES OPERATION IN
22. INDEPENDENT MODE(FENCE UP). UNIT FAILURES AND
23. EMERGENCY SITUATIONS CREW MEMBERS MUST NOTIFY THE
24. DISPATCHERS AND LOCOMOTIVE HELP DESK OF ANY
25. LOCOMOTIVES EXPERIENCING OPERATIONAL ISSUES.
26. YOU CAN USE ALL 8 THROTTLE NOTCHES ON THE LEAD
27. LOCOMOTIVE ACCORDING TO 31.8.7 A(FCS). YOU CANNOT
28. GO ABOVE NOTCH 1 ON THE DP (EXCEPT PER
29. INSTRUCTIONS ABOVE BETWEEN KANSAS CITY AND NORTH
30. PLATTE ABOVE).
31. THIS IS A FUEL ASSESSMENT TO GET DOWN LOADS AND
32. FUEL READINS ON THESE TRAINS.
33. THESE TRAINS WILL BE DONWNLOADED AND FUEL READINGS
34. OBTAINED AT DESTINATION.
Ok 09/22/14 1840 Dispatcher: ANB
>>>>>>> Status: Active <<<<<<<

TRACK BULLETIN FORM C

NUMBER: **77119** On HERINGTON (316) SEPTEMBER 22 2014
Requested by - Date
1. EFFECTIVE 1100 HOURS SEPTEMBER 22, 2014 ON THE SIGNAL - 09/22/14
TRACK BULLETIN FORM C
2. HERINGTON SUBDIVISION
3. THE FOLLOWING BACK TO BACK INTERMIDIATE SIGNAL HAS
4. BEEN REMOVED FROM SERVICE:
5. SIGNALS 2055 AND 2054 MP 205.5
Ok 09/22/14 1040 Dispatcher: BRS
>>>>>>> Status: Active <<<<<<<

TRACK BULLETIN FORM C

NUMBER: **77223** On HERINGTON (316) SEPTEMBER 22 2014
Requested by - Date
1. THE HAND THROW SWITCH AT MP 207.26 IS OUT OF SIGNAL - 09/22/14
TRACK BULLETIN FORM C
2. SERVICE, CLAMPED AND LOCKED WITH A SIGNAL LOCK.
3. ON THE HERINGTON SUB
Ok 09/22/14 1457 Dispatcher: MIC
>>>>>>> Status: Active <<<<<<<

TRACK BULLETIN FORM B

NUMBER: **77274** On HERINGTON (316) SEPTEMBER 24 2014
HDC ALL TRAINS ORIGINATING
ON 09/25/14 BE GOVERNED BY RULE 15.2 WITHIN THE FOLLOWING LIMITS:
(USE COLUMNS HEADED "AT MP" AND "FOR DIR" WHEN FLAGS ARE DISPLAYED LESS
THAN DISTANCE PRESCRIBED BY RULE 5.4.3 TO INDICATE LOCATION AND DIRECTION.)
(COLUMN HEADED "AT MP" WILL STATE THE WORD "NOT" WHEN FLAGS ARE NOT DISPLAYED
PER RULE 15.2.1 OR 15.2.2.)
Line

No
Limits Time Tracks
Affected
At
MP
For Dir Gang No/Foreman
From
MP
To MP From Until
1 218.9 222.19 0730 1530 MAIN 7969 SWAFFORD
Ok 09/24/14 1503 Dispatcher: JMT
>>>>>>> Status: Active <<<<<<<
TRACK BULLETIN FORM B
Page 1
TRACK BULLETIN FORM A

NUMBER: **77897** On HERINGTON (316) SEPTEMBER 12 2014
HDC ALL TRAINS ORIGINATING
BETWEEN POINTS SHOWN IN LINES BELOW DO NOT EXCEED SPEED GIVEN:
(UNDER COLUMN HEADED "FLAGS" ENTER "NOT" IF FLAGS ARE NOT DISPLAYED.
USE COLUMNS HEADED "AT MP" AND "FOR DIR" WHEN FLAGS ARE DISPLAYED LESS
THAN
DISTANCE PRESCRIBED BY RULE 5.4.2 TO INDICATE LOCATION AND DIRECTION.)
Line
No
Limits MPH Track(s)
Affected
Flag At
Mp
For
Dir
From Until
From
MP
To MP Date Time Date Time
1 177.5 177.6 40 MAIN 08/26/14 1425

0J11 08:42 14/268 U0000023 IW19548 . N N5516 BY TUX FROM Q133733 (Y2) OSAF048

U N I O N P A C I F I C R A I L R O A D C O M P A N Y

T R A I N L I S T I S S U E N O. 2

TRAIN/JOB: ILXG4X 22 NAME: UNIFIED PLAN

CNDR: R POGUE ENGR: M JOHNSON C/F 09/24 2100

SECONDARY TRAIN ID: FDRSMD I TRAIN DIRECTION OUT OF CS525 : NORTH

112-LOADS 0-MTYS 6197-GTONS CAR LENGTH: 6592-FT TRAIN LENGTH: 6812-FT

****

HAZARDOUS MATERIAL IN TRAIN NO

RAIL SECURITY SENSITIVE MATERIAL SHIPMENTS NO

FORM 8620 PLACEMENT ERRORS NO

SSI ITEM 5 PLACEMENT ERRORS/WARNINGS YES

TRAIN LENGTH EXCEPTION NO

TRAIN HAS HIGH / WIDE SHIPMENTS NO

LEAD LOCOMOTIVES ENERGY MANAGEMENT SYSTEM NONE TRAIN WGT: 6815-TN

##
CORRECTION REQUIRED ##### CORRECTION REQUIRED ##### CORRECTION REQUIRED
PLACEMENT WARNINGS/RESTRICTIONS
ITEM 5 / SI-13 MESSAGES
SEQ 001 *DTTX 459198* NO LOCOMOTIVES IN LEAD POWER CONSIST ARE WORKING

CORRECTION REQUIRED ##### CORRECTION REQUIRED ##### CORRECTION REQUIRED
##

****

****

SSI MAXIMUM SPEED (UNLESS OTHERWISE RESTRICTED) IS AS FOLLOWS:

MAXIMUM SPEED * 70 * MPH BETWEEN CS525 AND ZS042 LOWEST CAR SPEED

BE FURTHER GOVERNED BY MAXIMUM SPEEDS: TONS PER OPERATIVE BRAKE (TPOB)

ITEM #2F OR SUBDIVISION TIMETABLE SI-12

TRAIN IS TO BE OPERATED ACCORDING TO * MANIFEST * TRAIN REQUIREMENTS SSI ITEM 2F

****

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*******************************************************************************

  ST LOCOMOTIVE  PU     SO      AC            EA    EA  AC PVCAHECDASD   LEN  WGT
  CD INIT  NUMB CIRC7  CIRC7  D DC MODEL-#    PW    DB  AX CCACCMSPTTB DP FT   TN

X DB UP    8572 CS525         F AC SD70ACE  ----  ----  6 .YYYY.B6G4A HC 73  204

X DB UP    3904 CS525         B DC SD70M    ----  ----  6 .YYYY.B.G3E H  73  204

                                            ----  ---- --              ---- ----

SUB TOTALS:                                  0.0   0.0 12               146  408

.

X    UP    7726 CS525         F AC C45ACCTE 12.1   9.8  6 .YYYY.B6G1A RC 74  210

                                            ----  ---- --              ---- ----

SUB TOTALS:                                 12.1   9.8  6                74  210

.
                                            ----  ---- --              ---- ----
TOTALS:                                     12.1   9.8 18               220  618

.

END TRAIN UNITS    STATUS

NONE REPORTED

LINK IN FTE MODE
*******************************************************************************

*******************************************************************************
*****     DUE TO ROUTE POWER REQUIREMENTS AND FUEL CONSERVATION EFFORTS    *****
*****     ISOLATE / SHUT DOWN / BRING ON-LINE THE FOLLOWING LOCOMOTIVE(S)  *****
*****                    IN ACCORDANCE WITH ABTH RULE 31.8.7               *****
*****                     WEATHER AND CONDITIONS PERMITTING                *****
*****                                                                      *****
*****          UNABLE TO RECOMMEND                                         *****
*****                                                                      *****
*****     LOCOMOTIVE CONSIST SHOULD BE AS SHOWN ABOVE                      *****
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TRAIN LIMITS BETWEEN SW148 AND MX283
TPA LIMIT IS 226, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 575
STANDARD STRENGTH COUPLER LIMIT IS 17500
HIGH STRENGTH COUPLER LIMIT IS 21000
TERRITORY CODE OTHER THAN H OR L

6605	TPA TONNAGE INCLUDES ISOLATED LOCOMOTIVES,IF ANY
546	TONS PER EQUIVALENT POWERED AXLE - 12.1 EPA
9.8	TOTAL EQUIVALENT AXLE DYNAMIC BRAKE, ALL CONSISTS
674	TONS PER EQUIVALENT DYNAMIC BRAKE AXLE - 9.8 EDBA
23	MAXIMUM EPA REAR HELPER
112	TOTAL NUMBER OF CARS/PLATFORMS
74.00	TOTAL OPERATIVE-BRAKES
55	AVERAGE G-TONS PER CAR OR PLATFORM
84	TONS PER OPERATIVE BRAKE
318	TOTAL AXLES, INCLUDING LOCOMOTIVES
92	HEAVIEST CAR, DTTX 747205, SEQ 029
6815	TOTAL GROSS TONS, CARS AND LOCOMOTIVES

SUMMARY OF CAR TYPES
112 DOUBLE STACK

TRAIN LIMITS BETWEEN SW279 AND SW148
TPA LIMIT IS 226, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 575
STANDARD STRENGTH COUPLER LIMIT IS 17500
HIGH STRENGTH COUPLER LIMIT IS 21000
TERRITORY CODE OTHER THAN H OR L

THIS TRAIN IS AN EXTENDED HAUL TRAIN

INSPECTION LOCATIONS:
LAXT CA CS525 O - CLASS 1
SANTERRT NM SP020 E - CLASS 1 EXTENDED HAUL

AIR BRAKE INSPECTIONS:

NAME	LOCATION	ROAD	DATE	TIME:	# CARS:

** INSPECTION INFORMATION IS NOT AVAILABLE **

EOT INSPECTION:

NAME	LOCATION	ROAD	DATE	TIME:	EOT #

** INSPECTION INFORMATION IS NOT AVAILABLE **

BAD ORDER CAR FORM

CAR INITIAL & NUMBER:

INSPECTING RAILROAD:

NAME & JOB TITLE OF INSPECTOR:

NATURE OF DEFECT:

MOVEMENT RESTRICTIONS:

TO BE REPAIRED AT:

SIGNATURE OF INSPECTOR:

****

EVENT	CITY/ST	STA/YD	MO-DA-YR-TIME	TIM DIF	LOADS	MTYS	CAR-TONS	TRN-LGTH
TA	PRATT KS	SW279	09-24-14-2335	20'49A	112	0	6197	6812
CT	PRATT KS	SW279	09-24-14-2300					
TD	PRATT KS	SW279 +	09-24-14-2352	20'52A	112	0	6197	6812
PA	TURON KS	SW258	09-25-14-0209	19'33A				
PA	WHITESIDE KS	SW232	09-25-14-0329	19'35A				
PA	MORJCT KS	SW223	09-25-14-0429	18'46A				
PA	MCPHERSON KS	SW193	09-25-14-0531	19'19A				
TA	GALVA KS	SW187	09-25-14-0541	19'38A	112	0	6197	6812
TD	GALVA KS	SW187 !	09-25-14-0542	19'38A	112	0	6197	6812
CT	HERINGTON KS	SW148	09-25-14-0720					
SA	GALHBD KS	SW186	09-25-14-0547		112	0	6197	6812
SD	GALHBD KS	SW186	09-25-14-0547		112	0	6197	6812
SA	HERINGTON KS	SW148	09-25-14-0856					
SD	HERINGTON KS	SW148 %	09-25-14-0949					
SA	TOPEKA KS	KX068	09-25-14-1324					
SD	TOPEKA KS	KX068	09-25-14-1334					
SA	LORING KS	KX021	09-25-14-1538		112	0	6197	6812
SD	LORING KS	KX021	09-25-14-1543		112	0	6197	6812
SA	MUNCIE KS	KX010	09-25-14-1615		112	0	6197	6812
SD	MUNCIE KS	KX010	09-25-14-1620		112	0	6197	6812
SA	KANCITY MO	MX283	09-25-14-1654					
EC	KANCITY MO	MX283	09-25-14-1614					
SD	KANCITY MO	MX283	09-25-14-1714					

****

CARS LISTED FROM REAR OF TRAIN

TRAIN/JOB-- ILXG4X 22 WITH FOLLOWING CARS TD GALVA KS TIME-- 09/25 0542

****

TIMETABLE SI-11 AND SI-12 RESTRICTED CARS

NO CARS ON TRAIN ARE ROUTE RESTRICTED FOR THIS SUBDIVISION.

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 SEQ EQUIPMNT ID  KND COMDTY DESTN  ZTS/CARR  NXBLK CITY/STATE  CONSIGNEE

POWER BLOCK

UP  007726


BLOCK--  GLB4   ZS042            233

   1 DTTX 459198 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   112 FROM HEAD 70-MPH  50-TONS  65-FT  1-P       1.00-BRK   50-ATONS    65-AFT
                 SINGLE UNIT WELL CAR
     EISU 920093 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
     EMCU 972772 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

   2 DTTX 455287 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   111 FROM HEAD 70-MPH  52-TONS  65-FT  1-P       1.00-BRK  102-ATONS   130-AFT
                 SINGLE UNIT WELL CAR
     IMTU 907080 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
     TEMU 605847 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
 DTTX 062220      P5A ARTICULATED MULTI-WELL CAR

                      CONSISTS OF THE FOLLOWING 5 CARS

   3 DTTA  62220 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   110 FROM HEAD 70-MPH  34-TONS  62-FT  1-P       3.00-BRK  136-ATONS   192-AFT
     EISU 925011 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
     BMOU 501808 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

   4 DTTE  62220 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   109 FROM HEAD 70-MPH  44-TONS  62-FT  1-P       0.00-BRK  180-ATONS   254-AFT
     EMCU 946944 LK40 MIXFRT ZS042                 GLO4     IL EVERGR SHI A
     DRYU 953526 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

   5 DTTD  62220 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   108 FROM HEAD 70-MPH  37-TONS  62-FT  1-P       0.00-BRK  217-ATONS   316-AFT
     DRYU 944810 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
     TCLU 889761 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

   6 DTTC  62220 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   107 FROM HEAD 70-MPH  38-TONS  62-FT  1-P       0.00-BRK  255-ATONS   378-AFT
     EISU 940432 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
     HMCU 902080 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

   7 DTTB  62220 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   106 FROM HEAD 70-MPH  39-TONS  62-FT  1-P       0.00-BRK  294-ATONS   440-AFT
     EGSU 903102 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
     BMOU 545537 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
 DTTX 740659      P5A ARTICULATED MULTI-WELL CAR

                      CONSISTS OF THE FOLLOWING 5 CARS

   8 DTTA 740659 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
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 105 FROM HEAD 70-MPH  41-TONS  54-FT  1-P        3.00-BRK  335-ATONS   494-AFT
   EISU 933772 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   MAGU 525294 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

  9 DTTE 740659 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
 104 FROM HEAD 70-MPH  53-TONS  54-FT  1-P        0.00-BRK  388-ATONS   548-AFT
   EISU 178910 LK40 MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   FCIU 945969 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 10 DTTD 740659 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
 103 FROM HEAD 70-MPH  38-TONS  54-FT  1-P        0.00-BRK  426-ATONS   602-AFT
   FCIU 812648 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   FCIU 932305 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 11 DTTC 740659 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
 102 FROM HEAD 70-MPH  39-TONS  54-FT  1-P        0.00-BRK  465-ATONS   656-AFT
   EMCU 986764 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   EGSU 909953 LK40 MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 12 DTTB 740659 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
 101 FROM HEAD 70-MPH  38-TONS  54-FT  1-P        0.00-BRK  503-ATONS   710-AFT
   IMTU 901489 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   FCIU 813049 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 13 DTTX 747140 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
 100 FROM HEAD 70-MPH  51-TONS  65-FT  1-P        1.00-BRK  554-ATONS   775-AFT
               SINGLE UNIT WELL CAR
   BMOU 530947 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   MAGU 541638 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 14 DTTX 745012 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
  99 FROM HEAD 70-MPH  46-TONS  65-FT  1-P        1.00-BRK  600-ATONS   840-AFT
               SINGLE UNIT WELL CAR
   BMOU 544995 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   EISU 921573 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 15 DTTX 746296 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
  98 FROM HEAD 70-MPH  79-TONS  65-FT  1-P        1.00-BRK  679-ATONS   905-AFT
               SINGLE UNIT WELL CAR
                SHOVE TO REST AND COVER          DO NOT HUMP
                DOUBLE STACKED
   DFSU 431753 LK4E SHPPRT ZS042                  GLO4      IL EVERGR SHI A
                DO NOT HUMP
   TCLU 430704 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
DTTX 743122      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 16 DTTB 743122 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
  97 FROM HEAD 70-MPH  74-TONS  54-FT  1-P        3.00-BRK  753-ATONS   959-AFT
   FCIU 352382 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   IMTU 300174 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   DRYU 985732 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 17 DTTC 743122 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
  96 FROM HEAD 70-MPH  73-TONS  54-FT  1-P        0.00-BRK  826-ATONS  1013-AFT
   EISU 201142 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   EMCU 356122 LK10 MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   EMCU 984519 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 18 DTTD 743122 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
  95 FROM HEAD 70-MPH  75-TONS  54-FT  1-P        0.00-BRK  901-ATONS  1067-AFT
   BMOU 224982 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   EMCU 389412 LK10 MIXFRT ZS042                  GLO4      IL EVERGR SHI A
   BMOU 457421 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
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 19 DTTE 743122 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   94 FROM HEAD 70-MPH  68-TONS  54-FT  1-P        0.00-BRK  969-ATONS  1121-AFT
    EITU  14841 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    TEMU 393869 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    FCIU 919540 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 20 DTTA 743122 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   93 FROM HEAD 70-MPH  70-TONS  54-FT  1-P        0.00-BRK 1039-ATONS  1175-AFT
    BEAU 212898 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    TCLU 263819 LK10 MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    HMCU 904958 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
DTTX 400760      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

 21 DTTB 400760 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   92 FROM HEAD 70-MPH  68-TONS  56-FT  1-P        2.00-BRK 1107-ATONS  1231-AFT
    DRYU 237035 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    EMCU 602173 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    DRYU 984029 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 22 DTTC 400760 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   91 FROM HEAD 70-MPH  64-TONS  56-FT  1-P        0.00-BRK 1171-ATONS  1287-AFT
    EGHU 306438 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    EISU 395614 LK10 MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 23 DTTA 400760 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   90 FROM HEAD 70-MPH  64-TONS  56-FT  1-P        0.00-BRK 1235-ATONS  1343-AFT
    EGSU 303747 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    GLDU 574990 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    EISU 925213 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
BRAN 005150      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 24 BRAA   5150 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   89 FROM HEAD 70-MPH  77-TONS  62-FT  1-P        3.00-BRK 1312-ATONS  1405-AFT
    EISU 398236 LK10 MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    EMCU 605959 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    UESU 515591 LK40 MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 25 BRAE   5150 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   88 FROM HEAD 70-MPH  63-TONS  62-FT  1-P        0.00-BRK 1375-ATONS  1467-AFT
    FCIU 392130 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    TCLU 337943 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    FSCU 966880 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 26 BRAD   5150 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   87 FROM HEAD 70-MPH  56-TONS  62-FT  1-P        0.00-BRK 1431-ATONS  1529-AFT
    EISU 204790 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    TEMU 392748 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    EGHU 107247 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 27 BRAC   5150 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   86 FROM HEAD 70-MPH  70-TONS  62-FT  1-P        0.00-BRK 1501-ATONS  1591-AFT
    DRYU 226235 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    TEMU 387132 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    IMTU 100951 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 28 BRAB   5150 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   85 FROM HEAD 70-MPH  73-TONS  62-FT  1-P        0.00-BRK 1574-ATONS  1653-AFT
    BMOU 286114 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    HMCU 301732 LK1E MIXFRT ZS042                  GLO4      IL EVERGR SHI A
    BMOU 539632 LK4E MIXFRT ZS042                  GLO4      IL EVERGR SHI A

 29 DTTX 747205 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
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  84 FROM HEAD 70-MPH  92-TONS  65-FT  1-P       1.00-BRK 1666-ATONS  1718-AFT
               SINGLE UNIT WELL CAR
   BMOU 203899 LK1E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   TEMU 783787 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   TGHU  24343 LK1E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

 30 DTTX 452474 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  83 FROM HEAD 70-MPH  82-TONS  64-FT  1-P       1.00-BRK 1748-ATONS  1782-AFT
               SINGLE UNIT WELL CAR
   EISU 376292 LK10 MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   FCIU 339822 LK1E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   FSCU 702709 LK5H MIXFRT ZS042                 GLO4     IL EVERGR SHI A
NOKL 230303      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

 31 NOKB 230303 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  82 FROM HEAD 70-MPH  69-TONS  57-FT  1-P       2.00-BRK 1817-ATONS  1839-AFT
   EGSU 304630 LK1E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   TEMU 459042 LK1E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   HMCU 107183 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

 32 NOKC 230303 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  81 FROM HEAD 70-MPH  68-TONS  57-FT  1-P       0.00-BRK 1885-ATONS  1896-AFT
   FCIU 446232 LK1E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   GLDU 390551 LK1E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   IMTU 106612 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

 33 NOKA 230303 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  80 FROM HEAD 70-MPH  77-TONS  57-FT  1-P       0.00-BRK 1962-ATONS  1953-AFT
   GLDU 974075 LK1E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   IMTU 307627 LK1E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   DRYU 950023 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
NOKL 230308      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

 34 NOKA 230308 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  79 FROM HEAD 70-MPH  33-TONS  57-FT  1-P       2.00-BRK 1995-ATONS  2010-AFT
               DO NOT HUMP
   FCIU 870891 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

 35 NOKC 230308 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  78 FROM HEAD 70-MPH  32-TONS  57-FT  1-P       0.00-BRK 2027-ATONS  2067-AFT
               DO NOT HUMP
   TCLU 629963 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

 36 NOKB 230308 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  77 FROM HEAD 70-MPH  36-TONS  57-FT  1-P       0.00-BRK 2063-ATONS  2124-AFT
               DO NOT HUMP
   BMOU 538299 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
DTTX 620415      P3A SOLID DRAWBAR CONNECTED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

 37 DTTA 620415 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  76 FROM HEAD 70-MPH  54-TONS  77-FT  1-P       3.00-BRK 2117-ATONS  2201-AFT
   FSCU 863579 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   GVCU 410221 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

 38 DTTC 620415 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  75 FROM HEAD 70-MPH  46-TONS  77-FT  1-P       0.00-BRK 2163-ATONS  2278-AFT
   LTIU 600610 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A
   BSIU 950746 LK4E MIXFRT ZS042                 GLO4     IL EVERGR SHI A

 39 DTTB 620415 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
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   74 FROM HEAD 70-MPH  59-TONS  77-FT  1-P        0.00-BRK 2222-ATONS  2355-AFT
    FCIU 947507 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A
    GVCU 412982 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A
DTTX 885081      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 40 DTTB 885081 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   73 FROM HEAD 70-MPH  43-TONS  55-FT  1-P        3.00-BRK 2265-ATONS  2410-AFT
    HMCU 103660 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A
    TCLU 437153 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A

 41 DTTC 885081 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   72 FROM HEAD 70-MPH  46-TONS  55-FT  1-P        0.00-BRK 2311-ATONS  2465-AFT
    IMTU 107237 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A
    EISU 167298 LK40 MIXFRT ZS042                  GLO4     IL EVERGR SHI A

 42 DTTD 885081 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   71 FROM HEAD 70-MPH  53-TONS  55-FT  1-P        0.00-BRK 2364-ATONS  2520-AFT
    FSCU 954575 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A
    HMCU 102342 LK40 MIXFRT ZS042                  GLO4     IL EVERGR SHI A

 43 DTTE 885081 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   70 FROM HEAD 70-MPH  66-TONS  55-FT  1-P        0.00-BRK 2430-ATONS  2575-AFT
    EISU 182071 LK40 MIXFRT ZS042                  GLO4     IL EVERGR SHI A
    GATU 445899 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A

 44 DTTA 885081 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   69 FROM HEAD 70-MPH  42-TONS  55-FT  1-P        0.00-BRK 2472-ATONS  2630-AFT
    DFSU 432055 LK40 MIXFRT ZS042                  GLO4     IL EVERGR SHI A
    FSCU 497969 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A
DTTX 742640      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 45 DTTB 742640 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   68 FROM HEAD 70-MPH  36-TONS  54-FT  1-P        3.00-BRK 2508-ATONS  2684-AFT
    BMOU 531136 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A
    BMOU 461004 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A

 46 DTTC 742640 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   67 FROM HEAD 70-MPH  57-TONS  54-FT  1-P        0.00-BRK 2565-ATONS  2738-AFT
    EISU 993494 LK40 MIXFRT ZS042                  GLO4     IL EVERGR SHI A
    EISU 937070 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A

 47 DTTD 742640 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   66 FROM HEAD 70-MPH  41-TONS  54-FT  1-P        0.00-BRK 2606-ATONS  2792-AFT
    DRYU 957107 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A
    FSCU 497698 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A

 48 DTTE 742640 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   65 FROM HEAD 70-MPH  41-TONS  54-FT  1-P        0.00-BRK 2647-ATONS  2846-AFT
    HMCU 110847 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A
    TGHU 513556 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A

 49 DTTA 742640 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   64 FROM HEAD 70-MPH  45-TONS  54-FT  1-P        0.00-BRK 2692-ATONS  2900-AFT
    TCNU 580023 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A
    EGHU 908025 LK4E MIXFRT ZS042                  GLO4     IL EVERGR SHI A
BNSF 237722      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 50 BNSB 237722 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   63 FROM HEAD 70-MPH  31-TONS  54-FT  1-P        3.00-BRK 2723-ATONS  2954-AFT
    TRLU 878833 LK1E MIXFRT ZS042                  GLO4     IL HAPAG LLO AM
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    CPSU 103385 LK1E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 51 BNSC 237722 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   62 FROM HEAD 70-MPH  60-TONS  54-FT  1-P        0.00-BRK 2783-ATONS  3008-AFT
    BSIU 206802 LK1E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    TCLU 281455 LK1E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    GATU 432982 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 52 BNSD 237722 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   61 FROM HEAD 70-MPH  51-TONS  54-FT  1-P        0.00-BRK 2834-ATONS  3062-AFT
    TEXU 746719 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 900737 LK50 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 53 BNSE 237722 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   60 FROM HEAD 70-MPH  57-TONS  54-FT  1-P        0.00-BRK 2891-ATONS  3116-AFT
    HLXU 510892 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    INKU 625035 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 54 BNSA 237722 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   59 FROM HEAD 70-MPH  52-TONS  54-FT  1-P        0.00-BRK 2943-ATONS  3170-AFT
    CPSU 642247 LK4H MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 626719 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
BRAN 004581      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 55 BRAB   4581 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   58 FROM HEAD 70-MPH  47-TONS  57-FT  1-P        3.00-BRK 2990-ATONS  3227-AFT
                PER MATA CS533
    FSCU 933059 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    CLHU 813329 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 56 BRAC   4581 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   57 FROM HEAD 70-MPH  41-TONS  57-FT  1-P        0.00-BRK 3031-ATONS  3284-AFT
                PER MATA CS533
    TGHU 820399 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 832254 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 57 BRAD   4581 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   56 FROM HEAD 70-MPH  54-TONS  57-FT  1-P        0.00-BRK 3085-ATONS  3341-AFT
                PER MATA CS533
    HLXU 607747 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 525047 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 58 BRAE   4581 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   55 FROM HEAD 70-MPH  40-TONS  57-FT  1-P        0.00-BRK 3125-ATONS  3398-AFT
                PER MATA CS533
    HLXU 537719 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 513753 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 59 BRAA   4581 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   54 FROM HEAD 70-MPH  41-TONS  57-FT  1-P        0.00-BRK 3166-ATONS  3455-AFT
                PER MATA CS533
    CLHU 829141 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 828973 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
NOKL 230242      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

 60 NOKB 230242 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   53 FROM HEAD 70-MPH  51-TONS  57-FT  1-P        2.00-BRK 3217-ATONS  3512-AFT
                PER MATA CS533
    HLBU 128195 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    FSCU 667355 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 61 NOKC 230242 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
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  52 FROM HEAD 70-MPH  43-TONS  57-FT  1-P       0.00-BRK 3260-ATONS  3569-AFT
               PER MATA CS533
   TGHU 452374 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
   HLXU 509995 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM

 62 NOKA 230242 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  51 FROM HEAD 70-MPH  46-TONS  57-FT  1-P       0.00-BRK 3306-ATONS  3626-AFT
               PER MATA CS533
   HLXU 845135 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
   GATU 435763 LK40 MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
BNSF 237912      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 63 BNSA 237912 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  50 FROM HEAD 70-MPH  45-TONS  54-FT  1-P       3.00-BRK 3351-ATONS  3680-AFT
               PER MATA CS533
   FCIU 815578 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
   HLXU 623087 LK40 MIXFRT ZS042                 GLO4     IL HAPAG LLO AM

 64 BNSE 237912 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  49 FROM HEAD 70-MPH  43-TONS  54-FT  1-P       0.00-BRK 3394-ATONS  3734-AFT
               PER MATA CS533
   TRLU 738897 LK40 MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
   DFSU 651821 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM

 65 BNSD 237912 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  48 FROM HEAD 70-MPH  42-TONS  54-FT  1-P       0.00-BRK 3436-ATONS  3788-AFT
               PER MATA CS533
   FSCU 682926 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
   HLXU 859042 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM

 66 BNSC 237912 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  47 FROM HEAD 70-MPH  42-TONS  54-FT  1-P       0.00-BRK 3478-ATONS  3842-AFT
               PER MATA CS533
   HLXU 845409 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
   HLXU 648738 LK40 MIXFRT ZS042                 GLO4     IL HAPAG LLO AM

 67 BNSB 237912 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  46 FROM HEAD 70-MPH  51-TONS  54-FT  1-P       0.00-BRK 3529-ATONS  3896-AFT
               PER MATA CS533
   TGHU 781066 LK40 MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
   TEMU 749787 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
BNSF 237762      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 68 BNSA 237762 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  45 FROM HEAD 70-MPH  48-TONS  54-FT  1-P       3.00-BRK 3577-ATONS  3950-AFT
               PER MATA CS533
   HLXU 657857 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
   HLXU 458089 LK40 MIXFRT ZS042                 GLO4     IL HAPAG LLO AM

 69 BNSE 237762 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  44 FROM HEAD 70-MPH  66-TONS  54-FT  1-P       0.00-BRK 3643-ATONS  4004-AFT
               PER MATA CS533
   HLXU 534729 LK40 MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
   HLXU 530603 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM

 70 BNSD 237762 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
  43 FROM HEAD 70-MPH  74-TONS  54-FT  1-P       0.00-BRK 3717-ATONS  4058-AFT
               PER MATA CS533
   XINU 401926 LK4E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
   TCLU 345797 LK1E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
   HLXU 116046 LK1E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
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 71 BNSC 237762 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   42 FROM HEAD 70-MPH  74-TONS  54-FT  1-P       0.00-BRK 3791-ATONS  4112-AFT
                PER MATA CS533
    HLXU 830849 LK4E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    FSCU 787409 LK1E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    GATU  11289 LK10 MIXFRT ZS042                 GLO4      IL HAPAG LLO AM

 72 BNSB 237762 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   41 FROM HEAD 70-MPH  75-TONS  54-FT  1-P       0.00-BRK 3866-ATONS  4166-AFT
                PER MATA CS533
    HLXU 512360 LK40 MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    CAXU 683359 LK1E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    HLXU 123747 LK1E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
BNSF 253787      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

 73 BNSA 253787 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   40 FROM HEAD 70-MPH  70-TONS  68-FT  1-P       2.00-BRK 3936-ATONS  4234-AFT
    BMOU 293997 LK1E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    HLXU 126788 LK1E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM

 74 BNSC 253787 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   39 FROM HEAD 70-MPH  65-TONS  68-FT  1-P       0.00-BRK 4001-ATONS  4302-AFT
    CLHU 268864 LK1E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    HLXU 300983 LK10 MIXFRT ZS042                 GLO4      IL HAPAG LLO AM

 75 BNSB 253787 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   38 FROM HEAD 70-MPH  48-TONS  68-FT  1-P       0.00-BRK 4049-ATONS  4370-AFT
    CPSU 105084 LK10 MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    GESU 342713 LK1E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
NOKL 230483      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

 76 NOKB 230483 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   37 FROM HEAD 70-MPH  48-TONS  57-FT  1-P       2.00-BRK 4097-ATONS  4427-AFT
    HLXU 626977 LK40 MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    GESU 457838 LK4E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM

 77 NOKC 230483 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   36 FROM HEAD 70-MPH  49-TONS  57-FT  1-P       0.00-BRK 4146-ATONS  4484-AFT
    HLXU 814633 LK4E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    HLXU 848837 LK4E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM

 78 NOKA 230483 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   35 FROM HEAD 70-MPH  59-TONS  57-FT  1-P       0.00-BRK 4205-ATONS  4541-AFT
    FSCU 442425 LK4E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    HLXU 648093 LK40 MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
BNSF 240371      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 79 BNSB 240371 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   34 FROM HEAD 70-MPH  48-TONS  61-FT  1-P       3.00-BRK 4253-ATONS  4602-AFT
    HLXU 619375 LK40 MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    HLXU 607992 LK40 MIXFRT ZS042                 GLO4      IL HAPAG LLO AM

 80 BNSC 240371 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   33 FROM HEAD 70-MPH  43-TONS  61-FT  1-P       0.00-BRK 4296-ATONS  4663-AFT
    HLXU 830345 LK4E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
    CPSU 409041 LK40 MIXFRT ZS042                 GLO4      IL HAPAG LLO AM

 81 BNSD 240371 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   32 FROM HEAD 70-MPH  55-TONS  61-FT  1-P       0.00-BRK 4351-ATONS  4724-AFT
    TGHU 516637 LK4E MIXFRT ZS042                 GLO4      IL HAPAG LLO AM
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    HLBU 128861 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 82 BNSE 240371 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   31 FROM HEAD 70-MPH  72-TONS  61-FT  1-P        0.00-BRK 4423-ATONS  4785-AFT
    HLXU 431580 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 518123 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 83 BNSA 240371 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   30 FROM HEAD 70-MPH  64-TONS  61-FT  1-P        0.00-BRK 4487-ATONS  4846-AFT
    HLXU 536907 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 808974 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
CSXT 620200      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 84 CSXB 620200 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   29 FROM HEAD 70-MPH  60-TONS  54-FT  1-P        2.00-BRK 4547-ATONS  4900-AFT
    CPSU 472661 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    TGHU 755525 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 85 CSXC 620200 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   28 FROM HEAD 70-MPH  54-TONS  54-FT  1-P        0.00-BRK 4601-ATONS  4954-AFT
    HLXU 528109 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    TRLU 871137 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 86 CSXD 620200 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   27 FROM HEAD 70-MPH  41-TONS  54-FT  1-P        0.00-BRK 4642-ATONS  5008-AFT
    HLXU 620039 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 504520 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 87 CSXE 620200 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   26 FROM HEAD 70-MPH  36-TONS  54-FT  1-P        0.00-BRK 4678-ATONS  5062-AFT
    HLXU 649566 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 504700 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 88 CSXA 620200 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   25 FROM HEAD 70-MPH  54-TONS  54-FT  1-P        0.00-BRK 4732-ATONS  5116-AFT
    HLXU 525309 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 436007 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 89 DTTX 656202 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   24 FROM HEAD 70-MPH  44-TONS  77-FT  1-P        1.00-BRK 4776-ATONS  5193-AFT
                SINGLE UNIT WELL CAR
    SCZU 394974 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    HLXU 525037 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
BNSF 238712      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 90 BNSB 238712 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   23 FROM HEAD 70-MPH  42-TONS  54-FT  1-P        3.00-BRK 4818-ATONS  5247-AFT
    TEXU 725271 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    ITAU 417620 LK4E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 91 BNSC 238712 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   22 FROM HEAD 70-MPH  46-TONS  54-FT  1-P        0.00-BRK 4864-ATONS  5301-AFT
    HLXU 648476 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    TTNU 512660 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 92 BNSD 238712 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
   21 FROM HEAD 70-MPH  67-TONS  54-FT  1-P        0.00-BRK 4931-ATONS  5355-AFT
    HLXU 230449 LK10 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    TGHU  68180 LK1E MIXFRT ZS042                    GLO4      IL HAPAG LLO AM
    TRLU 480766 LK40 MIXFRT ZS042                    GLO4      IL HAPAG LLO AM

 93 BNSE 238712 LP1A   COFC ZS042  01-809-96 RAMP  GLO4      IL UNION PAC
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   20 FROM HEAD 70-MPH  78-TONS  54-FT  1-P        0.00-BRK 5009-ATONS  5409-AFT
    HLXU 213944 LK10 MIXFRT ZS042                  GLO4     IL HAPAG LLO AM
    HLBU 104471 LK1E MIXFRT ZS042                  GLO4     IL HAPAG LLO AM
    HLXU 653619 LK40 MIXFRT ZS042                  GLO4     IL HAPAG LLO AM

 94 BNSA 238712 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   19 FROM HEAD 70-MPH  83-TONS  54-FT  1-P        0.00-BRK 5092-ATONS  5463-AFT
    TGHU 243784 LK10 MIXFRT ZS042                  GLO4     IL HAPAG LLO AM
    HLXU 316059 LK10 MIXFRT ZS042                  GLO4     IL HAPAG LLO AM
    HLBU 112427 LK4E MIXFRT ZS042                  GLO4     IL HAPAG LLO AM

 95 DTTX 645222 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   18 FROM HEAD 70-MPH  62-TONS  77-FT  1-P        1.00-BRK 5154-ATONS  5540-AFT
                SINGLE UNIT WELL CAR
    IPXU 310698 LK1E MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA
    GLDU 352507 LK10 MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA
    APZU 464342 LK4E MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA
BNSF 270665      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 96 BNSA 270665 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   17 FROM HEAD 70-MPH  59-TONS  54-FT  1-P        3.00-BRK 5213-ATONS  5594-AFT
    GLDU 352868 LK10 MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA
    TCLU 229022 LK1E MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA
    TGHU 820416 LK40 MIXFRT AT012  CSXT            COLUMBUS OH HAPAG LLO AM

 97 BNSE 270665 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   16 FROM HEAD 70-MPH  56-TONS  54-FT  1-P        0.00-BRK 5269-ATONS  5648-AFT
    APHU 725754 LK40 MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA
    TCNU 611650 LK40 MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA

 98 BNSD 270665 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   15 FROM HEAD 70-MPH  68-TONS  54-FT  1-P        0.00-BRK 5337-ATONS  5702-AFT
    HLXU 831301 LK40 MIXFRT AT012  CSXT            COLUMBUS OH HAPAG LLO AM
    DFSU 643891 LK40 MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA

 99 BNSC 270665 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   14 FROM HEAD 70-MPH  63-TONS  54-FT  1-P        0.00-BRK 5400-ATONS  5756-AFT
    APZU 465101 LK40 MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA
    TRLU 817351 LK40 MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA

100 BNSB 270665 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   13 FROM HEAD 70-MPH  60-TONS  54-FT  1-P        0.00-BRK 5460-ATONS  5810-AFT
    APHU 727938 LK40 MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA
    APHU 638484 LK40 MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA

101 DTTX 655839 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   12 FROM HEAD 70-MPH  77-TONS  77-FT  1-P        1.00-BRK 5537-ATONS  5887-AFT
                SINGLE UNIT WELL CAR
    FCIU 853611 LK40 MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA
    TCNU 813834 LK40 MIXFRT AT012  CSXT            COLUMBUS OH APL LAN TRA
DTTX 623025      P3A SOLID DRAWBAR CONNECTED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

102 DTTA 623025 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   11 FROM HEAD 70-MPH  52-TONS  77-FT  1-P        3.00-BRK 5589-ATONS  5964-AFT
    GESU 609787 LK40 MIXFRT AT012  CSXT            CLEVELANDOH APL LAN TRA
    TRLU 588052 LK40 MIXFRT AT012  CSXT            CLEVELANDOH APL LAN TRA

103 DTTC 623025 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
   10 FROM HEAD 70-MPH  58-TONS  77-FT  1-P        0.00-BRK 5647-ATONS  6041-AFT
    APZU 479405 LK40 MIXFRT AT012  CSXT            CLEVELANDOH APL LAN TRA
    APZU 430448 LK4E MIXFRT AT012  CSXT            CLEVELANDOH APL LAN TRA
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104 DTTB 623025 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
    9 FROM HEAD 70-MPH  58-TONS  77-FT  1-P       0.00-BRK 5705-ATONS  6118-AFT
    DRYU 404271 LK40 MIXFRT AT012  CSXT           CLEVELANDOH APL LAN TRA
    APZU 468363 LK40 MIXFRT AT012  CSXT           CLEVELANDOH APL LAN TRA
DTTX 785437      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

105 DTTA 785437 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
    8 FROM HEAD 70-MPH  51-TONS  68-FT  1-P       2.00-BRK 5756-ATONS  6186-AFT
    APZU 406453 LK40 MIXFRT AT012  CSXT           CLEVELANDOH APL LAN TRA
    APZU 430255 LK40 MIXFRT AT012  CSXT           CLEVELANDOH APL LAN TRA

106 DTTC 785437 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
    7 FROM HEAD 70-MPH  55-TONS  68-FT  1-P       0.00-BRK 5811-ATONS  6254-AFT
    APZU 490916 LK40 MIXFRT AT012  CSXT           CLEVELANDOH APL LAN TRA
    APZU 488059 LK40 MIXFRT AT012  CSXT           CLEVELANDOH APL LAN TRA

107 DTTB 785437 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
    6 FROM HEAD 70-MPH  47-TONS  68-FT  1-P       0.00-BRK 5858-ATONS  6322-AFT
    APZU 442769 LK40 MIXFRT AT012  CSXT           CLEVELANDOH APL LAN TRA
    CLHU 468774 LK40 MIXFRT AT012  CSXT           CLEVELANDOH APL LAN TRA
BNSF 238998      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

108 BNSA 238998 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
    5 FROM HEAD 70-MPH  78-TONS  54-FT  1-P       3.00-BRK 5936-ATONS  6376-AFT
    EMCU 380823 LK10 MIXFRT ZS042                 GLO4     IL EVERGR SHI A
    GESU 339687 LK10 MIXFRT ZS042                 GLO4     IL APL LAN TRA
    APHU 456338 LK50 MIXFRT ZS042                 GLO4     IL APL LAN TRA

109 BNSE 238998 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
    4 FROM HEAD 70-MPH  63-TONS  54-FT  1-P       0.00-BRK 5999-ATONS  6430-AFT
    TGHU  53805 LK10 MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
    FCIU 286391 LK1E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
    KKFU 902094 LK50 MIXFRT ZS042                 GLO4     IL RAIL BRIDGE

110 BNSD 238998 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
    3 FROM HEAD 70-MPH  76-TONS  54-FT  1-P       0.00-BRK 6075-ATONS  6484-AFT
    FSCU 325801 LK10 MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
    TEXU 254517 LK1E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
    KKFU 913736 LK5E MIXFRT ZS042                 GLO4     IL RAIL BRIDGE

111 BNSC 238998 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
    2 FROM HEAD 70-MPH  60-TONS  54-FT  1-P       0.00-BRK 6135-ATONS  6538-AFT
    TGHU  36899 LK1E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
    CLHU 281230 LK1E MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
    APZU 440867 LK4E MIXFRT ZS042                 GLO4     IL APL LAN TRA

112 BNSB 238998 LP1A   COFC ZS042  01-809-96 RAMP  GLO4     IL UNION PAC
    1 FROM HEAD 70-MPH  62-TONS  54-FT  1-P       0.00-BRK 6197-ATONS  6592-AFT
    TRLU 587643 LK40 MIXFRT ZS042                 GLO4     IL HAPAG LLO AM
    HLBU 131591 LK40 MIXFRT ZS042                 GLO4     IL HAPAG LLO AM

BLOCK TOTALS   112 LOADS    0 MTYS    6197 G-TONS    6592 FEET

CAR-TOTALS     112 LOADS    0 MTYS    6197 G-TONS    6592 FEET    3921 N-TONS

POWER BLOCK

UP  003904

UP  008572
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****
H A Z A R D O U S M A T E R I A L R E S P O N S E I N F O R M A T I O N
****

TRAIN-- ILXG4X 22
3380-THERE ARE NO CARS ON THIS TRAIN WITH HAZARDOUS COMMODITIES

****
H I G H V A L U E L O A D S
****

TRAIN-- ILXG4X 22
3380-THERE ARE NO CARS ON THIS TRAIN WITH HIGH VALUE LOADS
3392-END OF TRAIN LIST

E N G I N E E R' S C O P Y

T R A I N L I S T I S S U E N O. 2

TRAIN/JOB: ILXG4X 22 NAME: UNIFIED PLAN

CNDR: R POGUE ENGR: M JOHNSON C/F 09/24 2100

SECONDARY TRAIN ID: FDRSMD I TRAIN DIRECTION OUT OF CS525 : NORTH

112-LOADS 0-MTYS 6197-GTONS CAR LENGTH: 6592-FT TRAIN LENGTH: 6812-FT

****

HAZARDOUS MATERIAL IN TRAIN NO

RAIL SECURITY SENSITIVE MATERIAL SHIPMENTS NO

FORM 8620 PLACEMENT ERRORS NO

SSI ITEM 5 PLACEMENT ERRORS/WARNINGS YES

TRAIN LENGTH EXCEPTION NO

TRAIN HAS HIGH / WIDE SHIPMENTS NO

LEAD LOCOMOTIVES ENERGY MANAGEMENT SYSTEM NONE TRAIN WGT: 6815-TN

##

CORRECTION REQUIRED ##### CORRECTION REQUIRED ##### CORRECTION REQUIRED

PLACEMENT WARNINGS/RESTRICTIONS

ITEM 5 / SI-13 MESSAGES

SEQ 001 *DTTX 459198* NO LOCOMOTIVES IN LEAD POWER CONSIST ARE WORKING

CORRECTION REQUIRED ##### CORRECTION REQUIRED ##### CORRECTION REQUIRED

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SSI MAXIMUM SPEED (UNLESS OTHERWISE RESTRICTED) IS AS FOLLOWS:

MAXIMUM SPEED * 70 * MPH BETWEEN CS525 AND ZS042 LOWEST CAR SPEED

BE FURTHER GOVERNED BY MAXIMUM SPEEDS: TONS PER OPERATIVE BRAKE (TPOB)

ITEM #2F OR SUBDIVISION TIMETABLE SI-12

TRAIN IS TO BE OPERATED ACCORDING TO * MANIFEST * TRAIN REQUIREMENTS SSI ITEM 2F

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  ST LOCOMOTIVE  PU      SO       AC              EA     EA  AC PVCAHECDASD   LEN  WGT
  CD INIT  NUMB CIRC7   CIRC7  D DC MODEL-#      PW     DB  AX CCACCMSPTTB DP FT   TN

X DB UP    8572 CS525          F AC SD70ACE    ----   ----  6 .YYYY.B6G4A HC 73  204

X DB UP    3904 CS525          B DC SD70M      ----   ----  6 .YYYY.B.G3E H  73  204

                                               ----   ---- --               ---- ----

SUB TOTALS:                                     0.0    0.0 12                146  408

.

X    UP    7726 CS525          F AC C45ACCTE   12.1    9.8  6 .YYYY.B6G1A RC 74  210

                                               ----   ---- --               ---- ----

SUB TOTALS:                                    12.1    9.8  6                 74  210

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TOTALS:                                        12.1    9.8 18                220  618

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END TRAIN UNITS    STATUS

NONE REPORTED

LINK IN FTE MODE
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*****     DUE TO ROUTE POWER REQUIREMENTS AND FUEL CONSERVATION EFFORTS    *****
*****     ISOLATE / SHUT DOWN / BRING ON-LINE THE FOLLOWING LOCOMOTIVE(S)  *****
*****                    IN ACCORDANCE WITH ABTH RULE 31.8.7               *****
*****                     WEATHER AND CONDITIONS PERMITTING                *****
*****                                                                      *****
*****          UNABLE TO RECOMMEND                                         *****
*****                                                                      *****
*****     LOCOMOTIVE CONSIST SHOULD BE AS SHOWN ABOVE                      *****
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TRAIN LIMITS BETWEEN SW148 AND MX283
TPA LIMIT IS 226, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 575
STANDARD STRENGTH COUPLER LIMIT IS 17500
HIGH STRENGTH COUPLER LIMIT IS 21000
TERRITORY CODE OTHER THAN H OR L

6605 TPA TONNAGE INCLUDES ISOLATED LOCOMOTIVES,IF ANY

546 TONS PER EQUIVALENT POWERED AXLE - 12.1 EPA

9.8 TOTAL EQUIVALENT AXLE DYNAMIC BRAKE, ALL CONSISTS
674 TONS PER EQUIVALENT DYNAMIC BRAKE AXLE - 9.8 EDBA
23 MAXIMUM EPA REAR HELPER

112 TOTAL NUMBER OF CARS/PLATFORMS

74.00 TOTAL OPERATIVE-BRAKES

55 AVERAGE G-TONS PER CAR OR PLATFORM

84 TONS PER OPERATIVE BRAKE

318 TOTAL AXLES, INCLUDING LOCOMOTIVES

92 HEAVIEST CAR, DTTX 747205, SEQ 029

6815 TOTAL GROSS TONS, CARS AND LOCOMOTIVES

SUMMARY OF CAR TYPES
112 DOUBLE STACK

TRAIN LIMITS BETWEEN SW279 AND SW148
TPA LIMIT IS 226, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 575
STANDARD STRENGTH COUPLER LIMIT IS 17500
HIGH STRENGTH COUPLER LIMIT IS 21000
TERRITORY CODE OTHER THAN H OR L

THIS TRAIN IS AN EXTENDED HAUL TRAIN

INSPECTION LOCATIONS:
LAXT CA CS525 O - CLASS 1
SANTERRT NM SP020 E - CLASS 1 EXTENDED HAUL

AIR BRAKE INSPECTIONS:

NAME	LOCATION	ROAD	DATE	TIME:	# CARS:

** INSPECTION INFORMATION IS NOT AVAILABLE **

EOT INSPECTION:

NAME	LOCATION	ROAD	DATE	TIME:	EOT #

** INSPECTION INFORMATION IS NOT AVAILABLE **

****

EVENT	CITY/ST	STA/YD	MO-DA-YR-TIME	TIM DIF	LOADS	MTYS	CAR-TONS	TRN-LGTH
TA	PRATT KS	SW279	09-24-14-2335	20'49A	112	0	6197	6812
CT	PRATT KS	SW279	09-24-14-2300					
TD	PRATT KS	SW279 +	09-24-14-2352	20'52A	112	0	6197	6812
PA	TURON KS	SW258	09-25-14-0209	19'33A				
PA	WHITESIDE KS	SW232	09-25-14-0329	19'35A				
PA	MORJCT KS	SW223	09-25-14-0429	18'46A				
PA	MCPHERSON KS	SW193	09-25-14-0531	19'19A				
TA	GALVA KS	SW187	09-25-14-0541	19'38A	112	0	6197	6812
TD	GALVA KS	SW187 !	09-25-14-0542	19'38A	112	0	6197	6812
CT	HERINGTON KS	SW148	09-25-14-0720					
SA	GALHBD KS	SW186	09-25-14-0547		112	0	6197	6812
SD	GALHBD KS	SW186	09-25-14-0547		112	0	6197	6812
SA	HERINGTON KS	SW148	09-25-14-0856					
SD	HERINGTON KS	SW148 %	09-25-14-0949					
SA	TOPEKA KS	KX068	09-25-14-1324					
SD	TOPEKA KS	KX068	09-25-14-1334					
SA	LORING KS	KX021	09-25-14-1538		112	0	6197	6812
SD	LORING KS	KX021	09-25-14-1543		112	0	6197	6812
SA	MUNCIE KS	KX010	09-25-14-1615		112	0	6197	6812
SD	MUNCIE KS	KX010	09-25-14-1620		112	0	6197	6812
SA	KANCITY MO	MX283	09-25-14-1654					
EC	KANCITY MO	MX283	09-25-14-1614					
SD	KANCITY MO	MX283	09-25-14-1714					

****

TO ENGINEER AND CONDUCTOR ILXG4X 22 OUT OF CS525

THE TONNAGE CHART BELOW IS A PROFILE OF YOUR TRAIN (OR PICKUP) OUT OF CS525

70 MPH IS MAXIMUM SPEED 112 LOADS 000 EMPTIES 006197 TONS 06592 FT

S/O	HLS ZGH	ACUM LEN REAR	ACUM AXLE POWER	#P BLOCK	ACUM TONS (RC).	SEQ	TONS 20 30 40 50 60 70 80 90 100 110 120 130 140 150
ZS042	6#	139	312	1	50	1	XXXXXXXXXXX
	6#	204	308	1	102	2	XXXXXXXXXXX
	#	266	304	1	136	3	XXXXX
	#	328	301	1	180	4	XXXXXXXX
	#	390	299	1	217	5	XXXXXXXX
	#	452	297	1	255	6	XXXXXXXX
	#	514	295	1	294	7	XXXXXXXX
	#	568	292	1	335	8	XXXXXXXX
	#	622	289	1	388	9	XXXXXXXXXXX
	#	676	287	1	426	10	XXXXXXXX
	#	730	285	1	465	11	XXXXXXXX
	#	784	283	1	503	12	XXXXXXXX
	6#	849	280	1	554	13	XXXXXXXXXXX
	6#	914	276	1	600	14	XXXXXXXXXXX
	6#	979	272	1	679	15	XXXXXXXXXXXXXXXXXXXX
	#	1033	268	1	753	16	XXXXXXXXXXXXXXXXX
	#	1087	265	1	826	17	XXXXXXXXXXXXXXXXX
	#	1141	263	1	901	18	XXXXXXXXXXXXXXXXXXXX
	#	1195	261	1	969	19	XXXXXXXXXXXXXXXXX
	#	1249	259	1	1039	20	XXXXXXXXXXXXXXXXX
	#	1305	256	1	1107	21	XXXXXXXXXXXXXXXXX
	#	1361	253	1	1171	22	XXXXXXXXXXXXXX
	#	1417	251	1	1235	23	XXXXXXXXXXXXXX
	#	1479	248	1	1312	24	XXXXXXXXXXXXXXXXXXXX
	#	1541	245	1	1375	25	XXXXXXXXXXXXXX
	#	1603	243	1	1431	26	XXXXXXXXXXXXXX
	#	1665	241	1	1501	27	XXXXXXXXXXXXXXXXX
	#	1727	239	1	1574	28	XXXXXXXXXXXXXXXXX
	6#	1792	236	1	1666	29	XXXXXXXXXXXXXXXXXXXXXXX
	#	1856	232	1	1748	30	XXXXXXXXXXXXXXXXXXXX
	#	1913	228	1	1817	31	XXXXXXXXXXXXXXXXX
	#	1970	225	1	1885	32	XXXXXXXXXXXXXXXXX
	#	2027	223	1	1962	33	XXXXXXXXXXXXXXXXXXXX
	#	2084	220	1	1995	34	XXXXX
	#	2141	217	1	2027	35	XXXXX
	#	2198	215	1	2063	36	XXXXXXXX
	7#	2275	212	1	2117	37	XXXXXXXXXXX
	7#	2352	208	1	2163	38	XXXXXXXXXXX
	7#	2429	204	1	2222	39	XXXXXXXXXXXXXX
	#	2484	200	1	2265	40	XXXXXXXX
	#	2539	197	1	2311	41	XXXXXXXXXXX
	#	2594	195	1	2364	42	XXXXXXXXXXX
	#	2649	193	1	2430	43	XXXXXXXXXXXXXXXXX
	#	2704	191	1	2472	44	XXXXXXXX
	#	2758	188	1	2508	45	XXXXXXXX
	#	2812	185	1	2565	46	XXXXXXXXXXXXXX
	#	2866	183	1	2606	47	XXXXXXXX
	#	2920	181	1	2647	48	XXXXXXXX
	#	2974	179	1	2692	49	XXXXXXXXXXX
	#	3028	176	1	2723	50	XXXXX
	#	3082	173	1	2783	51	XXXXXXXXXXXXXX
	#	3136	171	1	2834	52	XXXXXXXXXXX
	#	3190	169	1	2891	53	XXXXXXXXXXXXXX
	#	3244	167	1	2943	54	XXXXXXXXXXX
	#	3301	164	1	2990	55	XXXXXXXXXXX

```
      HLS ACUM ACUM      ACUM                                TONS
 S/O  ZGH  LEN AXLE #P   TONS SEQ 20 30 40 50 60 70 80 90 100 110 120 130 140 150
        # 3358  161  1   3031  56 XXXXXXXX
        # 3415  159  1   3085  57 XXXXXXXXXXX
        # 3472  157  1   3125  58 XXXXXXXX
        # 3529  155  1   3166  59 XXXXXXXX
        # 3586  152  1   3217  60 XXXXXXXXXXX
        # 3643  149  1   3260  61 XXXXXXXX
        # 3700  147  1   3306  62 XXXXXXXXXXX
        # 3754  144  1   3351  63 XXXXXXXXXXX
        # 3808  141  1   3394  64 XXXXXXXX
        # 3862  139  1   3436  65 XXXXXXXX
        # 3916  137  1   3478  66 XXXXXXXX
        # 3970  135  1   3529  67 XXXXXXXXXXX
        # 4024  132  1   3577  68 XXXXXXXXXXX
        # 4078  129  1   3643  69 XXXXXXXXXXXXXXXXX
        # 4132  127  1   3717  70 XXXXXXXXXXXXXXXXX
        # 4186  125  1   3791  71 XXXXXXXXXXXXXXXXX
        # 4240  123  1   3866  72 XXXXXXXXXXXXXXXXXXXX
       6# 4308  120  1   3936  73 XXXXXXXXXXXXXXXXX
       6# 4376  117  1   4001  74 XXXXXXXXXXXXXXXXX
       6# 4444  115  1   4049  75 XXXXXXXXXXX
        # 4501  112  1   4097  76 XXXXXXXXXXX
        # 4558  109  1   4146  77 XXXXXXXXXXX
        # 4615  107  1   4205  78 XXXXXXXXXXXXXX
        # 4676  104  1   4253  79 XXXXXXXXXXX
        # 4737  101  1   4296  80 XXXXXXXX
        # 4798   99  1   4351  81 XXXXXXXXXXXXXX
        # 4859   97  1   4423  82 XXXXXXXXXXXXXXXXX
        # 4920   95  1   4487  83 XXXXXXXXXXXXXX
        # 4974   92  1   4547  84 XXXXXXXXXXXXXX
        # 5028   89  1   4601  85 XXXXXXXXXXX
        # 5082   87  1   4642  86 XXXXXXXX
        # 5136   85  1   4678  87 XXXXXXXX
        # 5190   83  1   4732  88 XXXXXXXXXXX
       7# 5267   80  1   4776  89 XXXXXXXX
        # 5321   76  1   4818  90 XXXXXXXX
        # 5375   73  1   4864  91 XXXXXXXXXXX
        # 5429   71  1   4931  92 XXXXXXXXXXXXXXXXX
        # 5483   69  1   5009  93 XXXXXXXXXXXXXXXXXXXX
        # 5537   67  1   5092  94 XXXXXXXXXXXXXXXXXXXX
       7# 5614   64  1   5154  95 XXXXXXXXXXXXXX
        # 5668   60  1   5213  96 XXXXXXXXXXXXXX
        # 5722   57  1   5269  97 XXXXXXXXXXXXXX
        # 5776   55  1   5337  98 XXXXXXXXXXXXXXXXX
        # 5830   53  1   5400  99 XXXXXXXXXXXXXX
        # 5884   51  1   5460 100 XXXXXXXXXXXXXX
       7# 5961   48  1   5537 101 XXXXXXXXXXXXXXXXXXXX
       7  6038   44  1   5589 102 XXXXXXXXXXX
       7# 6115   40  1   5647 103 XXXXXXXXXXXXXX
       7# 6192   36  1   5705 104 XXXXXXXXXXXXXX
       6# 6260   32  1   5756 105 XXXXXXXXXXX
       6# 6328   29  1   5811 106 XXXXXXXXXXXXXX
       6# 6396   27  1   5858 107 XXXXXXXXXXX
          6450   24  1   5936 108 XXXXXXXXXXXXXXXXXXXX
        # 6504   21  1   5999 109 XXXXXXXXXXXXXX
        # 6558   19  1   6075 110 XXXXXXXXXXXXXXXXXXXX
        # 6612   17  1   6135 111 XXXXXXXXXXXXXX
        # 6812   15  1   6197 112 XXXXXXXXXXXXXX
           HEAD END POWER BLOCK (HC).
```

EXPLANATION OF TRAIN PROFILE CODES

HZ COLUMN: '*' INDICATES A CAR THAT IS HAZARDOUS.

LG COLUMN: 'S' INDICATES A CAR THAT IS 45 FT OR SHORTER.
'6' INDICATES A CAR THAT IS 65 TO 72 FT LONG.
'7' INDICATES A CAR THAT IS 73 TO 79 FT LONG.
'L' INDICATES A CAR THAT IS 80 FT OR LONGER.
SH COLUMN: '#' INDICATES A CAR THAT HAS A SPECIAL HANDLING CODE APPLIED; REFER TO THE CONSIST FOR DETAILS.
#P COLUMN: INDICATES THE NUMBER OF PLATFORMS/WELLS ON AN ARTICULATED INTERMODAL CAR, AND THE NUMBER OF UNITS ON OTHER ARTICULATED CARS.
EOM

OQOMPJ41

0J11 08:40 14/268 U0000022 IW19548 . N N5441 BY TUX FROM Q133733 (Y2) OSAF048

U N I O N P A C I F I C R A I L R O A D C O M P A N Y

T R A I N L I S T I S S U E N O. 1

TRAIN/JOB: KG4GSX 23 NAME: UNIFIED PLAN

CNDR: R YOUNG ENGR: T ROTH C/F 09/25 0255

SECONDARY TRAIN ID: FDMDCO K TRAIN DIRECTION OUT OF ZS042 : WEST

121-LOADS 0-MTYS 7898-GTONS CAR LENGTH: 7320-FT TRAIN LENGTH: 7616-FT

****

HAZARDOUS MATERIAL IN TRAIN YES

RAIL SECURITY SENSITIVE MATERIAL SHIPMENTS NO

FORM 8620 PLACEMENT ERRORS NO

SSI ITEM 5 PLACEMENT ERRORS/WARNINGS YES

TRAIN LENGTH EXCEPTION NO

TRAIN HAS HIGH / WIDE SHIPMENTS NO

LEAD LOCOMOTIVES ENERGY MANAGEMENT SYSTEM TRIP OPTIMIZER TRAIN WGT: 8756-TN

##

CORRECTION REQUIRED ##### CORRECTION REQUIRED ##### CORRECTION REQUIRED

PLACEMENT WARNINGS/RESTRICTIONS

ITEM 5 / SI-13 MESSAGES

SEQ 001 *DTTA 748478* NO LOCOMOTIVES IN REAR POWER CONSIST ARE WORKING

CORRECTION REQUIRED ##### CORRECTION REQUIRED ##### CORRECTION REQUIRED

##

****

****

SSI MAXIMUM SPEED (UNLESS OTHERWISE RESTRICTED) IS AS FOLLOWS:

MAXIMUM SPEED * 70 * MPH BETWEEN ZS042 AND CS528 LOWEST CAR SPEED

BE FURTHER GOVERNED BY MAXIMUM SPEEDS: TONS PER OPERATIVE BRAKE (TPOB)

ITEM #2F OR SUBDIVISION TIMETABLE SI-12

TRAIN IS TO BE OPERATED ACCORDING TO * MANIFEST * TRAIN REQUIREMENTS SSI ITEM 2F

****

****

ST CD	LOCOMOTIVE INIT	NUMB	PU CIRC7	SO CIRC7	D	AC DC	MODEL-#	EA PW	EA DB	AC AX	PVCAHECDASD CCACCMSPTTB	DP	LEN FT	WGT TN
X	UP	8120	ZS042		F	AC	C45AH	12.1	9.8	6	.YYYYTB6G3A	HC	74	216
X	UP	8065	ZS042		U	AC	C45AH	12.1	9.8	6	.YYYYTB6G3A	H	74	216
X	UP	7422	ZS042		F	AC	C45ACCTE	12.1	9.8	6	.YYYYTB6G4A	H	74	210
								----	----	--			----	----
SUB TOTALS:								36.3	29.4	18			222	642
.														
X DB	UP	8142	ZS042		U	AC	C45AH	----	----	6	.YYYYTB6G3A	RC	74	216
								----	----	--			----	----
SUB TOTALS:								0.0	0.0	6			74	216
.														
								----	----	--			----	----
TOTALS:								36.3	29.4	24			296	858

.

END TRAIN UNITS STATUS

NONE REPORTED

EDBA MUST BE ADJUSTED TO NOT EXCEED: HEAD 28.0 CUT-IN 0.0 REAR 0.0

****

```
*****     DUE TO ROUTE POWER REQUIREMENTS AND FUEL CONSERVATION EFFORTS    *****
*****     ISOLATE / SHUT DOWN / BRING ON-LINE THE FOLLOWING LOCOMOTIVE(S)  *****
*****                    IN ACCORDANCE WITH ABTH RULE 31.8.7               *****
*****                     WEATHER AND CONDITIONS PERMITTING                *****
*****                                                                      *****
*****    CHECK TO BE SURE CONSIST IS CONFIGURED AS SHOWN ABOVE AT SW148    *****
*****                                                                      *****
*****     LOCOMOTIVE CONSIST SHOULD BE AS SHOWN ABOVE                      *****
```

TRAIN LIMITS BETWEEN SW148 AND SW279
TPA LIMIT IS 175, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 575
STANDARD STRENGTH COUPLER LIMIT IS 17500
HIGH STRENGTH COUPLER LIMIT IS 21000
TERRITORY CODE OTHER THAN H OR L

8114 TPA TONNAGE INCLUDES ISOLATED LOCOMOTIVES,IF ANY

224 TONS PER EQUIVALENT POWERED AXLE - 36.3 EPA

28.0 TOTAL EQUIVALENT AXLE DYNAMIC BRAKE, ALL CONSISTS
290 TONS PER EQUIVALENT DYNAMIC BRAKE AXLE - 28.0 EDBA
23 MAXIMUM EPA REAR HELPER

121 TOTAL NUMBER OF CARS/PLATFORMS

85.00 TOTAL OPERATIVE-BRAKES

65 AVERAGE G-TONS PER CAR OR PLATFORM

93 TONS PER OPERATIVE BRAKE

364 TOTAL AXLES, INCLUDING LOCOMOTIVES

103 HEAVIEST CAR, DTTX 458813, SEQ 117

8756 TOTAL GROSS TONS, CARS AND LOCOMOTIVES

SUMMARY OF CAR TYPES
121 DOUBLE STACK

TRAIN LIMITS BETWEEN KA005 AND SW148
TPA LIMIT IS 175, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 459
STANDARD STRENGTH COUPLER LIMIT IS 17500
HIGH STRENGTH COUPLER LIMIT IS 18024
TERRITORY CODE OTHER THAN H OR L

THIS TRAIN IS AN EXTENDED HAUL TRAIN

INSPECTION LOCATIONS:
GLO4 IL ZS042 E - CLASS 1 EXTENDED HAUL
SANTERRT NM SP020 O - CLASS 1

AIR BRAKE INSPECTIONS:

NAME	LOCATION	ROAD	DATE	TIME:	# CARS:

** INSPECTION INFORMATION IS NOT AVAILABLE **

EOT INSPECTION:

NAME	LOCATION	ROAD	DATE	TIME:	EOT #

** INSPECTION INFORMATION IS NOT AVAILABLE **

BAD ORDER CAR FORM

CAR INITIAL & NUMBER:

INSPECTING RAILROAD:

NAME & JOB TITLE OF INSPECTOR:

NATURE OF DEFECT:

MOVEMENT RESTRICTIONS:

TO BE REPAIRED AT:

SIGNATURE OF INSPECTOR:

****

EVENT	CITY/ST	STA/YD	MO-DA-YR-TIME	TIM DIF	LOADS	MTYS	CAR-TONS	TRN-LGTH
TA	ARMOURDAL KS	KA005	09-24-14-2224	11'11"	121	0	7898	7616
CT	ARMOURDAL KS	KA005	09-24-14-2145					
TD	ARMOURDAL KS	KA005 %	09-24-14-2247	11'14"	121	0	7898	7616
PA	WYARD KS	KX006	09-24-14-2300	11'24"				
TA	MUNCIE KS	KX010	09-24-14-2308	11'24"	121	0	7898	7616
TD	MUNCIE KS	KX010	09-24-14-2309	11'25"	121	0	7898	7616
PA	EDWARDSVI KS	KX014	09-24-14-2313	11'21"				
TA	LINWOOD KS	KX028	09-24-14-2333	11'11"	121	0	7898	7616
TD	LINWOOD KS	KX028	09-24-14-2334	11'12"	121	0	7898	7616
PA	NEWMAN KS	KX056	09-25-14-0017	11'02"				
TA	TOPEKA KS	KX068	09-25-14-0043	10'56"	121	0	7898	7616
TD	TOPEKA KS	KX068	09-25-14-0048	10'56"	121	0	7898	7616
PA	STOPEKA KS	SW074	09-25-14-0105	11'00"				
PA	MAPHILL KS	SW085	09-25-14-0125	10'58"				
PA	ALMA KS	SW102	09-25-14-0146	10'38"				
PA	DWIGHT KS	SW124	09-25-14-0321	11'27"				
PA	WHICITY KS	SW134	09-25-14-0334	11'23"				
PA	EHERINGTO KS	SW144	09-25-14-0340	11'07"				
TA	HERINGTON KS	SW148	09-25-14-0352	11'07"	121	0	7898	7616
CT	HERINGTON KS	SW148	09-25-14-0255					
TD	HERINGTON KS	SW148 +	09-25-14-0445	11'10"	121	0	7898	7616
PA	WHERINGTO KS	SW150	09-25-14-0455	11'16"				
PA	RAMONA KS	SW156	09-25-14-0504	11'12"				
SA	GALHBD KS	SW186	09-25-14-0634		121	0	7898	7616

SD GALHBD	KS SW186	09-25-14-0634	121	0	7898	7616
SA PRATT	KS SW279	09-26-14-0203				
EC PRATT	KS SW279	09-26-14-0123				
SD PRATT	KS SW279 +	09-26-14-0223				

****

CARS LISTED FROM REAR OF TRAIN

TRAIN/JOB-- KG4GSX 23 WITH FOLLOWING CARS PA RAMONA KS TIME-- 09/25 0504

****

TIMETABLE SI-11 AND SI-12 RESTRICTED CARS

NO CARS ON TRAIN ARE ROUTE RESTRICTED FOR THIS SUBDIVISION.

****

SEQ EQUIPMNT ID KND COMDTY DESTN ZTS/CARR NXBLK CITY/STATE CONSIGNEE

POWER BLOCK

UP 008142

BLOCK-- GSDS CS528 219
DTTX 748478 P5A ARTICULATED MULTI-WELL CAR

CONSISTS OF THE FOLLOWING 5 CARS

```
   1 DTTA 748478 LP1A HAZMTL CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   121 FROM HEAD 70-MPH  70-TONS  55-FT  1-P       3.00-BRK   70-ATONS    55-AFT
                 SHOVE TO REST AND COVER          DO NOT HUMP
                 DOUBLE STACKED
     SEGU 495163 LK4E MIXFRT CS528                 GLOGATSO CA APL LAN TRA
     TTNU 591857 LK4E MXHAZD CS528                 GLOGATSO CA APL LAN TRA
                                          40/CYL, 608/KG
*************************                 UN1078
* DANGEROUS             *                 REFRIGERANT GAS, N.O.S.
*************************                 (1,1,1,2-TETRAFLUOROETHAN
EMERGENCY CONTACT:                        E, PENTAFLUOROETHANE)
  7035273887                              2.2
                                          SHIPPER CONTACT
                                            CHEMTURA
                                          HAZMAT STCC = 4904570

                                          400/CYL, 6973/KG
*************************                 UN3159
*                       *                 1,1,1,2-TETRAFLUOROETHANE
*************************                 2.2
EMERGENCY CONTACT:                        SHIPPER CONTACT
  7035273887                                CHEMTURA
                                          HAZMAT STCC = 4904304

                                          680/CYL, 11114/KG
*************************                 UN3163
*                       *                 LIQUEFIED GAS, N.O.S.
*************************                 (PENTAFLUOROETHANE AND
EMERGENCY CONTACT:                        DIFLUOROMETHANE)
  7035273887                              2.2
                                          SHIPPER CONTACT
                                            CHEMTURA
                                          HAZMAT STCC = 4904584
                 DO NOT HUMP

   2 DTTE 748478 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   120 FROM HEAD 70-MPH  68-TONS  55-FT  1-P       0.00-BRK  138-ATONS   110-AFT
     APHU 652816 LK4E MIXFRT CS528                GLOGATSO CA APL LAN TRA
     APZU 432254 LK4E MIXFRT CS528                GLOGATSO CA APL LAN TRA

   3 DTTD 748478 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
```

```
  119 FROM HEAD 70-MPH  59-TONS  55-FT  1-P        0.00-BRK  197-ATONS   165-AFT
    TRLU 910204 LK1E MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    APZU 331647 LK1E MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    TRLU 712605 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

  4 DTTC 748478 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  118 FROM HEAD 70-MPH  70-TONS  55-FT  1-P        0.00-BRK  267-ATONS   220-AFT
    GESU 478676 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    TTNU 924529 LK4E MIXFRT CS528                  GLOGATSO CA APL LAN TRA

  5 DTTB 748478 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  117 FROM HEAD 70-MPH  34-TONS  55-FT  1-P        0.00-BRK  301-ATONS   275-AFT
    AMFU 326272 LK10 MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    APZU 389633 LK1E MIXFRT CS528                  GLOGATSO CA APL LAN TRA

  6 DTTX 471604 LP1A HAZMTL CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  116 FROM HEAD 70-MPH  88-TONS  77-FT  1-P        1.00-BRK  389-ATONS   352-AFT
                SINGLE UNIT WELL CAR
                 SHOVE TO REST AND COVER          DO NOT HUMP
                 DOUBLE STACKED
    APZU 363821 LK10 MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    APZU 333604 LK1E CORSVE CS528                  GLOGATSO CA APL LAN TRA
                                        5/DRM, 1137/KG
**************************              UN1760
* DANGEROUS              *              CORROSIVE LIQUID, N.O.S.
**************************              (ACIDIC PHOSPHATE ESTER,
EMERGENCY CONTACT:                      PHOSPHORIC ACID)
  8004249300                            8
                                        PG II
                                        RQ (PHOSPHORIC ACID)
                                        SHIPPER CONTACT
                                          DOW CHEMICAL
                                        HAZMAT STCC = 4936540
                 DO NOT HUMP
    APHU 450535 LK50 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

  7 DTTX 470172 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  115 FROM HEAD 70-MPH  81-TONS  77-FT  1-P        1.00-BRK  470-ATONS   429-AFT
                SINGLE UNIT WELL CAR
    APZU 490687 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    APHU 660087 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

  8 DTTX 658016 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  114 FROM HEAD 70-MPH  79-TONS  77-FT  1-P        1.00-BRK  549-ATONS   506-AFT
                SINGLE UNIT WELL CAR
    APHU 681988 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    APHU 644422 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA
 BNSF 211602      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

  9 BNSA 211602 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  113 FROM HEAD 70-MPH  56-TONS  68-FT  1-P        2.00-BRK  605-ATONS   574-AFT
    APHU 700153 LK4E MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    APZU 459744 LK4E MIXFRT CS528                  GLOGATSO CA APL LAN TRA

 10 BNSC 211602 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  112 FROM HEAD 70-MPH  56-TONS  68-FT  1-P        0.00-BRK  661-ATONS   642-AFT
    SEGU 496299 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    FSCU 457382 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

 11 BNSB 211602 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  111 FROM HEAD 70-MPH  70-TONS  68-FT  1-P        0.00-BRK  731-ATONS   710-AFT
    APZU 487794 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    FSCU 484754 LK4E MIXFRT CS528                  GLOGATSO CA APL LAN TRA
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  12 DTTX 680480 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   110 FROM HEAD 70-MPH  75-TONS  77-FT  1-P       1.00-BRK  806-ATONS   787-AFT
                SINGLE UNIT WELL CAR
     APHU 662623 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
     TGHU 835171 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
 DTTX 729266      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

  13 DTTB 729266 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   109 FROM HEAD 70-MPH  35-TONS  69-FT  1-P       2.00-BRK  841-ATONS   856-AFT
                DO NOT HUMP
     FCIU 817099 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

  14 DTTC 729266 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   108 FROM HEAD 70-MPH  61-TONS  69-FT  1-P       0.00-BRK  902-ATONS   925-AFT
     APZU 453683 LK4E MIXFRT CS528                 GLOGATSO CA APL LAN TRA
     GESU 451472 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

  15 DTTA 729266 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   107 FROM HEAD 70-MPH  47-TONS  69-FT  1-P       0.00-BRK  949-ATONS   994-AFT
                DO NOT HUMP
     APZU 458779 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
 BNSF 254297      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

  16 BNSA 254297 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   106 FROM HEAD 70-MPH  37-TONS  68-FT  1-P       2.00-BRK  986-ATONS  1062-AFT
                DO NOT HUMP
     FCIU 843300 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

  17 BNSC 254297 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   105 FROM HEAD 70-MPH  46-TONS  68-FT  1-P       0.00-BRK 1032-ATONS  1130-AFT
                DO NOT HUMP
     GESU 566935 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

  18 BNSB 254297 LP1A HAZMTL CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   104 FROM HEAD 70-MPH  44-TONS  68-FT  1-P       0.00-BRK 1076-ATONS  1198-AFT
     APZU 306346 LK10 MXHAZD CS528                 GLOGATSO CA APL LAN TRA
                                          10/BOX, 117/KG
**************************                UN1866
*                        *                RESIN SOLUTION
**************************                3
EMERGENCY CONTACT:                        PG III
  18132480585                             LTD QTY
                                          SHIPPER CONTACT
                                            CONT-MIS0003453
                                          HAZMAT STCC = 4910280

                                          70/BOX, 351/KG
**************************                UN1950
*                        *                AEROSOLS
**************************                2.1
EMERGENCY CONTACT:                        LTD QTY
  18132480585                             SHIPPER CONTACT
                                            CONT-MIS0003453
                                          HAZMAT STCC = 4905709
     AMFU 309065 LK1E MIXFRT CS528                 GLOGATSO CA APL LAN TRA
 NOKL 250519      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

  19 NOKB 250519 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   103 FROM HEAD 70-MPH  51-TONS  54-FT  1-P       3.00-BRK 1127-ATONS  1252-AFT
                DO NOT HUMP
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     HLXU 648896 LK40 MIXFRT CS528                    GLOGATSO CA HAPAG LLO AM

  20 NOKC 250519 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   102 FROM HEAD 70-MPH  50-TONS  54-FT  1-P        0.00-BRK 1177-ATONS  1306-AFT
                 DO NOT HUMP
     APZU 459157 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

  21 NOKD 250519 LP1A HAZMTL CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   101 FROM HEAD 70-MPH  49-TONS  54-FT  1-P        0.00-BRK 1226-ATONS  1360-AFT
                 SHOVE TO REST AND COVER          DO NOT HUMP
                 DOUBLE STACKED
     APZU 311688 LK10 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
     APZU 330738 LK1E MXHAZD CS528                    GLOGATSO CA APL LAN TRA
                                              33/DRM, 7151/KG
*************************                     UN1133
* DANGEROUS             *                     ADHESIVES
*************************                     3
EMERGENCY CONTACT:                            PG II
  8004249300                                  MARINE POLLUTANT
                                                (HEXACHLOROCYCLOPENTADIEN
                                                E)
                                              SHIPPER CONTACT
                                                DOW ES&S
                                              HAZMAT STCC = 4912604

                                              1/BOX, 1/KG
*************************                     UN1133
*                       *                     ADHESIVES
*************************                     3
EMERGENCY CONTACT:                            PG II
  8004249300                                  MARINE POLLUTANT
                                                (HEXACHLOROCYCLOPENTADIEN
                                                E)
                                              SHIPPER CONTACT
                                                DOW ES&S
                                              HAZMAT STCC = 4912604
                 DO NOT HUMP

  22 NOKE 250519 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   100 FROM HEAD 70-MPH  67-TONS  54-FT  1-P        0.00-BRK 1293-ATONS  1414-AFT
     APZU 345312 LK1E MIXFRT CS528                    GLOGATSO CA APL LAN TRA
     FCIU 375934 LK1E MIXFRT CS528                    GLOGATSO CA APL LAN TRA

  23 NOKA 250519 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
    99 FROM HEAD 70-MPH  51-TONS  54-FT  1-P        0.00-BRK 1344-ATONS  1468-AFT
                 DO NOT HUMP
     HLXU 837793 LK4E MIXFRT CS528                    GLOGATSO CA HAPAG LLO AM
 DTTX 726735      P3A ARTICULATED MULTI-WELL CAR

                      CONSISTS OF THE FOLLOWING 3 CARS

  24 DTTB 726735 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
    98 FROM HEAD 70-MPH  56-TONS  68-FT  1-P        2.00-BRK 1400-ATONS  1536-AFT
                 DO NOT HUMP
     CPSU 605249 LK40 MIXFRT CS528                    GLOGATSO CA HAPAG LLO AM

  25 DTTC 726735 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
    97 FROM HEAD 70-MPH  55-TONS  68-FT  1-P        0.00-BRK 1455-ATONS  1604-AFT
                 DO NOT HUMP
     TCKU 934570 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

  26 DTTA 726735 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
    96 FROM HEAD 70-MPH  56-TONS  68-FT  1-P        0.00-BRK 1511-ATONS  1672-AFT
     APRU 611193 LK4R MIXFRT CS528                    GLOGATSO CA APL LAN TRA
                 PROTECTIVE SERVICE
                                                 MAINTAIN 000 DEG
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    GESU 530924 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
BNSF 237518      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 27 BNSB 237518 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   95 FROM HEAD 70-MPH  52-TONS  54-FT  1-P        3.00-BRK 1563-ATONS  1726-AFT
                DO NOT HUMP
    DFSU 644864 LK4E MIXFRT CS528                  GLOGATSO CA APL LAN TRA

 28 BNSC 237518 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   94 FROM HEAD 70-MPH  49-TONS  54-FT  1-P        0.00-BRK 1612-ATONS  1780-AFT
                DO NOT HUMP
    APHU 724392 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

 29 BNSD 237518 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   93 FROM HEAD 70-MPH  50-TONS  54-FT  1-P        0.00-BRK 1662-ATONS  1834-AFT
                DO NOT HUMP
    GESU 562524 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

 30 BNSE 237518 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   92 FROM HEAD 70-MPH  50-TONS  54-FT  1-P        0.00-BRK 1712-ATONS  1888-AFT
                DO NOT HUMP
    HLXU 828220 LK4E MIXFRT CS528                  GLOGATSO CA HAPAG LLO AM

 31 BNSA 237518 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   91 FROM HEAD 70-MPH  53-TONS  54-FT  1-P        0.00-BRK 1765-ATONS  1942-AFT
                DO NOT HUMP
    CAIU 941914 LK4E MIXFRT CS528                  GLOGATSO CA HAPAG LLO AM
DTTX 750626      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 32 DTTB 750626 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   90 FROM HEAD 70-MPH  51-TONS  54-FT  1-P        3.00-BRK 1816-ATONS  1996-AFT
                DO NOT HUMP
    CLHU 905330 LK4E MIXFRT CS528                  GLOGATSO CA HAPAG LLO AM

 33 DTTC 750626 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   89 FROM HEAD 70-MPH  51-TONS  54-FT  1-P        0.00-BRK 1867-ATONS  2050-AFT
                DO NOT HUMP
    FSCU 961320 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

 34 DTTD 750626 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   88 FROM HEAD 70-MPH  50-TONS  54-FT  1-P        0.00-BRK 1917-ATONS  2104-AFT
                DO NOT HUMP
    APZU 462020 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

 35 DTTE 750626 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   87 FROM HEAD 70-MPH  51-TONS  54-FT  1-P        0.00-BRK 1968-ATONS  2158-AFT
                DO NOT HUMP
    HLBU 108763 LK4E MIXFRT CS528                  GLOGATSO CA HAPAG LLO AM

 36 DTTA 750626 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   86 FROM HEAD 70-MPH  51-TONS  54-FT  1-P        0.00-BRK 2019-ATONS  2212-AFT
                DO NOT HUMP
    GESU 475363 LK4E MIXFRT CS528                  GLOGATSO CA APL LAN TRA

 37 DTTX 454849 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   85 FROM HEAD 70-MPH  92-TONS  65-FT  1-P        1.00-BRK 2111-ATONS  2277-AFT
               SINGLE UNIT WELL CAR
    APZU 430206 LK4E MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    APZU 452739 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA
DTTX 725341      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS
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 38 DTTB 725341 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   84 FROM HEAD 70-MPH  56-TONS  68-FT  1-P       2.00-BRK 2167-ATONS  2345-AFT
                DO NOT HUMP
    TRLU 565202 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 39 DTTC 725341 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   83 FROM HEAD 70-MPH  55-TONS  68-FT  1-P       0.00-BRK 2222-ATONS  2413-AFT
                DO NOT HUMP
    TCLU 409027 LK4E MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 40 DTTA 725341 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   82 FROM HEAD 70-MPH  64-TONS  68-FT  1-P       0.00-BRK 2286-ATONS  2481-AFT
    GLDU 363990 LK10 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
    APZU 383648 LK10 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
DTTX 767035      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

 41 DTTB 767035 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   81 FROM HEAD 70-MPH  55-TONS  69-FT  1-P       2.00-BRK 2341-ATONS  2550-AFT
                DO NOT HUMP
    APHU 706102 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 42 DTTC 767035 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   80 FROM HEAD 70-MPH  55-TONS  69-FT  1-P       0.00-BRK 2396-ATONS  2619-AFT
                DO NOT HUMP
    TEMU 757999 LK4E MIXFRT CS528                 GLOGATSO CA HAPAG LLO AM

 43 DTTA 767035 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   79 FROM HEAD 70-MPH  55-TONS  69-FT  1-P       0.00-BRK 2451-ATONS  2688-AFT
                DO NOT HUMP
    TTNU 907609 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
DTTX 751331      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 44 DTTA 751331 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   78 FROM HEAD 70-MPH  51-TONS  54-FT  1-P       3.00-BRK 2502-ATONS  2742-AFT
                DO NOT HUMP
    TCLU 501829 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 45 DTTE 751331 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   77 FROM HEAD 70-MPH  51-TONS  54-FT  1-P       0.00-BRK 2553-ATONS  2796-AFT
                DO NOT HUMP
    FCIU 812116 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 46 DTTD 751331 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   76 FROM HEAD 70-MPH  51-TONS  54-FT  1-P       0.00-BRK 2604-ATONS  2850-AFT
                DO NOT HUMP
    APHU 688416 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 47 DTTC 751331 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   75 FROM HEAD 70-MPH  77-TONS  54-FT  1-P       0.00-BRK 2681-ATONS  2904-AFT
    AMFU 882474 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
    GESU 477940 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 48 DTTB 751331 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   74 FROM HEAD 70-MPH  78-TONS  54-FT  1-P       0.00-BRK 2759-ATONS  2958-AFT
    APZU 432060 LK4E MIXFRT CS528                 GLOGATSO CA APL LAN TRA
    TCLU 514089 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
DTTX 729513      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

 49 DTTA 729513 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
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   73 FROM HEAD 70-MPH  45-TONS  69-FT  1-P        2.00-BRK 2804-ATONS  3027-AFT
                DO NOT HUMP
    GESU 568085 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

   50 DTTC 729513 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   72 FROM HEAD 70-MPH  56-TONS  69-FT  1-P        0.00-BRK 2860-ATONS  3096-AFT
                DO NOT HUMP
    APZU 409404 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

   51 DTTB 729513 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   71 FROM HEAD 70-MPH  56-TONS  69-FT  1-P        0.00-BRK 2916-ATONS  3165-AFT
                DO NOT HUMP
    HLXU 856749 LK4E MIXFRT CS528                  GLOGATSO CA HAPAG LLO AM
DTTX 724147      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

   52 DTTA 724147 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   70 FROM HEAD 70-MPH  56-TONS  68-FT  1-P        2.00-BRK 2972-ATONS  3233-AFT
                DO NOT HUMP
    APHU 686212 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

   53 DTTC 724147 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   69 FROM HEAD 70-MPH  56-TONS  68-FT  1-P        0.00-BRK 3028-ATONS  3301-AFT
                DO NOT HUMP
    ECMU 406904 LK4E MIXFRT CS528                  GLOGATSO CA APL LAN TRA

   54 DTTB 724147 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   68 FROM HEAD 70-MPH  57-TONS  68-FT  1-P        0.00-BRK 3085-ATONS  3369-AFT
                DO NOT HUMP
    FSCU 956733 LK40 MIXFRT CS528                  GLOGATSO CA HAPAG LLO AM
DTTX 759758      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

   55 DTTB 759758 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   67 FROM HEAD 70-MPH  77-TONS  54-FT  1-P        3.00-BRK 3162-ATONS  3423-AFT
    GESU 509537 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA
    APHU 467788 LK5E MIXFRT CS528                  GLOGATSO CA APL LAN TRA

   56 DTTC 759758 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   66 FROM HEAD 70-MPH  51-TONS  54-FT  1-P        0.00-BRK 3213-ATONS  3477-AFT
                DO NOT HUMP
    APHU 722388 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

   57 DTTD 759758 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   65 FROM HEAD 70-MPH  51-TONS  54-FT  1-P        0.00-BRK 3264-ATONS  3531-AFT
                DO NOT HUMP
    FCIU 816817 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA

   58 DTTE 759758 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   64 FROM HEAD 70-MPH  52-TONS  54-FT  1-P        0.00-BRK 3316-ATONS  3585-AFT
                DO NOT HUMP
    TEMU 727019 LK40 MIXFRT CS528                  GLOGATSO CA HAPAG LLO AM

   59 DTTA 759758 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   63 FROM HEAD 70-MPH  51-TONS  54-FT  1-P        0.00-BRK 3367-ATONS  3639-AFT
                DO NOT HUMP
    CAIU 924095 LK40 MIXFRT CS528                  GLOGATSO CA APL LAN TRA
DTTX 759759      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

   60 DTTB 759759 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   62 FROM HEAD 70-MPH  73-TONS  54-FT  1-P        3.00-BRK 3440-ATONS  3693-AFT
    YMLU 473906 LK4E MIXFRT CS528                  GLOGATSO CA APL LAN TRA
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    APHU 712740 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

 61 DTTC 759759 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   61 FROM HEAD 70-MPH  70-TONS  54-FT  1-P        0.00-BRK 3510-ATONS  3747-AFT
    APZU 446246 LK40 MIXFRT CS528                   GLOGATSO CA APL LAN TRA
    APHU 667652 LK4E MIXFRT CS528                   GLOGATSO CA APL LAN TRA

 62 DTTD 759759 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   60 FROM HEAD 70-MPH  78-TONS  54-FT  1-P        0.00-BRK 3588-ATONS  3801-AFT
    GATU 860191 LK4E MIXFRT CS528                   GLOGATSO CA HAPAG LLO AM
    TCKU 997383 LK50 MIXFRT CS528                   GLOGATSO CA APL LAN TRA

 63 DTTE 759759 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   59 FROM HEAD 70-MPH  77-TONS  54-FT  1-P        0.00-BRK 3665-ATONS  3855-AFT
    APZU 423866 LK4E MIXFRT CS528                   GLOGATSO CA APL LAN TRA
    APHU 693182 LK40 MIXFRT CS528                   GLOGATSO CA APL LAN TRA

 64 DTTA 759759 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   58 FROM HEAD 70-MPH  71-TONS  54-FT  1-P        0.00-BRK 3736-ATONS  3909-AFT
    APHU 650495 LK40 MIXFRT CS528                   GLOGATSO CA APL LAN TRA
    CLHU 890260 LK4E MIXFRT CS528                   GLOGATSO CA APL LAN TRA

 65 CP   527629 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   57 FROM HEAD 70-MPH  91-TONS  77-FT  1-P        1.00-BRK 3827-ATONS  3986-AFT
                SINGLE UNIT WELL CAR
    FSCU 643656 LK4E MIXFRT CS528                   GLOGATSO CA HAPAG LLO AM
    FCIU 858636 LK40 MIXFRT CS528                   GLOGATSO CA APL LAN TRA
BNSF 239825      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 66 BNSA 239825 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   56 FROM HEAD 70-MPH  61-TONS  54-FT  1-P        3.00-BRK 3888-ATONS  4040-AFT
    TRLU 905142 LK10 MIXFRT CS528                   GLOGATSO CA APL LAN TRA
    GESU 314470 LK1E MIXFRT CS528                   GLOGATSO CA APL LAN TRA

 67 BNSE 239825 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   55 FROM HEAD 70-MPH  69-TONS  54-FT  1-P        0.00-BRK 3957-ATONS  4094-AFT
    FCIU 314104 LK1E MIXFRT CS528                   GLOGATSO CA APL LAN TRA
    TCLU 305778 LK1E MIXFRT CS528                   GLOGATSO CA APL LAN TRA

 68. BNSD 239825 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   54 FROM HEAD 70-MPH  40-TONS  54-FT  1-P        0.00-BRK 3997-ATONS  4148-AFT
    TRHU 305881 LK1E MIXFRT CS528                   GLOGATSO CA APL LAN TRA
    GESU 339035 LK1E MIXFRT CS528                   GLOGATSO CA APL LAN TRA

 69 BNSC 239825 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   53 FROM HEAD 70-MPH  69-TONS  54-FT  1-P        0.00-BRK 4066-ATONS  4202-AFT
    APZU 350497 LK1E MIXFRT CS528                   GLOGATSO CA APL LAN TRA
    GESU 339220 LK10 MIXFRT CS528                   GLOGATSO CA APL LAN TRA

 70 BNSB 239825 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   52 FROM HEAD 70-MPH  66-TONS  54-FT  1-P        0.00-BRK 4132-ATONS  4256-AFT
    APZU 330411 LK1E MIXFRT CS528                   GLOGATSO CA APL LAN TRA
    APZU 356291 LK1E MIXFRT CS528                   GLOGATSO CA APL LAN TRA
BRAN 004521      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 71 BRAA   4521 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   51 FROM HEAD 70-MPH  51-TONS  57-FT  1-P        3.00-BRK 4183-ATONS  4313-AFT
                DO NOT HUMP
    CAIU 931164 LK40 MIXFRT CS528                   GLOGATSO CA APL LAN TRA

 72 BRAE   4521 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   50 FROM HEAD 70-MPH  48-TONS  57-FT  1-P        0.00-BRK 4231-ATONS  4370-AFT
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                DO NOT HUMP
   SEGU 495284 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

73 BRAD   4521 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  49 FROM HEAD 70-MPH  48-TONS  57-FT  1-P        0.00-BRK 4279-ATONS  4427-AFT
                DO NOT HUMP
   GLDU 734610 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

74 BRAC   4521 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  48 FROM HEAD 70-MPH  48-TONS  57-FT  1-P        0.00-BRK 4327-ATONS  4484-AFT
                DO NOT HUMP
   TCLU 515688 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

75 BRAB   4521 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  47 FROM HEAD 70-MPH  51-TONS  57-FT  1-P        0.00-BRK 4378-ATONS  4541-AFT
                DO NOT HUMP
   GESU 507554 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

76 DTTX 746376 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  46 FROM HEAD 70-MPH  92-TONS  65-FT  1-P        1.00-BRK 4470-ATONS  4606-AFT
               SINGLE UNIT WELL CAR
   SEGU 501940 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
   GESU 568416 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

77 DTTX  56914 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  45 FROM HEAD 70-MPH  92-TONS  61-FT  1-P        1.00-BRK 4562-ATONS  4667-AFT
               SINGLE UNIT WELL CAR
   APHU 723387 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
   APHU 643420 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

78 DTTX  56889 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  44 FROM HEAD 70-MPH  91-TONS  61-FT  1-P        1.00-BRK 4653-ATONS  4728-AFT
               SINGLE UNIT WELL CAR
   TEMU 749140 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
   TRLU 585551 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

79 DTTX  56936 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  43 FROM HEAD 70-MPH  92-TONS  61-FT  1-P        1.00-BRK 4745-ATONS  4789-AFT
               SINGLE UNIT WELL CAR
   TRLU 684073 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
   APHU 707218 LK4E MIXFRT CS528                    GLOGATSO CA APL LAN TRA

80 DTTX  56920 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  42 FROM HEAD 70-MPH  93-TONS  61-FT  1-P        1.00-BRK 4838-ATONS  4850-AFT
               SINGLE UNIT WELL CAR
   TCLU 501978 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
   TCLU 865954 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

81 DTTX  56925 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  41 FROM HEAD 70-MPH  92-TONS  61-FT  1-P        1.00-BRK 4930-ATONS  4911-AFT
               SINGLE UNIT WELL CAR
   APHU 619003 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
   TCNU 833322 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

82 DTTX  56951 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  40 FROM HEAD 70-MPH  93-TONS  61-FT  1-P        1.00-BRK 5023-ATONS  4972-AFT
               SINGLE UNIT WELL CAR
   HLXU 847612 LK4E MIXFRT CS528                    GLOGATSO CA HAPAG LLO AM
   FCIU 844781 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

83 DTTX 459386 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
  39 FROM HEAD 70-MPH  92-TONS  65-FT  1-P        1.00-BRK 5115-ATONS  5037-AFT
               SINGLE UNIT WELL CAR
   SEGU 498514 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
   TCNU 971481 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
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 84 DTTX  59525 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   38 FROM HEAD 70-MPH  97-TONS  65-FT  1-P       1.00-BRK 5212-ATONS  5102-AFT
                SINGLE UNIT WELL CAR
    TCKU 273604 LK1E MIXFRT CS528                 GLOGATSO CA APL LAN TRA
    APZU 340706 LK1E MIXFRT CS528                 GLOGATSO CA APL LAN TRA
    APHU 648312 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 85 DTTX  59557 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   37 FROM HEAD 70-MPH  92-TONS  65-FT  1-P       1.00-BRK 5304-ATONS  5167-AFT
                SINGLE UNIT WELL CAR
    APHU 701588 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
    TEXU 553756 LK4E MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 86 DTTX  59836 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   36 FROM HEAD 70-MPH  92-TONS  65-FT  1-P       1.00-BRK 5396-ATONS  5232-AFT
                SINGLE UNIT WELL CAR
    APHU 723353 LK4E MIXFRT CS528                 GLOGATSO CA APL LAN TRA
    TCNU 741130 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 87 DTTX 455515 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   35 FROM HEAD 70-MPH  92-TONS  65-FT  1-P       1.00-BRK 5488-ATONS  5297-AFT
                SINGLE UNIT WELL CAR
    TRLU 712232 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
    GESU 573116 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
DTTX 742931      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 88 DTTB 742931 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   34 FROM HEAD 70-MPH  53-TONS  54-FT  1-P       3.00-BRK 5541-ATONS  5351-AFT
                DO NOT HUMP
    TRLU 813141 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 89 DTTC 742931 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   33 FROM HEAD 70-MPH  54-TONS  54-FT  1-P       0.00-BRK 5595-ATONS  5405-AFT
                DO NOT HUMP
    BMOU 542570 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 90 DTTD 742931 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   32 FROM HEAD 70-MPH  53-TONS  54-FT  1-P       0.00-BRK 5648-ATONS  5459-AFT
                DO NOT HUMP
    APZU 447157 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 91 DTTE 742931 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   31 FROM HEAD 70-MPH  53-TONS  54-FT  1-P       0.00-BRK 5701-ATONS  5513-AFT
                DO NOT HUMP
    APHU 706245 LK4E MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 92 DTTA 742931 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   30 FROM HEAD 70-MPH  53-TONS  54-FT  1-P       0.00-BRK 5754-ATONS  5567-AFT
                DO NOT HUMP
    APHU 708825 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
DTTX 721722      P3A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 3 CARS

 93 DTTB 721722 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   29 FROM HEAD 70-MPH  55-TONS  68-FT  1-P       2.00-BRK 5809-ATONS  5635-AFT
                DO NOT HUMP
    SEGU 495619 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 94 DTTC 721722 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   28 FROM HEAD 70-MPH  54-TONS  68-FT  1-P       0.00-BRK 5863-ATONS  5703-AFT
                DO NOT HUMP
    APHU 634024 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
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 95 DTTA 721722 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   27 FROM HEAD 70-MPH  54-TONS  68-FT  1-P       0.00-BRK 5917-ATONS  5771-AFT
                DO NOT HUMP
    APHU 711429 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 96 DTTX 454921 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   26 FROM HEAD 70-MPH  94-TONS  65-FT  1-P       1.00-BRK 6011-ATONS  5836-AFT
               SINGLE UNIT WELL CAR
    TGHU 839029 LK40 MIXFRT CS528                 GLOGATSO CA HAPAG LLO AM
    TGHU 486700 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

 97 DTTX 746033 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   25 FROM HEAD 70-MPH  92-TONS  65-FT  1-P       1.00-BRK 6103-ATONS  5901-AFT
               SINGLE UNIT WELL CAR
    HLXU 636665 LK40 MIXFRT CS528                 GLOGATSO CA HAPAG LLO AM
    HLXU 822354 LK4E MIXFRT CS528                 GLOGATSO CA HAPAG LLO AM

 98 DTTX 458402 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   24 FROM HEAD 70-MPH  92-TONS  65-FT  1-P       1.00-BRK 6195-ATONS  5966-AFT
               SINGLE UNIT WELL CAR
    TCLU 809437 LK4E MIXFRT CS528                 GLOGATSO CA HAPAG LLO AM
    APHU 709231 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
BNSF 238403      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

 99 BNSB 238403 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   23 FROM HEAD 70-MPH  53-TONS  54-FT  1-P       3.00-BRK 6248-ATONS  6020-AFT
                DO NOT HUMP
    HLXU 602936 LK40 MIXFRT CS528                 GLOGATSO CA HAPAG LLO AM

100 BNSC 238403 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   22 FROM HEAD 70-MPH  50-TONS  54-FT  1-P       0.00-BRK 6298-ATONS  6074-AFT
                DO NOT HUMP
    TCLU 807576 LK4E MIXFRT CS528                 GLOGATSO CA HAPAG LLO AM

101 BNSD 238403 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   21 FROM HEAD 70-MPH  50-TONS  54-FT  1-P       0.00-BRK 6348-ATONS  6128-AFT
                DO NOT HUMP
    HLXU 807800 LK4E MIXFRT CS528                 GLOGATSO CA HAPAG LLO AM

102 BNSE 238403 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   20 FROM HEAD 70-MPH  50-TONS  54-FT  1-P       0.00-BRK 6398-ATONS  6182-AFT
                DO NOT HUMP
    HLXU 827959 LK4E MIXFRT CS528                 GLOGATSO CA HAPAG LLO AM

103 BNSA 238403 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   19 FROM HEAD 70-MPH  53-TONS  54-FT  1-P       0.00-BRK 6451-ATONS  6236-AFT
                DO NOT HUMP
    HLXU 656349 LK40 MIXFRT CS528                 GLOGATSO CA HAPAG LLO AM
DTTX 744565      P5A ARTICULATED MULTI-WELL CAR

                     CONSISTS OF THE FOLLOWING 5 CARS

104 DTTA 744565 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   18 FROM HEAD 70-MPH  78-TONS  54-FT  1-P       3.00-BRK 6529-ATONS  6290-AFT
    GATU 860544 LK4E MIXFRT CS528                 GLOGATSO CA HAPAG LLO AM
    APHU 635036 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

105 DTTE 744565 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   17 FROM HEAD 70-MPH  77-TONS  54-FT  1-P       0.00-BRK 6606-ATONS  6344-AFT
    APHU 659462 LK40 MIXFRT CS528                 GLOGATSO CA APL LAN TRA
    APHU 462906 LK50 MIXFRT CS528                 GLOGATSO CA APL LAN TRA

106 DTTD 744565 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   16 FROM HEAD 70-MPH  78-TONS  54-FT  1-P       0.00-BRK 6684-ATONS  6398-AFT
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    TGHU 842791 LK4E MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    SEGU 498660 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

107 DTTC 744565 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   15 FROM HEAD 70-MPH  78-TONS  54-FT  1-P         0.00-BRK 6762-ATONS  6452-AFT
    GESU 521163 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    TCNU 547477 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

108 DTTB 744565 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   14 FROM HEAD 70-MPH  77-TONS  54-FT  1-P         0.00-BRK 6839-ATONS  6506-AFT
    TGHU 908757 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    APHU 461444 LK50 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
DTTX 743141      P5A ARTICULATED MULTI-WELL CAR

                    CONSISTS OF THE FOLLOWING 5 CARS

109 DTTA 743141 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   13 FROM HEAD 70-MPH  70-TONS  54-FT  1-P         3.00-BRK 6909-ATONS  6560-AFT
    GATU  94733 LK10 MIXFRT CS528                    GLOGATSO CA HAPAG LLO AM
    GESU 302139 LK1E MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    SEGU 498676 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

110 DTTE 743141 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   12 FROM HEAD 70-MPH  72-TONS  54-FT  1-P         0.00-BRK 6981-ATONS  6614-AFT
    APZU 361941 LK10 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    GESU 341378 LK10 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    TCNU 721488 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

111 DTTD 743141 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   11 FROM HEAD 70-MPH  71-TONS  54-FT  1-P         0.00-BRK 7052-ATONS  6668-AFT
    APZU 311465 LK10 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    FSCU 371658 LK1E MIXFRT CS528                    GLOGATSO CA HAPAG LLO AM
    APZU 472924 LK4E MIXFRT CS528                    GLOGATSO CA APL LAN TRA

112 DTTC 743141 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
   10 FROM HEAD 70-MPH  80-TONS  54-FT  1-P         0.00-BRK 7132-ATONS  6722-AFT
    DFSU 288137 LK10 MIXFRT CS528                    GLOGATSO CA HAPAG LLO AM
    FCIU 386075 LK10 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    BSIU 904138 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

113 DTTB 743141 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
    9 FROM HEAD 70-MPH  76-TONS  54-FT  1-P         0.00-BRK 7208-ATONS  6776-AFT
    APZU 387055 LK1E MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    APZU 352724 LK10 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    APHU 722903 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

114 DTTX 459396 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
    8 FROM HEAD 70-MPH  92-TONS  65-FT  1-P         1.00-BRK 7300-ATONS  6841-AFT
                SINGLE UNIT WELL CAR
    APHU 638641 LK4E MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    APHU 632030 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

115 DTTX 746014 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
    7 FROM HEAD 70-MPH  92-TONS  65-FT  1-P         1.00-BRK 7392-ATONS  6906-AFT
                SINGLE UNIT WELL CAR
    APHU 672647 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    APHU 706803 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

116 DTTX 747670 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
    6 FROM HEAD 70-MPH  92-TONS  65-FT  1-P         1.00-BRK 7484-ATONS  6971-AFT
                SINGLE UNIT WELL CAR
    GESU 484441 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
    APHU 733401 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

117 DTTX 458813 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
    5 FROM HEAD 70-MPH 103-TONS  65-FT  1-P         1.00-BRK 7587-ATONS  7036-AFT
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                SINGLE UNIT WELL CAR
     HLXU 124511 LK10 MIXFRT CS528                    GLOGATSO CA HAPAG LLO AM
     APZU 212438 LK1E MIXFRT CS528                    GLOGATSO CA APL LAN TRA
     APHU 740691 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

 118 FEC   70123 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
     4 FROM HEAD 70-MPH  80-TONS  77-FT  1-P        1.00-BRK 7667-ATONS  7113-AFT
                SINGLE UNIT WELL CAR
     XINU 158485 LK1E MIXFRT CS528                    GLOGATSO CA APL LAN TRA
     GLDU 530903 LK1E MIXFRT CS528                    GLOGATSO CA APL LAN TRA
     APHU 459742 LK50 MIXFRT CS528                    GLOGATSO CA APL LAN TRA
 DTTX 766191      P3A ARTICULATED MULTI-WELL CAR

                      CONSISTS OF THE FOLLOWING 3 CARS

 119 DTTA 766191 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
     3 FROM HEAD 70-MPH  81-TONS  69-FT  1-P        2.00-BRK 7748-ATONS  7182-AFT
     GLDU 523107 LK1E MIXFRT CS528                    GLOGATSO CA APL LAN TRA
     GLDU 524604 LK1E MIXFRT CS528                    GLOGATSO CA APL LAN TRA
     TCLU 860907 LK40 MIXFRT CS528                    GLOGATSO CA APL LAN TRA

 120 DTTC 766191 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
     2 FROM HEAD 70-MPH  70-TONS  69-FT  1-P        0.00-BRK 7818-ATONS  7251-AFT
     CXRU 128787 LK4R MIXFRT CS528                    GLOGATSO CA APL LAN TRA
                 PROTECTIVE SERVICE
                                                     MAINTAIN 028 DEG
     ITAU 417225 LK40 MIXFRT CS528                    GLOGATSO CA HAPAG LLO AM

 121 DTTB 766191 LP1A   COFC CS528  APLS DELY APLS  GLOGATSO CA UNION PAC
     1 FROM HEAD 70-MPH  80-TONS  69-FT  1-P        0.00-BRK 7898-ATONS  7320-AFT
     GESU 495504 LK4H MIXFRT CS528                    GLOGATSO CA APL LAN TRA
     APZU 450789 LK4E MIXFRT CS528                    GLOGATSO CA APL LAN TRA

BLOCK TOTALS   121 LOADS    0 MTYS    7898 G-TONS    7320 FEET


CAR-TOTALS     121 LOADS    0 MTYS    7898 G-TONS    7320 FEET    5351 N-TONS

POWER BLOCK

UP  007422

UP  008065

UP  008120

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 H A Z A R D O U S   M A T E R I A L   R E S P O N S E   I N F O R M A T I O N
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TRAIN-- KG4GSX 23


001 FROM CAB / EOT  DTTA748478 L V/K= TTNU591857 L
   COMMODITY NUMBER IS 4904570

   REFRIGERANT GASES, N.O.S.
   DIVISION 2.2 (NONFLAMMABLE GAS)
   UN1078


     REFRIGERANT OR DISPERSANT GAS, N.O.S., ARE MIXTURES WHICH ARE SHIPPED IN
   CONTAINERS UNDER PRESSURE.  THEY MAY BE MIXTURES CONSISTING OF A
   NONFLAMMABLE GAS(ES) AND FLAMMABLE GAS(ES) WITH THE MIXTURE HAVING
   NONFLAMMABLE PROPERTIES.  THE MIXTURE MAY SEPARATE WITH THE FLAMMABLE GAS
   SETTLING IN LOW AREAS OR THE NONFLAMMABLE GAS SETTLING IN LOW AREAS.  IT MAY
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ASPHYXIATE BY THE DISPLACEMENT OF AIR. EXPOSURE OF THE CONTAINER TO PROLONGED HEAT OR FIRE MAY CAUSE IT TO RUPTURE VIOLENTLY AND ROCKET.

IF MATERIAL ON FIRE OR INVOLVED IN FIRE
SOLID STREAMS OF WATER MAY BE INEFFECTIVE
EXTINGUISH FIRE USING AGENT SUITABLE FOR TYPE OF SURROUNDING FIRE
(MATERIAL ITSELF DOES NOT BURN OR BURNS WITH DIFFICULTY.)
COOL ALL AFFECTED CONTAINERS WITH FLOODING QUANTITIES OF WATER
APPLY WATER FROM AS FAR A DISTANCE AS POSSIBLE
IF MATERIAL NOT ON FIRE OR NOT INVOLVED IN FIRE
KEEP MATERIAL OUT OF WATER SOURCES AND SEWERS
ATTEMPT TO STOP LEAK IF WITHOUT UNDUE PERSONNEL HAZARD
PERSONNEL PROTECTION
AVOID BREATHING VAPORS
KEEP UPWIND
WEAR APPROPRIATE CHEMICAL PROTECTIVE GLOVES AND GOGGLES
DO NOT HANDLE BROKEN PACKAGES UNLESS WEARING
APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT
FIRST AID RESPONSES
MOVE VICTIM TO FRESH AIR; CALL EMERGENCY MEDICAL CARE.
IF NOT BREATHING, GIVE ARTIFICIAL RESPIRATION.
IF BREATHING IS DIFFICULT, GIVE OXYGEN.

001 FROM CAB / EOT DTTA748478 L V/K= TTNU591857 L
COMMODITY NUMBER IS 4904304

1,1,1,2-TETRAFLUOROETHANE <OR>
REFRIGERANT GAS R134A
DIVISION 2.2 (NONFLAMMABLE GAS)
UN3159

TETRAFLUOROETHANE IS A COLORLESS GAS WHOSE VAPORS ARE HEAVIER THAN AIR. IT HAS A SLIGHT ETHEREAL ODOR. IT IS SHIPPED LIQUEFIED AS A GAS UNDER ITS OWN VAPOR PRESSURE. IT CAN BE COMBUSTIBLE AT 351 DEG. F. INHALATION AT HIGH CONCENTRATIONS IS HARMFUL AND MAY CAUSE HEART IRREGULARITIES, UNCONSCIOUSNESS OR DEATH WITHOUT WARNING. LIQUID CONTACT CAN CAUSE FROSTBITE. VAPORS CAN REPLACE THE AVAILABLE OXYGEN.

IF MATERIAL ON FIRE OR INVOLVED IN FIRE
SOLID STREAMS OF WATER MAY BE INEFFECTIVE
EXTINGUISH FIRE USING AGENT SUITABLE FOR TYPE OF SURROUNDING FIRE
(MATERIAL ITSELF DOES NOT BURN OR BURNS WITH DIFFICULTY.)
COOL ALL AFFECTED CONTAINERS WITH FLOODING QUANTITIES OF WATER
APPLY WATER FROM AS FAR A DISTANCE AS POSSIBLE
IF MATERIAL NOT ON FIRE OR NOT INVOLVED IN FIRE
KEEP MATERIAL OUT OF WATER SOURCES AND SEWERS
ATTEMPT TO STOP LEAK IF WITHOUT UNDUE PERSONNEL HAZARD
PERSONNEL PROTECTION
AVOID BREATHING VAPORS
KEEP UPWIND
WEAR APPROPRIATE CHEMICAL PROTECTIVE GLOVES AND GOGGLES
FIRST AID RESPONSES
MOVE VICTIM TO FRESH AIR; CALL EMERGENCY MEDICAL CARE.
IF NOT BREATHING, GIVE ARTIFICIAL RESPIRATION.
IF BREATHING IS DIFFICULT, GIVE OXYGEN.
IN CASE OF CONTACT WITH MATERIAL, IMMEDIATELY FLUSH SKIN OR EYES WITH
RUNNING WATER FOR AT LEAST 20 MINUTES.
IN CASE OF FROSTBITE, THAW FROSTED PARTS WITH WATER.

001 FROM CAB / EOT DTTA748478 L V/K= TTNU591857 L
COMMODITY NUMBER IS 4904584

LIQUEFIED GAS, N.O.S.

DIVISION 2.2 (NONFLAMMABLE GAS)
UN3163

LIQUEFIED GAS, N.O.S. IS A GAS OR GASES THAT ARE LIQUEFIED AND UNDER PRESSURE. THE MIXTURE MAY CONSIST OF BOTH NONFLAMMABLE AND FLAMMABLE GASES WITH THE MIXTURE HAVING NONFLAMMABLE PROPERTIES. THE MIXTURE CAN SEPARATE AFTER LEAKING WITH EITHER THE FLAMMABLE OR NONFLAMMABLE GAS SETTLING IN LOW AREAS. IT MAY ASPHYXIATE BY THE DISPLACEMENT OF AIR. EXPOSURE OF THE CONTAINER TO PROLONGED HEAT OR FIRE MAY CAUSE IT TO RUPTURE VIOLENTLY AND ROCKET. OBTAIN THE TECHNICAL NAME OF THE MATERIAL FROM THE SHIPPING PAPER AND CONTACT CHEMTEC, 800/424-9300 FOR SPECIFIC RESPONSE INFORMATION.

IF MATERIAL ON FIRE OR INVOLVED IN FIRE
SOLID STREAMS OF WATER MAY BE INEFFECTIVE
EXTINGUISH FIRE USING AGENT SUITABLE FOR TYPE OF SURROUNDING FIRE
(MATERIAL ITSELF DOES NOT BURN OR BURNS WITH DIFFICULTY.)
COOL ALL AFFECTED CONTAINERS WITH FLOODING QUANTITIES OF WATER
APPLY WATER FROM AS FAR A DISTANCE AS POSSIBLE
DO NOT USE WATER ON MATERIAL ITSELF
USE WATER SPRAY TO KNOCK-DOWN VAPORS
IF MATERIAL NOT ON FIRE OR NOT INVOLVED IN FIRE
KEEP MATERIAL OUT OF WATER SOURCES AND SEWERS
ATTEMPT TO STOP LEAK IF WITHOUT UNDUE PERSONNEL HAZARD
USE WATER SPRAY TO KNOCK-DOWN VAPORS
PERSONNEL PROTECTION
AVOID BREATHING VAPORS
KEEP UPWIND
WEAR POSITIVE PRESSURE SELF-CONTAINED BREATHING APPARATUS
WEAR APPROPRIATE CHEMICAL PROTECTIVE CLOTHING
DO NOT HANDLE BROKEN PACKAGES UNLESS WEARING
APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT
WASH AWAY ANY MATERIAL WHICH MAY HAVE CONTACTED THE BODY
WITH COPIOUS AMOUNTS OF WATER OR SOAP AND WATER
FIRST AID RESPONSES
MOVE VICTIM TO FRESH AIR; CALL EMERGENCY MEDICAL CARE.
IF NOT BREATHING, GIVE ARTIFICIAL RESPIRATION.
IF BREATHING IS DIFFICULT, GIVE OXYGEN.

006 FROM CAB / EOT DTTX471604 L V/K= APZU333604 L
COMMODITY NUMBER IS 4936540

CORROSIVE LIQUIDS, N.O.S.
CLASS 8 (CORROSIVE MATERIAL)
UN1760

CORROSIVE LIQUIDS, N.O.S. ARE LIQUIDS WHICH HAVE THE PROPERTY OF BEING CORROSIVE TO METALS AND/OR TISSUE. THEY ARE GENERALLY HEAVIER THAN WATER AND SOLUBLE IN WATER. THEY ARE GENERALLY NONCOMBUSTIBLE. OBTAIN THE TECHNICAL NAME OF THE MATERIAL FROM THE SHIPPING PAPERS AND CONTACT CHEMTREC, 800/424-9300 FOR SPECIFIC RESPONSE INFORMATION.

IF MATERIAL ON FIRE OR INVOLVED IN FIRE
EXTINGUISH FIRE USING AGENT SUITABLE FOR TYPE OF SURROUNDING FIRE
(MATERIAL ITSELF DOES NOT BURN OR BURNS WITH DIFFICULTY.)
USE DRY CHEMICAL, DRY SAND, OR CARBON DIOXIDE
DO NOT USE WATER ON MATERIAL ITSELF
IF LARGE QUANTITIES OF COMBUSTIBLES ARE INVOLVED, USE WATER
IN FLOODING QUANTITIES AS SPRAY AND FOG
USE WATER SPRAY TO KNOCK-DOWN VAPORS
COOL ALL AFFECTED CONTAINERS WITH FLOODING QUANTITIES OF WATER
APPLY WATER FROM AS FAR A DISTANCE AS POSSIBLE
IF MATERIAL NOT ON FIRE OR NOT INVOLVED IN FIRE
KEEP SPARKS, FLAMES, AND OTHER SOURCES OF IGNITION AWAY

KEEP MATERIAL OUT OF WATER SOURCES AND SEWERS
BUILD DIKES TO CONTAIN FLOW AS NECESSARY
PERSONNEL PROTECTION
AVOID BREATHING VAPORS
KEEP UPWIND
WEAR POSITIVE PRESSURE SELF-CONTAINED BREATHING APPARATUS
AVOID BODILY CONTACT WITH THE MATERIAL
WEAR APPROPRIATE CHEMICAL PROTECTIVE GLOVES, BOOTS AND GOGGLES
DO NOT HANDLE BROKEN PACKAGES UNLESS WEARING
APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT
WASH AWAY ANY MATERIAL WHICH MAY HAVE CONTACTED THE BODY
WITH COPIOUS AMOUNTS OF WATER OR SOAP AND WATER
IF CONTACT WITH THE MATERIAL ANTICIPATED,
WEAR APPROPRIATE CHEMICAL PROTECTIVE CLOTHING
ENVIRONMENTAL CONSIDERATIONS - LAND SPILL
DIG A PIT, POND, LAGOON, HOLDING AREA
TO CONTAIN LIQUID OR SOLID MATERIAL
DIKE SURFACE FLOW USING SOIL, SAND BAGS,
FOAMED POLYURETHANE, OR FOAMED CONCRETE
ABSORB BULK LIQUID WITH FLY ASH, CEMENT POWDER,
OR COMMERCIAL SORBENTS
ENVIRONMENTAL CONSIDERATIONS - WATER SPILL
USE NATURAL BARRIERS OR OIL SPILL CONTROL BOOMS TO LIMIT SPILL TRAVEL
REMOVE TRAPPED MATERIAL WITH SUCTION HOSES
ENVIRONMENTAL CONSIDERATIONS - AIR SPILL
APPLY WATER SPRAY OR MIST TO KNOCK DOWN VAPORS
FIRST AID RESPONSES
MOVE VICTIM TO FRESH AIR; CALL EMERGENCY MEDICAL CARE.
REMOVE AND ISOLATE CONTAMINATED CLOTHING AND SHOES AT THE SITE.
IN CASE OF CONTACT WITH MATERIAL, IMMEDIATELY FLUSH SKIN OR EYES WITH
RUNNING WATER FOR AT LEAST 20 MINUTES.
KEEP VICTIM QUIET AND MAINTAIN NORMAL BODY TEMPERATURE.

018 FROM CAB / EOT BNSB254297 L V/K= APZU306346 L
COMMODITY NUMBER IS 4910280

RESIN SOLUTION
CLASS 3 (FLAMMABLE LIQUID)
UN1866

RESIN SOLUTION IS THE SOLUTION OF VARIOUS GUMS AND RESINS IN VARIOUS SOLVENTS. THE LIQUIDS ARE GENERALLY QUITE THICK AND MAY RANGE FROM CLEAR COLORLESS TO BLACK "TAR". THE FLASH POINT OF THE SOLUTION WILL DEPEND ON THE SOLVENT USED BUT IT WILL BE LESS THAN 141 DEG. F.

IF MATERIAL ON FIRE OR INVOLVED IN FIRE
DO NOT EXTINGUISH FIRE UNLESS FLOW CAN BE STOPPED
USE WATER IN FLOODING QUANTITIES AS FOG
SOLID STREAMS OF WATER MAY SPREAD FIRE
COOL ALL AFFECTED CONTAINERS WITH FLOODING QUANTITIES OF WATER
APPLY WATER FROM AS FAR A DISTANCE AS POSSIBLE
USE FOAM, DRY CHEMICAL, OR CARBON DIOXIDE
IF MATERIAL NOT ON FIRE OR NOT INVOLVED IN FIRE
KEEP SPARKS, FLAMES, AND OTHER SOURCES OF IGNITION AWAY
KEEP MATERIAL OUT OF WATER SOURCES AND SEWERS
BUILD DIKES TO CONTAIN FLOW AS NECESSARY
USE WATER SPRAY TO KNOCK-DOWN VAPORS
PERSONNEL PROTECTION
AVOID BREATHING VAPORS
KEEP UPWIND
WEAR APPROPRIATE CHEMICAL PROTECTIVE GLOVES, BOOTS AND GOGGLES
DO NOT HANDLE BROKEN PACKAGES UNLESS WEARING
APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT
WASH AWAY ANY MATERIAL WHICH MAY HAVE CONTACTED THE BODY

WITH COPIOUS AMOUNTS OF WATER OR SOAP AND WATER
FIRST AID RESPONSES
MOVE VICTIM TO FRESH AIR; CALL EMERGENCY MEDICAL CARE.
IF NOT BREATHING, GIVE ARTIFICIAL RESPIRATION.
IF BREATHING IS DIFFICULT, GIVE OXYGEN.
IN CASE OF CONTACT WITH MATERIAL, IMMEDIATELY FLUSH SKIN OR EYES WITH RUNNING WATER FOR AT LEAST 20 MINUTES.
REMOVE AND ISOLATE CONTAMINATED CLOTHING AND SHOES AT THE SITE.

018 FROM CAB / EOT BNSB254297 L V/K= APZU306346 L
COMMODITY NUMBER IS 4905709

AEROSOLS, CONTAINING A FLAMMABLE GAS
DIVISION 2.1 (FLAMMABLE GAS)
UN1950

THESE ARE AEROSOL CANS OR CYLINDERS CONTAINING A GAS WHOSE PRIMARY HAZARD IS FLAMMABILITY. UNDER PROLONGED EXPOSURE TO FIRE OR INTENSE HEAT THE CONTAINERS MAY RUPTURE VIOLENTLY AND ROCKET.

IF MATERIAL ON FIRE OR INVOLVED IN FIRE
COOL ALL AFFECTED CONTAINERS WITH FLOODING QUANTITIES OF WATER
USE WATER IN FLOODING QUANTITIES AS FOG
APPLY WATER FROM AS FAR A DISTANCE AS POSSIBLE
IF MATERIAL NOT ON FIRE OR NOT INVOLVED IN FIRE
KEEP SPARKS, FLAMES, AND OTHER SOURCES OF IGNITION AWAY
PERSONNEL PROTECTION
AVOID BREATHING VAPORS
WEAR APPROPRIATE CHEMICAL PROTECTIVE GLOVES, BOOTS AND GOGGLES
AVOID BREATHING FUMES FROM BURNING MATERIAL
FIRST AID RESPONSES
MOVE VICTIM TO FRESH AIR; CALL EMERGENCY MEDICAL CARE.
IF NOT BREATHING, GIVE ARTIFICIAL RESPIRATION.
IF BREATHING IS DIFFICULT, GIVE OXYGEN.
IN CASE OF CONTACT WITH MATERIAL, IMMEDIATELY FLUSH SKIN OR EYES WITH RUNNING WATER FOR AT LEAST 20 MINUTES.
REMOVE AND ISOLATE CONTAMINATED CLOTHING AND SHOES AT THE SITE.

021 FROM CAB / EOT NOKD250519 L V/K= APZU330738 L
COMMODITY NUMBER IS 4912604

ADHESIVES
CLASS 3 (FLAMMABLE LIQUID)
UN1133

ADHESIVES ARE THE SOLUTIONS OF VARIOUS GUMS, RESINS, ETC. IN DIFFERENT SOLVENTS. THE LIQUIDS ARE GENERALLY QUITE THICK AND MAY RANGE FROM CLEAR COLORLESS TO BLACK TAR. THE FLASH POINT OF THE CEMENT DEPENDS ON THE SOLVENT BUT IT WILL BE LESS THAN 141 DEG. F. THE VAPORS ARE GENERALLY HEAVIER THAN AIR.

IF MATERIAL ON FIRE OR INVOLVED IN FIRE
DO NOT EXTINGUISH FIRE UNLESS FLOW CAN BE STOPPED
USE WATER IN FLOODING QUANTITIES AS FOG
SOLID STREAMS OF WATER MAY BE INEFFECTIVE
COOL ALL AFFECTED CONTAINERS WITH FLOODING QUANTITIES OF WATER
APPLY WATER FROM AS FAR A DISTANCE AS POSSIBLE
USE FOAM, DRY CHEMICAL, OR CARBON DIOXIDE
IF MATERIAL NOT ON FIRE OR NOT INVOLVED IN FIRE
KEEP SPARKS, FLAMES, AND OTHER SOURCES OF IGNITION AWAY
KEEP MATERIAL OUT OF WATER SOURCES AND SEWERS
BUILD DIKES TO CONTAIN FLOW AS NECESSARY

USE WATER SPRAY TO KNOCK-DOWN VAPORS
PERSONNEL PROTECTION
AVOID BREATHING VAPORS
KEEP UPWIND
WEAR APPROPRIATE CHEMICAL PROTECTIVE GLOVES, BOOTS AND GOGGLES
DO NOT HANDLE BROKEN PACKAGES UNLESS WEARING
APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT
WASH AWAY ANY MATERIAL WHICH MAY HAVE CONTACTED THE BODY
WITH COPIOUS AMOUNTS OF WATER OR SOAP AND WATER
ENVIRONMENTAL CONSIDERATIONS - LAND SPILL
DIG A PIT, POND, LAGOON, HOLDING AREA
TO CONTAIN LIQUID OR SOLID MATERIAL
DIKE SURFACE FLOW USING SOIL, SAND BAGS,
FOAMED POLYURETHANE, OR FOAMED CONCRETE
ABSORB BULK LIQUID WITH FLY ASH, CEMENT POWDER,
OR COMMERCIAL SORBENTS
ENVIRONMENTAL CONSIDERATIONS - WATER SPILL
USE NATURAL BARRIERS OR OIL SPILL CONTROL BOOMS TO LIMIT SPILL TRAVEL
REMOVE TRAPPED MATERIAL WITH SUCTION HOSES
ENVIRONMENTAL CONSIDERATIONS - AIR SPILL
APPLY WATER SPRAY OR MIST TO KNOCK DOWN VAPORS
FIRST AID RESPONSES
MOVE VICTIM TO FRESH AIR; CALL EMERGENCY MEDICAL CARE.
IF NOT BREATHING, GIVE ARTIFICIAL RESPIRATION.
IF BREATHING IS DIFFICULT, GIVE OXYGEN.
IN CASE OF CONTACT WITH MATERIAL, IMMEDIATELY FLUSH SKIN OR EYES WITH
RUNNING WATER FOR AT LEAST 20 MINUTES.
REMOVE AND ISOLATE CONTAMINATED CLOTHING AND SHOES AT THE SITE.

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H I G H V A L U E L O A D S
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TRAIN-- KG4GSX 23
3380-THERE ARE NO CARS ON THIS TRAIN WITH HIGH VALUE LOADS
3392-END OF TRAIN LIST

E N G I N E E R' S C O P Y

T R A I N L I S T I S S U E N O. 1

TRAIN/JOB: KG4GSX 23 NAME: UNIFIED PLAN

CNDR: R YOUNG ENGR: T ROTH C/F 09/25 0255

SECONDARY TRAIN ID: FDMDCO K TRAIN DIRECTION OUT OF ZS042 : WEST

121-LOADS 0-MTYS 7898-GTONS CAR LENGTH: 7320-FT TRAIN LENGTH: 7616-FT

****

HAZARDOUS MATERIAL IN TRAIN YES

RAIL SECURITY SENSITIVE MATERIAL SHIPMENTS NO

FORM 8620 PLACEMENT ERRORS NO

SSI ITEM 5 PLACEMENT ERRORS/WARNINGS YES

TRAIN LENGTH EXCEPTION NO

TRAIN HAS HIGH / WIDE SHIPMENTS NO

LEAD LOCOMOTIVES ENERGY MANAGEMENT SYSTEM TRIP OPTIMIZER TRAIN WGT: 8756-TN

##

CORRECTION REQUIRED ##### CORRECTION REQUIRED ##### CORRECTION REQUIRED

PLACEMENT WARNINGS/RESTRICTIONS

ITEM 5 / SI-13 MESSAGES

SEQ 001 *DTTA 748478* NO LOCOMOTIVES IN REAR POWER CONSIST ARE WORKING

CORRECTION REQUIRED ##### CORRECTION REQUIRED ##### CORRECTION REQUIRED

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SSI MAXIMUM SPEED (UNLESS OTHERWISE RESTRICTED) IS AS FOLLOWS:

MAXIMUM SPEED * 70 * MPH BETWEEN ZS042 AND CS528 LOWEST CAR SPEED

BE FURTHER GOVERNED BY MAXIMUM SPEEDS: TONS PER OPERATIVE BRAKE (TPOB)

ITEM #2F OR SUBDIVISION TIMETABLE SI-12

TRAIN IS TO BE OPERATED ACCORDING TO * MANIFEST * TRAIN REQUIREMENTS SSI ITEM 2F

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ST CD	LOCOMOTIVE INIT	NUMB	PU CIRC7	SO CIRC7	D	AC DC	MODEL-#	EA PW	EA DB	AC AX	PVCAHECDASD CCACCMSPTTB	LEN DP FT	WGT TN
X	UP	8120	ZS042		F	AC	C45AH	12.1	9.8	6	.YYYYTB6G3A	HC 74	216
X	UP	8065	ZS042		U	AC	C45AH	12.1	9.8	6	.YYYYTB6G3A	H 74	216
X	UP	7422	ZS042		F	AC	C45ACCTE	12.1	9.8	6	.YYYYTB6G4A	H 74	210
								----	----	--		----	----
SUB TOTALS:								36.3	29.4	18		222	642
.													
X DB	UP	8142	ZS042		U	AC	C45AH	----	----	6	.YYYYTB6G3A	RC 74	216
								----	----	--		----	----
SUB TOTALS:								0.0	0.0	6		74	216
.													
								----	----	--		----	----
TOTALS:								36.3	29.4	24		296	858

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END TRAIN UNITS STATUS

NONE REPORTED

EDBA MUST BE ADJUSTED TO NOT EXCEED: HEAD 28.0 CUT-IN 0.0 REAR 0.0
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***** DUE TO ROUTE POWER REQUIREMENTS AND FUEL CONSERVATION EFFORTS *****
***** ISOLATE / SHUT DOWN / BRING ON-LINE THE FOLLOWING LOCOMOTIVE(S) *****
***** IN ACCORDANCE WITH ABTH RULE 31.8.7 *****
***** WEATHER AND CONDITIONS PERMITTING *****
*****
***** CHECK TO BE SURE CONSIST IS CONFIGURED AS SHOWN ABOVE AT SW148 *****
*****
***** LOCOMOTIVE CONSIST SHOULD BE AS SHOWN ABOVE *****
****

TRAIN LIMITS BETWEEN SW148 AND SW279
TPA LIMIT IS 175, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 575
STANDARD STRENGTH COUPLER LIMIT IS 17500
HIGH STRENGTH COUPLER LIMIT IS 21000
TERRITORY CODE OTHER THAN H OR L

8114 TPA TONNAGE INCLUDES ISOLATED LOCOMOTIVES,IF ANY

224 TONS PER EQUIVALENT POWERED AXLE - 36.3 EPA

28.0 TOTAL EQUIVALENT AXLE DYNAMIC BRAKE, ALL CONSISTS
290 TONS PER EQUIVALENT DYNAMIC BRAKE AXLE - 28.0 EDBA
23 MAXIMUM EPA REAR HELPER

121 TOTAL NUMBER OF CARS/PLATFORMS

85.00 TOTAL OPERATIVE-BRAKES

65 AVERAGE G-TONS PER CAR OR PLATFORM

93 TONS PER OPERATIVE BRAKE

364 TOTAL AXLES, INCLUDING LOCOMOTIVES

103 HEAVIEST CAR, DTTX 458813, SEQ 117

8756 TOTAL GROSS TONS, CARS AND LOCOMOTIVES

SUMMARY OF CAR TYPES
121 DOUBLE STACK

TRAIN LIMITS BETWEEN KA005 AND SW148
TPA LIMIT IS 175, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 459
STANDARD STRENGTH COUPLER LIMIT IS 17500
HIGH STRENGTH COUPLER LIMIT IS 18024
TERRITORY CODE OTHER THAN H OR L

THIS TRAIN IS AN EXTENDED HAUL TRAIN

INSPECTION LOCATIONS:
GLO4 IL ZS042 E - CLASS 1 EXTENDED HAUL
SANTERRT NM SP020 O - CLASS 1

AIR BRAKE INSPECTIONS:

NAME	LOCATION	ROAD	DATE	TIME:	# CARS:

** INSPECTION INFORMATION IS NOT AVAILABLE **

EOT INSPECTION:

NAME	LOCATION	ROAD	DATE	TIME:	EOT #

** INSPECTION INFORMATION IS NOT AVAILABLE **

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EVENT	CITY/ST	STA/YD	MO-DA-YR-TIME	TIM DIF	LOADS	MTYS	CAR-TONS	TRN-LGTH
TA	ARMOURDAL KS	KA005	09-24-14-2224	11'11"	121	0	7898	7616
CT	ARMOURDAL KS	KA005	09-24-14-2145					
TD	ARMOURDAL KS	KA005 %	09-24-14-2247	11'14"	121	0	7898	7616
PA	WYARD KS	KX006	09-24-14-2300	11'24"				
TA	MUNCIE KS	KX010	09-24-14-2308	11'24"	121	0	7898	7616
TD	MUNCIE KS	KX010	09-24-14-2309	11'25"	121	0	7898	7616
PA	EDWARDSVI KS	KX014	09-24-14-2313	11'21"				
TA	LINWOOD KS	KX028	09-24-14-2333	11'11"	121	0	7898	7616
TD	LINWOOD KS	KX028	09-24-14-2334	11'12"	121	0	7898	7616
PA	NEWMAN KS	KX056	09-25-14-0017	11'02"				
TA	TOPEKA KS	KX068	09-25-14-0043	10'56"	121	0	7898	7616
TD	TOPEKA KS	KX068	09-25-14-0048	10'56"	121	0	7898	7616
PA	STOPEKA KS	SW074	09-25-14-0105	11'00"				
PA	MAPHILL KS	SW085	09-25-14-0125	10'58"				
PA	ALMA KS	SW102	09-25-14-0146	10'38"				
PA	DWIGHT KS	SW124	09-25-14-0321	11'27"				
PA	WHICITY KS	SW134	09-25-14-0334	11'23"				
PA	EHERINGTO KS	SW144	09-25-14-0340	11'07"				
TA	HERINGTON KS	SW148	09-25-14-0352	11'07"	121	0	7898	7616
CT	HERINGTON KS	SW148	09-25-14-0255					
TD	HERINGTON KS	SW148 +	09-25-14-0445	11'10"	121	0	7898	7616
PA	WHERINGTO KS	SW150	09-25-14-0455	11'16"				
PA	RAMONA KS	SW156	09-25-14-0504	11'12"				
SA	GALHBD KS	SW186	09-25-14-0634		121	0	7898	7616
SD	GALHBD KS	SW186	09-25-14-0634		121	0	7898	7616
SA	PRATT KS	SW279	09-26-14-0203					
EC	PRATT KS	SW279	09-26-14-0123					
SD	PRATT KS	SW279 +	09-26-14-0223					

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TO ENGINEER AND CONDUCTOR KG4GSX 23 OUT OF ZS042

THE TONNAGE CHART BELOW IS A PROFILE OF YOUR TRAIN (OR PICKUP) OUT OF ZS042

70 MPH IS MAXIMUM SPEED 121 LOADS 000 EMPTIES 007898 TONS 07320 FT

S/O	HLS ZGH	ACUM LEN REAR	ACUM AXLE	#P	ACUM TONS	SEQ	TONS 20 30 40 50 60 70 80 90 100 110 120 130 140 150
		POWER BLOCK (RC).					
CS528	* #	129	358	1	70	1	XXXXXXXXXXXXXXXXX
	#	184	355	1	138	2	XXXXXXXXXXXXXXXXX
	#	239	353	1	197	3	XXXXXXXXXXXXXX
	#	294	351	1	267	4	XXXXXXXXXXXXXXXXX
	#	349	349	1	301	5	XXXXX
	*7#	426	346	1	389	6	XXXXXXXXXXXXXXXXXXXXXXX
	7#	503	342	1	470	7	XXXXXXXXXXXXXXXXXXXX
	7#	580	338	1	549	8	XXXXXXXXXXXXXXXXXXXX
	6#	648	334	1	605	9	XXXXXXXXXXXXXX
	6#	716	331	1	661	10	XXXXXXXXXXXXXX
	6#	784	329	1	731	11	XXXXXXXXXXXXXXXXX
	7#	861	326	1	806	12	XXXXXXXXXXXXXXXXXXXX
	6#	930	322	1	841	13	XXXXXXXX
	6#	999	319	1	902	14	XXXXXXXXXXXXXX
	6#	1068	317	1	949	15	XXXXXXXXXXX
	6#	1136	314	1	986	16	XXXXXXXX
	6#	1204	311	1	1032	17	XXXXXXXXXXX
	*6#	1272	309	1	1076	18	XXXXXXXX
	#	1326	306	1	1127	19	XXXXXXXXXXX
		1380	303	1	1177	20	XXXXXXXXXXX
	*	1434	301	1	1226	21	XXXXXXXXXXX
		1488	299	1	1293	22	XXXXXXXXXXXXXXXXX
	#	1542	297	1	1344	23	XXXXXXXXXXX
	6#	1610	294	1	1400	24	XXXXXXXXXXXXXX
	6#	1678	291	1	1455	25	XXXXXXXXXXXXXX
	6	1746	289	1	1511	26	XXXXXXXXXXXXXX
		1800	286	1	1563	27	XXXXXXXXXXX
		1854	283	1	1612	28	XXXXXXXXXXX
		1908	281	1	1662	29	XXXXXXXXXXX
	#	1962	279	1	1712	30	XXXXXXXXXXX
	#	2016	277	1	1765	31	XXXXXXXXXXX
	#	2070	274	1	1816	32	XXXXXXXXXXX
		2124	271	1	1867	33	XXXXXXXXXXX
		2178	269	1	1917	34	XXXXXXXXXXX
	#	2232	267	1	1968	35	XXXXXXXXXXX
		2286	265	1	2019	36	XXXXXXXXXXX
	6	2351	262	1	2111	37	XXXXXXXXXXXXXXXXXXXXXXX
	6	2419	258	1	2167	38	XXXXXXXXXXXXXX
	6	2487	255	1	2222	39	XXXXXXXXXXXXXX
	6	2555	253	1	2286	40	XXXXXXXXXXXXXX
	6	2624	250	1	2341	41	XXXXXXXXXXXXXX
	6#	2693	247	1	2396	42	XXXXXXXXXXXXXX
	6#	2762	245	1	2451	43	XXXXXXXXXXXXXX
		2816	242	1	2502	44	XXXXXXXXXXX
		2870	239	1	2553	45	XXXXXXXXXXX
		2924	237	1	2604	46	XXXXXXXXXXX
		2978	235	1	2681	47	XXXXXXXXXXXXXXXXXXXX
		3032	233	1	2759	48	XXXXXXXXXXXXXXXXXXXX
	6#	3101	230	1	2804	49	XXXXXXXXXXX
	6	3170	227	1	2860	50	XXXXXXXXXXXXXX
	6#	3239	225	1	2916	51	XXXXXXXXXXXXXX
	6	3307	222	1	2972	52	XXXXXXXXXXXXXX
	6	3375	219	1	3028	53	XXXXXXXXXXXXXX
	6#	3443	217	1	3085	54	XXXXXXXXXXXXXX
		3497	214	1	3162	55	XXXXXXXXXXXXXXXXXXXX

S/O	HLS ZGH	ACUM LEN	ACUM AXLE	#P	ACUM TONS	SEQ	TONS 20 30 40 50 60 70 80 90 100 110 120 130 140 150
		3551	211	1	3213	56	XXXXXXXXXXX
		3605	209	1	3264	57	XXXXXXXXXXX
	#	3659	207	1	3316	58	XXXXXXXXXXX
	#	3713	205	1	3367	59	XXXXXXXXXXX
		3767	202	1	3440	60	XXXXXXXXXXXXXXXXX
		3821	199	1	3510	61	XXXXXXXXXXXXXXXXX
		3875	197	1	3588	62	XXXXXXXXXXXXXXXXXXXX
		3929	195	1	3665	63	XXXXXXXXXXXXXXXXXXXX
		3983	193	1	3736	64	XXXXXXXXXXXXXXXXX
	7	4060	190	1	3827	65	XXXXXXXXXXXXXXXXXXXXXXX
		4114	186	1	3888	66	XXXXXXXXXXXXXX
		4168	183	1	3957	67	XXXXXXXXXXXXXXXXX
		4222	181	1	3997	68	XXXXXXXX
		4276	179	1	4066	69	XXXXXXXXXXXXXXXXX
		4330	177	1	4132	70	XXXXXXXXXXXXXXXXX
		4387	174	1	4183	71	XXXXXXXXXXX
		4444	171	1	4231	72	XXXXXXXXXXX
		4501	169	1	4279	73	XXXXXXXXXXX
		4558	167	1	4327	74	XXXXXXXXXXX
		4615	165	1	4378	75	XXXXXXXXXXX
	6	4680	162	1	4470	76	XXXXXXXXXXXXXXXXXXXXXXX
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		4802	154	1	4653	78	XXXXXXXXXXXXXXXXXXXXXXX
		4863	150	1	4745	79	XXXXXXXXXXXXXXXXXXXXXXX
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		5046	138	1	5023	82	XXXXXXXXXXXXXXXXXXXXXXX
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	6	5910	94	1	6011	96	XXXXXXXXXXXXXXXXXXXXXXX
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	6	6040	86	1	6195	98	XXXXXXXXXXXXXXXXXXXXXXX
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	#	6148	79	1	6298	100	XXXXXXXXXXX
	#	6202	77	1	6348	101	XXXXXXXXXXX
	#	6256	75	1	6398	102	XXXXXXXXXXX
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		6364	70	1	6529	104	XXXXXXXXXXXXXXXXXXXX
		6418	67	1	6606	105	XXXXXXXXXXXXXXXXXXXX
		6472	65	1	6684	106	XXXXXXXXXXXXXXXXXXXX
		6526	63	1	6762	107	XXXXXXXXXXXXXXXXXXXX
		6580	61	1	6839	108	XXXXXXXXXXXXXXXXXXXX
		6634	58	1	6909	109	XXXXXXXXXXXXXXXXX
		6688	55	1	6981	110	XXXXXXXXXXXXXXXXX
		6742	53	1	7052	111	XXXXXXXXXXXXXXXXX
		6796	51	1	7132	112	XXXXXXXXXXXXXXXXXXXX
		6850	49	1	7208	113	XXXXXXXXXXXXXXXXXXXX
	6	6915	46	1	7300	114	XXXXXXXXXXXXXXXXXXXXXXXX
	6	6980	42	1	7392	115	XXXXXXXXXXXXXXXXXXXXXXXX
	6	7045	38	1	7484	116	XXXXXXXXXXXXXXXXXXXXXXXX

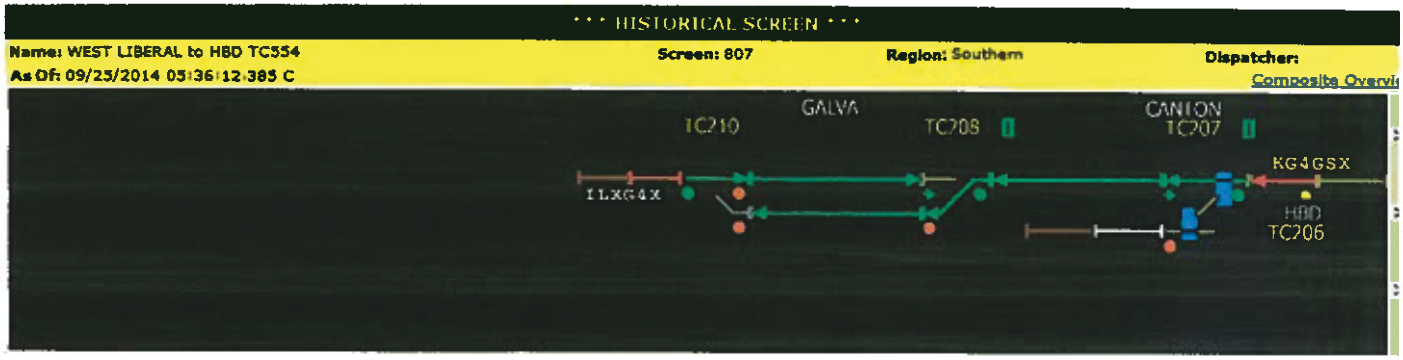
```
      HLS ACUM ACUM      ACUM                          TONS
 S/O  ZGH  LEN AXLE #P  TONS SEQ 20 30 40 50 60 70 80 90 100 110 120 130 140 150
       6  7110   34  1  7587 117 XXXXXXXXXXXXXXXXXXXXXXXXXXX
       7  7187   30  1  7667 118 XXXXXXXXXXXXXXXXXXXX
       6  7256   26  1  7748 119 XXXXXXXXXXXXXXXXXXXX
       6  7325   23  1  7818 120 XXXXXXXXXXXXXXXXX
       6  7616   21  1  7898 121 XXXXXXXXXXXXXXXXXXXX
           HEAD END POWER BLOCK (HC).
```

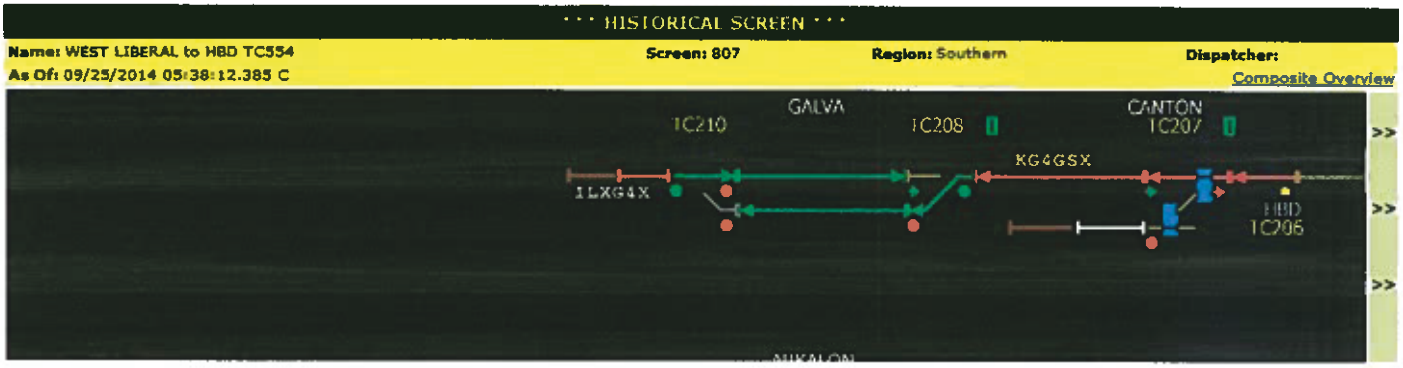
EXPLANATION OF TRAIN PROFILE CODES

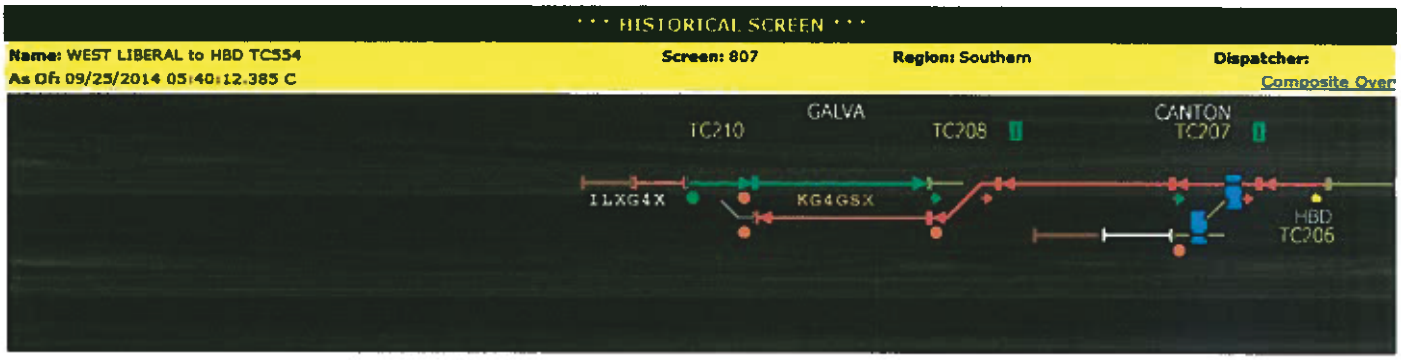
HZ COLUMN: '*' INDICATES A CAR THAT IS HAZARDOUS.
LG COLUMN: 'S' INDICATES A CAR THAT IS 45 FT OR SHORTER.
'6' INDICATES A CAR THAT IS 65 TO 72 FT LONG.
'7' INDICATES A CAR THAT IS 73 TO 79 FT LONG.
'L' INDICATES A CAR THAT IS 80 FT OR LONGER.
SH COLUMN: '#' INDICATES A CAR THAT HAS A SPECIAL HANDLING CODE APPLIED; REFER TO THE CONSIST FOR DETAILS.
#P COLUMN: INDICATES THE NUMBER OF PLATFORMS/WELLS ON AN ARTICULATED INTERMODAL CAR, AND THE NUMBER OF UNITS ON OTHER ARTICULATED CARS.
EOM

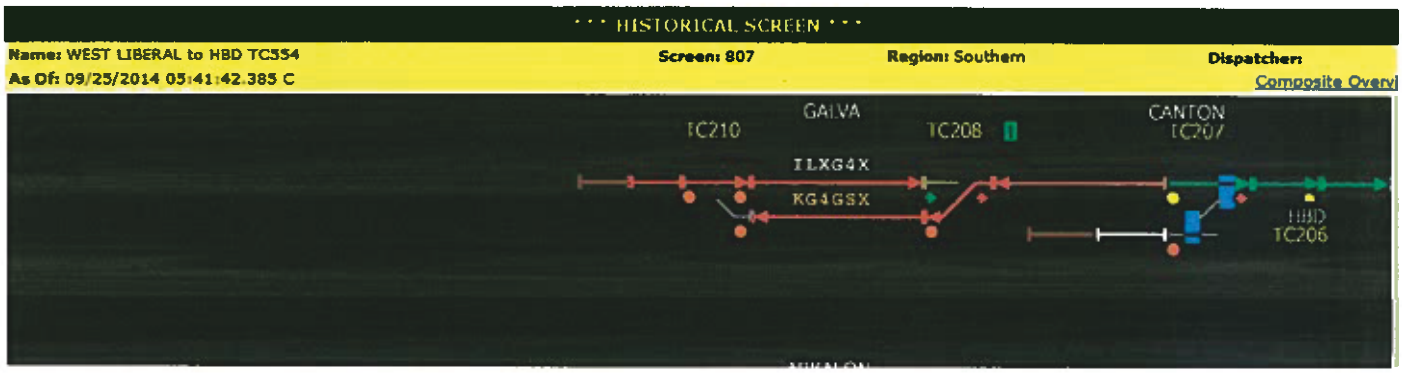
OQOMPJ42

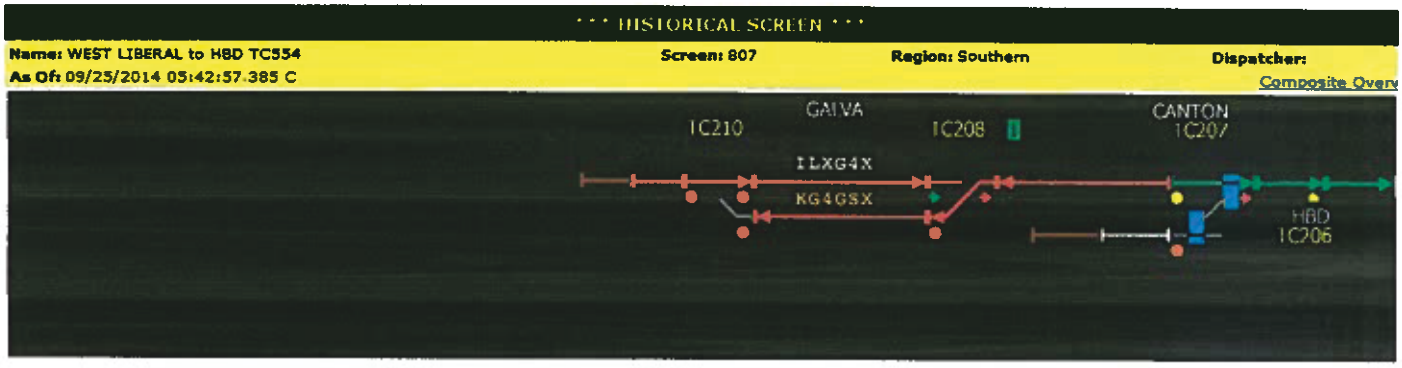
GALVA TOA SCREEN SHOTS







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Name: WEST LIBERAL to HBD TC554
As Of: 09/25/2014 05:42:57.385 C
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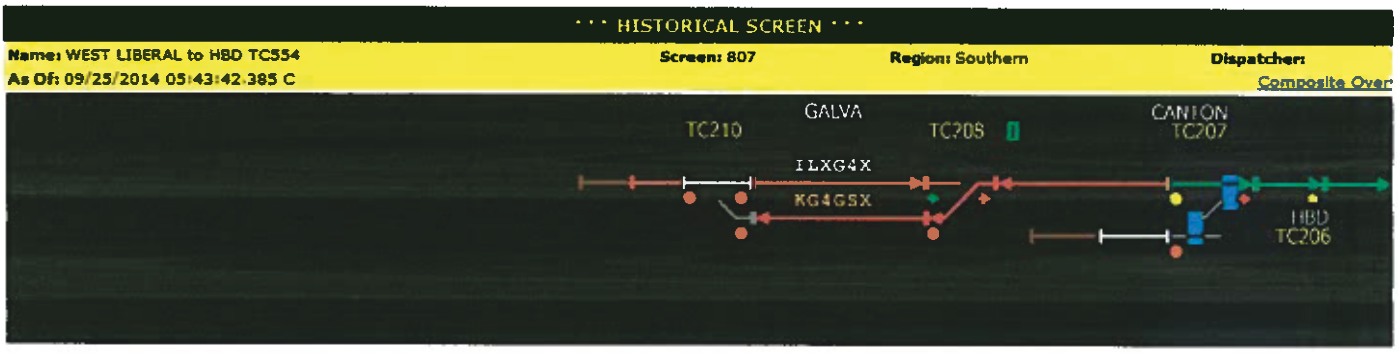
Region: Southern
Dispatcher:
Composite Overv
GALVA
TC210
TC208
CANTON
TC207
ILXG4X
KG4GSX
HBD
TC206


* * * HISTORICAL SCREEN * * *
Name: WEST LIBERAL to HBD TC554
As Of: 09/25/2014 05:43:42.385 C
Screen: 807
Region: Southern
Dispatcher:
Composite Over
GALVA
TC210
TC208
CANTON
TC207
ILXG4X
KG4GSX
HBD
TC206

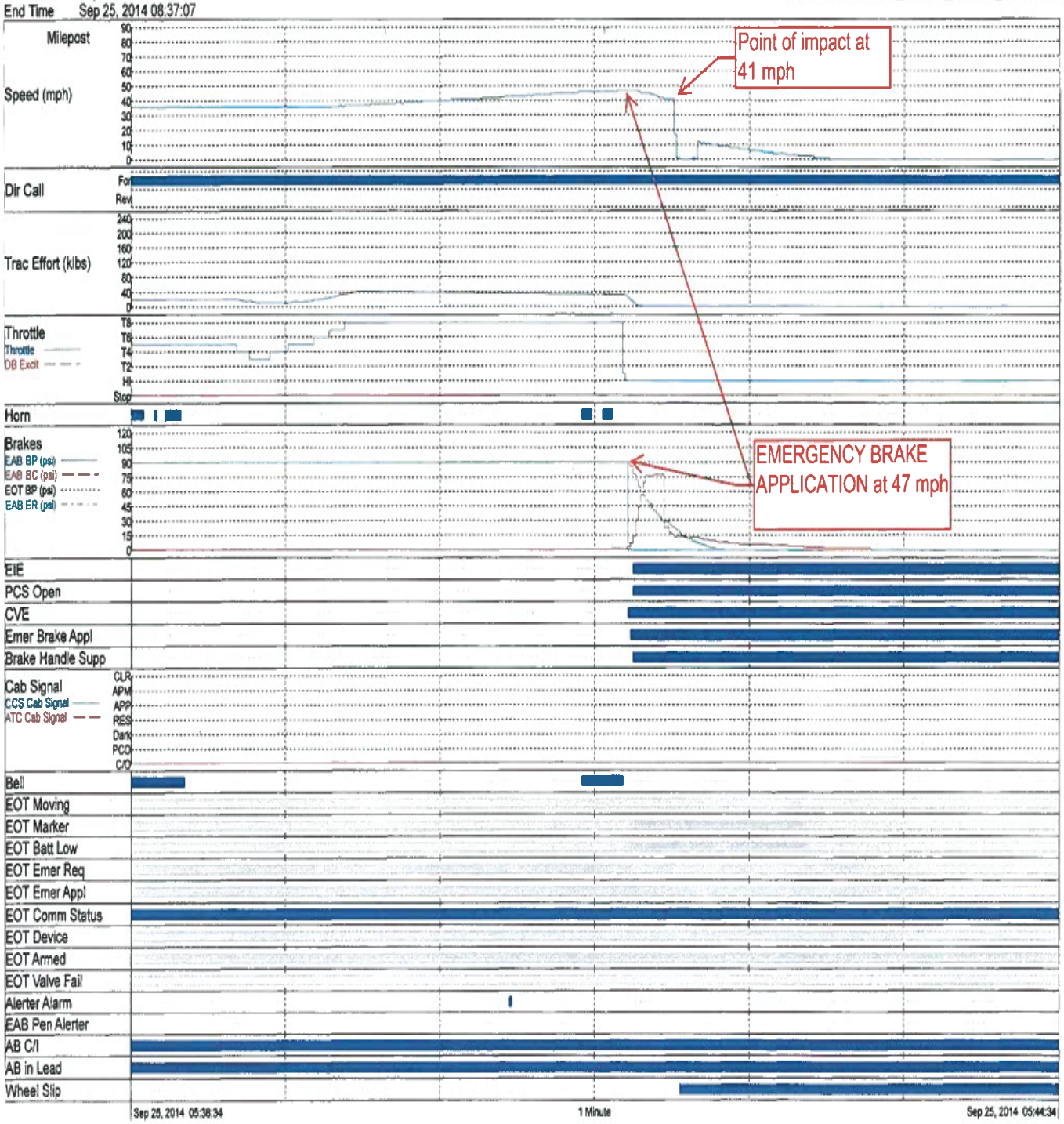
* * * HISTORICAL SCREEN * * *
Name: WEST LIBERAL to HBD TC554
As Of: 09/25/2014 05:44:12.385 C
Screen: 807
Region: Southern
Dispatcher:
Composite Over
GALVA
TC210
TC208
CANTON
TC207
ILXG4X
KG4GSX
HBD
TC206

Printed on Sep 25, 2014 13:56:34

Locomotive 8572
Recorder 0
Start Time Sep 22, 2014 07:58:08
End Time Sep 25, 2014 08:37:07

TIME SCALE
Wheel Size 39.96
Recorder Type FIRE

WRE Recorder Data Analysis Software
WRE Version 3.13.8.6
Filename ILXG4X22_UP8572_Collision_25Sept2014.DAT



Locomotive 8572
Recorder 0
Start Time Sep 22, 2014 07:58:08
End Time Sep 25, 2014 08:37:07

Emergency Brake Application at 47 mph

DATA TABLE
Wheel Size 39.96
Recorder Type FIRE

Printed on Sep 25, 2014 13:08:30
WRE Recorder Data Analysis Software
WPN 17581 Version 3.13.8.8
Filename ILX04Q1aQ2014te1_Collision_25Sept2014.DAT

Date mm/dd	Time hh:mm:ss	Distance miles	Distance feet	Speed mph	Dir Call	Trac Effort klbs	Throttle	DB Excit	Horn 0123456789	EAB BP psi	EAB BC psi	EOT BP psi	EAB ER psi	EIE	PCS Open	CVE	Emer Brake	Brk Hand Supp	CS CCS	CS ATC	Bell 0123456789	EOT Moving	EOT Marker	EOT Batt Low	EOT Emer Req	EOT Emer Appl	EOT Comm Status	EOT Device	EOT Armed	EOT Valve Fail	Alerter Alarm	EAB Pen Alerter	Air Brake C/I	Air Brake in Lead	Wheel Slip	Local WS	Sys Pen Request
09/25	05:41:48	0	1410	47	For	16	HI	Off		0	[illegible]	—	86	Off	Closed	Yes	Appl	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:47	0	1479	47	For	22	HI	Off		7	3	—	90	Off	Closed	Yes	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:46	0	1548	47	For	31	HI	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:45	0	1617	47	For	33	T1	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
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09/25	05:41:43	0	1755 *	47	For	33	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:42	0	1825	46	For	33	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:41	0	1893	46	For	34	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:40	0	1961	46	For	33	T8	Off	11111111	90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:39	0	2029	46	For	33	T8	Off	1111111111	90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:38	0	2097	46	For	33	T8	Off	1111111111	90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:37	0	2165	46	For	34	T8	Off	11	90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:36	0	2233	46	For	34	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:35	0	2301	46	For	34	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
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09/25	05:41:33	0	2435 *	46	For	34	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:32	0	2503	46	For	34	T8	Off	11111111	90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:31	0	2571	46	For	35	T8	Off	1111111111	90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:30	0	2638	46	For	35	T8	Off	1111111111	90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111111111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:29	0	2705	46	For	35	T8	Off	111111	90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O	1111	—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:28	0	2772	45	For	35	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:27	0	2839	45	For	35	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
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09/25	05:41:02	0	4461	43	For	37	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
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09/25	05:40:55	0	4897	42	For	38	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:54	0	4959	42	For	38	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:53	0	5021 *	42	For	38	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:52	0	5082	42	For	38	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:51	0	5143	42	For	38	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:50	0	5205	42	For	38	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:49	0	5267	41	For	38	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:48	1	47	41	For	38	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:47	1	107	41	For	38	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:46	1	167	41	For	39	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:45	1	227	41	For	39	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:44	1	287	41	For	39	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:43	1	347 *	41	For	39	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:42	1	406	41	For	39	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:41	1	465	41	For	39	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:40	1	525	41	For	39	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:39	1	585	41	For	39	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:38	1	645	41	For	39	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:37	1	705	40	For	39	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:36	1	764	40	For	39	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:35	1	823	40	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:34	1	882	40	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:33	1	941 *	40	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:32	1	999	40	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:31	1	1057	40	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:30	1	1115	40	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:29	1	1174	40	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:28	1	1233	40	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:27	1	1292	40	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:26	1	1351	39	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:25	1	1408	39	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:24	1	1465	39	For	40	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:23	1	1522 *	39	For	41	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:22	1	1579	39	For	41	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:21	1	1636	39	For	41	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:20	1	1693	39	For	41	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:40:19	1	1750	38	For	41	T8	Off		90	0	—	90	Off	Closed	No	Rel	No	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No

Locomotive 8572
Recorder 0
Start Time Sep 22, 2014 07:58:08
End Time Sep 25, 2014 08:37:07

DATA TABLE
Wheel Size 39.96
Recorder Type FIRE

Printed on Sep 25, 2014 15:08:29
WRE Recorder Data Analysis Software
WPN 17581 Version 3.13.8.6
Filename ILXG[illegible]lision_25Sept2014.DAT

Point of impact at 41 mph

Date mm/dd	Time hh:mm:ss	Distance miles	Distance feet	Speed mph	Dir Call	Trac Effort klbs	Throttle	DB Excit	Horn 0123456789	EAB BP psi	EAB BC psi	EOT BP psi	EAB ER psi	EIE	PCS Open	CVE	Emer Brake	Brk Hand Supp	CS CCS	CS ATC	Bell 0123456789	EOT Moving	EOT Marker	EOT Batt Low	EOT Emer Req	EOT Emer Appl	EOT Comm Status	EOT Device	EOT Armed	EOT Valve Fail	Alerter Alarm	EAB Pen Alerter	Air Brake C/I	Air Brake in Lead	Wheel Slip	Local WS	Sys Pen Request
09/25	05:43:18	0	0	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:17	0	0	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:16	0	0	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:15	0	0	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:14	0	0	*0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:13	0	1	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:12	0	1	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:11	0	1	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:10	0	1	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:09	0	1	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:08	0	1	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:07	0	1	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:06	0	1	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:05	0	1	0	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:04	0	1	*1	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:03	0	3	1	For	0	HI	Off		0	1	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:02	0	4	1	For	0	HI	Off		0	2	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:01	0	5	1	For	0	HI	Off		0	2	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:43:00	0	6	1	For	0	HI	Off		0	2	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:59	0	7	1	For	0	HI	Off		0	2	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:58	0	8	2	For	0	HI	Off		0	2	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:57	0	11	2	For	0	HI	Off		0	2	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:56	0	14	2	For	0	HI	Off		0	2	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:55	0	17	2	For	0	HI	Off		0	2	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:54	0	20	*2	For	0	HI	Off		0	3	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:53	0	24	2	For	0	HI	Off		0	3	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:52	0	28	3	For	0	HI	Off		0	3	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:51	0	32	3	For	0	HI	Off		0	3	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:50	0	36	3	For	0	HI	Off		0	3	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:49	0	40	3	For	0	HI	Off		0	3	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:48	0	44	3	For	0	HI	Off		0	4	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:47	0	48	4	For	0	HI	Off		0	4	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:46	0	54	4	For	0	HI	Off		0	4	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:45	0	60	4	For	0	HI	Off		0	4	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:44	0	66	*4	For	0	HI	Off		0	4	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:43	0	72	4	For	0	HI	Off		0	4	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:42	0	78	5	For	0	HI	Off		0	4	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:41	0	85	5	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:40	0	92	5	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:39	0	99	5	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:38	0	106	6	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:37	0	115	6	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:36	0	124	6	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:35	0	133	6	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:34	0	142	*6	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:33	0	151	7	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:32	0	161	7	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:31	0	171	7	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:30	0	181	7	For	0	HI	Off		0	5	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:29	0	191	8	For	0	HI	Off		0	6	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:28	0	203	8	For	0	HI	Off		0	6	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:27	0	215	8	For	0	HI	Off		0	6	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:26	0	227	8	For	0	HI	Off		0	6	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:25	0	239	9	For	0	HI	Off		0	7	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:24	0	252	*9	For	0	HI	Off		0	7	—	0	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:23	0	266	9	For	0	HI	Off		0	7	—	1	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:22	0	279	9	For	0	HI	Off		0	7	—	1	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:21	0	292	10	For	0	HI	Off		0	8	—	1	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:20	0	307	10	For	0	HI	Off		0	9	—	2	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:19	0	322	10	For	0	HI	Off		0	9	—	2	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:18	0	337	11	For	0	HI	Off		0	9	—	3	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:17	0	353	11	For	0	HI	Off		0	10	—	4	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:16	0	369	11	For	0								On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:15	0	385	11	For	0								On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:14	0	401	*12	For	0								On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:13	0	419	0	For	0								On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:12	0	419	1	For	0	HI	Off		0	12	—	9	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:11	0	420	0	For	0	HI	Off		0	12	—	11	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:10	0	420	0	For	0	HI	Off		0	12	—	12	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:09	0	420	0	For	0	HI	Off		0	12	—	13	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:08	0	420	0	For	0	HI	Off		0	13	—	14	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:07	0	420	0	For	0	HI	Off		0	13	—	17	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	Yes	On	No
09/25	05:42:06	0	420	1	For	0	HI	Off		0	13	—	20	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:42:05	0	421	17	For	0	HI	Off		0	12	—	22	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:42:04	0	448	*41	For	0	HI	Off		0	15	—	24	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:42:03	0	507	41	For	0	HI	Off		0	17	—	26	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:42:02	0	568	41	For	0	HI	Off		0	22	—	29	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:42:01	0	629	41	For	0	HI	Off		0	22	—	29	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:42:00	0	690	42	For	0	HI	Off		0	77	—	31	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:59	0	753	42	For	0	HI	Off		0	77	—	34	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:58	0	816	43	For	0	HI	Off		0	77	—	37	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:57	0	879	44	For	0	HI	Off		0	77	—	40	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:56	0	944	44	For	0	HI	Off		0	76	—	43	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:55	0	1009	45	For	0	HI	Off		0	75	—	47	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:54	0	1075	45	For	0	HI	Off		0	76	—	51	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:53	0	1075	*45	For	0	HI	Off		0	69	—	56	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:52	0	1140	45	For	0	HI	Off		0	56	—	60	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:51	0	1205	46	For	1	HI	Off		0	44	—	65	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:50	0	1272	47	For	3	HI	Off		0	29	—	72	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No
09/25	05:41:49	0	1341	47	For	9	HI	Off		0	13	—	78	On	Open	Yes	Appl	Yes	C/O	C/O		—	—	—	—	—	No Comm	—	—	—	No	Off	C/I	Lead	No	Off	No

U.S. Department of Transportation Federal Railroad Administration	FRA FACTUAL RAILROAD ACCIDENT REPORT	FRA File #HQ-2014-11

ATTACHMENTS

Train Mechanical

<<<<<< USE THIS FORM FOR THE EIGHTH MONTH>>>>>>

MONTH Sept 2014 UNIT NO. 8572

LOCATION	DATE	TIME	OK	N/C	QUAL M.I.	FULL SIGNATURE
OP500	9/1	1130	X		X	[illegible]
OP500	2	0300	✓			0429703
Poe	3	1040	✓			[illegible]
NX284	4	1130	✓			0137737
NZ021	7	1430	✓			0422013
Gibson	8	1700	✓			[illegible] 4810
KA005	9	2030	✓			21230
SW145	10	0645	✓			0423846
SW482	11	0110	✓			0138579
CX767	13	0400	X			[illegible]
Dolores	15	0200	✓			0445909
Enid	16	8:00 am	X			0204414
SP078	17	1400	✓			0071413
SO232	19	0001	✓			[illegible]
SP018	20	1100	X			0405365
CO525	22	1130	✓			0240223
SP563	23	0130	✓			0345446
~~SO589~~	~~09/20~~	~~0200~~	~~✓~~			~~0424099~~
[illegible]	24	2345	✓			0436314
[illegible]	25	0400	✓			0436314

COMPUTER GENERATED FORM FRA F6180-49 A

UP 8572 **BLUECARD** **UP 8572**

U.S DEPARTMENT OF TRANSPORTATION	UNION PACIFIC RAILROAD LOCOMOTIVE INSPECTION AND REPAIR RECORD
FEDERAL RAILROAD ADMINISTRATION	In accordance with the Locomotive Inspection Act, 36 State, 913, as amended and the regulations issued pursuant to that Act, the parts and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been properly repaired.
REPORTING YEAR :2014	IS LOCO.NEW: No / IF RENUMBERED/PREV.INIT&NO:

1. OPERATED BY: UNION PACIFIC RAILROAD RRCode: UP			2. OWNED BY (Railroad) :Union Pacific Railroad Company RRCode: UP		
3. MODEL NO: SD70ACE	4. LOCO INIT/NO : UP 8572	5. YR. BUILT: 2007	6. PROPELLED BY: D-E	7. HORSEPOWER: 4300	8. TYPE OF SERVICE: FREIGHT
9. STEAM GEN.	GEN. #1: N/A WORKING PRESSURE:			GEN. #2: N/A WORKING PRESSURE:	
10. MAXIMUM PISTON TRAVEL:8 inches		TYPE OF AIR BRAKE: FSTBK		AIR DRYER EQUIPPED: YES	
11. OUT OF USE CREDIT: 0		12. LAST PERIODIC INSPECTION DATE : 07/21/2013 PLACE: KCMO DIESL, MO			

AFM CAL. 229.29(b)	91 day max. interval	Previous Date: 10/20/2013	Date & Cert: 01/30/2014 K F HOFFMAN	Date & Cert: 06/06/2014 L L LEWIS SR	Date & Cert:	Date & Cert:

PERIODIC INSPECTIONS	CHECK ONE:	☐ 92 DAYS PER 229.23(a).	☑ 184 DAYS PER 229.23(b)(1)ONLY.

13. DATE	14. PLACE	15. ITEMS *	16. PERSON CONDUCTING	15. ITEMS *	16. PERSON CONDUCTING	17. CERTIFIED BY
O/S FROM: 01/30/2014 TO: 01/30/2014						
01/30/2014	PROVISO, IL	1-4 & 7.	N H VUONG	5	C KAO	K F HOFFMAN
O/S FROM: 01/30/2014 TO: 01/30/2014						
01/30/2014	PROVISO, IL	6	M A DIAZ			K F HOFFMAN
O/S FROM: 06/12/2014 TO: 06/14/2014						
06/14/2014	N LITTLE ROCK RAMP, AR	1-4 & 7	G E BARTOW	5	D R WASCOM	D E BEAHER
O/S FROM: 08/06/2014 TO: 08/06/2014						
08/06/2014	NLRK SERVICE TRK, AR	1-4 & 7	B B MORAN	5	D YARBERRY	C S BRADLEY

* 15. ITEM CODE: [1] BRAKES [2] RUNNING GEAR [3] CAB EQUIP [4] MECH. EQUIP [5] ELECT. EQUIP [6] STEAM GEN. [7] SAFETY APPL. [8] EVENT RECORDER

TESTS	18. H&H TEST PRESSURE DRILLED	19.WAIVER PART - 229:	20. WAIVER - OTHER:

TYPE / INTERVAL NOT MORE THAN	21. PERSON CONDUCTING	22. TEST DATE AND PLACE	23. CERTIFIED BY	24. PREVIOUS TEST DATE AND PLACE
HAND BRAKE 232.105(c)/368 days	D H KRANZ	01/30/2014 PROVISO, IL	K F HOFFMAN	02/01/2013 ROSEVILLE, CA
ANNUAL TESTS 229.27/368 days	NA	NA	NA	NA
L1 229.29(C1)(A1) (1) FILTERS ONLY/368 days	N H VUONG	01/30/2014 PROVISO, IL	K F HOFFMAN	02/01/2013 ROSEVILLE, CA
L2&L3 229.29(C2/C3)(FSTBK)/3680 days				05/04/2007 LONDON, ON
EVENT RECORDER 229.25(d) or 229.27(c)/368 days	SEE COLUMN 15 ABOVE			

2-1-2015

UP 8572 **BLUECARD** **UP 8572**

REMARKS: CARRIERS ENTER ANY OTHER CLARIFYING OR EXPLANATORY INFORMATION.
DO NOT USE AFTER: 02/01/2015
EVENT RECORDER EQUIPPED: BACH-SIMPSON 54360-512 CHM
MAIN RESERVOIR SAFETY VALVE SET FOR 150 PSI
TRAIN CONTROL DEVICE TESTED AT INTERVALS OF NOT MORE THAN 2 MONTHS", PER CFR 49 SECTION 236.588
WAIVER DETAILS :

Certification of true copy.

I certify that this is a true copy of the inspection and repair record of locomotive no. UP 8572

ATTENTION: A false entry on this form is punishable by fine or imprisonment (U.S. Code. Title 18. Sec. 1001).

08/06/2014

(Officer-in-charge) ***DATE***

FORM FRA F6180-49 A (11/2012) .

<<<<<< USE THIS FORM FOR THE SEVENTH MONTH>>>>>>

MONTH Sep. UNIT NO. UP 3904

LOCATION	DATE	TIME	OK	N/C	QUAL M.I.	FULL SIGNATURE
SW148	2	0800	✓			0407647
SW148	3	2000	✓			0415601
2098	4	0100	✓			0415601
SW148	5	0800	✓			0181199
SW148	6	1110	✓			0435083
HX068	7	0120	✓			[illegible]
H186	9	0930	x			[illegible]
TP250	13	2035	–			0452419
AX171	15	0030	–			0400478
TC384	16	0700	✓			0411525
TO384	17	0055	X			0304103
SO232	17	1200	✓			[illegible]
SO232	19	0001	✓			[illegible]
JPC18	20	1100	X			0405767
SP563	21	0130	/			0215324
CO525	22	1130	✓			0240273
~~SO587~~	~~09/20~~	~~0200~~	~~–~~			~~0421099~~
SP563	23	0130	✓			0345446
[illegible]	[illegible]	[illegible]	✓			[illegible]
[illegible]	[illegible]	[illegible]	✓			[illegible]

COMPUTER GENERATED FORM FRA F6180-49 A

UP 3904 **BLUECARD** **UP 3904**

U.S DEPARTMENT OF TRANSPORTATION	UNION PACIFIC RAILROAD LOCOMOTIVE INSPECTION AND REPAIR RECORD	
FEDERAL RAILROAD ADMINISTRATION	In accordance with the Locomotive Inspection Act, 36 State, 913, as amended and the regulations issued pursuant to that Act, the parts and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been properly repaired.	
REPORTING YEAR :2014	IS LOCO.NEW: No	IF RENUMBERED/PREV.INIT&NO:

1. OPERATED BY: UNION PACIFIC RAILROAD RRCode: UP			2. OWNED BY (Railroad) :Union Pacific Railroad Company RRCode: UP		
3. MODEL NO: EMO SD70M	4. LOCO INIT/NO : UP 3904	5. YR. BUILT: 2002	6. PROPELLED BY: D-E	7. HORSEPOWER: 4000	8. TYPE OF SERVICE: FREIGHT
9. STEAM GEN.	GEN. #1: N/A WORKING PRESSURE:			GEN. #2: N/A WORKING PRESSURE:	
10. MAXIMUM PISTON TRAVEL:8 Inches		TYPE OF AIR BRAKE: 30CDW		AIR DRYER EQUIPPEO: YES	
11. OUT OF USE CREDIT: 725		12. LAST PERIODIC INSPECTION DATE : 12/23/2013 PLACE: PROVISO, IL			

AFM CAL. 229.29(b)	91 day max. interval	Previous Date: 12/23/2013	Date & Cert: 03/17/2014 B A MCINTOSH	Date & Cert: 08/18/2014 C D HAMILTON	Date & Cert:	Date & Cert:

PERIODIC INSPECTIONS	CHECK ONE:	☑ 92 DAYS PER 229.23(a).	☐ 184 DAYS PER 229.23(b)(1)ONLY

13. DATE	14. PLACE	15. ITEMS *	16. PERSON CONDUCTING	15. ITEMS *	16. PERSON CONDUCTING	17. CERTIFIED BY
O/S FROM: 03/17/2014 TO: 03/17/2014						
03/17/2014	W COLTON SERV TRK, CA	1-4 & 7	D T TOMLINSON	5	K SOE	B A MCINTOSH
O/S FROM: 08/18/2014 TO: 08/18/2014						
08/18/2014	NLRK JENKS, AR	8	S E PORTER JR			C D HAMILTON
O/S FROM: 08/05/2014 TO: 08/18/2014						
08/18/2014	NLRK JENKS, AR	1-4 & 7	T E DRENTLAW	5	S E PORTER JR	C D HAMILTON

* 15. ITEM CODE: [1] BRAKES [2] RUNNING GEAR [3] CAB EQUIP [4] MECH. EQUIP [5] ELECT. EQUIP [6] STEAM GEN. [7] SAFETY APPL. [8] EVENT RECORDER

TESTS	18. H&H TEST PRESSURE DRILLED	19.WAIVER PART - 229:	20. WAIVER - OTHER:

TYPE / INTERVAL NOT MORE THAN	21. PERSON CONDUCTING	22. TEST DATE AND PLACE	23. CERTIFIEO BY	24. PREVIOUS TEST DATE AND PLACE
HAND BRAKE 232.105(c)/368 days	M H TARGETT	08/18/2014 NLRK JENKS, AR	J J JACKSON	10/05/2013 FT WORTH, TX
ANNUAL TESTS 229.27/368 days	S E PORTER JR	08/18/2014 NLRK JENKS, AR	C D HAMILTON	12/23/2013 PROVISO, IL
L1 229.29(C1)(A1) (1) FILTERS ONLY/368 days	D B DUCKWORTH	08/18/2014 NLRK JENKS, AR	C D HAMILTON	12/23/2013 PROVISO, IL
L2&L3 229.29(C2/C3)(30CDW)/1472 days				02/10/2011 FT WORTH, TX
EVENT RECORDER 229.25(d) or 229.27(c)/368 days	SEE COLUMN 15 ABOVE			12/23/2013 PROVISO, IL

Continued on page 2

11-17-2014

* 24AUG14 - GOOD A/C

UP 3904

BLUECARD

UP 3904

REMARKS: CARRIERS ENTER ANY OTHER CLARIFYING OR EXPLANATORY INFORMATION.
DO NOT USE AFTER: 11/17/2014
EVENT RECORDER EQUIPPED: PULSE TTX-REC-M6W
MAIN RESERVOIR SAFETY VALVE SET FOR 150 PSI
TRAIN CONTROL DEVICE TESTED AT INTERVALS OF NOT MORE THAN 2 MONTHS*, PER CFR 49 SECTION 236.588
WAIVER DETAILS :

OUT OF SERVICE DETAILS :

OUT OF SERVICE 07/03/2014 TO 08/18/2014 47 DAYS AT NORTH PLATTE, NE OS
OUT OF SERVICE 11/11/2011 TO 09/18/2013 678 DAYS AT ROSEVILLE, CA OS

Certification of true copy.
I certify that this is a true copy of the inspection and repair record of locomotive no. UP 3904
ATTENTION: A false entry on this form is punishable by fine or imprisonment (U.S. Code. Title 18. Sec. 1001).

08/21/2014

(Officer-in-charge) *DATE*

FORM FRA F6180-49 A (11/2012) .

FORM 25021 (Rev. 07-05)

UNION PACIFIC RAILROAD

AIR BRAKE TEST NOTIFICATION

2-WAY EOT ARMING NOTIFICATION

Class I Brake Test - Initial Terminal Inspection has been performed on the train identified below, as prescribed in CFR 232.205.

LOCATION SP020 DATE & TIME 9/23/4 1554

TRAIN ILXG4X-22 No. of CARS 112

ENGINE NUMBERS: UP 8557

QUALIFIED PERSON (S) PARTICIPATING IN AIR BRAKE TEST J. D

QUALIFIED PERSON CERTIFYING EOT WAS ARMED AND WORKING P. Romero DATE & TIME

FRONT END DEVICE #

REAR END DEVICE # DPU ATX MODEL ☐ YES ☐ NO

% OF BATTERY LEFT N/A

REAR CAR/CAB NO. DTTX 4509 1098

BRAKE PIPE LEAKAGE .5 PSI

AIR FLOW CFM

TIME AIR TEST COMPLETED AM 1640 PM

EXTENDED HAUL TRAIN (per CFR 232.213) YES NO

ORIGINAL - Place in blue card holder. **Federal law requires this certificate remain on lead locomotive until final destination.**

COPY - Local File. **Must be retained for one year.**

TTX INITIAL TERMINAL AIR BRAKE INSPECTION AND TEST

DATE 9/24/14	LOCATION UPC4	TRAIN SYMBOL KC4CSX-23
LEAD LOCO 8120	NO. OF CARS IN TRAIN 121	INSPECTION COMPLETE (date and time) 9/24/14 - 1030
INSPECTING EMPLOYEE (signature and title) L. [illegible]	~~ETD OR~~ DPU # 8142	
DPU/~~ETD~~ Applied to car number DTTX748478		

THIS FORM IS TO BE GIVEN TO OUTBOUND ENGINEER.

Air Test 90 on rear - UP 8142

			Set	Released
DTTX 748478	▲	B	Green	↓
	◆	C	Green	
	●	D	Green	
	◆	E	Green	
	▲	A	Green	

East Bound Train

HQ-2014-11

East to West

Last Car 90lbs on rear

1 DTTX 655839 - indicator good WIW

2 BNSF 270665 - 3 1/4" B
2 7/8" C
2 1/4" D
2 1/2" E
2 3/4" A
2 1/4" A

3 DTTX 645222 3" A

BNSF238712 2 3/4 E
3" D
2 3/4" C
3" B
2 3/4" B

4 DTTX 656202 WIW

5 CSXT 620200 3 1/4" A
3" E
2 3/4" D
3" C
3" B
3 1/2" B

6 BNSF 240371 A WIW
E WIW
D WIW
C WIW
B WIW

7 NOKL 230483 A WIW
C WIW
B WIW

* 8 BNSF 253787 B WIW
C WIW
A End - long piston

9 BNSF 237762 B 2 1/4"
C 2 1/2"
D 2 3/4"
E 2 1/2"
A 2 1/4"
A 3 1/4"

11 BNSF 237912 B 2 1/4"
C 3"
D 3 1/4"
E 2 3/4"
A 3 1/2"
2 3/4"

12 NOKL 230242 WIW A
WIW C
WIW B
WIW B

13 BRAN 4581 A Green
E Green
D Green
C Green
B Green
B Green

14 BNSF 237722 A 3 1/2"
E 2 1/2"
D 3 3/4"
C 3 3/4"
B 3 1/2"
B 3/4"

15 DTTX 742640 A 3 1/2"
E 2 3/4"
D 3 3/4"
C 3 3/4"
C 3 1/4"
B 3 1/2"

16 DTTX 885081 A Green
A Green
E Green
D Green
C Green
B Green

17 DTTX 620415 B WIW
K WIW
A WIW
A WIW

18 NOKL 230308 B WIW
C WIW
A WIW
A WIW

19 NOKL 230303 A WIW
A No set
C WIW
B WIW

20 OTTX 452474 B WIW
A WIW

21 OTTX 747205 WIW

22 BRAN 5150 B WIW
C WIW
D WIW
E WIW
A WIW
A WIW

Cars West to East

Eastbound train A B

DTTX-459198- 8½ 8½

DTTX-455287. 8 8

DTTX-62220. A 2¾ 4¼ 3½ 4¾ 4¾ B 3"

DTTX-740659 A 4¾ 3¼ 3¼ 3¼ 3¾ B 4"

DTTX-747140 B 8¼ A 8

DTTX-745012 B 3¾ A 3¼

DTTX-746296 A 7 B 7

DTTX-743172 B 1½-1½-2-1½-2 A 1½

DTTX-400760 B 3-3½ A 3

BAAN-5150 A 1½

SIDING - WESTBOUND

UP 8065 UP 7422

(1) DTTX 766191 B 1 3/4
1 3/4
1 3/4
A 1 3/4

(2) FEC 70123 B - 8
A - 9

(3) DTTX 458813 A - 8
B 8 1/2

(4) DTTX 747670 A 8 1/2
B 9

(5) DTTX 746014 A 7
B 7

(6) DTTX 459396 A - 8
B - 8 1/2

(7) DTTX 743141 B - 2
1 3/4
1 1/2
1 3/4
1 1/2
A 1 1/2

(8) DTTX 744565 B 1 3/4
1 3/4
1 1/2
NO-SET. 1 1/2
1 3/4
A 2

(9) BNSF 238403 A 3
3 1/4
3

(9) BNSF 238403 3 1/4
3
B - 3 1/2

(10) DTTX 458402 B - 10
A - 9

(11) DTTX 746033 A - 8 3/4
SHORT B - 5

(12) DTTX 454921 B - 2 1/4
A - 3

(13) DTTX 721722 A - 1 1/2
1 1/2
1 3/4
B - 1 1/2

(14) DTTX 742931 A - 3
3
3 1/4
3
3 1/2
B - 3 3/4

(15) DTTX 455515 A - 5 - SHORT
B - 9

(16) DTTX 59836 A - 8
B 7 3/4

(17) DTTX 59557 A - 8
B - 7 1/2

(18) DTTX 59525 B - 8
8

19 DTTX 459386 B - 8
8

(20) DITX 86951 B 3¼
A - 3¼

(21) DITX 56925 A - 8½
B - 8

(22) DITX 56920 B - 3
A - 3

(23) DITX 56936 A - 2½
B - 3

(24) DITX 56889 A - 3
B - 3

(25) DITX 56914 - B 3
A - 3

(26) DITX 74C376 - B - 8½
A - 8

(27) BRAN 4521 - B 2¾
3
3
2¾
3
A - 2¾

(28) BNSF 239825 B - 3
3
3
2¼
2¼
A 2¾

BLOW @ SER VALVE

(29) CP 527629 - B - 8
A - 8

(30) DITX 759759 A - 1½
2
1¾
1½
1½
B - 1½

(31) DITX 759758 A - 1½
1½
1½
1½
1¾
B - 1½

(32) DITX 724147 - B - 3¼
3¼
3½
A - 3½

(33) DITX 29513 - B - 3
3
3½
A - 2¾

(34) DITX 751331 B - 2¾
3¼
3
3
3½
A - 3

(35) DTX 767035 A- 2 3/4
2 3/4
3
B. 2 3/4

(36) DTX 725341 A 2
1 3/4
1 1/2
B. 1 3/4

(37) DTX 454849 A- 2 3/4
B- 2 1/2

(38) DTX 750626. A- 3 1/4
3 1/4
2 1/2
2 1/2
3 1/2
B- 2 1/2

(39) BNSF 237518 A- 2 3/4
2 1/2
2 1/2
3
3
B- 3

(40) DTX 726735 → A 1 1/2
1 1/2
2
B- 1 3/4

(41) NOKL 250519 A- 2 3/4
2 3/4
2 3/4
3 1/4

NOKL 250519. 3 1/4
B- 3 3/4

(42) BNSF 254297. B- 3 1/4
3 1/4
3
A- 2 3/4

RC

(43) DTX 729766 A- 1 3/4
1 3/4
2
B- 1 3/4

HQ-2014-11

FEDERAL RAILROAD ADMINISTRATION

SUMMARY OF LOCOMOTIVE DAMAGE
(Form C)

(Complete one summary form for each locomotive damaged in the accident)

Locomotive ID No.	C1 UP 8572	Type	C2 SD70ACE	Manufacturer	C3 EMD	Built Date	C4 200 7	Cras

			Circle				*Description*
C6	Short End Facing Damage	C7	None Slight	**Moderate Extensive**	C8	Describe Damage	Front left and right stairwell damage, plow bent inwards, hand railing broken right and left sides. Slight hood damage to right
C10	Collision Post Damage	C11	**None Slight**	Moderate Extensive	C12	Describe Damage	
C14	Control Cab Damage	C15	None **Slight**	Moderate Extensive	C16	Describe Damage	Interior cab damage only included the right and front facing gla evident inside cab (engineer side) due to rollover
C18	Glazing Damage	C19	**End Facing**		C21	None	Cracked **Shattered** **Spalled** Cause
		C20	**Side Facing**		C22	None	Cracked **Shattered** Spalled Cause
C24	Sill Height	C25	**Uniform**	Not Uniform	C26	Damage Due to Non-uniform End Sills	
C28	Did Rideover Occur?	C29	Yes	No	C30	Describe Role Anti-climber Played	
C32	Did Rollover Occur	C33	**Yes**	No	C34	Describe Damage Due to Rollover	Locomotive impacted on right side and landed 180 degree from direction. Damage to all sides of locomotive. Photographs in damage on the left side, draft pockets, and rear.
C36	Did Side Impact Occur	C37	**Yes**	No	C38	Describe Damage Due to Impact	Right rear side sustained extensive damage to hand or safety rail truck components, dynamic braking grid. Minor exterior damag Photographs indicate damage on the right side.
C40	Did Fuel Tank Rupture	C41	**Yes**	No	C42	Fuel Tank Capacity & Extent of Spill	Right side fuel tank ruptured and had a tear approximately 11 in and 1 inch wide on outward facing side due to raking. Approxi gallons diesel fuel spilled.
C44	Did a Flammable Liquid Other Than Fuel Spill	C45	**Yes**	No	C46	Fluid Spilled & Extent of Spill	Engine oil leaked from locomotive being on its side. Approxim gallons spilled
C48	Did a Fire Occur	C49	Yes	No	C50	Consequence of Fire	
C52	Was a Fuel Tank Design Weakness Revealed	C53	Yes	No	C54	Describe Weakness	All mechanical fasteners in-place with no damage
					C58	Location When	
C56	Did a Crew Casualty Occur	C57	Yes	No	C59	Extent of Injury	

* Crashworthy means a locomotive was built in accordance with AAR Specification S580

FEDERAL RAILROAD ADMINISTRATION

HQ-2014-11

ACCIDENT INVOLVING TWO TRAINS

(Form B)

FRA INSPECTOR NO.	B1 18194	LOCATION OF ACCIDENT [1]	B2 Galva, Kansas
DATE OF ACCIDENT	B3 September 25, 2014	DATE OF INVESTIGATION	B4 September 25, 2014

TRAIN

Operating Railroad [1]	B5 Union Pacific	Type Train (Pass. Coal, Grain, etc.)	B6 Intermodal
Tonnage Including Locomotives	B7 6,197 gross tons	Number of Cars	B8 34
Slack Action***	B9 17 FE ET	Direction of Travel [1]	B10 East
Speed at Impact [1]	B11 41 mph	Direction of Curvature [1]	B12 None
Track Grade [1] (% Ascend Descend)	B13 Level	Type of Collision [1] (Head-on Side, etc)	B14 Raking
Total No. Of Locomotives	B15 3	Number of Crashworthy * Locomotives	B16 3

	ID Number		Built Date		Manufacturer		Model \ Type		Crashworthy[1]			Damaged**			Operating Dir. ****		
Lead Loco	B17	UP 8572	B18	05/2007	B19	EMD	B20	SD70ACE	B21	**Yes**	No	B22	Yes	No	B23	**Forward**	Reversed
Second Loco	B24	UP 3904	B25	12/2002	B26	EMD	B27	SD70M	B28	**Yes**	No	B29	Yes	No	B30	Forward	**Reversed**
Third Loco	B31	UP 7726	B32	07/2007	B33	GE	B34	C45ACCTE	B35	**Yes**	No	B36	Yes	No	B37	Forward	Reversed
Fourth Loco	B38		B39		B40		B41		B42	Yes	No	B43	Yes	No	B44	Forward	Reversed
Fifth Loco	B45		B46		B47		B48		B49	Yes	No	B50	Yes	No	B51	Forward	Reverse

Second Train

Operating Railroad [1]	B52 Union Pacific	Type Train (Pass. Coal, Grain, etc.)	B53 Intermodal
Tonnage Including Locomotives	B54 7,898 gross tons	Number of Cars	B55 49
Slack Action***	B56 24.5 feet	Direction of Travel [1]	B57 West
Speed at Impact [1]	B58 8 mph	Direction of Curvature [1]	B59 None
Track Grade [1] (% Ascend Descend)	B60 Level	Type of Collision [1] (Head-on Side, etc)	B61 Side
Total No. Of Locomotives	B62 4	Number of Crashworthy * Locomotives	B63 4

ID Number	Built Date	Manufacturer	Model \ Type	Crashworthy[1]	Damaged**	Operating Dir. ****

Lead Loco	B64	UP 8120	B65	02/2014	B66	GE	B67	C45AH	B68	Yes	No	B69	Yes	No	B70	Forward	Reversed
Second Loco	B71	UP 8065	B72	05/2013	B73	GE	B74	C45AH	B75	Yes	No	B76	Yes	No	B77	Forward	Reversed
Third Loco	B78	UP 7422	B79	05/2009	B80	GE	B81	C45ACCTE	B82	Yes	No	B83	Yes	No	B84	Forward	Reversed
Fourth Loco	B85	UP 8142	B86	03/2014	B87	GE	B88	C45AH	B89	Yes	No	B90	Yes	No	B91	Forward	Reversed
Fifth Loco	B92		B93		B94		B95		B96	Yes	No	B97	Yes	No	B98	Forward	Reverse

HQ-2014-11

* Crashworthy means locomotive built in accordance with AAR Specification S580.

** Complete a separate Summary of Locomotive Damage form for each damaged locomotive.

*** Forward means the short hood of the locomotive is leading in the direction of travel, reverse means long hood is leading.

**** Slack Action is the total change in length of the train from compression to tension..

1 Use same codes as Accident/Incident Report or Inspection Report.

<<<<<< USE THIS FORM FOR THE EIGHTH MONTH>>>>>>

MONTH Sept 2014 UNIT NO. 8572

LOCATION	DATE	TIME	OK	N/C	QUAL M.I.	FULL SIGNATURE
OP500	9/1	1130	X		X	[signature]
OP500	2	0300	✓			0429703
Poe	3	1040	✓			[signature]
NXZ84	4	1130	✓			0137737
NZ021	7	1430	✓			0422013
Gibson	8	1700	✓			[signature] 4810
KA005	9	2030	✓			21230
SW145	10	0645	✓			0423846
SW482	11	0110	✓			0138579
CX767	13	0400	X			[signature]
Dolores	15	0200	✓			0495909
Enid	16	8:00	X			0284414
SP018	17	1400	✓			0071413
SO232	19	0001	✓			[signature]
SP018	20	1100	X			0405365
CO525	22	1130	✓			0240233
SP563	23	0130	✓			0345446
~~SO589~~	~~09/20~~	~~0200~~	~~✓~~			~~0424099~~
[illegible]	24	2345	✓			0436314
[illegible]	25	0400	✓			0436314

COMPUTER GENERATED FORM FRA F6180-49 A

UP 8572 **BLUECARD** **UP 8572**

U.S DEPARTMENT OF TRANSPORTATION	UNION PACIFIC RAILROAD LOCOMOTIVE INSPECTION AND REPAIR RECORD
FEDERAL RAILROAD ADMINISTRATION	In accordance with the Locomotive Inspection Act, 36 State, 913, as amended and the regulations issued pursuant to that Act, the parts and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been properly repaired.
REPORTING YEAR :2014	IS LOCO.NEW: No / IF RENUMBERED/PREV.INIT&NO:

1. OPERATED BY: UNION PACIFIC RAILROAD RRCode: UP			2. OWNED BY (Railroad) :Union Pacific Railroad Company RRCode: UP		
3. MODEL NO: SD70ACE	4. LOCO INIT/NO : UP 8572	5. YR. BUILT: 2007	6. PROPELLED BY: D-E	7. HORSEPOWER: 4300	8. TYPE OF SERVICE: FREIGHT
9. STEAM GEN.	GEN. #1: N/A WORKING PRESSURE:			GEN. #2: N/A WORKING PRESSURE:	
10. MAXIMUM PISTON TRAVEL:8 inches	TYPE OF AIR BRAKE: FSTBK			AIR DRYER EQUIPPED: YES	
11. OUT OF USE CREDIT: 0	12. LAST PERIODIC INSPECTION DATE : 07/21/2013 PLACE: KCMO DIESL, MO				

AFM CAL. 229.29(b)	91 day max. interval	Previous Date: 10/20/2013	Date & Cert: 01/30/2014 K F HOFFMAN	Date & Cert: 06/06/2014 L L LEWIS SR	Date & Cert:	Date & Cert:

PERIODIC INSPECTIONS	CHECK ONE:	☐ 92 DAYS PER 229.23(a).	☑ 184 DAYS PER 229.23(b)(1)ONLY.

13. DATE	14. PLACE	15. ITEMS *	16. PERSON CONDUCTING	15. ITEMS *	16. PERSON CONDUCTING	17. CERTIFIED BY
O/S FROM: 01/30/2014 TO: 01/30/2014						
01/30/2014	PROVISO, IL	1-4 & 7	N H VUONG	5	C KAO	K F HOFFMAN
O/S FROM: 01/30/2014 TO: 01/30/2014						
01/30/2014	PROVISO, IL	8	M A DIAZ			K F HOFFMAN
O/S FROM: 06/12/2014 TO: 06/14/2014						
06/14/2014	N LITTLE ROCK RAMP, AR	1-4 & 7	G E BARTOW	5	D R WASCOM	D E BEAHER
O/S FROM: 08/06/2014 TO: 08/06/2014						
08/06/2014	NLRK SERVICE TRK, AR	1-4 & 7	B B MORAN	5	D YARBERRY	C S BRADLEY

* 15. ITEM CODE [1] BRAKES [2] RUNNING GEAR [3] CAB EQUIP [4] MECH EQUIP [5] ELECT. EQUIP [6] STEAM GEN. [7] SAFETY APPL. [8] EVENT RECORDER

TESTS	18. H&H TEST PRESSURE DRILLED	19.WAIVER PART - 229:	20. WAIVER - OTHER:

TYPE / INTERVAL NOT MORE THAN	21. PERSON CONDUCTING	22. TEST DATE AND PLACE	23. CERTIFIED BY	24. PREVIOUS TEST DATE AND PLACE
HAND BRAKE 232.105(c)/368 days	D H KRANZ	01/30/2014 PROVISO, IL	K F HOFFMAN	02/01/2013 ROSEVILLE, CA
ANNUAL TESTS 229.27/368 days	NA	NA	NA	NA
L1 229.29(C1)(A1) (1) FILTERS ONLY/368 days	N H VUONG	01/30/2014 PROVISO, IL	K F HOFFMAN	02/01/2013 ROSEVILLE, CA
L2&L3 229.29(C2/C3)(FSTBK)/3680 days				05/04/2007 LONDON, ON
EVENT RECORDER 229.25(d) or 229.27(c)/368 days	SEE COLUMN 15 ABOVE			

2-1-2015

UP 8572 **BLUECARD** **UP 8572**

REMARKS: CARRIERS ENTER ANY OTHER CLARIFYING OR EXPLANATORY INFORMATION.
DO NOT USE AFTER: 02/01/2015
EVENT RECORDER EQUIPPEO: BACH-SIMPSON 54360-512 CHM
MAIN RESERVOIR SAFETY VALVE SET FOR 150 PSI
TRAIN CONTROL DEVICE TESTED AT INTERVALS OF NOT MORE THAN 2 MONTHS", PER CFR 49 SECTION 236.588
WAIVER DETAILS :

Certification of true copy.

i certify that this is a true copy of the inspection and repair record of locomotive no. UP 8572

ATTENTION: A false entry on this form is punishable by fine or imprisonment (U.S. Code. Title 18. Sec. 1001).

08/06/2014

(Officer-in-charge) *DATE*

FORM FRA F6180-49 A (11/2012) .

<<<<<< USE THIS FORM FOR THE SEVENTH MONTH>>>>>>

MONTH Sep. UNIT NO. UP 3904

LOCATION	DATE	TIME	OK	N/C	QUAL M.I.	FULL SIGNATURE
SW148	2	0800	✓			0407647
SW148	3	2000	✓			0415601
2098	4	0100	✓			0415601
SW148	5	0800	✓			0181199
SW148	6	1110	✓			0435083
HX068	7	0120	✓			[illegible]
H186	9	0930	x			[illegible]
TP250	13	2035	–			0452419
AX171	15	0050	–			0400478
TO384	16	0700	✓			0411525
TO384	17	0055	X			0304103
SO232	17	1200	✓			[illegible]
SO232	19	0001	✓			[illegible]
SP018	20	1100	X			0405767
SP563	21	0100	/			0215324
CO525	22	1130	✓			0240273
~~SO587~~	~~09/20~~	~~0200~~	~~✓~~			~~0421079~~
SP563	23	0130	✓			0345446
[illegible]	[illegible]	[illegible]	✓			[illegible]
[illegible]	[illegible]	[illegible]	✓			[illegible]

COMPUTER GENERATED FORM FRA F6180-49 A

UP 3904 **BLUECARD** **UP 3904**

U.S DEPARTMENT OF TRANSPORTATION	UNION PACIFIC RAILROAD LOCOMOTIVE INSPECTION AND REPAIR RECORD	
FEDERAL RAILROAD ADMINISTRATION	In accordance with the Locomotive Inspection Act, 36 State, 913, as amended and the regulations issued pursuant to that Act, the parts and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been properly repaired.	
REPORTING YEAR :2014	IS LOCO.NEW: No	IF RENUMBERED/PREV.INIT&NO:

1. OPERATED BY: UNION PACIFIC RAILROAD RRCode: UP			2. OWNED BY (Railroad) :Union Pacific Railroad Company RRCode: UP		
3. MODEL NO: EMD SD70M	4. LOCO INIT/NO : UP 3904	5. YR. BUILT: 2002	6. PROPELLED BY: D-E	7. HORSEPOWER: 4000	8. TYPE OF SERVICE: FREIGHT
9. STEAM GEN.	GEN. #1: N/A WORKING PRESSURE:			GEN. #2: N/A WORKING PRESSURE:	
10. MAXIMUM PISTON TRAVEL:6 Inches		TYPE OF AIR BRAKE: 30CDW		AIR DRYER EQUIPPED: YES	
11. OUT OF USE CREDIT: 725		12. LAST PERIODIC INSPECTION DATE : 12/23/2013 PLACE: PROVISO, IL			

AFM CAL. 229.29(b)	91 day max. interval	Previous Date: 12/23/2013	Date & Cert: 03/17/2014 B A MCINTOSH	Date & Cert: 08/18/2014 C O HAMILTON	Date & Cert:	Date & Cert:

PERIODIC INSPECTIONS	CHECK ONE:	☑ 92 DAYS PER 229.23(a).	☐ 184 DAYS PER 229.23(b)(1)ONLY.

13. DATE	14. PLACE	15. ITEMS *	16. PERSON CONDUCTING	15. ITEMS *	18. PERSON CONDUCTING	17. CERTIFIED BY
O/S FROM: 03/17/2014 TO: 03/17/2014						
03/17/2014	W COLTON SERV TRK, CA	1-4 & 7	D T TOMLINSON	5	K SOE	B A MCINTOSH
O/S FROM: 08/18/2014 TO: 08/18/2014						
08/18/2014	NLRK JENKS, AR	8	S E PORTER JR			C D HAMILTON
O/S FROM: 08/05/2014 TO: 08/18/2014						
08/18/2014	NLRK JENKS, AR	1-4 & 7	T E DRENTLAW	5	S E PORTER JR	C D HAMILTON

* 15. ITEM CODE: [1] BRAKES [2] RUNNING GEAR [3] CAB EQUIP [4] MECH. EQUIP [5] ELECT. EQUIP [6] STEAM GEN. [7] SAFETY APPL. [8] EVENT RECORDER

TESTS	18. H&H TEST PRESSURE DRILLED	19.WAIVER PART - 229:	20. WAIVER - OTHER:

TYPE / INTERVAL NOT MORE THAN	21. PERSON CONDUCTING	22. TEST DATE AND PLACE	23. CERTIFIED BY	24. PREVIOUS TEST DATE AND PLACE
HAND BRAKE 232.105(c)/368 days	M H TARGETT	08/18/2014 NLRK JENKS, AR	J J JACKSON	10/05/2013 FT WORTH, TX
ANNUAL TESTS 229.27/368 days	S E PORTER JR	08/18/2014 NLRK JENKS, AR	C D HAMILTON	12/23/2013 PROVISO, IL
L1 229.29(C1)(A1) (1) FILTERS ONLY/368 days	O B DUCKWORTH	08/18/2014 NLRK JENKS, AR	C O HAMILTON	12/23/2013 PROVISO, IL
L2&L3 229.29(C2/C3)(30CDW)/1472 days				02/10/2011 FT WORTH, TX
EVENT RECORDER 229.25(d) or 229.27(c)/368 days	SEE COLUMN 15 ABOVE			12/23/2013 PROVISO, IL

Continued on page 2

11-17-2014

* 24AUG14 - GOOD A/C

UP 3904

BLUECARD

UP 3904

REMARKS: CARRIERS ENTER ANY OTHER CLARIFYING OR EXPLANATORY INFORMATION.
DO NOT USE AFTER: 11/17/2014
EVENT RECORDER EQUIPPED: PULSE TTX-REC-M6W
MAIN RESERVOIR SAFETY VALVE SET FOR 150 PSI
TRAIN CONTROL DEVICE TESTED AT INTERVALS OF NOT MORE THAN 2 MONTHS*, PER CFR 49 SECTION 236.588
WAIVER DETAILS :

OUT OF SERVICE DETAILS :

OUT OF SERVICE 07/03/2014 TO 08/18/2014 47 DAYS AT NORTH PLATTE, NE OS
OUT OF SERVICE 11/11/2011 TO 09/18/2013 678 DAYS AT ROSEVILLE, CA OS

Certification of true copy.
I certify that this is a true copy of the inspection and repair record of locomotive no. UP 3904
ATTENTION: A false entry on this form is punishable by fine or imprisonment (U.S. Code. Title 18. Sec. 1001).

08/21/2014

(Officer-in-charge) *DATE*

FORM FRA F6180-49 A (11/2012) .

FORM 25021 (Rev. 07-05)

UNION PACIFIC RAILROAD

AIR BRAKE TEST NOTIFICATION

2-WAY EOT ARMING NOTIFICATION

Class I Brake Test - Initial Terminal Inspection has been performed on the train identified below, as prescribed in CFR 232.205.

LOCATION SP020 DATE & TIME 9/23/4 1554

TRAIN ILXG4X-22 No. of CARS 112

ENGINE NUMBERS: UP 8572

QUALIFIED PERSON (S) PARTICIPATING IN AIR BRAKE TEST J.B

QUALIFIED PERSON CERTIFYING EOT WAS ARMED AND WORKING P. Rivero DATE & TIME

FRONT END DEVICE #

REAR END DEVICE # DPU ATX MODEL ☐ YES ☐ NO

% OF BATTERY LEFT N/A

REAR CAR/CAB NO. D7TX 459 198

BRAKE PIPE LEAKAGE .5 PSI

AIR FLOW CFM

TIME AIR TEST COMPLETED AM 1640 PM

EXTENDED HAUL TRAIN (per CFR 232.213) YES NO

ORIGINAL - Place in blue card holder. **Federal law requires this certificate remain on lead locomotive until final destination.**

COPY - Local File. **Must be retained for one year.**

TTX INITIAL TERMINAL AIR BRAKE INSPECTION AND TEST

DATE 9/24/14	LOCATION UPC4	TRAIN SYMBOL KC4C5X-23
LEAD LOCO 8120	NO. OF CARS IN TRAIN 121	INSPECTION COMPLETE (date and time) 9/24/14 - 1070
INSPECTING EMPLOYEE (signature and title) L. VARGAS		~~CTD OR~~ OPU # 8142
OPU/~~CTD~~ Applied to car number DTTX748478		

THIS FORM IS TO BE GIVEN TO OUTBOUND ENGINEER.

Air Test 90 on rear - UP 8142

			Set	Released
DTTX 748478	▲	B	Green	↓
	▬	C	Green	
	●	D	Green	
	◆	E	Green	
	■	A	Green	

East Bound Train

East to West

Last Car 90lbs on rear

1 DTTX 655839 - indicator good WIW

2 BNSF 270665 - 3 1/4" B
2 7/8" C
2 1/4" D
2 1/2" E
2 3/4" A
2 1/4" A

3 DTTX 645222 3" A

BNSF238 712 2 3/4 E
3" D
2 3/4" C
3" B
2 3/4" B

4 DTTX 656202 WIW

5 CSXT 620200 3 1/4" A
3" E
2 3/4" D
3" C
3" B
3 1/2" B

6 BNSF 240371 A WIW
E WIW
D WIW
C WIW
B WIW

7 NOKL 230483 A WIW
C WIW
B WIW

* 8 BNSF 253787 B WIW
C WIW
A End - long piston

9 BNSF 237762 B 2 1/4"
C 2 1/2"
D 2 3/4"
E 2 1/2"
A 2 1/4"
A 3 1/4"

11 BNSF 237912 B 2 1/4"
C 3"
D 3 1/4"
E 2 3/4"
A 3 1/2"
2 3/4"

12 NOKL 230242 WIW A
WIW C
WIW B
WIW B

13 BRAN 4581 A Green
E Green
D Green
C Green
B Green
B Green

14 BNSF 237722 A 3 1/2"
E 2 1/2"
D 3 3/4"
C 3 3/4"
B 3 1/2"
B 3/4"

15 DTTX 742640 A 3 1/2"
E 2 3/4"
D 3 3/4"
C 3 3/4"
C 3 1/4"
B 3 1/2"

16 DTTX 885081 A Green
A Green
E Green
D Green
C Green
B Green

17 DTTX 620415 B WIW
K WIW
A WIW
A WIW

18 NOKL 230308 B WIW
C WIW
A WIW
A WIW

19 NOKL 230303 A WIW
A No set
C WIW
B WIW

20 OTTX 452474 B WIW
A WIW

21 OTTX 747205 WIW

22 BRAN 5150 B WIW
C WIW
D WIW
E WIW
A WIW
A WIW

Cars west to East

Eastbound train A B

DTTX-459198- 8½ 8½

DTTX-455287. 8 8

DTTX-62220. A 2¾ 4¼ 3½ 4¾ 4¾ B 3"

DTTX-740659 A 4¾ 3¼ 3¼ 3¼ 3¾ B 4"

DTTX-747140 B 8¼ A 8

DTTX-745012 B 3¾ A 3¼

DTTX-746296 A 7 B 7

DTTX-743132 B 1½-1½-2-1½-2 A 1½

DTTX-400760 B 3-3½ A 3

BAAN-5150 A 1½

SIDING - WESTBOUND

UP 8065 UP 7422

(1) DTTX 766191 B 1 3/4
1 3/4
1 3/4
A 1 3/4

(2) FEC 70123 B - 8
A - 9

(3) DTTX 458813 A - 8
B 8 1/2

(4) DTTX 747670 A 8 1/2
B 9

(5) DTTX 746014 A 7
B 7

(6) DTTX 459396 A - 8
B - 8 1/2

(7) DTTX 743141 B - 2
1 3/4
1 1/2
1 3/4
1 1/2
A 1 1/2

(8) DTTX 744565 B 1 3/4
1 3/4
1 1/2
NO-SET. 1 1/2
1 3/4
A 2

(9) BNSF 238403 A 3
3 1/4
3

(9) BNSF 238403 3 1/4
3
B - 3 1/2

(10) DTTX 458402 B - 10
A - 9

(11) DTTX 746033 A - 8 3/4
SHORT B - 5

(12) DTTX 454921 B - 2 1/4
A - 3

(13) DTTX 721722 A - 1 1/2
1 1/2
1 3/4
B - 1 1/2

(14) DTTX 742931 A - 3
3
3 1/4
3
3 1/2
B - 3 3/4

(15) DTTX 455515 A - 5 - SHORT
B - 9

(16) DTTX 59836 A - 8
B 7 3/4

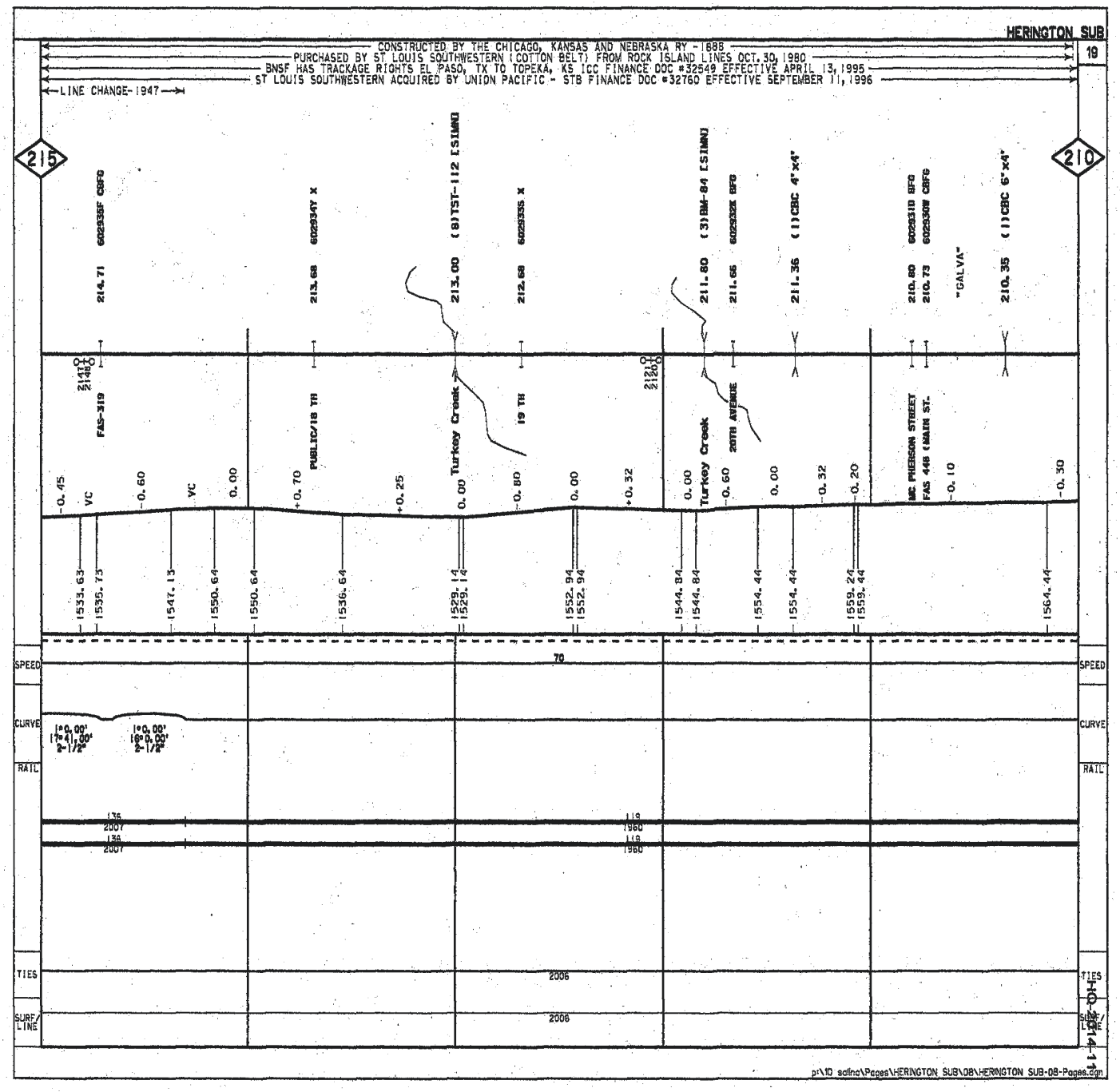
(17) DTTX 59557 A - 8
B - 7 1/2

(18) DTTX 59525 B - 8
8

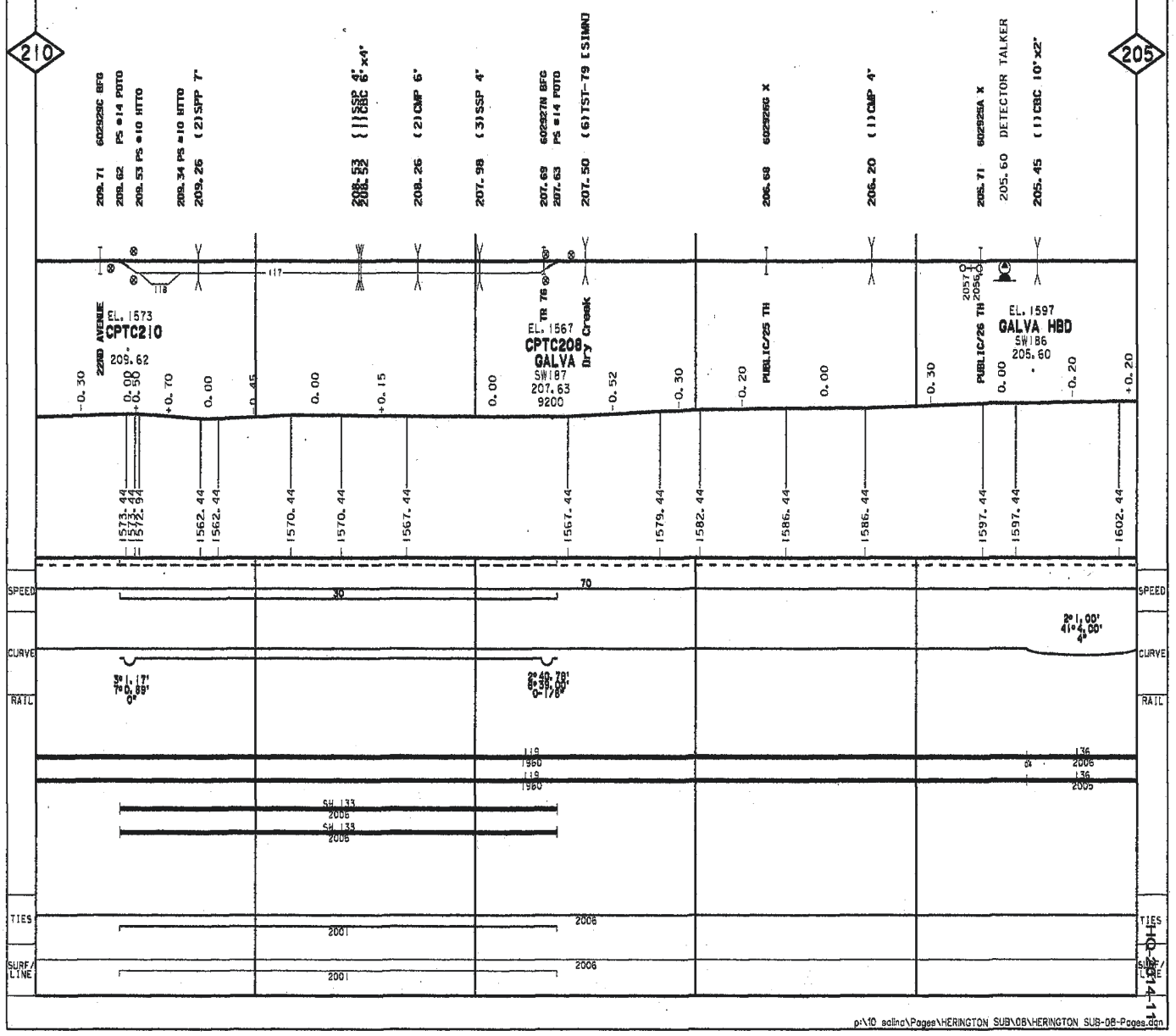
19 DTTX 459386 B - 8
8

ATTACHMENTS

Track-Structure-S&TC



CONSTRUCTED BY THE CHICAGO, KANSAS AND NEBRASKA RY - 1888
PURCHASED BY ST LOUIS SOUTHWESTERN (COTTON BELT) FROM ROCK ISLAND LINES OCT. 30, 1980
BNSF HAS TRACKAGE RIGHTS EL PASO, TX TO TOPEKA, KS ICC FINANCE DOC #32549 EFFECTIVE APRIL 13, 1995
ST LOUIS SOUTHWESTERN ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996



CONSTRUCTED BY THE CHICAGO, KANSAS AND NEBRASKA RY - 1888
PURCHASED BY ST LOUIS SOUTHWESTERN (COTTON BELT) FROM ROCK ISLAND LINES OCT. 30, 1980
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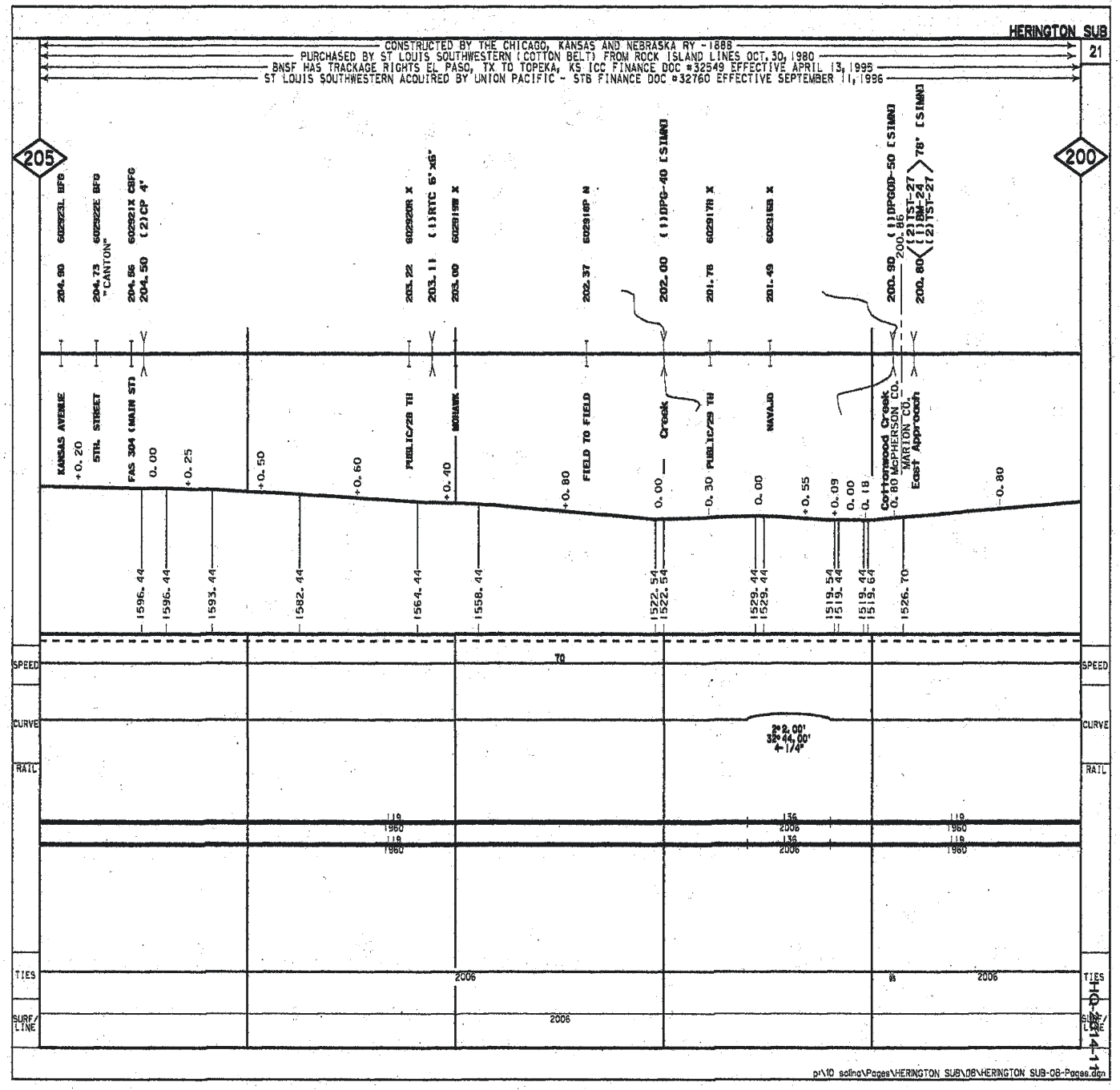

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars

Sheet 1 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name: TR

Serial #: 92673X052

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
1	1	X 1	1
X 2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center,N=north,E=east W=West,S=South Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			Line		
X GRS/Alstrom	DN11	0.5	X Track	Ordinary	1F-1B
USSS/Wabco	DN12	X 2	Timer	X Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	A62282	250	Code	Polar	4F-4B
M.I.	A62277	450	ACCT	Flasher	4N-4R
	400000	500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	X 6F-5B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	E5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LC	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	
V	X A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.077	.150	.150					

Test Values	
V	X A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.1049	.1382	.1382					

Date :

Signature:

HQ-2014-11

RECORDING MARK

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*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.108

Form 24095 Stars
Sheet 2 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name ATR

Serial # 92673X047

Position (see Note)				
C	N	E	W	S
X				
Panel	Shelf		Number	
X 1	1		1	1
X 2	2	X	2	2
3	3		3	3
4	4		4	4
5	5		5	5
6	6		6	6
7	7		7	7
8	8		8	8
9	9		9	9
0	0		0	0

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			Line		
X GRS/Allstrom	DN11	0.5	X Track	Ordinary	1F-1B
US&S/Wabco	DN12	X 2	Timer	X Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	A62262	250	Code	Polar	4F-4B
M.I.	A62277	450	ACCT	Flasher	4N-4R
	400000	500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	X 75 Code	6F-5B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	ES	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LC	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.077	.150	.150					

Test Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	[redacted]	[redacted]	[redacted]					
	.0823	.151	.151					

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

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*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars
Sheet 3 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name WNR

Serial # 0110953

Position (see Note)				
C	N	E	W	S
X				
Panel	Shelf	Number		
1	1	1	1	
X 2	2	2	2	
3	3	X 3	3	
4	4	4	4	
5	5	5	5	
6	6	6	6	
7	7	7	7	
8	8	8	8	
9	9	9	9	
0	0	0	0	

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Alstrom	DN11	0.5	Track	Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	X Slos	1F-4NR
WCH	DN22	4	Polar	Slow Rel	X 2F-2B
X Safetran	K	184	1070	Slow PU	2F-4N-4R
EPC	AS2282	250	Code	Polar	4F-4B
M.I.	AS2277	450	ACCT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	8F-8B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	E6	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values			
	V	X	A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.0076	.019	.019					

Test Values			
	V	X	A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.0074	.0178	.0178					

Date :

Signature:

HQ-2014-11

RECORDING MARK

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*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.108 and 236.108

Form 24095 Stare
Sheet 4 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name WRR

Serial # 0110999

Position (see Note)				
C	N	E	W	S
X				
Panel	Shelf		Number	
1	1		1	1
X 2	2		2	2
3	3		3	3
4	4		X 4	4
5	5		5	5
6	6		6	6
7	7		7	7
8	8		8	8
9	9		9	9
0	0		0	0

Note: C=Center, N=north, E=east
W=West, S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Alstrom	DN11	0.5	Track	Ordinary	1F-1B
US&S/Webco	DN12	2	Timer	X Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
X Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	A82292	250	Code	Polar	4F-4B
MJ.	A82277	450	ACCT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	8F-5B
	PN150B	1000	Mag	120 Code	8F-6B-4N-4R
	S5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values			
	V	X	A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.0076	.019	.019					

Test Values			
	V	X	A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.0083	.0176	.0176					

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

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*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars
Sheet 5 of 5

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name OR

Serial # 93878X004

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number		
1	1	1		1
X 2	2	2		2
3	3	3		3
4	4	4		4
5	5		X 5	5
6	6	6		6
7	7	7		7
8	8	8		8
9	9	9		9
0	0	0		0

Note: C=Center, N=north, E=east
W=West, S=South
Check only 1 box

	Manufacturer	Model	Ohms	Test Type	Action	Contacts
				Line		
X	GRS/Allstrom	DN11	0.5	Track	Ordinary	1F-1B
	US&S/Webco	DN12	2	Timer	Bias	1F-4NR
	WCH	DN22	4	Polar	Slow Rel	2F-2B
	Safetran	K	194	1070	Slow PU	2F-4N-4R
	EPC	A82262	250	Code	Polar	4F-4B
	M.I.	A82277	450	ACOT	Flasher	4N-4R
		400900	500	Flasher	Timer	4F-4B-2F-1B
		PN250B	670	KP	75 Code	6F-5B
		PN150B	1000	Mag	120 Code	6F-6B-4N-4R
		ES	1500	ACVN	180 Code	8F-8B
		DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	
V	A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
	.040						

Test Values	
V	A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
	.057						

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

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UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 235.105 and 236.106

Form 24095 Stars
Sheet 6 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name E(N)SIG STOP

Serial # 0106101

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
X 1	1	X 1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Alstrom	DN11	0.5	Track	X Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
X Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	A92262	250	Code	Polar	4F-4B
M.I.	A92277	450	ACOT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	8F-8B
	PN150B	1000	Mag	120 Code	8F-6B-4N-4R
	E5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	
V	X A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.0057	.0121	.0121					

Test Values	
V	X A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.0057	.0100	.0100					

Date :

Signature:

HQ-2014-11

RECORDING MARK

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*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars F
Sheet 7 of 9

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Det #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name W(S) SIG STOP

Serial # 0110314

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
X 1	1	1	1
2	2	X 2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Alstrom	DN11	0.5	Track	X Ordinary	1F-1B
USSS/Wabco	DN12	2	Timer	Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
X Safetran	K	184	1070	Slow PU	2F-4N-4R
EPC	AS2282	250	Code	Polar	4F-4B
M.I.	AS2277	450	ACCT	Flasher	4N-4R
	400000	500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	6F-6B
	PN150B	1000	Mag	120 Code	6F-8B-4N-4R
	ES	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.0057	.0121	.0121					

Test Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.0064	.0117	.0117					

Date :

Signature:

HQ-2014-11

RECORDING MARK

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*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.283, 236.105 and 236.108

Form 24085 Stars F
Sheet 8 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name W(S)A SIG STOP Serial # 0110284

Position (see Note)				
C	N	E	W	S
X				
Panel	Shelf	Number		
X 1	1	1	1	1
2	2	2	2	2
3	3	X 3	3	3
4	4	4	4	4
5	5	5	5	5
6	6	6	6	6
7	7	7	7	7
8	8	8	8	8
9	9	9	9	9
0	0	0	0	0

Note: C=Center, N=north, E=east
W=West, S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Alstrom	DN11	0.5	Track	X Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2S
X Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	AS2262	250	Code	Polar	4F-4B
M.I.	AS2277	450	ACCT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250B	570	KP	75 Code	8F-5B
	PN150B	1000	Mag	120 Code	8F-8B-4N-4R
	E6	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.0057	.0121	.0121					

Test Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.0064	.0112	.0112					

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24085 Stars F
Sheet 9 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Det #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name NWPR

Serial # 0106364

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
X 1	1	1	1
2	2	2	2
3	3	3	3
4	4	X 4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Allstrom	DN11	0.5	Track	X Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
X Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	A82262	250	Code	Polar	4F-4B
M.I.	A82277	450	ACCT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250B	870	KP	75 Code	8F-5B
	PN150B	1000	Mag	120 Code	8F-8B-4N-4R
	E5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values				Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
	V	X	A	.0057	.0121	.0121					

Test Values				Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
	V	X	A	.0068	.0113	.0113					

Date : 9

Signature: C

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stora

Sheet 1 of 1

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name: IAWNR

Serial #: 710179

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
X 1	1	X 1	1
2	2	2	2
3	X 3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
X GRS/Alstrom	DN11	0.5	Track	Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	X Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	AS2262	250	Code	Polar	4F-4B
M.L	AS2277	450	ACCT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	8F-8B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	E5	1500	ACVN	180 Code	6F-6B
	DP25	2000	PLTK	LC	8FB-4F-2B

Results	
C	[redacted]
A	
R	X
S	

COMMENTS:
DAM
CONT

Tag Values		
	V	X A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.008	.018	.018					

Test Values		
	V	X A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.0096	.0167	.0167					

Date:

Signature:

DAMAGED

HQ-2014-11

Additional Comments

THIS RELAY REPLACED 09-29-14. TEST RECORD FOR NEW RELAY ATTA
END OF RECORD FILE.

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.253, 236.105 and 236.108

Form 24095 Stars
Sheet 2 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name IAWRR

Serial # 710119

Position (see Note)				
C	N	E	W	S
Panel	Shelf	Number		
1	1	1	1	
2	2	2	2	
3	3	3	3	
4	4	4	4	
5	5	5	5	
6	6	6	6	
7	7	7	7	
8	8	8	8	
9	9	9	9	
0	0	0	0	

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
X GRS/Alstrom	DN11	0.5	Track	Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	X Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
Safetran	K	184	1070	Slow PU	2F-4N-4R
EPC	A82262	250	Code	Polar	4F-4B
M.I.	A82277	450	ACCT	Flasher	4N-4R
	400000	X 600	Flasher	Timer	4F-4B-2F-1B
	PN250B	870	KP	75 Code	8F-8B
	PN150B	1000	Mag	120 Code	8F-8B-4N-4R
	E5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	[redacted]
A	
R	X
S	

COMMENTS:
Dan
CONTA

Tag Values			
	V	X	A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.008	.018	.018					

Test Values			
	V	X	A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.0090	.0173	.0173					

Date :

Signature:

HQ-2014-11

Additional Comments

THIS RELAY REPLACED 09-29-14. TEST RECORDS FOR NEW RE
ATTACHED TO END OF RELOZD FILE.

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stores
Sheet 3 of 4

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name: 1BWNR

Serial #: 710116

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
X 1	1	1	1
2	2	2	2
3	X 3	X 3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
X GRS/Allstrom	DN11	0.5	Track	Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	X Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	A62262	250	Code	Polar	4F-4B
M.I.	A62277	450	ACCT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	8F-5B
	PN150B	1000	Mag	120 Code	8F-6B-4N-4R
	E5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.008	.018	.018					

Test Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.0096	.0178	.0178					

Date :

Signature :

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars
Sheet 4 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name: 1BWRR

Serial #: 710178

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
X 1	1	1	1
2	2	2	2
3	X 3	3	3
4	4	X 4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
X GRS/Alstrom	DN11	0.8	Track	Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	X Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	A82262	290	Code	Polar	4F-4B
M.I.	A82277	460	ACCT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250S	670	KP	75 Code	8F-9B
	PN150S	1000	Mag	120 Code	8F-6B-4N-4R
	ES	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LC	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	
V	X A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.008	.018	.018					

Test Values	
V	X A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.0085	.0179	.0179					

Date:

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stora

Sheet 5 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name ATR

Serial # 1415466

Position (see Note)				
C	N	E	W	S
X				

Panel	Shelf	Number	
X 1	1	1	1
2	X 2	X 2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			Line		
GRS/Alstrom	DN11	0.5	X Track	Ordinary	1F-1B
US&S/Wabco	DN12	X 2	Timer	X Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
X Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	AS2262	250	Code	Polar	4F-4B
M.I.	AS2277	450	ACCT	Flasher	4N-4R
	400000	500	Flasher	Timer	X 4F-4B-2F-1B
	PN250B	670	KP	75 Code	6F-6B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	E5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	
V	X A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.073	0.158	0.158					

Test Values	
V	X A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.080	.152	.152					

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.283, 236.105 and 236.106

Form 24095 Stars F
Sheet 6 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name BWTR

Serial # 1415468

Position (see Note)							
C		N		E		W	S
X							
Panel		Shelf		Number			
X	1		1		1		1
	2	X	2		2		2
	3		3	X	3		3
	4		4		4		4
	5		5		5		5
	6		6		6		6
	7		7		7		7
	8		8		8		8
	9		9		9		9
	0		0		0		0

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

	Manufacturer	Model		Ohms		Test Type		Action		Contacts
						Line				
	GRS/Allstrom	DN11		0.5	X	Track		Ordinary		1F-1B
	US&S/Wabco	DN12	X	2		Timer	X	Bias		1F-4NR
	WCH	DN22		4		Polar		Slow Rel		2F-2B
X	Safetran	K		194		1070		Slow PU		2F-4N-4R
	EPC	AS2262		250		Code		Polar		4F-4B
	M.I.	AS2277		450		ACCT		Flasher		4N-4R
		400000		800		Flasher		Timer	X	4F-4B-2F-1B
		PN250B		670		KP		75 Code		8F-5B
		PN150B		1000		Mag		120 Code		8F-6B-4N-4R
		E5		1500		ACVN		180 Code		8F-6B
		DP25		2000		PLTK		LO		8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values		Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V	X A	.073	.158	.158					

Test Values		Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V	X A	.0755	.1516	.1516					

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars I

Sheet 2 of 4

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name E-W SIGNAL STOP Serial # 1415939

Position (see Note)				
C	N	E	W	S
X				
Panel	Shelf	Number		
X 1	X 1	X 1	1	
2	2	2	2	
3	3	3	3	
4	4	4	4	
5	5	5	5	
6	6	6	6	
7	7	7	7	
8	8	8	8	
9	9	9	9	
0	0	0	0	

Note: C=Center,N=north,E=east W=West,S=South Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Alstrom	DN11	0.5	Track	X Ordinary	1F-1B
US&S/Webco	DN12	2	Timer	Bias	1F-4NR
WCK	DN22	4	Polar	Slow Rel	2F-2B
X Salstran	K	194	1070	Slow PU	2F-4N-4R
EPC	AS2282	250	Code	Polar	4F-4B
M.I.	AS2277	450	ACCT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	6F-6B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	B5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8F8-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.0057	.0121	.0121					

Test Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.0054	.0117	.0117					

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars F
Sheet 8 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name: E-W SIGNAL STOP 1 Serial #: 1415932

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
X 1	X 1	1	1
2	2	X 2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center,N=north,E=east W=West,S=South Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Allstrom	DN11	0.5	Track	X Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
X Saletran	K	194	1070	Slow PU	2F-4N-4R
EPC	A62252	250	Code	Polar	4F-4B
M.I.	A62277	450	ACOT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	6F-5B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	E5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LC	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.0052	.0121	.0121					

Test Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.0056	.0103	.0103					

Date:

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars
Sheet 4 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Det #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name: WRR

Serial #: 1415446

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
X 1	1	1	1
2	X 2	2	2
3	3	3	3
4	4	4	4
5	5	X 5	5
6	6	6	5
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Alstom	DN11	0.5	Track	X Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
X Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	A62262	250	Code	Polar	4F-4S
M.I.	A62277	450	ACCT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	8F-5B
	PN150B	1000	Mag	120 Code	6F-6S-4N-4R
	E5	1500	ACVN	180 Code	6F-9B
	CP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values			Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
	V	X A	.0055	.0121	.0121					

Test Values			Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
	V	X A	.0054	.0103	.0103					

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars
Sheet 10 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays. "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name WNR

Serial # [redacted] 1415445

Position (see Note)				
C	N	E	W	S
X				
Panel	Shelf		Number	
X 1	1		1	1
2	X 2		2	2
3	3		3	3
4	4		X 4	4
5	5		5	5
6	6		6	6
7	7		7	7
8	8		8	8
9	9		9	9
0	0		0	0

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Allstrom	DN11	0.5	Track	X Ordinary	1F-1B
US&S/Webco	DN12	2	Timer	Slas	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
X Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	AS2262	250	Code	Polar	4F-4B
M.L.	AS2277	450	ACCT	Flasher	4N-4R
	400009	500	Flasher	Timer	4F-4B-2F-1B
	PN250B	870	KP	75 Code	6F-5B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	E5	1500	ACVN	180 Code	6F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	.0055	.0121	.0121					

Test Values	Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V X A	[redacted]	[redacted]						
	.0058	.0098	.0098					

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars I
Sheet 11 of 1

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name TR

Serial # 1415469

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
X 1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center, N=north, E=east
W=West, S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			Line		
GRS/Allstrom	DN11	0.5	X Track	Ordinary	1F-1B
US&S/Wabco	DN12	X 2	Timer	X Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
X Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	A62262	250	Code	Polar	4F-4B
M.I.	A62277	450	ACCT	Flasher	4N-4R
	400000	500	Flasher	Timer	X 4F-4B-2F-1B
	PN250B	670	KP	75 Code	6F-5B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	E5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values			Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
	V	X A	.073	.158	.158					

Test Values			Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
	V	X A	.075	.154	.154					

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars I
Sheet 12 of 1

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name: MWWR

Serial #: 1415937

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
1	X 1	1	1
2	2	2	2
3	3	3	3
4	4	4	X 4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center,N=north,E=east W=West,S=South Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Allstrom	DN11	0.5	Track	X Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
X Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	A82252	250	Code	Polar	4F-4B
M.I.	A82277	450	ACCT	Flasher	4N-4R
	400D00	X 500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	6F-5B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	E6	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values			Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V	X	A	.0057	.0121	.0121					

Test Values			Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
V	X	A	.0057	.0100	.0100					

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24095 Stars I
Sheet 13 of

Subdivision #	
Segment #	
MP #	
Location Name	
Sub Segment	
MP Prefix	
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name MLK VCOR

Serial # 1415447

Position (see Note)				
C	N	E	W	S
X				
Panel	Shelf	Number		
X 1	1	1	1	
2	X 2	2	2	
3	3	3	3	
4	4	4	4	
5	5	5	5	
6	6	X 6	6	
7	7	7	7	
8	8	8	8	
9	9	9	9	
0	0	0	0	

Note: C=Center,N=north,E=east
W=West,S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			X Line		
GRS/Alstrom	DN11	0.5	Track	X Ordinary	1F-1B
US&S/Wabco	DN12	2	Timer	Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
X Safetran	K	194	1070	Slow PU	2F-4N-4R
EPC	A62292	250	Code	Polar	4F-4B
M.I.	A62277	450	ACCT	Flasher	4N-4R
	400000	X 500	Flasher	Timer	4F-4S-2F-1B
	PN250B	970	KP	75 Code	6F-5B
	PN150B	1000	Mag	120 Code	8F-6B-4N-4R
	E5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8FB-4F-2B

Results	
C	X
A	
R	
S	

COMMENTS:

Tag Values			Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
	V	X A	.0055	.0121	.0121					

Test Values			Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
	V	X A	.0058	.0109	.0109					

Date :

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.
*A- Adjustment made & test complete. Equipment in satisfactory condition.
*R- Repairs or replacement needed.
*S- Repairs or replacement made. Equipment in satisfactory condition.
*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.263, 236.105 and 236.106

Form 24065 Stars Revised
Sheet ____ of ____

Subdivision #	[illegible]
Segment #	[illegible]
MP #	2
Location Name	
Sub Segment	
MP Prefix	R
Dot #	
City/State	[illegible]
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays, "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name: 1A ~~[illegible]~~ WNR Serial #: 709D39

Position (see Note)

C	N	E	W	S
X				

Panel	Shelf	Number	
1 X	1	1 X	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
0	0	0	0

Note: C=Center, N=north, E=east, W=West, S=South
Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			Line		
X GRS/Alstrom	DN11	0.5	Track	Ordinary	1F-1B
US&S/Webco	DN12	2	Timer	Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
Safetran	K	194	1070	Slow PU	2F-4N-4R
BPC	AS2262	250	Code	Polar	4F-4B
M.I.	AS2277	450	ACCT	Flasher	4N-4R
	400000	500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	XP	75 Code	6F-5B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	E6	1500	ACVN	180 Code	8F-8B
	DP25	2000	FLTK	LO	8FB-4F-2B

Results	
C	
A	
R	
S	X

COMMENTS: Replace [illegible] (contact [illegible]

Tag Values	
V	AX

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.008	.018	.018					

Test Values	
V	AX

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.0097	.0160	.0160					

Date: 9-[illegible]
Signature: [illegible]

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment in satisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

*- Explain in Comment Field

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Relay Test Report Rules 234.283, 236.105 and 236.108

Form 24095 Stare Revisi

Sheet ____ of ____

Subdivision #	H
Segment #	4
MP #	2
Location Name	C
Sub Segment	
MP Prefix	R
Dot #	
City/State	
Street/Road	

Each relay shall be tested at least once every 4 years except: "AC" centrifugal relays shall be tested every 12 months. AC vane relays. "DC" polar and relays with soft iron magnetic structures shall be tested at least once every 2 years

Relay Name: 1A RR

Serial #: 709049

Position (see Note)

C	N	E	W	S
Panel	Shelf	Number		
1 X	1	1		1
2	2	2 X		2
3	3 X	3		3
4	4	4		4
5	5	5		5
6	6	6		6
7	7	7		7
8	8	6		8
9	9	8		9
0	0	0		0

Note: C=Center,N=north,E=east W=West,S=South

Check only 1 box

Manufacturer	Model	Ohms	Test Type	Action	Contacts
			Line		
GRS/Allstrom	DN11	0.5	Track	Ordinary	1F-1B
US&S/Wasco	DN12	2	Timer	Bias	1F-4NR
WCH	DN22	4	Polar	Slow Rel	2F-2B
Safetran	K	194	107D	Slow PU	2F-4N-4R
BPC	A82252	250	Code	Polar	4F-4B
M.I.	A82277	450	ACCT	Flasher	4N-4R
	400000	500	Flasher	Timer	4F-4B-2F-1B
	PN250B	670	KP	75 Code	6F-6B
	PN150B	1000	Mag	120 Code	6F-6B-4N-4R
	E5	1500	ACVN	180 Code	8F-8B
	DP25	2000	PLTK	LO	8PB-4F-2B

Results	
C	
A	
R	
S	X*

COMMENTS: Replaced 1 Contact

Tag Values		
V	X	A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.008	.018	.018					

Test Values		
V	X	A

Drop	PU	Working	Polar Normal	Polar Reverse	% On Time	Timer	Flash Rate
.0095	.0167	.0167					

Date: 9-

Signature:

HQ-2014-11

RECORDING MARK

C- Test complete. Equipment Insatisfactory condition.
*A- Adjustment made & test complete. Equipment in satisfactory condition.
*R- Repairs or replacement needed.
*S- Repairs or replacement made. Equipment in satisfactory condition.
* - Explain onback of form.

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST
Insulation Resistance Test Rule 236.108 and 234.267

If Resistance Reading of any conductor within a cable is less than 500,000 ohms, list each wire identification and resistance value within each cable.

In no case shall a circuit be permitted to function when resistance is less than 200,000 ohms.

For
Page

Subdivision #	H
Segment #	
MP #	2
Location Name	CP
Sub Segment	
MP Prefix	
Dot #	
City/State	GA
Street/Road	

Cable #	Cable Identification	Cable Size	Test Results	Wires Identification	Resistanc
1	HSE. TO SIG. W(S) C	5C/6	C		
3	HSE. TO SIG E(N) A	5C/6	C		
4	HSE TO SIG E(N) B	5C/6	C		
5	HSE TO SIG W(S) A	5C/6	C	1) W(S) ADG	1 MEG
				2) W(S) AHG	1 MEG
				3) W(S) AHDCG	1 MEG
				4) SPARE	0
				5) W(S) ARCG	1 MEG
6	HSE TO SIG W(S) A	5C/6	C		
7	HSE TO SW	5C/6	C		
8	HSE TO SW	5C/14	C		
13	HSE TO SW. 1 JCT. BOX	7C/14	C		
14	SW. 1 JCT. BOX TO SW. 2 JCT. BOX	7C/14	C		

Signature: [signature] Date: 9-28-14

HQ-2014-11

Line		Remarks
1		
2		
3		
4		
5		
6		
7	CONDUCTOR WAS A SPARE ~~BA~~ WIRE - NOT ON CIRCUIT.	
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		

HQ-2014-11

LOCKING SHEETS

Route Tested: CW to W Trk

Location: CPTC 210 **Test Person:** JCW **Date:** 9/25/14 **Page:** ___

INDICATION LOCKING (RULE 236.307 and 380)

Signal Cleared	Codes Out						
	Signal	1ET	1WT	BE 2ET	2WT	3ET	3WT
CW	G	1 1 2 1 5	/ / /	1 1 2 1 5	/ /	/ /	/ /

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /

Ask for all switches. Do they throw? (Unused switches should throw. Switches in route should be locked.)	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Open all Switch NWP/RWP and make sure signal goes to stop and in time.	Codes Out						
	Switch	1ET	1WT	2ET	2WT	3ET	3WT
	1Y/N	1 1 2 1 5	/ / /	1 1 2 1 5	/ /	/ /	/ /
	2Y/N	1 1 2 1 5	/ / /	[illegible]	/ /	/ /	/ /
	3Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	4Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	5Y/N	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

316 says C2 out but no code to BE TW

Ask for opposing signal	Does Signal Clear? Y/N Original Signal in Time? Y/N						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
BE	R	1 1 2 1 5	/ / /	1 1 2 1 5	/ /	/ /	/ /

Cancel call for opposing signal after test is completed.

TIME LOCKING (RULE 236.378)

Put Signal CW to Stop Is it in time? Y/N	Codes Out					
	1ET	1WT	2ET	2WT	3ET	3WT
	1 1 2 1 5	/ / /	1 1 2 1 5	/ /	/ /	/ /

Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Ask for opposing Sig. BE Both Signals go into Time? Y/N Does signal clear? Y/N

ROUTE LOCKING (RULE 236.379)

Reclear original Signal. Shunt each Track Individually starting at exiting track of route being tested.

Signal CW

Track	Sig stop	In time	Slot off	Codes Out 1ET	1WT	2ET	2WT	3ET	3WT
W TK	Y/N	Y/N	Y/N	1 1 2 1 5	/ 1 6 1	1 1 2 1 5	/ /	/ /	/ /
T TK	Y/N	Y/N	Y/N	1 1 2 1 5	/ / /	/ / /	/ /	/ /	/ /
AT TK	Y/N	Y/N	Y/N	1 1 2 1 5	/ / /	/ / /	/ /	/ /	/ /
BE TK	Y/N	Y/N	Y/N	1 1 2 1 5	/ / /	1 1 2 1 5	/ /	/ /	/ /

LOCKING SHEETS CONTINUED **Route Tested:**_____

Location:_____ Test Person:_____ Date:__/__/__ Page:__

Reclear Original Signal. _____ Shunt entering OS Track AT TK Pick up entering OS Track AT TK

Does Signal go into Time? (Y)/N Is ASR restored? Y/(N) (Two track section restoring)

Reclear Signal CW. Shunt through like a train movement asking for all switches after each shunt. Do Switches Throw? Unused switches should throw. Shunt all unused track circuits to ensure signal stays clear. AE ok

Track	ASR Restored	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
BE TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
AT TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
T TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
W TK	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Following Call On Test: (Begin with all tracks unoccupied, simulate move to set following call-on stick and, with only the holding track circuit occupied, ask for the following call on.)

Clear Signal CW Aspect FR Code Out BE 125

Ask for conflicting Signals. Do they Clear? Reclear following call-on if necessary. N/A	Signals 1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried 1SW	BE 2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time?	Tracks Shunted 1TK	A 2TK	3TK	4TK	5TK	6TK
	NT (Y)/N	NT (Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal CW Following Call-on. Ask for opposing Signal. BE Does signal go to stop and in time? (Y)/N

Return to Train Call-On Test: (Begin with all tracks unoccupied, simulate move to set return to train stick and, with only the holding track circuit occupied, ask for the Return to Train call on.)

Clear Signal BE Aspect R/FR Code Out W 125

Ask for conflicting Signals. Do they Clear? Reclear if necessary. N/A	Signals 1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried 1SW	BE 2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time?	Tracks Shunted T 1TK	A 2TK	3TK	4TK	5TK	6TK
	NT (Y)/N	NT (Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal BE Return to Train Call-on. Ask for opposing Signal. CW Does signal go to stop and in time? (Y)/N

Record Timers:

Timer Name	Plan Time	Actual Time
TEN	8'00"	8'00"
T	10"	10"
AT	10"	10"

HQ-2014-11

LOCKING SHEETS

Route Tested: AE to mark 6 Trk

Location: CP TC 210 W Galva **Test Person:** JCW **Date:** 2/25/14 **Page:**

INDICATION LOCKING (RULE 236.307 and 380)

Signal Cleared	Codes Out						
	Signal	A 4ET	4WT	B 2ET	2WT	3ET	3WT
AE	G/R	/ /	/ / 15	/ / 15	/ /	/ /	/ /

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /

Ask for all switches. Do they throw? (Unused switches should throw. Switches in route should be locked.)	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N

Open all Switch NWP/RWP and make sure signal goes to stop and in time. BE NWP	Codes Out						
	Switch	A 4ET	4WT	B 2ET	2WT	3ET	3WT
	1(Y)/N	/ /	/ / 15	/ /	/ /	/ /	/ /
	2Y/(N)	/ /	/ / 15	/ / 21	/ /	/ /	/ /
	3Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	4Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	5Y/N	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Ask for opposing signal AW	Does Signal Clear? Y/(N) Original Signal in Time? (Y)/N						
	Signal	A 1ET	1WT	B 2ET	2WT	3ET	3WT
	R/R	/ /	/ / 15	/ / 15	/ /	/ /	/ /
Cancel call for opposing signal after test is completed.							

TIME LOCKING (RULE 236.378)

Put Signal AE to Stop Is it in time? (Y)/N	Codes Out					
	1ET	1WT	2ET	2WT	3ET	3WT
	/ /	/ / 15	/ / 15	/ /	/ /	/ /

Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N

Ask for Conflicting Signal. Signals do not Clear Within ASR Time. N/A	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Ask for opposing Sig. AW Both Signals go into Time? (Y)/N Does signal clear? Y/(N)

ROUTE LOCKING (RULE 236.379)

Reclear original Signal. Signal AE

Shunt each Track Individually starting at exiting track of route being tested.

Track	Sig stop	In time	Slot off	1ET	1WT	B 2ET	2WT	3ET	3WT
AT TK	(Y)/N	(Y)/N	Y/(N)	/ /	/ / 15	/ / 15	/ /	/ /	/ /
T TK	(Y)/N	Y/(N)	(Y)/N	/ /	/ /	/ / 15	/ /	/ /	/ /
W TK	Y/(N)	Y/(N)	Y/(N)	/ /	/ / 15	/ / 15	/ /	/ /	/ /
TK	Y/N	Y/N	Y/N	/ /	/ /	/ /	/ /	/ /	/ /

LOCKING SHEETS CONTINUED **Route Tested:** AE to main E TK

Location: CPTC 210 Test Person: JCW Date: 9/25/14 Page: ___

Reclear Original Signal. AE Shunt entering OS Track T TK Pick up entering OS Track T TK

Does Signal go into Time? (Y)/N Is ASR restored? Y (N) (Two track section restoring)

Reclear Signal AE. Shunt through like a train movement asking for all switches after each shunt. Do Switches Throw? Unused switches should throw. Shunt all unused track circuits to ensure signal stays clear. BE

Track	ASR Restored	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
W TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
T TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
AE TK	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Following Call On Test: (Begin with all tracks unoccupied, simulate move to set following call-on stick and, with only the holding track circuit occupied, ask for the following call on.)

Clear Signal AE Aspect FR/R Code Out 125

Ask for conflicting Signals. Do they Clear? Reclear following call-on if necessary. N/A	Signals					
	1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried					
	1SW	BE 2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time?	Tracks Shunted					
	T 1TK	A 2TK	3TK	4TK	5TK	6TK
	NT (Y)/N	NT (Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal AE Following Call-on. Ask for opposing Signal. AW Does signal go to stop and in time? (Y)/N

Return to Train Call-On Test: (Begin with all tracks unoccupied, simulate move to set return to train stick and, with only the holding track circuit occupied, ask for the Return to Train call on.)

Clear Signal AW Aspect FR Code Out 125

Ask for conflicting Signals. Do they Clear? Reclear if necessary. N/A	Signals					
	1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried					
	1SW	BE 2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time?	Tracks Shunted					
	T 1TK	A 2TK	3TK	4TK	5TK	6TK
	NT (Y)/N	NT (Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal AW Return to Train Call-on. Ask for opposing Signal. AE Does signal go to stop and in time? (Y)/N

Record Timers:

Timer Name	Plan Time	Actual Time

HQ-2014-11

LOCKING SHEETS

Route Tested: AW to W Trk

Location: CPTC210 **Test Person:** JCW **Date:** 9/25/14 **Page:** ___

INDICATION LOCKING (RULE 236.307 and 380)

Signal Cleared	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
AW	G	1/5/7	1/6	1/2/5	/ /	/ /	/ /

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /

Ask for all switches. Do they throw? (Unused switches should throw. Switches in route should be locked.)	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Open all Switch NWP/RWP and make sure signal goes to stop and in time.	Codes Out						
	Switch	A 1ET	1WT	B 2ET	2WT	3ET	3WT
	1Y/N	1/2/5	1/6/	1/2/5	/ /	/ /	/ /
BE NWP	2Y/N	1/7/5	/ / /	1/2/5	/ /	/ /	/ /
	3Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	4Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	5Y/N	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Ask for opposing signal	Does Signal Clear? Y/N Original Signal in Time? Y/N						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
AE	R	1/2/5	/ / /	1/2/5	/ /	/ /	/ /

Cancel call for opposing signal after test is completed.

TIME LOCKING (RULE 236.378)

Put Signal AW to Stop Is it in time? Y/N	Codes Out					
	1ET	1WT	2ET	2WT	3ET	3WT
	1/2/5	/ / /	1/2/5	/ /	/ /	/ /

Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Ask for opposing Sig. N Both Signals go into Time? Y/N Does signal clear? Y/N

ROUTE LOCKING (RULE 236.379)

Reclear original Signal. Shunt each Track Individually starting at exiting track of route being tested.

Signal AW

Track	Sig stop	In time	Slot off	Codes Out 1ET	1WT	2ET	2WT	3ET	3WT
W TK	Y/N	Y/N	Y/N	1/2/5	1/6/	1/2/5	/ /	/ /	/ /
T TK	Y/N	Y/N	Y/N	1/6/	/ / /	1/2/5	/ /	/ /	/ /
AE TK	Y/N	Y/N	Y/N	1/5/7	/ / /	1/2/5	/ /	/ /	/ /
TK	Y/N	Y/N	Y/N	/ /	/ /	/ /	/ /	/ /	/ /

Terry / Jordan
Ron Pop w/tamper

206-200.6

LOCKING SHEETS CONTINUED **Route Tested:** AW to W TTK

Location: CP TC 210 Test Person: JCW Date: 9/29/14 Page: ___

Reclear Original Signal. AW Shunt entering OS Track T TK Pick up entering OS Track T TK

Does Signal go into Time? (Y) N Is ASR restored? Y (N) (Two track section restoring)

Reclear Signal _____. Shunt through like a train movement asking for all switches after each shunt. Do Switches Throw? Unused switches should throw. Shunt all unused track circuits to ensure signal stays clear. BE OK

Track	ASR Restored	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
AE TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
T TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
W TK	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
~~TK~~	~~Y/N~~	~~Y/N~~	~~Y/N~~	~~Y/N~~	~~Y/N~~	~~Y/N~~	~~Y/N~~

Following Call On Test: (Begin with all tracks unoccupied, simulate move to set following call-on stick and, with only the holding track circuit occupied, ask for the following call on.)

Clear Signal AW Aspect FR Code Out AE 125

Ask for conflicting Signals. Do they Clear? Reclear following call-on if necessary. N/A	Signals 1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried 1SW	REVERSED 2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time?	Tracks Shunted NT 1TK	NT 2TK	3TK	4TK	5TK	6TK
	(Y)/N	(Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal AW Following Call-on. Ask for opposing Signal. AE Does signal go to stop and in time? (Y) N

Return to Train Call-On Test: (Begin with all tracks unoccupied, simulate move to set return to train stick and, with only the holding track circuit occupied, ask for the Return to Train call on.)

Clear Signal AE Aspect FR/R Code Out W 125

Ask for conflicting Signals. Do they Clear? Reclear if necessary. N/A	Signals 1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried 1SW	BE 2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/N	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time?	Tracks Shunted NT 1TK	2TK	3TK	4TK	5TK	6TK
	(Y)/N	(Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal _____ Return to Train Call-on. Ask for opposing Signal. _____ Does signal go to stop and in time? Y/N

Record Timers:

Timer Name	Plan Time	Actual Time

HQ-2014-11

LOCKING SHEETS

Route Tested: BE BE Trk

Location: CP TC 210 **Test Person:** JCW **Date:** 9/25/14 **Page:** ___

INDICATION LOCKING (RULE 236.307 and 380)

Signal Cleared	Codes Out						
in 145 on BE BE	Signal	1ET	1WT	BE 2ET	2WT	3ET	3WT
	R/Y	1/215	1/315	1/1	1/1	1/1	1/1

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	1/1	1/1	1/1	1/1	1/1	1/1
	1W	1/1	1/1	1/1	1/1	1/1	1/1
	2E	1/1	1/1	1/1	1/1	1/1	1/1
	2W	1/1	1/1	1/1	1/1	1/1	1/1

Ask for all switches. Do they throw? (Unused switches should throw. Switches in route should be locked.)	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Open all Switch NWP/RWP and make sure signal goes to stop and in time.	Codes Out						
	Switch	1ET	1WT	2ET	2WT	3ET	3WT
BE	1Y/N	1/161	1/1215	1/1	1/1	1/1	1/1
	2Y/N	1/1215	1/1215	1/161	1/1	1/1	1/1
	3Y/N	1/1	1/1	1/1	1/1	1/1	1/1
	4Y/N	1/1	1/1	1/1	1/1	1/1	1/1
	5Y/N	1/1	1/1	1/1	1/1	1/1	1/1
		1/1	1/1	1/1	1/1	1/1	1/1
		1/1	1/1	1/1	1/1	1/1	1/1
		1/1	1/1	1/1	1/1	1/1	1/1
		1/1	1/1	1/1	1/1	1/1	1/1

Ask for opposing signal	Does Signal Clear? Y/N Original Signal in Time? Y/N						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
B CW	R/R	1/1215	1/1215	1/161	1/1	1/1	1/1

Cancel call for opposing signal after test is completed.

TIME LOCKING (RULE 236.378)

Put Signal _____ to Stop Is it in time? Y/N	Codes Out					
	1ET	1WT	BE 2ET	2WT	3ET	3WT
	1/1215	1/1215	1/161	1/1	1/1	1/1

Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	1/1	1/1	1/1	1/1	1/1	1/1
	1W	1/1	1/1	1/1	1/1	1/1	1/1
	2E	1/1	1/1	1/1	1/1	1/1	1/1
	2W	1/1	1/1	1/1	1/1	1/1	1/1
		1/1	1/1	1/1	1/1	1/1	1/1
		1/1	1/1	1/1	1/1	1/1	1/1
		1/1	1/1	1/1	1/1	1/1	1/1
		1/1	1/1	1/1	1/1	1/1	1/1

Ask for opposing Sig. CW Both Signals go into Time? Y/N Does signal clear? Y/N

ROUTE LOCKING (RULE 236.379)

Reclear original Signal. Shunt each Track Individually starting at exiting track of route being tested.

Signal BE

Track		Sig stop	In time	Slot off	Codes Out 1ET	1WT	2ET	2WT	3ET	3WT
BE	TK	Y/N	Y/N	Y/N	1/1215	1/1215	1/161	1/1	1/1	1/1
A	TK	Y/N	Y/N	Y/N	1/1215	1/1	1/161	1/1	1/1	1/1
T	TK	Y/N	Y/N	Y/N	1/1215	1/1	1/1	1/1	1/1	1/1
W	TK	Y/N	Y/N	Y/N	1/1215	1/1315	1/161	1/1	1/1	1/1

LOCKING SHEETS CONTINUED **Route Tested:** BE to BE TrK

Location: CP TC 210 Test Person: JCW Date: 9/25/10 Page: ___

Reclear Original Signal. BE Shunt entering OS Track T TK Pick up entering OS Track T TK

Does Signal go into Time? (Y)/N Is ASR restored? Y/(N) (Two track section restoring)

Reclear Signal BE. Shunt through like a train movement asking for all switches after each shunt. Do Switches Throw? Unused switches should throw. Shunt all unused track circuits to ensure signal stays clear. .... AE OK

Track	ASR Restored	1SW	2SW	3SW	4SW	5SW	6SW
W TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
T TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
AT TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
BE TK	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Following Call On Test: (Begin with all tracks unoccupied, simulate move to set following call-on stick and, with only the holding track circuit occupied, ask for the following call on.)

Clear Signal BE Aspect R/FR Code Out W 125

Ask for conflicting Signals. Do they Clear? Reclear following call-on if necessary. N/A	Signals					
	1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried					
	1SW	BE 2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time?	Tracks Shunted					
	T 1TK	A 2TK	3TK	4TK	5TK	6TK
	NT (Y)/N	NT (Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal BE Following Call-on. Ask for opposing Signal CW Does signal go to stop and in time? (Y)/N

Return to Train Call-On Test: (Begin with all tracks unoccupied, simulate move to set return to train stick and, with only the holding track circuit occupied, ask for the Return to Train call on.)

Clear Signal CW Aspect FR Code Out BE 125

Ask for conflicting Signals. Do they Clear? Reclear if necessary. N/A	Signals					
	1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried					
	1SW	BE 2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time?	Tracks Shunted					
	T 1TK	2TK	3TK	4TK	5TK	6TK
	NT (Y)/N	NT (Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal CW Return to Train Call-on. Ask for opposing Signal BE Does signal go to stop and in time? (Y)/N

Record Timers:

Timer Name	Plan Time	Actual Time

LOCKING SHEETS

Route Tested: WB to BWTK

Location: CPTC 207 **Test Person:** GSE **Date:** 9/25/14 **Page:**

INDICATION LOCKING (RULE 236.307 and 380)

Signal Cleared	Signal	1ET	1WT	2ET	2WT	3ET	3WT
WB	R/R	1 1215	1 1215	/ /	/ /	/ /	/ /

Codes Out

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /

Codes Out

Ask for all switches. Do they throw? (Unused switches should throw. Switches in route should be locked.)	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Switches Tried

Open all Switch NWP/RWP and make sure signal goes to stop and in time.	Switch	1ET	1WT	2ET	2WT	3ET	3WT
	1Y/N	1 1215	1 1151	/ /	/ /	/ /	/ /
	2Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	3Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	4Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	5Y/N	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Codes Out

Ask for opposing signal	Signal	1ET	1WT	2ET	2WT	3ET	3WT
EC	R/R	1 1215	1 1215	/ /	/ /	/ /	/ /

Does Signal Clear? Y/N Original Signal in Time? Y/N

Cancel call for opposing signal after test is completed.

TIME LOCKING (RULE 236.378)

Put Signal WB to Stop. Is it in time? Y/N	1ET	1WT	2ET	2WT	3ET	3WT
	1 1215	1 1215	/ /	/ /	/ /	/ /

Codes Out

Ask for switches. Do they throw?	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Switches Tried

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Codes Out

Ask for opposing Sig. EC Both Signals go into Time? Y/N Does signal clear? Y/N

ROUTE LOCKING (RULE 236.379)

Reclear original Signal. Signal WB

Shunt each Track Individually starting at exiting track of route being tested.

Track	Sig stop	In time	Slot off	1ET	1WT	2ET	2WT	3ET	3WT
BW TK	Y/N	Y/N	Y/N	1 1215	1 1215	/ /	/ /	/ /	/ /
AT TK	Y/N	Y/N	Y/N	/ /	1 1215	/ /	/ /	/ /	/ /
T TK	Y/N	Y/N	Y/N	/ /	1 1215	/ /	/ /	/ /	/ /
E TK	Y/N	Y/N	Y/N	1 1215	1 1215	/ /	/ /	/ /	/ /
TK	Y/N	Y/N	Y/N	/ /	/ /	/ /	/ /	/ /	/ /

BWTK no code

LOCKING SHEETS CONTINUED

Route Tested: _____

Location: _____ Test Person: _____ Date: / / Page: ___

Reclear Original Signal. WB Shunt entering OS Track T TK Pick up entering OS Track T 1.

Does Signal go into Time? (Y)/N Is ASR restored? Y/(N) (Two track section restoring)

Reclear Signal WB. Shunt through like a train movement asking for all switches after each shunt. Do Switches Throw? Unused switches should throw. Shunt all unused track circuits to ensure signal stays clear. AWTK X

Track	ASR Restored	1SW	2SW	3SW	4SW	5SW	6SW
E TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
T TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
AT TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
BW TK	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Following Call On Test: (Begin with all tracks unoccupied, simulate move to set following call-on stick and, with only the holding track circuit occupied, ask for the following call on.)

Clear Signal WB Aspect R/FR Code Out 185

Ask for conflicting Signals. Do they Clear? N/A Reclear following call-on if necessary.	Signals					
	1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/N	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time? stop no time slot off	Tracks Shunted					
	1TK	AT 2TK	3TK	4TK	5TK	6TK
	(Y)/N	(Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal WB Following Call-on. Ask for opposing Signal. EC Does signal go to stop and in time? (Y)/N

Return to Train Call-On Test: (Begin with all tracks unoccupied, simulate move to set return to train stick and, only the holding track circuit occupied, ask for the Return to Train call on.)

Clear Signal EC Aspect FR Code Out non coded TK BWT

Ask for conflicting Signals. Do they Clear? N/A Reclear if necessary.	Signals					
	1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/N	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time? stop no time slot off	Tracks Shunted					
	1TK	AT 2TK	3TK	4TK	5TK	6TK
	(Y)/N	(Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal EC Return to Train Call-on. Ask for opposing Signal. WB Does signal go to stop and in time? (Y)/N

Record Timers:

Timer Name	Plan Time	Actual Time

Signal voltages
WA - G = 14.5
Y = 14.6
R = 14.6
WB - Y = 14.6
R = 14.6
EA - G = 14.1
Y = 14.1
R = 14.2
EC G = 14.2
Y = 14.2
R = 14.2

LOCKING SHEETS

Route Tested: EA to EtK

Location: CP TC 207 **Test Person:** GJE **Date:** 9/25/14 **Page:**

INDICATION LOCKING (RULE 236.307 and 380)

Signal Cleared	Signal	1ET	1WT	2ET	2WT	3ET	3WT
EA	G	1151	11215	/ /	/ /	/ /	/ /

Codes Out

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /

Codes Out

Ask for all switches. Do they throw? (Unused switches should throw. Switches in route should be locked.)	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N

Switches Tried

Open all Switch NWP/RWP and make sure signal goes to stop and in time.	Switch	1ET	1WT	2ET	2WT	3ET	3WT
	(1Y)/N	1151	11215	/ /	/ /	/ /	/ /
	2Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	3Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	4Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	5Y/N	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Codes Out

Ask for opposing signal WA	Signal	1ET	1WT	2ET	2WT	3ET	3WT
		1151	11215	/ /	/ /	/ /	/ /

Does Signal Clear? Y/(N) Original Signal in Time? (Y)/N

Cancel call for opposing signal after test is completed.

TIME LOCKING (RULE 236.378)

Put Signal EA to Stop Is it in time? (Y)/N	1ET	1WT	2ET	2WT	3ET	3WT
	1151	11215	/ /	/ /	/ /	/ /

Codes Out

Ask for switches. Do they throw?	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N

Switches Tried

Ask for Conflicting Signal. Signals do not Clear Within ASR Time. N/A	Signal	1ET	1WT	2ET	2WT	3ET	3WT
	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Codes Out

Ask for opposing Sig. WA Both Signals go into Time? (Y)/N Does signal clear? Y/(N)

ROUTE LOCKING (RULE 236.379)

Reclear original Signal. Shunt each Track Individually starting at exiting track of route being tested.

Signal EA

Track	Sig stop	In time	Slot off	1ET	1WT	2ET	2WT	3ET	3WT
E TK	(Y)/N	(Y)/N	Y/(N)	1151	11215	/ /	/ /	/ /	/ /
TR TK	(Y)/N	(Y)/N	(Y)/N	/ /	/ /	/ /	/ /	/ /	/ /
AW TK	Y/(N)	Y/(N)	Y/(N)	/ /	11715	/ /	/ /	/ /	/ /
TK	Y/N	Y/N	Y/N	/ /	/ /	/ /	/ /	/ /	/ /
TK	Y/N	Y/N	Y/N	/ /	/ /	/ /	/ /	/ /	/ /

Codes Out

LOCKING SHEETS CONTINUED

Route Tested: _____

Location: _____ Test Person: _____ Date: __/__/__ Page: ___

Reclear Original Signal. EA Shunt entering OS Track TR TK Pick up entering OS Track TR 1.

Does Signal go into Time? (Y)/N Is ASR restored? Y/(N) (Two track section restoring)

Reclear Signal EA. Shunt through like a train movement asking for all switches after each shunt. Do Switches Throw? Unused switches should throw. Shunt all unused track circuits to ensure signal stays clear. BWTK X

Track	ASR Restored	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
W TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
TR TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
E TK	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Following Call On Test: (Begin with all tracks unoccupied, simulate move to set following call-on stick and, with only the holding track circuit occupied, ask for the following call on.)

Clear Signal EA Aspect FR Code Out 1 2 5

Ask for conflicting Signals. Do they Clear? N/A Reclear following call-on if necessary.	Signals 1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/N	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time? stop no time clock off	Tracks Shunted 1TK	AT 2TK	3TK	4TK	5TK	6TK
	(Y)/N	(Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal EA Following Call-on. Ask for opposing Signal. WA Does signal go to stop and in time? (Y)/N

Return to Train Call-On Test: (Begin with all tracks unoccupied, simulate move to set return to train stick and, only the holding track circuit occupied, ask for the Return to Train call on.)

Clear Signal WA Aspect FR/R Code Out 125

Ask for conflicting Signals. Do they Clear? N/A Reclear if necessary.	Signals 1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried 1SW	2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/N	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time? stop no time	Tracks Shunted 1TK	AT 2TK	3TK	4TK	5TK	6TK
	(Y)/N	(Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal WA Return to Train Call-on. Ask for opposing Signal. EA Does signal go to stop and in time? (Y)/N

Record Timers:

Timer Name	Plan Time	Actual Time

LOCKING SHEETS

Route Tested: WA to AWTK

Location: TC 207 **Test Person:** GJE. **Date:** 9/25/14 **Page:**

INDICATION LOCKING (RULE 236.307 and 380)

Signal Cleared	Codes Out						
WA	Signal	1ET	1WT	2ET	2WT	3ET	3WT
	G/R	1/2/15	1151	/ /	/ /	/ /	/ /

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Codes Out						
N/A	Signal	1ET	1WT	2ET	2WT	3ET	3WT
	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /

Ask for all switches. Do they throw? (Unused switches should throw. Switches in route should be locked.)	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Open all Switch NWP/RWP and make sure signal goes to stop and in time.	Codes Out						
	Switch	1ET	1WT	2ET	2WT	3ET	3WT
	1Y/N	1/2/15	1151	/ /	/ /	/ /	/ /
	2Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	3Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	4Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	5Y/N	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Ask for opposing signal	Does Signal Clear? Y/N Original Signal in Time? Y/N					
EA	Signal	1ET	1WT	2ET	2WT	3ET	3WT
	R	1/2/15	1151	/ /	/ /	/ /	/ /

Cancel call for opposing signal after test is completed.

TIME LOCKING (RULE 236.378)

Put Signal WA to Stop Is it in time? Y/N	Codes Out					
	1ET	1WT	2ET	2WT	3ET	3WT
	1/2/15	1151	/ /	/ /	/ /	/ /

Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Codes Out						
N/A	Signal	1ET	1WT	2ET	2WT	3ET	3WT
	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Ask for opposing Sig. EA Both Signals go into Time? Y/N Does signal clear? Y/N

ROUTE LOCKING (RULE 236.379)

Reclear original Signal. Signal WA

Shunt each Track Individually starting at exiting track of route being tested.

Track	Sig stop	In time	Slot off	1ET	1WT	2ET	2WT	3ET	3WT
AWTK	Y/N	Y/N	Y/N	1/2/15	1151	/ /	/ /	/ /	/ /
TRTK	Y/N	Y/N	Y/N	/ /	/ /	/ /	/ /	/ /	/ /
ETK	Y/N	Y/N	Y/N	1/2/15	/ /	/ /	/ /	/ /	/ /
TK	Y/N	Y/N	Y/N	/ /	/ /	/ /	/ /	/ /	/ /
TK	Y/N	Y/N	Y/N	/ /	/ /	/ /	/ /	/ /	/ /

LOCKING SHEETS CONTINUED

Route Tested: _____

Location: _____ Test Person: _____ Date: __/__/__ Page: ___

Reclear Original Signal. WA Shunt entering OS Track TR TK Pick up entering OS Track TR TK

Does Signal go into Time? (Y)/N Is ASR restored? Y/(N) (Two track section restoring)

Reclear Signal WA. Shunt through like a train movement asking for all switches after each shunt. Do Switches Throw? Unused switches should throw. Shunt all unused track circuits to ensure signal stays clear. BUTR X

Track	ASR Restored	1SW	2SW	3SW	4SW	5SW	6SW
E TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
TR TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
W TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Following Call On Test: (Begin with all tracks unoccupied, simulate move to set following call-on stick and, with only the holding track circuit occupied, ask for the following call on.)

Clear Signal WA Aspect FR/R Code Out 125

Ask for conflicting Signals. Do they Clear? N/A Reclear following call-on if necessary.	Signals					
	1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/N	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time? stop no time	Tracks Shunted					
	1TK	2TK	3TK	4TK	5TK	6TK
	(Y)/N	(Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal WA Following Call-on. Ask for opposing Signal. EA Does signal go to stop and in time? (Y)/N

Return to Train Call-On Test: (Begin with all tracks unoccupied, simulate move to set return to train stick and, only the holding track circuit occupied, ask for the Return to Train call on.)

Clear Signal EA Aspect FR Code Out 125

Ask for conflicting Signals. Do they Clear? N/A Reclear if necessary.	Signals					
	1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/N	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time? stop no time	Tracks Shunted					
	1TK	2TK	3TK	4TK	5TK	6TK
	(Y)/N	(Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal EA Return to Train Call-on. Ask for opposing Signal. WA Does signal go to stop and in time? (Y)/N

Record Timers:

Timer Name	Plan Time	Actual Time

LOCKING SHEETS

Route Tested: EC to ETK

Location: CPTC **Test Person:** GJE **Date:** 9/25/14 **Page:**

INDICATION LOCKING (RULE 236.307 and 380)

Signal Cleared	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
EC	G	1151	11215	/ /	/ /	/ /	/ /

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /

Ask for all switches. Do they throw? (Unused switches should throw. Switches in route should be locked.)	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Open all Switch NWP/RWP and make sure signal goes to stop and in time.	Codes Out						
	Switch	1ET	1WT	2ET	2WT	3ET	3WT
	1Y/N	1151	11215	/ /	/ /	/ /	/ /
	2Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	3Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	4Y/N	/ /	/ /	/ /	/ /	/ /	/ /
	5Y/N	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Ask for opposing signal	Does Signal Clear? Y/N Original Signal in Time? Y/N						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
WB	R	1151	11215	/ /	/ /	/ /	/ /

Cancel call for opposing signal after test is completed.

TIME LOCKING (RULE 236.378)

Put Signal EC to Stop Is it in time? Y/N	Codes Out						
	1ET	1WT	2ET	2WT	3ET	3WT
	115	11215	/ /	/ /	/ /	/ /

Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Ask for Conflicting Signal. Signals do not Clear Within ASR Time.	Codes Out						
	Signal	1ET	1WT	2ET	2WT	3ET	3WT
N/A	1E	/ /	/ /	/ /	/ /	/ /	/ /
	1W	/ /	/ /	/ /	/ /	/ /	/ /
	2E	/ /	/ /	/ /	/ /	/ /	/ /
	2W	/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /
		/ /	/ /	/ /	/ /	/ /	/ /

Ask for opposing Sig. WB Both Signals go into Time? Y/N Does signal clear? Y/N

ROUTE LOCKING (RULE 236.379)

Reclear original Signal. Shunt each Track Individually starting at exiting track of route being tested.	Signal EC				Codes Out				
	Track	Sig stop	In time	Shot off	1ET	1WT	2ET	2WT	3ET	3WT
	E TK	Y/N	Y/N	Y/N	1151	11215	/ /	/ /	/ /	/ /
	T TK	Y/N	Y/N	Y/N	/ /	11215	/ /	/ /	/ /	/ /
	AT TK	Y/N	Y/N	Y/N	/ /	11215	/ /	/ /	/ /	/ /
	B W TK	Y/N	Y/N	Y/N	/ /	11215	/ /	/ /	/ /	/ /
	TK	Y/N	Y/N	Y/N	/ /	/ /	/ /	/ /	/ /	/ /

LOCKING SHEETS CONTINUED

Route Tested: _____

Location: _____ Test Person: _____ Date: / / Page: ___

Reclear Original Signal. EC Shunt entering OS Track At TK Pick up entering OS Track At TK

Does Signal go into Time? (Y)/N Is ASR restored? Y/(N) (Two track section restoring)

Reclear Signal EC. Shunt through like a train movement asking for all switches after each shunt. Do Switches Throw? Unused switches should throw. Shunt all unused track circuits to ensure signal stays clear.

Track	ASR Restored	1SW	2SW	3SW	4SW	5SW	6SW
BW TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
At TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
T TK	Y/(N)	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
E TK	(Y)/N	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
TK	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N

Following Call On Test:

(Begin with all tracks unoccupied, simulate move to set following call-on stick and, with only the holding track circuit occupied, ask for the following call on.)

Clear Signal EC Aspect FR Code Out BWTK noncodod TK

Ask for conflicting Signals. Do they Clear? N/A Reclear following call-on if necessary.	Signals					
	1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/N	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time? stop no time slot off	Tracks Shunted					
	1TK	AE 2TK	3TK	4TK	5TK	6TK
	(Y)/N	(Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal EC Following Call-on. Ask for opposing Signal. WR Does signal go to stop and in time? (Y)/N

Return to Train Call-On Test:

(Begin with all tracks unoccupied, simulate move to set return to train stick and, only the holding track circuit occupied, ask for the Return to Train call on.)

Clear Signal WB Aspect R/FR Code Out 185

Ask for conflicting Signals. Do they Clear? N/A Reclear if necessary.	Signals					
	1E	1W	2E	2W	3E	3W
	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N
Ask for switches. Do they throw?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	Y/(N)	Y/N	Y/N	Y/N	Y/N	Y/N
Open Switches. Signal at stop and in Time?	Switches Tried					
	1SW	2SW	3SW	4SW	5SW	6SW
	(Y)/N	Y/N	Y/N	Y/N	Y/N	Y/N
Shunt OS tracks. Signal at stop and in Time? stop no time	Tracks Shunted					
	1TK	AE 2TK	3TK	4TK	5TK	6TK
	(Y)/N	(Y)/N	Y/N	Y/N	Y/N	Y/N

Reclear Signal WB Return to Train Call-on. Ask for opposing Signal. EC Does signal go to stop and in time? (Y)/N

Record Timers:

Shunts OS
OS Down west up
In Between
OS up west up
west side of TS
OS up west Down

Timer Name	Plan Time	Actual Time
EAS	8 min	8 min
WAS	8 min	8 min
TTE	10 sec.	10 sec

SIGNAL X-OVER CHECK SHEET WITHOUT CAB SIGNALS

Location: CPTC 210 West Galva **Test Person:** JCW **Date:** 9/25/14 **Page:**

COMPLETE THE FOLLOWING ITEMS BEFORE STARTING TEST

! Set light voltages at approximately 9.2 VDC	! Set all dip switches according to circuit plans.
! Check all track circuit settings and Record (1250 mA)	! Make ground Test
! Drop all NWR and RWR's and make sure it kills Motor voltage to Switch Machines. (Also verify Polarity)	
! Ensure that Vital Codes (2 or better) are coming into the location from all tracks	

Signal X-OVER Route	Code In	Code Out	Aspect	Code Out Other Track			Cycle Codes*		A head light out **		B head light out **		Shunt exit track*** BE	
				Code	Code	Code			Aspect	Code Out	Aspect	Code Out	Aspect	Code Out
	BE T	W T		AE T	T	T	T	T		W T		W T		W T
BE to BET	7	3	R/Y	2					D/ FR	2	R/ FR	2	R/R	2
	7	Remove green and yellow lamp in "A" head.									R/		R/R	
	4	3	R/ Y	2					D/ FR	2	R/ FR	2	R/R	2
	3	3	R/ Y	2					D/ FR	2	R/		R/R	
	2	3	R/ Y	2					D/ FR	2	R/ FR	2	R/R	2
	8	3	R/ Y	2					D/		R/		R/R	
Tumble	6	2	R/R	2										
	1	2	R/R	2					D/ R	2	R/D	2		
	0	2	R/R	2					D/		R/D			
Call-on	0	2	R/FR	2	Sig. BVR Is FOLLOWING CALL-ON working? Yes No									
Return	0	2	R/FR	2	Sig. CW Is RETURN TO TRAIN CALL-ON working? Yes No									

Signal X-OVER Route	Code In	Code Out	Aspect	Code and Cab Out Other Track			Cycle Codes*		A head light out **		B head light out **		Shunt exit track*** W	
				Code	Code	Code			Aspect	Code Out	Aspect	Code Out	Aspect	Code Out
	W T	BE T		AE T	T	T	T	T		BE T		T		BE T
CW to WT	7	2	R/ G	2					D/ FY	2	R/		R/R	2
	7	Remove green and yellow lamp in "A" head.							FR	2	R/		R/R	
	4	2	R/ FY	2					D/ FR	2	R/		R/R	2
	3	2	R/ Y	2					D/ FR	2	R/		R/R	2
	2	2	R/ Y	2					D/ FR	2	R/		R/R	2
	8	2	R/ Y	2					D/ FR	2	R/ FR		R/R	2
Tumble	6	2	R/R	2										
	1	2	R/R	2					D/	2	R/D			
	0	2	R/R	2					D/		R/D			
Call-on	0	2	R/FR	2	Sig. CW Is FOLLOWING CALL-ON working? Yes No									
Return	0	2	R/FR	2	Sig. BE Is RETURN TO TRAIN CALL-ON working? Yes No									

* With signal cleared, cycle codes 2-8 on all exterior tracks to ensure that signal aspect and the codes leaving the location do not change. Do this for every aspect change and mark appropriate box under "Cycle Codes". Test is only required at all Relay control points and solid-state locations with new programs (Not previously tested at another location). Contact signal design office to see if program is new or existing. Altered test for existing programs: No cycle test required.

** Full light-out check is only required at all relay and solid-state locations with new programs. Contact signal design office to see if program is new or existing. Altered test for existing programs: Check that entering "B" signal is set red or flashing red if "A" signal lamp is out.

*** Exit track shunt test is required at all relay and solid-state locations with new programs. Contact signal design office to see if program is new or existing. Altered test for existing programs: No exit shunt test required.

SIGNAL STRAIGHT ROUTE CHECK SHEET WITHOUT CAB SIGNALS

Location: CP TC 210 West Galva **Test Person:** JCW **Date:** 9/29/14 **Page:**

COMPLETE THE FOLLOWING ITEMS BEFORE STARTING TEST

! Set light voltages at approximately 9.2 VDC	! Set all dip switches according to circuit plans.
! Check all track circuit settings and Record (1250 mA)	! Make ground Test
! Drop all NWR and RWR's and make sure it kills Motor voltage to Switch Machines. (Also verify Polarity)	
! Ensure that Vital Codes (2 or better) are coming into the location from all tracks	

Signal STRAIGHT Route	Code In	Code Out	Aspect	Code Out Other Track: Code	Code	Code	Cycle Codes*		A head light out ** Aspect	Code Out	B head light out ** Aspect	Code Out	Shunt exit AE track*** Aspect	Code Out
	AE T	W T		BE T	T	T	T	T		W T		W T		W T
AE to ET	7	7	G /R	2					FY /R	7	G /D	7	R/R	2
	7	Remove green and yellow lamp in "A" head.							FR /R	2				
	4	7	FY /R	2					FR /R	2	FY /D	7	R/R	2
	3	4	Y /R	2					FR /R	2	Y /R	4	R/R	2
	2	4	Y /R	2					FR /R	2	Y /D	4	R/R	2
	8	4	Y /R	2					FR /R	2	Y /D	4	R/R	2
Tumble	6	2	R/R	2										
	1	2	R/R	2					D /R	2	R/D	2		
	0	2	R/R	2					/R		R/D			
Call-on	0	2	FR/R	2	Sig. AE Is FOLLOWING CALL-ON working? Yes No									
Return	0	2	FR/R	2	Sig. AW Is RETURN TO TRAIN CALL-ON working? Yes No									

Signal STRAIGHT Route	Code In	Code Out	Aspect	Code and Cab Out Other Track: Code	Code	Code	Cycle Codes*		A head light out ** Aspect	Code Out	B head light out ** Aspect	Code Out	Shunt exit W track*** Aspect	Code Out
	W T	AE T		BE T	T	T	T	T		AE T		T		AE T
AW to WT	7	7	G /R	2					FY /R	7	/D		R/R	2
	7	Remove green and yellow lamp in "A" head.							FR /R	2			R/R	
	4	7	FY /R	2					FR /R	2	/D		R/R	2
	3	4	Y /R	2					FR /R	2	/D		R/R	2
	2	4	Y /R	2					FR /R	2	/D		R/R	2
	8	4	Y /R	2					FR /R	2	/D		R/R	2
Tumble	6	2	R/R	2										
	1	2	R/R	2					D /R	2	R/D			
	0	2	R/R	2					/R		R/D			
Call-on	0	2	FR/R	2	Sig. AW Is FOLLOWING CALL-ON working? Yes No									
Return	0	2	FR/R		Sig. AE Is RETURN TO TRAIN CALL-ON working? Yes No									

* With signal cleared, cycle codes 2-8 on all exterior tracks to ensure that signal aspect and the codes leaving the location do not change. Do this for every aspect change and mark appropriate box under "Cycle Codes". Test is only required at all Relay control points and solid-state locations with new programs (Not previously tested at another location). Contact signal design office to see if program is new or existing. Altered test for existing programs: No cycle test required.

** Full light-out check is only required at all relay and solid-state locations with new programs. Contact signal design office to see if program is new or existing. Altered test for existing programs: Check that entering "B" signal is set red or flashing red if "A" signal lamp is out.

*** Exit track shunt test is required at all relay and solid-state locations with new programs. Contact signal design office to see if program is new or existing. Altered test for existing programs: No exit shunt test required.

RECORDING MARK

C- Test complete. Equipment insatisfactory condition.

*A- Adjustment made & test complete. Equipment in satisfactory condition.

*R- Repairs or replacement needed.

*S- Repairs or replacement made. Equipment in satisfactory condition.

* - Explain onback of form.

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Form 24097 rev. 11/01

Page 1 of 1

Insulation Resistance Test Rule 236.108 and 234.267

If Resistance Reading of any conductor within a cable is less than 500,000 ohms, list each wire identification and resistance value within each cable.

In no case shall a circuit be permitted to function when resistance is less than 200,000 ohms.

Subdivision #	HERINGTON
Segment #	
MP #	206.52
Location Name	CP TC207
Sub Segment	
MP Prefix	
Dot #	
City/State	CANTON, KS
Street/Road	

Cable #	Cable Identification	Cable Size	Test Results	Wires Identification	Resistance	Test Results	Line No.
1	5C/6 HSE TO SIG. E(N)C	5C/6	C				1
3	HSE TO SIG E(N)A	5C/6	C				2
5	HSE TO SIG W(S)A	5C/6	C				3
6	HSE TO SIG W(S)B	5C/6	C				4
7	HSE TO SW 1A	5C/6	C				5
8	HSE TO SW 1A	7C/14	C				6
9	HSE TO BRL. 1B	5C/6	C				7
10	HSE TO DRL 1B	7C/14	C				8
							9
							10
							11
							12
							13
							14
							15
							16
							17
							18
							19
							20
							21
							22
							23

Signature: [illegible] Date: 9-28-14

HQ-2014-11

Recording Mark
C - Test complete. Equipment in satisfactory condition.
*A - Adjustment made & test complete. Equipment in satisfactory condition.
*R - Repairs or replacement needed.
*S - Repairs or replacement made. Equipment in satisfactory condition.
* - Explain on back of form

Type of Switch
EL - Electrically locked hand throw
HX - Hand-throw crossover
PX - Power operated crossover
P - Power operated
H - Hand-throw
S - Spring

UNION PACIFIC RAILROAD
SIGNAL DEPT. DOT-RS&I TEST

Test must be made when placed in service, modified or disarranged, and at least once every designated time frame thereafter.

Signature

Headquart

M.P. to M.

Sheet 1

Location	Date	Equipment Identification: Battery Bus 236.107	Signal Number, Route or Timing Device	Switch Number	Type of Switch	Monthly: Switch Obstruction 236.382	Inductor Gauging 236.876	3 Months: Valve Locks 236.383	Switch Circuit Controller 236.103	Point Detector 236.103	Shunt Fouling 236.184	Grounds 236.107	Restoring Feature 236.366	Overload	TAWS - Lights and Horns	6 Months: Impedance & Insulation Resistance 236.678	Signal Mechanism 236.102	Cross Protection 236.384	1 Year: Time Release/Relay 236.109: Required Predetermined Time	Actual Time	Test Results	Valves & Valve Magnets 236.383	Movable Bridge 236.387	ACS Cut-in Circuits 236.877
CPTC210	9-25-14	B12										C												
		B24										C												
			A11									C												
			AE																					
			AW																					
			BE																					
			CW																					
			AECO																					
			AWCO																					
			BECO																					
			CWCO																					
			TEN																8'0"	8'0"	C			
			TT																10"	10"	C			

SIGNAL _____ ROUTE CHECK SHEET WITH CAB SIGNALS

Location: CP TC 207 Test Person(s): GJE Date: 9/25/14 Page: ___

COMPLETE FOLLOWING ITEMS BEFORE STARTING TEST

! Set 4-60 Cab Generators at approximately 2.8 VAC output on track circuits and 1.8 VAC output on OS circuits (No Load)

! Set light voltages at approximately 9.2 VDC

! Set all dip switches according to circuit plans.

! Check all track circuit settings and Record (1250 mA)

! Make Ground Test

! Drop all NWR and RWR's and make sure it kills Motor Voltage to Switch Machines. (Also Verify Polarity)

! Ensure that Vital Codes (2 or better) are coming into the location from all tracks

Signal Route	Code In	Code Out	Cab Out	Aspect	Cabs In OS		Code and Cabs Out Other Tracks: Code	Cab	Code	Cab	Code	Cab	Cycle Codes *		A Head Light Out ** Aspect	Code Out	Cab Out	Cab OS	B Head Light Out ** Aspect	Code Out	Cab Out	Cab OS	Shunt Exit Track *** Aspect	Code Out	Cab Out	Cab OS	Route Complete
	AW T	FM	T		T	T		T		T		T	T	T		FM	T	T		FM	T	T		FM	T	T	
WA	7	7		G/R											FY/R	7			G/O	7			R/R	2			(Yes) / No
	7	Remove Green & Yellow Lights																	FR/R	2			R/R	2			(Yes) / No
to	4	7		FY/R											FR/R	2			FY/O	7			R/R	2			(Yes) / No
AWT	3	4		Y/Y											FR/R	2			Y/R	4			R/R	2			(Yes) / No
	2	4		Y/R											FR/R	2			Y/O	4			R/R	2			(Yes) / No
	8	4		Y/FR											FR/R	2			Y/O	4			R/R	2			(Yes) / No
Tumble	6	2		R/R																							
	1	2		R/R											D/R	2			R/O	2			R/R	2			(Yes) / No
	0	2		R/R											D/R	2			R/O	2			R/R	2			(Yes) / No
Call-On	0	2		FR/R	Sig. WA		Is FOLLOWING CALL-ON working?								Yes X				No ___								(Yes) / No
RTT	0	2		FR/R	Sig. EA		Is RETURN TO TRAIN CALL-ON working?								Yes X				No ___								(Yes) / No

Signal Route	Code In	Code Out	Cab Out	Aspect	Cabs In OS		Code and Cabs Out Other Tracks: Code	Cab	Code	Cab	Code	Cab	Cycle Codes *		A Head Light Out ** Aspect	Code Out	Cab Out	Cab OS	B Head Light Out ** Aspect	Code Out	Cab Out	Cab OS	Shunt Exit Track *** Aspect	Code Out	Cab Out	Cab OS	Route Complete
	FM T	AW	T		T	T		T		T		T	T	T		AW	T	T		AW	T	T		AW	T	T	
EA	7	7		G											FY	7							R	2			(Yes) / No
	7	Remove Green & Yellow Lights																	FR	2			R	2			(Yes) / No
to	4	7		FY											FR	2							R	2			(Yes) / No
ET	3	4		Y											FR	2							R	2			(Yes) / No
	2	4		Y											FR	2							R	2			(Yes) / No
	8	4		Y											FR	2							R	2			(Yes) / No
Tumble	6	2		R																							
	1	2		R											D	2							R	2			(Yes) / No
	0	2		R											D	2							R	2			(Yes) / No
Call-On	0	2		FR/R	Sig. EA		Is FOLLOWING CALL-ON working?								Yes X				No ___								(Yes) / No
RTT	0	2		FR/R	Sig. WA		Is RETURN TO TRAIN CALL-ON working?								Yes X				No ___								(Yes) / No

* With signal clear Call-On

(Not previously tested at another location). Contact Signal Design Office to see if program is new or existing. Altered test for existing programs: No cyle test required.

** Full "Light Out" check is required at all relay and solid-state locations with new programs. Contact Signal Design Office to see if prgram is new or existing.

Altered test for existing programs: Check that entering "B" signal is set red or flashing red if "A" signal lamp out is out.

*** Track Shunt Test: is required at all relay and solid-state locations with new programs. Contact Signal Design Office to see if program is new or existing.

HQ-2014-11

HQ-2014-11

SIGNAL _____ ROUTE CHECK SHEET WITH CAB SIGNALS

Location: CP TC 207 Test Person(s): GSF. Date: 9/25/1

COMPLETE FOLLOWING ITEMS BEFORE STARTING TEST

- Set 4-60 Cab Generators at approximately 2.8 VAC output on track circuits and 1.8 VAC output on OS circuits (No Load)
- Set light voltages at approximately 9.2 VDC
- Set all dip switches according to circuit plans.
- Check all track circuit settings and Record (1250 mA)
- Make Ground Test
- Drop all NWR and RWR's and make sure it kills Motor Voltage to Switch Machines. (Also Verify Polarity)
- Ensure that Vital Codes (2 or better) are coming into the location from all tracks

Signal Route	DC TRK Code In	Code Out	Cab Out	Aspect	Cabs In OS		Code and Cabs Out Other Tracks: Code	Cab	Code	Cab	Code	Cab	Cycle Codes *		A Head Light Out **: Aspect	Code Out	Cab Out	Cab OS	B Head Light Out **: Aspect	Code Out	Cab Out	Cab OS
	BW T	E	T		T	T	AW	T		T		T	T	T		E	T	T		E	T	T
WB	7	8		R/FR			2								D/FR	8			R/D	2		
	7	Remove Green & Yellow Lights																				
to	4																					
BWT	3																					
	2																					
	8																					
Tumble	6																					
	1																					
	0																					
Call-On	0	8		~~R~~/~~R~~FR	Sig. WK		Is FOLLOWING CALL-ON working?								Yes X			No				
RTT	0	0		FR/~~R~~	Sig. EC		Is RETURN TO TRAIN CALL-ON working?								Yes X			No				

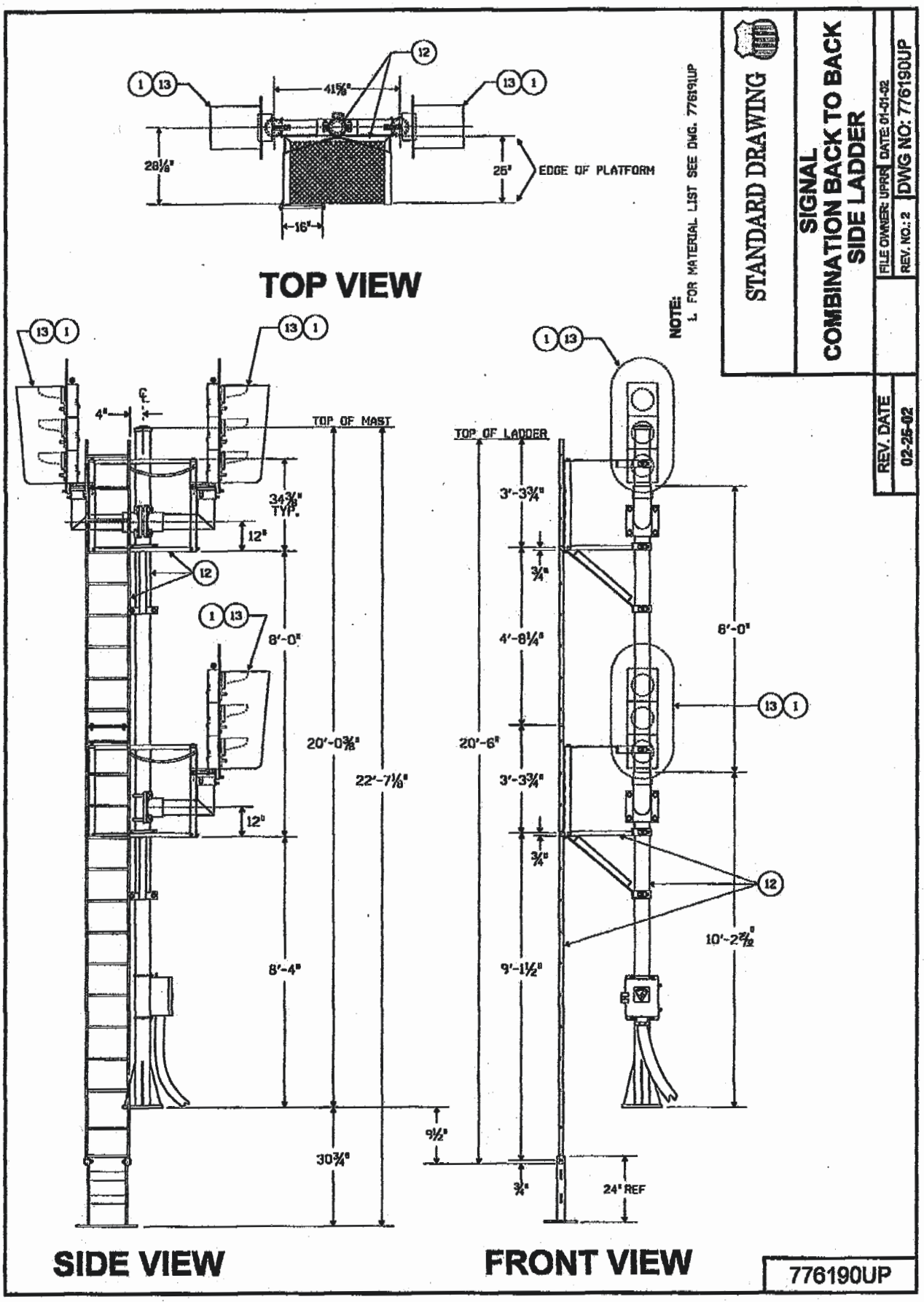
BW DC track

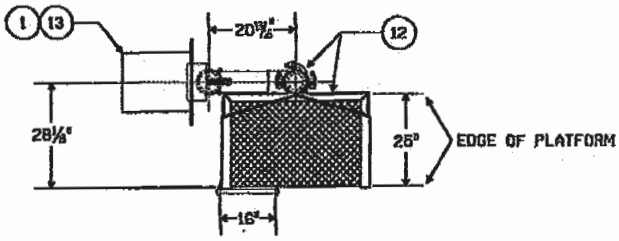
Signal Route	Code In	DC Code Out	TK Cab Out	Aspect	Cabs In OS		Code and Cabs Out Other Tracks: Code	Cab	Code	Cab	Code	Cab	Cycle Codes *		A Head Light Out **: Aspect	Code Out	Cab Out	Cab OS	B Head Light Out **: Aspect	Code Out	Cab Out	Cab OS
	E T	BW	T		T	T	AW	T		T		T	T	T		BW	T	T		BW	T	T
EC	7	0		G			2								FY	0						
	7	Remove Green & Yellow Lights																	FR	0		
to	4	0		FY			2								FR	0						
E T	3	0		Y			2								FR	0						
	2	0		Y			2								FR	0						
	8	0		Y			2								FR	0						
Tumble	6	0		R			2															
	1	0		R			2								D	0						
	0	0		R			2								D	0						
Call-On	0	0		FR/~~R~~	Sig. EC		Is FOLLOWING CALL-ON working?								Yes X			No				
RTT	0	8		R/FR/~~R~~	Sig. WB		Is RETURN TO TRAIN CALL-ON working?								Yes X			No				

* With signal clear Call-On (Not previously tested at another location). Contact Signal Design Office to see if program is new or existing. Altered test for existing programs: No cyle

** Full "Light Out" check is required at all relay and solid-state locations with new programs. Contact Signal Design Office to see if prgram is new or existing. Alt test for existing programs: Check that entering "B" signal is set red or flashing red if "A" nal lamp out is out.

*** Exit rack Shunt Test: is required at all relay and solid-state locations with new programs. Contact Signal Design Office to see if program is new or existing.


TOP VIEW
41⅝"
28⅛"
25"
EDGE OF PLATFORM
16"
NOTE:
1. FOR MATERIAL LIST SEE DWG. 776191UP
STANDARD DRAWING
SIGNAL
COMBINATION BACK TO BACK
SIDE LADDER
FILE OWNER: UPRR
DATE: 01-01-02
REV. NO.: 2
DWG NO: 776190UP
REV. DATE
02-25-02
TOP OF MAST
TOP OF LADDER
34⅞" TYP.
12"
8'-0"
20'-0⅜"
22'-7⅛"
8'-4"
30¾"
9½"
3'-3¾"
¾"
4'-8¼"
20'-6"
6'-0"
10'-2⅞"
9'-1½"
24" REF
SIDE VIEW
FRONT VIEW
776190UP



TOP VIEW

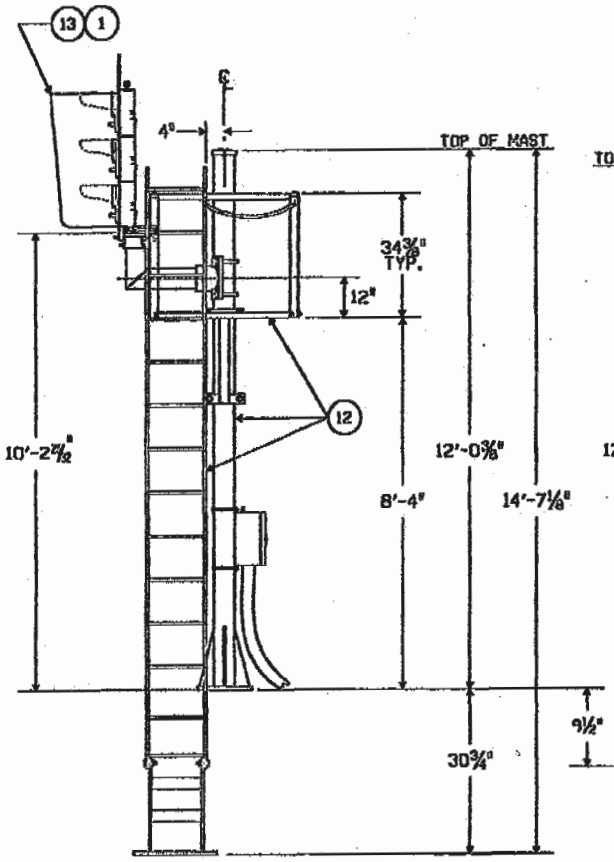
NOTE:
1. FOR MATERIAL LIST SEE DWG. 776131UP

STANDARD DRAWING

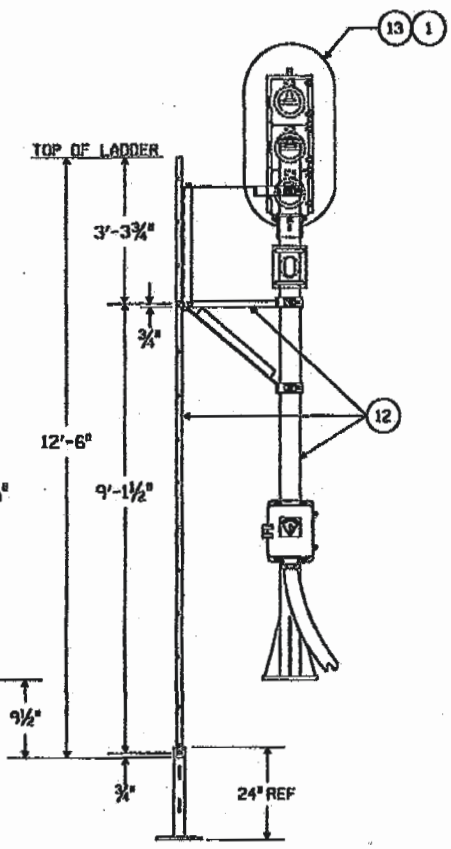
SIGNAL
SINGLE HEAD
SIDE LADDER

FILE OWNER: UPRR DATE: 01-01-02
REV. NO.: 2 DWG NO: 776130UP

REV. DATE
02-25-02



SIDE VIEW



FRONT VIEW

776130UP

HQ 2014-11

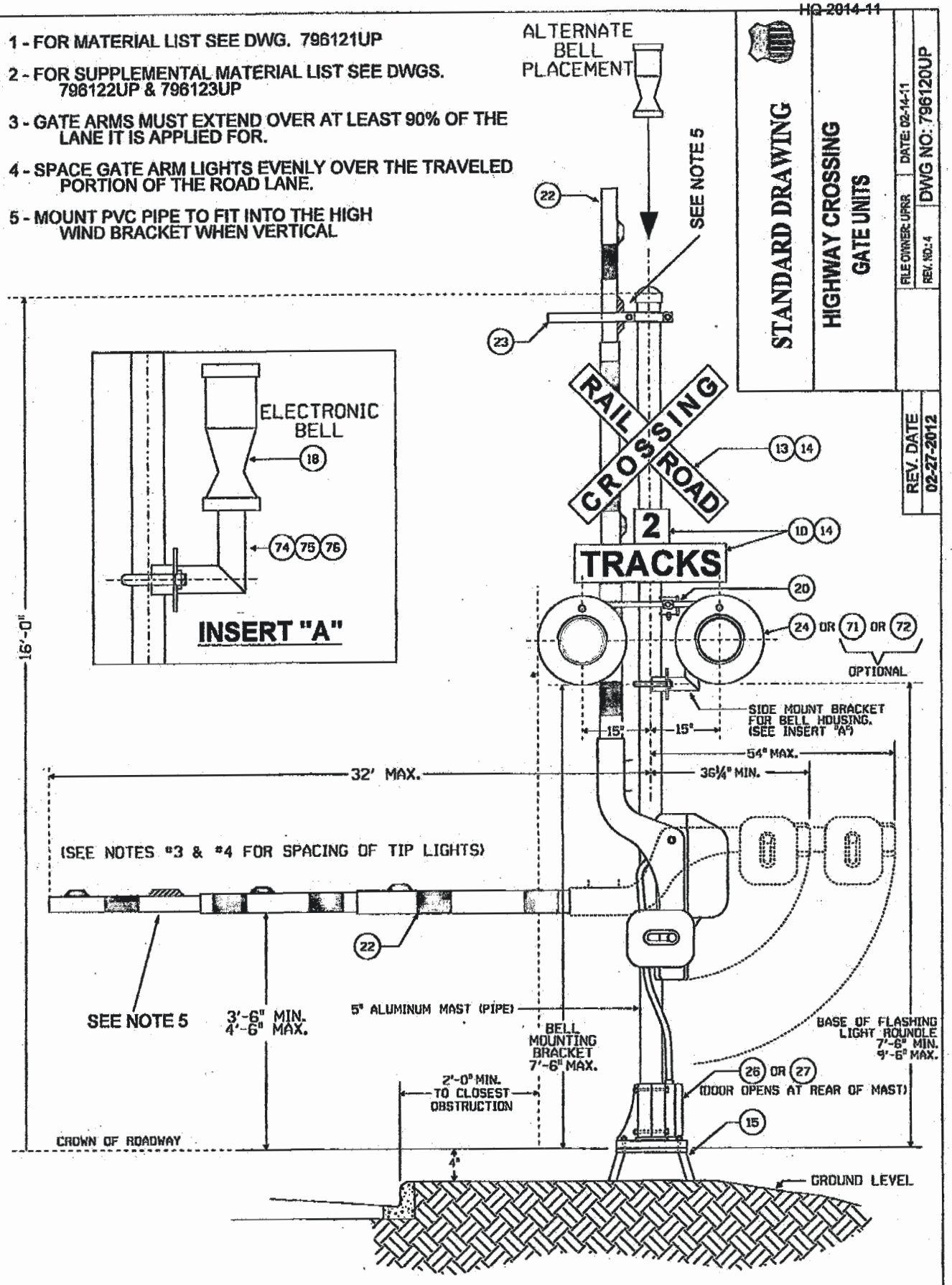
1 - FOR MATERIAL LIST SEE DWG. 796121UP

2 - FOR SUPPLEMENTAL MATERIAL LIST SEE DWGS. 796122UP & 796123UP

3 - GATE ARMS MUST EXTEND OVER AT LEAST 90% OF THE LANE IT IS APPLIED FOR.

4 - SPACE GATE ARM LIGHTS EVENLY OVER THE TRAVELED PORTION OF THE ROAD LANE.

5 - MOUNT PVC PIPE TO FIT INTO THE HIGH WIND BRACKET WHEN VERTICAL



STANDARD DRAWING

HIGHWAY CROSSING GATE UNITS

FILE OWNER: URR | DATE: 02-14-11

REV. NO.: 4 | DWG NO: 796120UP

REV. DATE 02-27-2012

796120UP

REPORT OF INTERVIEW
Report No.HQ-2014-11

Person Interviewed: Johnson, MB, Union Pacific Railroad (UP) Engineer

Date of Interview: September 27, 2014

Location of Interview: McPherson, KS

Interviewed By: Zachary Zagata, OP inspector, Wichita
NTSB Accident Team

On September 27, 2014, an interview was conducted with Mr. Johnson, a Union Pacific Railroad Company (UP) Locomotive engineer. He has 6 years of service, working 2 years in the position of Locomotive Engineer. He had made 3 to 4 trips on the Herington subdivision prior to the accident. He had not traveled eastbound on the territory since the new signal at CPTC 207 went in service. The purpose of the interview was to determine the facts surrounding a collision that occurred in Galva, KS on September 25, 2014. He was interviewed by the National Transportation Safety Board (NTSB) Accident Team and the Federal Railroad Administration (FRA). Prior to going on duty, he had 17 hours and 32 minutes off duty and got about 10 hours of sleep before his receiving his call. Mr. Johnson was called for duty in Pratt, KS at 11:00 p.m. for train symbol ILXG4X 22. Upon going on duty, Mr. Johnson and his conductor reviewed their paperwork (technical bulletins, tonnage, footage, tons per operative brakes etc.). He departed Pratt at 11:50 p.m. and knew they would be stopping at Preston to meet 2 other trains. He had approximately 1 hour of delay at Preston. During the delay, Mr. Johnson went back and signed the locomotive inspection card on the distributed power unit. He met another train at Janet, for another 20 to 30 minutes of delay. He was approaching CPTC 210, running on an advanced approach signal that he had received at milepost (MP) 212.0. He passed CPTC 210 on an approach at 35 miles per hour (MPH) and decreased his throttle to idle as he passed the head end of the westbound and was preparing to use dynamic brakes to stop at CPTC 208. He was not looking for the signal at CPTC 207, he was preparing for the meet. Mr. Johnson turned his headlight off and at approximately half a mile east of CPTC 210 he observed a clear signal at CPTC 208 and began throttling up. His conductor communicated with the westbound train about an after arrival they had received. The westbound crew did not say anything about the signals. He thought it was odd that they were already in the clear, but never saw the signal at 208 was red. When the headlight lit up the side of the train, he realized that the westbound had not cleared. He initiated an emergency application and braced himself against the back wall for impact. After impact, he asked his conductor if he was okay. He then grabbed his cell phone and exited the locomotive through the engineer's window. Mr. Johnson notified Scott Gibson in Herington via his cell phone. He then called his brother and Terry Hanken.

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REPORT OF INTERVIEW
Report No.HQ-2014-11

Person Interviewed: Pogue, RJ, Union Pacific Railroad (UP) Conductor

Date of Interview: September 27, 2014

Location of Interview: McPherson, KS

Interviewed By: Zachary Zagata, OP inspector, Wichita
NTSB Accident Team

On September 27, 2014, an interview was conducted with Mr. Pogue, a Union Pacific Railroad Company (UP) Conductor. He has 6 months of service, working 24 days in the position of Conductor. He had not traveled eastbound on the territory since the new signal at CPTC 207 went in service. The purpose of the interview was to determine the facts surrounding a collision that occurred in Galva, KS on September 25, 2014. He was interviewed by the National Transportation Safety Board (NTSB) Accident Team and the Federal Railroad Administration (FRA). Prior to going on duty, he had 17 hours and 32 minutes off duty and got about 6 hours and 30 minutes of sleep before receiving his call. Mr. Pogue was called for duty in Pratt, KS at 11:00 p.m. for train symbol ILXG4X 22. Upon going on duty, Mr. Pogue and his engineer had a job briefing. He departed Pratt and met 2 trains at Preston, 1 at Janet, 2 at Whiteside, and 1 at Inman. He passed and observed an advanced approach at CPTC 212 and saw the west bound's headlight. Mr. Pogue passed CPTC 210 on an approach. He was just cresting the hill past CPTC 210, when he observed the red signal at CPTC 208. He was approximately half way down the main track when he saw the clear signal at CPTC 208. He told his engineer that they had a clear and his engineer agreed. He then made the comment to his engineer that is a short K-train and his engineer said yeah it is. He made contact with train UP 8120 prior to taking the signal at CPTC 210 to let them know that UP 8572 would hold the main at Galva. The westbound engineer stated that he saw a clear signal in his mirror. Mr. Pogue was 500 to 700 feet away when he noticed that the west bound train wasn't in the clear and initiated an emergency application. He told his engineer to get down and braced himself under the desk and held on to the electrical lines. After impact, he asked his engineer if he was okay. The west bound asked if they were okay because they were in emergency. He told the west bound that they had hit their train and were okay. He exited the locomotive through the engineer's window with the engineer.

#

ZZ/clh

REPORT OF INTERVIEW
Report No.HQ-2014-11

Person Interviewed: Roth, TS, Union Pacific Railroad Company Locomotive Engineer

Date of Interview: September 26, 2014

Location of Interview: McPherson, Kansas

Interviewed By: Zachary Zagata, OP inspector, Wichita
NTSB Accident Team

On September 26, 2014, an interview was conducted with Mr. Roth, a Union Pacific Railroad Company (UP) Locomotive Engineer. He has 7 years of service, working 5 years in the position of Locomotive Engineer. He had not traveled eastbound on the territory since the new signal at CP TC 207 went in service. The purpose of the interview was to determine the facts surrounding a collision that occurred in Galva, Kansas on September 25, 2014. He was interviewed by the National Transportation Safety Board (NTSB) Accident Team and the Federal Railroad Administration (FRA). Prior to going on duty, he had 16 hours and 5 minutes off duty. Mr. Roth was called for duty in Herington, KS at 2:55 a.m. for train symbol KG4GSX 23. He passed an advanced approach at CP TC 203.9 and an approach diverging at CP TC 210. He had a track warrant with an after the arrival of UP 8572. The conductor on the eastbound contacted them to let them know that UP 8572 would hold the main at Galva. He dimmed the headlights as eastbound approached. As he passed the eastbound, he noticed the light on in the cab, but did not notice what they were doing. Mr. Roth saw a clear signal in his review mirror for eastbound movement. At approximately mile post (MP) 209, his train went into emergency. The eastbound crew contacted them and said they had just struck their train. He asked if they were Okay. Mr. Roth then heard the dispatcher come on and start emergency procedure. He stayed on the train with his conductor for 5 to 6 hours after the accident.

#

ZTZ/clh

REPORT OF INTERVIEW
Report No.HQ-2014-11

Person Interviewed: Young, RD, Union Pacific Railroad (UP) Conductor

Date of Interview: September 26, 2014

Location of Interview: McPherson, KS

Interviewed By: Zachary Zagata, OP inspector, Wichita
NTSB Accident Team

On September 26, 2014, an interview was conducted with Mr. Young, a Union Pacific Railroad Company (UP) Conductor. He has 7 months of service, working 2 months in the position of Conductor. He had not traveled eastbound on the territory since the new signal at CPTC 207 went in service. The purpose of the interview was to determine the facts surrounding a collision that occurred in Galva, KS on September 25, 2014. He was interviewed by the National Transportation Safety Board (NTSB) Accident Team and the Federal Railroad Administration (FRA). Prior to going on duty, he had 33 hours and 22 minutes off duty and got about 4 hours and 25 minutes of sleep before his receiving his call. Mr. Young was called for duty in Herington, KS at 2:55 A.M. for train symbol KG4GSX 23. Upon going on duty, Mr. Young printed his paperwork and waited for his engineer. He passed an advanced approach at CPTC 203.9 and an approach diverging at CPTC 210. Mr. Young heard the eastbound train call out the eastbound approach to Galva. He had a track warrant with an after the arrival of UP 8572. The conductor on the eastbound train contacted them to let them know that UP 8572 would hold the main at Galva. As he passed the eastbound, he noticed the light on in the cab, but did not notice what they were doing. At approximately mile post (MP) 209, his train went into emergency. His engineer contacted the eastbound and the conductor on the eastbound informed him that they had impacted their train. His engineer asked them if they were okay.

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ZZ/clh

REPORT OF INTERVIEW
Report No.HQ-2014-11

Person Interviewed: Leddy, TP, Union Pacific Railroad (UP) Train Dispatcher

Date of Interview: September 28, 2014

Location of Interview: McPherson, KS via telephone

Interviewed By: Zachary Zagata, OP inspector, Wichita
NTSB Accident Team

On September 28, 2014, an interview was conducted with Mr. Leddy, a Union Pacific Railroad Company (UP) Train Dispatcher. His current position is working off the extra board. The purpose of the interview was to determine the facts surrounding a collision that occurred in Galva, KS on September 25, 2014. He was interviewed by the National Transportation Board (NTSB) Accident Team and the Federal Railroad Administration (FRA). He had issued a track warrant to the eastbound earlier and they seemed fine, they even caught a mistake that he made. The next time he talked them was when the conductor on the eastbound contacted him and told him that they had a clear signal and they struck the westbound train. He asked if they were OK, the number of cars derailed, and about fires. Mr. Leddy then contacted emergency response personnel.

#

ZZ/clh

Robert Pogue
0465588
25 Sep 2014
0801 hrs

At 0549 the ILXG4X 22 (UP8572) was proceeding Eastward at CptC 210 on an Approach Signal. We passed the signal at 36 Mph and continued to slow, preparing for a Stop signal at CPTC 208. As we progressed toward the signal displaying Stop, it then changed to a Clear signal. We then throttled up to approximately 44 mph and continued movement. Upon approaching the end of the siding we noticed the opposing moving train (UP8120) had not cleared the main. We were approximately less than 1/4 mile when we saw this, and once realizing, threw the emergency handle.

My name is Michael Bruce Johnson and I am the engineer on the ILXG4X, engine ID of UP 8572 EAST. My employee ID number is 043634. My conductor is Robert Pogue. On 09/25/2014 we were approaching CPTC 210, running on an advanced approach signal we had passed at milepost 212.0. Our train passed CPTC 210 at 0540, at 36 miles per hour. I decreased my throttle to idle as we passed this signal which indicated a signal aspect of approach. The westbound train was passing through the siding, and I was preparing to apply dynamic brakes to stop at CPTC 208, which indicated an aspect of stop. Approximately half a mile east of CPTC 210, my conductor and I both saw the signal at CPTC 208 change to an indication of clear, which indicated to us that the westbound train had cleared up the OS and that we could continue eastward without stopping. My conductor and I had a conversation covering this and I increased my throttle. About a half mile from CPTC 208 travelling approximately 40 to 45 miles per hour, the headlights of our locomotive lit up the area of the OS at CPTC 208, and we both could see, and acknowledged as such, that the westbounder had not cleared the OS and that it was slowly continuing to pull into the siding. We knew there would be a collision. I only had enough time to make an emergency brake application and from my conductor and I got on the floor of the locomotive and braced for impact. Our train collided with the westbound train. Our locomotive derailed and flipped onto its side. After it came to a move my conductor and I exited from the locomotive and walked into the field to distance ourselves from the wreckage. We immediately called 911, notified the dispatcher and westbound train, and contacted our supervisor.

ATTACHMENTS

Corresponding Reports

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

HQ-2014-11 AMENDED
OMB Approval No.: 2130-0500

1. Name of Reporting Railroad: UNION PACIFIC RR	1a. Alphabetic Code: UP	1b. Railroad Accident/Incident No.: 0914KC012
2. Name of Other Railroad or Other Entity with Consist Involved: N/A	2a. Alphabetic Code: N/A	2b. Railroad Accident/Incident No.: N/A
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: UNION PACIFIC RR	3a. Alphabetic Code: UP	3b. Railroad Accident/Incident No.: 0914KC012
4. U.S. DOT Grade Crossing Identification Number: N/A	5. Date of Accident/Incident (month day year): 0 9 2 5 1 4	6. Time of Accident/Incident: 05:42 AM [X] PM [ ]

7. Type of Accident/ Incident *(Single entry in code box)*	1. Derailment 2. Head on collision 3. Rear end collision	4. Side Collision 5. Raking collision 6. Broken train collision	7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction	10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts	13. Other *(describe in narrative)*	Code: 4

8. Cars Carrying HAZMAT	9. HAZMAT Cars Damaged/ Derailed	10. Cars Releasing HAZMAT	11. People Evacuated	12. Subdivision
0	0	0	0	HERINGTON SUB

13. Nearest City/ Town	14. Milepost *(to nearest tenth)*	15. State Abbr.	Code	16. County
MCPHERSON	207.67		KS	MCPHERSON

17. Temperature (F) *(specify if minus)*	18. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark	Code	19. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	Code	20. Type of Track 1. Main 2. Yard 3. Siding 4. Industry	Code
70 + °F		4		1		1

21. Track Name/ Number	22. FRA Track Class (1-9, X)	Code	23. Annual Track Density *(gross tons in millions)*	24. Time Table Direction 1. North 2. South 3. East 4. West	Code
MAINLINE ESW AT GALVA		4	40.6		3

25. Type of Equipment Consist *(single entry)*	1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work train	5. Single Car 6. Cut of cars 7. Yard/switching 8. Light loco(s)	9. Maint./inspect. Car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing	D. EMU E. DMU	Code	26. Was Equipment Attended? 1. Yes 2. No	Code	27. Train Number/Symbol
					1		1	ILXG4X 22

28. Speed *(recorded speed, if available)* R - Recorded E - Estimated		Code	30. Type of Territory *(enter code(s) that apply)*	30a. Remotely Controlled Locomotive?
	41 MPH	R	Signalization *(Mandatory)* 1. Signaled 2. Not Signaled [I]	0 = Not a remotely controlled operation 1 = Remote control portable transmitter 2 = Remote control tower operation 3 = Remote control portable transmitter - more than one remote control transmitter
29. Trailing Tons *(gross tonnage, excluding power units)*	6197		Method of Operation/Authority for Movement *(Mandatory)* 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track [I]	Code: 0
			Supplemental/Adjunct Codes *(Mandatory*)* [Q] [ ] [ ] * Mandatory to the extent that all applicable codes are entered	

31. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded (yes/no)
(1) First Involved *(derailed, struck, etc.)*	UP 8572	1	N/A
(2) Causing *(if mechanical, cause reported)*	N/A	N/A	N/A

32. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.

Alcohol	Drugs
0	0

33. Was this consist transporting passengers? (y/n): N

34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End e. Remote
(1) Total in Train	2	0	0	0	1
(2) Total Derailed	2	0	0	0	0

35. Cars (Include EMU, DMU, and Cab Car Locomotives.)	Loaded a. Freight	Loaded b. Pass	Empty c. Freight	Empty d. Pass	e. Caboose
(1) Total in Equipment Consist	112	0	0	0	0
(2) Total Derailed	11	0	0	0	0

36. Equipment Damage This Consist	37. Track, Signal, Way, & Structure Damage	38. Primary Cause Code	39. Contributing Cause Code
2,027,062	1,211,915	M505	N/A

Number of Crew Members: 40. Engineers/ Operators	41. Firemen	42. Conductors	43. Brakemen	Length of Time on Duty: 44. Engineer/Operator	45. Conductor
1	0	1	0	Hrs: 6 Mins: 42	Hrs: 6 Mins: 42

Casualties to:	46. Railroad Employees	47. Train Passengers	48. Others:	49a. Special Study Block A	49b. Special Study Block B
Fatal	0	0	0	CWR	
NonFatal	0	0	0		

50. Latitude	51. Longitude
38.384459	-097.481307

52. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

ILXG4X-22 WHILE PULLING EAST, STRUCK THE REAR PORTION OF THE WEST BOUND KG4GSX-23 AS IT WAS PULLING INTO THE SIDING AT GALVA RESULTING IN THE DERAILMENT OF 2 LOCOMOTIVES AND 18 INTERMODAL WELLS. CAUSE OF THE INCIDENT IS UNDER INVESTIGATION.

53. Typed/Printed Name & Title of Preparer	54. Signature	55. Date
JANETTE L. MCQUEEN MANAGER - SAFETY REPORTING		12/05/2014

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not " be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report . . . ." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

FORM FRA F 6180.54 (Rev. 08/10)

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

HQ-2014AMENDED
OMB Approval No.: 2130-0500

1. Name of Reporting Railroad: UNION PACIFIC RR	1a. Alphabetic Code: UP	1b. Railroad Accident/Incident No.: 0914KC012
2. Name of Other Railroad or Other Entity with Consist Involved: N/A	2a. Alphabetic Code: N/A	2b. Railroad Accident/Incident No.: N/A
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: UNION PACIFIC RR	3a. Alphabetic Code: UP	3b. Railroad Accident/Incident No.: 0914KC012
4. U.S. DOT Grade Crossing Identification Number: N/A	5. Date of Accident/Incident (month day year): 0 9 2 5 1 4	6. Time of Accident/Incident: 05:42 AM [X] PM [ ]

7. Type of Accident/Incident *(Single entry in code box)*: 1. Derailment 2. Head on collision 3. Rear end collision 4. Side Collision 5. Raking collision 6. Broken train collision 7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction 10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts 13. Other *(describe in narrative)* — Code: 4

8. Cars Carrying HAZMAT	9. HAZMAT Cars Damaged/Derailed	10. Cars Releasing HAZMAT	11. People Evacuated	12. Subdivision
4	1	0	0	HERINGTON SUB

13. Nearest City/Town	14. Milepost *(to nearest tenth)*	15. State Abbr.	Code	16. County
MCPHERSON	207.67		KS	MCPHERSON

17. Temperature (F) *(specify if minus)*	18. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark	Code	19. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	Code	20. Type of Track 1. Main 2. Yard 3. Siding 4. Industry	Code
70 + °F		4		1		1

21. Track Name/Number	22. FRA Track Class (1-9, X)	Code	23. Annual Track Density *(gross tons in millions)*	24. Time Table Direction 1. North 2. South 3. East 4. West	Code
MAINLINE ESW AT GALVA		4	40.6		4

25. Type of Equipment Consist *(single entry)* 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work train 5. Single Car 6. Cut of cars 7. Yard/switching 8. Light loco(s) 9. Maint./inspect. Car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU	Code	26. Was Equipment Attended? 1. Yes 2. No	Code	27. Train Number/Symbol
	1		1	KG4GSX 23

28. Speed *(recorded speed, if available)* R - Recorded E - Estimated: 8 MPH — Code: R

29. Trailing Tons *(gross tonnage, excluding power units)*: 7898

30. Type of Territory *(enter code(s) that apply)*
Signalization *(Mandatory)*: 1. Signaled 2. Not Signaled [I]
Method of Operation/Authority for Movement *(Mandatory)*: 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track [I]
Supplemental/Adjunct Codes *(Mandatory*)*: [Q] [ ] [ ]
* Mandatory to the extent that all applicable codes are entered

30a. Remotely Controlled Locomotive?
0 = Not a remotely controlled operation
1 = Remote control portable transmitter
2 = Remote control tower operation
3 = Remote control portable transmitter - more than one remote control transmitter
Code: 0

31. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded (yes/no)
(1) First Involved *(derailed, struck, etc.)*	DTTX 680480	112	YES
(2) Causing *(if mechanical, cause reported)*	N/A	N/A	N/A

32. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.

Alcohol	Drugs
0	0

33. Was this consist transporting passengers? (y/n): N

34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End e. Remote
(1) Total in Train	3	0	0	0	1
(2) Total Derailed	0	0	0	0	0

35. Cars (Include EMU, DMU, and Cab Car Locomotives.)	Loaded a. Freight	Loaded b. Pass	Empty c. Freight	Empty d. Pass	e. Caboose
(1) Total in Equipment Consist	121	0	0	0	0
(2) Total Derailed	7	0	0	0	0

36. Equipment Damage This Consist	37. Track, Signal, Way, & Structure Damage	38. Primary Cause Code	39. Contributing Cause Code
427,550	0	M505	N/A

Number of Crew Members: 40. Engineers/Operators	41. Firemen	42. Conductors	43. Brakemen	Length of Time on Duty: 44. Engineer/Operator Hrs: Mins:	45. Conductor Hrs: Mins:
1	0	1	0	2 47	2 47

Casualties to:	46. Railroad Employees	47. Train Passengers	48. Others:	49a. Special Study Block A	49b. Special Study Block B
Fatal	0	0	0	CWR	
NonFatal	0	0	0		

50. Latitude	51. Longitude
38.384459	-097.481307

52. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

ILXG4X-22 WHILE PULLING EAST, STRUCK THE REAR PORTION OF THE WEST BOUND KG4GSX-23 AS IT WAS PULLING INTO THE SIDING AT GALVA RESULTING IN THE DERAILMENT OF 2 LOCOMOTIVES AND 18 INTERMODAL WELLS. CAUSE OF THE INCIDENT IS UNDER INVESTIGATION.

53. Typed/Printed Name & Title of Preparer	54. Signature	55. Date
JANETTE L. MCQUEEN MANAGER - SAFETY REPORTING		12/05/2014

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not " be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report . . . ." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

FORM FRA F 6180.54 (Rev. 08/10)

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

HQ-2014-11
OMB Approval No.: 2130-0500

1. Name of Reporting Railroad: UNION PACIFIC RR	1a. Alphabetic Code: UP	1b. Railroad Accident/Incident No.: 0914KC012
2. Name of Other Railroad or Other Entity with Consist Involved: N/A	2a. Alphabetic Code: N/A	2b. Railroad Accident/Incident No.: N/A
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: UNION PACIFIC RR	3a. Alphabetic Code: UP	3b. Railroad Accident/Incident No.: 0914KC012
4. U.S. DOT Grade Crossing Identification Number: N/A	5. Date of Accident/Incident (month day year): 0 9 2 5 1 4	6. Time of Accident/Incident: 05:44 AM [X] PM [ ]

7. Type of Accident/Incident *(Single entry in code box)*: 1. Derailment 2. Head on collision 3. Rear end collision 4. Side Collision 5. Raking collision 6. Broken train collision 7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction 10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts 13. Other *(describe in narrative)* — Code: 4

8. Cars Carrying HAZMAT	9. HAZMAT Cars Damaged/Derailed	10. Cars Releasing HAZMAT	11. People Evacuated	12. Subdivision
0	0	0	0	HERINGTON SUB

13. Nearest City/Town	14. Milepost *(to nearest tenth)*	15. State Abbr.	Code	16. County
MCPHERSON	207.67		KS	MCPHERSON

17. Temperature (F) *(specify if mins)*	18. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark	Code	19. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	Code	20. Type of Track 1. Main 2. Yard 3. Siding 4. Industry	Code
70 + °F		4		1		1

21. Track Name/Number	22. FRA Track Class (1-9, X)	Code	23. Annual Track Density *(gross tons in millions)*	24. Time Table Direction 1. North 2. South 3. East 4. West	Code
MAINLINE ESW AT GALVA		4	40.6		3

25. Type of Equipment Consist *(single entry)*	Code	26. Was Equipment Attended? 1. Yes 2. No	Code	27. Train Number/Symbol
1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work train 5. Single Car 6. Cut of cars 7. Yard/switching 8. Light loco(s) 9. Maint./inspect. Car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU	1		1	ILXG4X 22

28. Speed *(recorded speed, if available)* R - Recorded E - Estimated: 41 MPH — Code: R

29. Trailing Tons *(gross tonnage, excluding power units)*: 6197

30. Type of Territory *(enter code(s) that apply)*
Signalization *(Mandatory)* 1. Signaled 2. Not Signaled [1]
Method of Operation/Authority for Movement *(Mandatory)* 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track [1]
Supplemental/Adjunct Codes *(Mandatory*)* [Q] [ ] [ ]
* Mandatory to the extent that all applicable codes are entered

30a. Remotely Controlled Locomotive?
0 = Not a remotely controlled operation
1 = Remote control portable transmitter
2 = Remote control tower operation
3 = Remote control portable transmitter - more than one remote control transmitter
Code: 0

31. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded (yes/no)
(1) First Involved *(derailed, struck, etc.)*	UP 8572	1	N/A
(2) Causing *(if mechanical, cause reported)*	N/A	N/A	N/A

32. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.

Alcohol	Drugs

33. Was this consist transporting passengers? (y/n): N

34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End e. Remote
(1) Total in Train	2	0	0	0	1
(2) Total Derailed	2	0	0	0	0

35. Cars (Include EMU, DMU, and Cab Car Locomotives.)	Loaded a. Freight	Loaded b. Pass	Empty c. Freight	Empty d. Pass	e. Caboose
(1) Total in Equipment Consist	112	0	0	0	0
(2) Total Derailed	11	0	0	0	0

36. Equipment Damage This Consist	37. Track, Signal, Way, & Structure Damage	38. Primary Cause Code	39. Contributing Cause Code
2,471,824	400,000	M505	N/A

Number of Crew Members: 40. Engineers/Operators	41. Firemen	42. Conductors	43. Brakemen	Length of Time on Duty: 44. Engineer/Operator	45. Conductor
1	0	1	0	Hrs: 6 Mins: 44	Hrs: 6 Mins: 44

Casualties to:	46. Railroad Employees	47. Train Passengers	48. Others:	49a. Special Study Block A	49b. Special Study Block B
Fatal	0	0	0	CWR	
NonFatal	0	0	0		

50. Latitude	51. Longitude
38.384459	-097.481307

52. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

ILXG4X-22 WHILE PULLING EAST, STRUCK THE REAR PORTION OF THE WEST BOUND KG4GSX-23 AS IT WAS PULLING INTO THE SIDING AT GALVA RESULTING IN THE DERAILMENT OF 2 LOCOMOTIVES AND 18 INTERMODAL WELLS. CAUSE OF THE INCIDENT IS UNDER INVESTIGATION.

53. Typed/Printed Name & Title of Preparer	54. Signature	55. Date
JANETTE L. MCQUEEN MANAGER - SAFETY REPORTING		10/03/2014

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not " be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report . . . ." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

FORM FRA F 6180.54 (Rev. 08/10)

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

HQ-2014-11
OMB Approval No.: 2130-0500

1. Name of Reporting Railroad: UNION PACIFIC RR	1a. Alphabetic Code: UP	1b. Railroad Accident/Incident No.: 0914KC012
2. Name of Other Railroad or Other Entity with Consist Involved: N/A	2a. Alphabetic Code: N/A	2b. Railroad Accident/Incident No.: N/A
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: UNION PACIFIC RR	3a. Alphabetic Code: UP	3b. Railroad Accident/Incident No.: 0914KC012
4. U.S. DOT Grade Crossing Identification Number: N/A	5. Date of Accident/Incident (month day year): 0 9 2 5 1 4	6. Time of Accident/Incident: 05:44 AM [X] PM [ ]

7. Type of Accident/Incident *(Single entry in code box)*: 1. Derailment 2. Head on collision 3. Rear end collision 4. Side Collision 5. Raking collision 6. Broken train collision 7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction 10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts 13. Other *(describe in narrative)* — Code: 4

8. Cars Carrying HAZMAT	9. HAZMAT Cars Damaged/Derailed	10. Cars Releasing HAZMAT	11. People Evacuated	12. Subdivision
4	1	0	0	HERINGTON SUB

13. Nearest City/Town	14. Milepost *(to nearest tenth)*	15. State Abbr.	Code	16. County
MCPHERSON	207.67		KS	MCPHERSON

17. Temperature (F) *(specify if minus)*	18. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark	Code	19. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	Code	20. Type of Track 1. Main 2. Yard 3. Siding 4. Industry	Code
70 + °F		4		1		1

21. Track Name/Number	22. FRA Track Class (1-9, X)	Code	23. Annual Track Density *(gross tons in millions)*	24. Time Table Direction 1. North 2. South 3. East 4. West	Code
MAINLINE ESW AT GALVA		4	40.6		4

25. Type of Equipment Consist *(single entry)* 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work train 5. Single Car 6. Cut of cars 7. Yard/switching 8. Light loco(s) 9. Maint./inspect. Car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU	Code	26. Was Equipment Attended? 1. Yes 2. No	Code	27. Train Number/Symbol
	1		1	KG4GSX 23

28. Speed *(recorded speed, if available)* R - Recorded E - Estimated: 8 MPH — Code: R

29. Trailing Tons *(gross tonnage, excluding power units)*: 7898

30. Type of Territory *(enter code(s) that apply)*
Signalization *(Mandatory)* 1. Signaled 2. Not Signaled [1]
Method of Operation/Authority for Movement *(Mandatory)* 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track [1]
Supplemental/Adjunct Codes *(Mandatory*)* [Q] [ ] [ ]
* *Mandatory to the extent that all applicable codes are entered*

30a. Remotely Controlled Locomotive?
0 = Not a remotely controlled operation
1 = Remote control portable transmitter
2 = Remote control tower operation
3 = Remote control portable transmitter - more than one remote control transmitter
Code: 0

31. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded (yes/no)
(1) First Involved *(derailed, struck, etc.)*	DTTX 680480	112	YES
(2) Causing *(if mechanical, cause reported)*	N/A	N/A	N/A

32. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.

Alcohol	Drugs

33. Was this consist transporting passengers? (y/n): N

34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End e. Remote
(1) Total in Train	3	0	0	0	1
(2) Total Derailed	0	0	0	0	0

35. Cars (Include EMU, DMU, and Cab Car Locomotives.)	Loaded a. Freight	Loaded b. Pass	Empty c. Freight	Empty d. Pass	e. Caboose
(1) Total in Equipment Consist	121	0	0	0	0
(2) Total Derailed	7	0	0	0	0

36. Equipment Damage This Consist	37. Track, Signal, Way, & Structure Damage	38. Primary Cause Code	39. Contributing Cause Code
526,566	0	M505	N/A

Number of Crew Members: 40. Engineers/Operators	41. Firemen	42. Conductors	43. Brakemen	Length of Time on Duty: 44. Engineer/Operator	45. Conductor
1	0	1	0	Hrs: 2 Mins: 49	Hrs: 2 Mins: 49

Casualties to:	46. Railroad Employees	47. Train Passengers	48. Others:	49a. Special Study Block A	49b. Special Study Block B
Fatal	0	0	0	CWR	
NonFatal	0	0	0		

50. Latitude	51. Longitude
38.384459	-097.481307

52. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

ILXG4X-22 WHILE PULLING EAST, STRUCK THE REAR PORTION OF THE WEST BOUND KG4GSX-23 AS IT WAS PULLING INTO THE SIDING AT GALVA RESULTING IN THE DERAILMENT OF 2 LOCOMOTIVES AND 18 INTERMODAL WELLS. CAUSE OF THE INCIDENT IS UNDER INVESTIGATION.

53. Typed/Printed Name & Title of Preparer	54. Signature	55. Date
JANETTE L. MCQUEEN MANAGER - SAFETY REPORTING		10/03/2014

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not " be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report . . . ." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

FORM FRA F 6180.54 (Rev. 08/10)

INITIAL RAIL EQUIPMENT ACCIDENT/INCIDENT RECORD

HQ-2014-11

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No.: 2130-0500

1. Date of Accident/Incident (MM/DD/YYYY) 09/25/2014	2. Time of Accident/Incident 05:44	AM PM	X
3. Name of Railroad UNION PACIFIC RR	4. Incident Number 0914KC012		
5. Other Railroad N/A	6. Incident Number N/A		
7. Railroad Responsible for Track Maintenance UNION PACIFIC RR	8. Incident Number 0914KC012		
9. Type of Accident/Incident (Derailment, Collision, Obstruction, Other) SIDE COLLISION			
10. Number of Hazmat Cars Damaged or Derailed 0	11. Number of Hazmat Cars Releasing Product 0		
12. Subdivision HERINGTON SUB	13. Nearest City/Town MCPHERSON	14. County MCPHERSON	15. State KS
16. Milepost *(to nearest tenth)* 207.67	17. Specific Site MAINLINE ESW AT GALVA		
18. Speed 41	Actual X Estimated	19. Train/Job Number ILXG4X 22	
20. Type of Equipment (Freight, Passenger, Yard/Switching, etc.) FREIGHT TRAIN		21. Type of Track (Main, Yard, Siding, Industry) MAIN	
22. Total Locomotive Units in Train 3	23. Total Locomotive Derailed 2	24. Total of Cars in Equipment Consist 112	25. Total Cars Derailed 11
26. Equipment Damage *(in dollars)* 2,471,824		27. Track, Signal, Way & Structure Damage *(in dollars)* 400,000	
28. Primary Cause M505		29. Contributing Cause N/A	

30. Casualties	Nonfatal	Fatal		Nonfatal	Fatal
Worker on duty - employee	0	0	Worker on duty - contractor	0	0
Employees not on duty	0	0	Contractor - other	0	0
Passengers on trains	0	0	Worker on duty - volunteer	0	0
Nontrespassers/on railroad property	0	0	Volunteer - other	0	0
Trespassers	0	0	Nontrespassers/off railroad property	0	0

31. Narrative Description (Be specified, and continue on separate sheet if necessary)

ILXG4X-22 WHILE PULLING EAST, STRUCK THE REAR PORTION OF THE WEST BOUND KG4GSX-23 AS IT WAS PULLING INTO THE SIDING AT GALVA RESULTING IN THE DERAILMENT OF 2 LOCOMOTIVES AND 18 INTERMODAL WELLS. CAUSE OF THE INCIDENT IS UNDER INVESTIGATION.

32. Was this accident/incident reported to the FRA? Yes [X] No [ ]

33. Name of Railroad Official	34. Signature	35. Telephone Number	36. Date initially signed/completed
LANCE NICHOLAS		816 399 1608	09/27/2014

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not " be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report . . . ." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

INITIAL RAIL EQUIPMENT ACCIDENT/INCIDENT RECORD

HQ-2014-11

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No.: 2130-0500

1. Date of Accident/Incident (MM/DD/YYYY) 09/25/2014	2. Time of Accident/Incident 05:44	AM PM	X
3. Name of Railroad UNION PACIFIC RR		4. Incident Number 0914KC012	
5. Other Railroad N/A		6. Incident Number N/A	
7. Railroad Responsible for Track Maintenance UNION PACIFIC RR		8. Incident Number 0914KC012	
9. Type of Accident/Incident (Derailment, Collision, Obstruction, Other) SIDE COLLISION			
10. Number of Hazmat Cars Damaged or Derailed 1		11. Number of Hazmat Cars Releasing Product 0	
12. Subdivision HERINGTON SUB	13. Nearest City/Town MCPHERSON	14. County MCPHERSON	15. State KS
16. Milepost *(to nearest tenth)* 207.67	17. Specific Site MAINLINE ESW AT GALVA		
18. Speed 8	Actual Estimated	X 	19. Train/Job Number KG4GSX 23
20. Type of Equipment (Freight, Passenger, Yard/Switching, etc.) FREIGHT TRAIN		21. Type of Track (Main, Yard, Siding, Industry) MAIN	
22. Total Locomotive Units in Train 4	23. Total Locomotive Derailed 0	24. Total of Cars in Equipment Consist 121	25. Total Cars Derailed 7
26. Equipment Damage *(in dollars)* 526,566		27. Track, Signal, Way & Structure Damage *(in dollars)* 0	
28. Primary Cause M505		29. Contributing Cause N/A	

30. Casualties	Nonfatal	Fatal		Nonfatal	Fatal
Worker on duty - employee	0	0	Worker on duty - contractor	0	0
Employees not on duty	0	0	Contractor - other	0	0
Passengers on trains	0	0	Worker on duty - volunteer	0	0
Nontrespassers/on railroad property	0	0	Volunteer - other	0	0
Trespassers	0	0	Nontrespassers/off railroad property	0	0

31. Narrative Description (Be specified, and continue on separate sheet if necessary)

ILXG4X-22 WHILE PULLING EAST, STRUCK THE REAR PORTION OF THE WEST BOUND KG4GSX-23 AS IT WAS PULLING INTO THE SIDING AT GALVA RESULTING IN THE DERAILMENT OF 2 LOCOMOTIVES AND 18 INTERMODAL WELLS. CAUSE OF THE INCIDENT IS UNDER INVESTIGATION.

32. Was this accident/incident reported to the FRA? Yes [X] No [ ]

33. Name of Railroad Official	34. Signature	35. Telephone Number	36. Date initially signed/completed
LANCE NICHOLAS		816 399 1608	09/27/2014

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not " be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report . . . ." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No.: 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No.	Report No.	Date yy	Date mm	Date dd
Zagata, Zachary	ZACHARY TUNSTALL ZAGATA (Digitally signed by ZACHARY TUNSTALL ZAGATA, DN: c=US, o=U.S. Government, ou=DOT FRA/Amtrak/Dp800, ou=FRA FDMS user/CityMD, cn=ZACHARY TUNSTALL ZAGATA Date: 2014.11.14 13:57:33 -06'00')	99500	118	2014	09	25

Railroad/Company Name & Address	R/C	Division	RR/Co. Representative (Receipt Acknowledged)
UNION PACIFIC RR CO.	R	SYSTEM	Name: Steven Lord
	RR/Co. Code: UP	Subdivision: HERINGTON	Title: GEN DIR REG OPS
Omaha NE			Email:
			Signature:

From: City	GALVA	Codes 1940	Destination City & County	Codes	From Latitude
State	KS	20	City		From Longitude
County	MCPHERSON	C113	County		To Latitude
Mile Post: From	To		Inspection Point		To Longitude

Activity Code:	240											
Units:	1											
Sub Units:	3											

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]

Initial scene investigation on the collision that occurred on September 25, 2014, at mile post (MP) 207.6 on the UP Herington Subdivision in Galva, Kansas. Union Pacific Railroad Company (UP) Train Symbol ILXG4X22 struck the rear portion of UP west bound Train Symbol KG4GSX23 at mile post (MP) 207.6 near Galva, Kansas.

Violation Recommended	☐ Yes	☑ No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	☐ Required	☑ Optional	Railroad Action Code	Date(mm/dd/yyyy): Comments on back?

FORM FRA F 6180.96 (Revised 03/10) *SNFR-Special Notice for Repairs

RAILROAD/COMPANY COPY

RCL-Remote Control Locomotive *# of Occ.-Number of Occurrences

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No.: 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No.	Report No.	Date yy	Date mm	Date dd
Zagata, Zachary	ZACHARY TUNSTALL ZAGATA	99500	122	2014	10	31

Railroad/Company Name & Address	R/C	Division	RR/Co. Representative (Receipt Acknowledged)	
UNION PACIFIC RR CO.	R	SYSTEM	Name	Steven Lord
	RR/Co. Code	Subdivision	Title	GEN DIR REG OPS
Omaha NE	UP	HERINGTON	Email	
			Signature	

From: City WICHITA	Codes 5880	Destination City & County		Codes	From Latitude
State KS	20	City			From Longitude
County SEDGWICK	C173	County			To Latitude
Mile Post: From	To	Inspection Point			To Longitude

Activity Code:	240	217P	217D	220	228	229X					
Units:	1	1	1	1	1	1					
Sub Units:	4	0	1	0	120	0					

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]

Examined documentation associated with the collision that occurred on September 25, 2014, at MP 207.63 on the UP Herrington Subdivision in Galva, Kansas.

Violation Recommended	☐ Yes	☑ No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	☐ Required	☑ Optional	Railroad Action Code ☐☐☐	Date(mm/dd/yyyy): ☐ Comments on back?

FORM FRA F 6180.96 (Revised 03/10) *SNFR-Special Notice for Repairs

RAILROAD/COMPANY COPY

RCL-Remote Control Locomotive *# of Occ.-Number of Occurrences

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No.: 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No.	Report No.	Date yy	Date mm	Date dd
Zagata, Zachary	ZACHARY TUNSTALL ZAGATA	99500	123	2014	11	13

Railroad/Company Name & Address	R/C	Division	RR/Co. Representative (Receipt Acknowledged)	
UNION PACIFIC RR CO.	R	SYSTEM	Name	Steven Lord
	RR/Co. Code	Subdivision	Title	GEN DIR REG OPS
Omaha NE	UP	HERINGTON	Email	
			Signature	

From: City WICHITA	Codes 5880	Destination City & County	Codes	From Latitude	
State KS	20	City		From Longitude	
County SEDGWICK	C173	County		To Latitude	
Mile Post: From	To	Inspection Point		To Longitude	

Activity Code:	240										
Units:	1										
Sub Units:	1										

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]

After conducting an investigation on the collision that occurred on September 25, 2014, at 5:44 A.M. central daylight time (CDT), on the Herington Subdivision near Galva, Kansas. I found that the accident was caused by the failure of the ILXG4X-22 crew to comply with a signal displaying a stop indication at the east end of Galva. It was also found that the light emitted by the signal at MP 206.52, equipped with the light emitting diode (LED), surpassed the amount of visible light by the signal at MP 207.63, equipped with a the traditional incandescent comprised of one element, thus giving the perception of a clear indication at CP TC 208 when it is displaying a stop indication. The height of the signal masts, the elevation, and the differential of amount of visible light by the two types of signals are found to be contributing factors.

Violation Recommended ☐ Yes ☑ No		Latitude:	Longitude:
Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

FORM FRA F 6180.96 (Revised 03/10) *SNFR-Special Notice for Repairs

RAILROAD/COMPANY COPY

RCL-Remote Control Locomotive *# of Occ.-Number of Occurrences

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No.: 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No.	Report No.	Date yy	Date mm	Date dd
Berry, Joseph C.	Joseph C. Berry (Digitally signed by Joseph C. Berry DN: cn=Joseph C. Berry, o=Federal Railroad Administration, ou=Office of Safety, email=joseph.berry@dot.gov, c=US Date: 2014.09.27 13:34:10 -05'00')	11210	174	2014	09	26

Railroad/Company Name & Address	R/C	Division	RR/Co. Representative (Receipt Acknowledged)
UNION PACIFIC RR CO. 325 SOUTH 5TH STREET P. O. BOX 5333 KANSAS CITY KS 66119	R	SYSTEM	Name: DAMON. A. CAMPBELL
	RR/Co. Code: UP	Subdivision: HERINGTON	Title: DIRECTOR MECHANICAL MAIN
			Email: dacampbe@up.com
			Signature:

From: City SANTA TERESA	Codes 0735	Destination City & County		Codes	From Latitude
State NM	35	City			From Longitude
County DONA ANA	C013	County			To Latitude
Mile Post: From	To	Inspection Point WHITESIDE SIDING			To Longitude

Activity Code:	215	231	232A	MREC								CARS
Units:	31	31	31	1								31
Sub Units:	0	0	0	1								0

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1	DTTX	645222	AC	215	0123	D1			ILXG4X-22	N	N	1	215

Description

B-END, COUPLER KNUCKLE PIN MISSING

NOTE: THIS WAS THE 6TH CAR FROM THE HEAD CAR IN THE TRAIN.

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

FORM FRA F 6180.96 (Revised 07/14) *SNFR-Special Notice for Repairs

RAILROAD/COMPANY COPY

RCL-Remote Control Locomotive *# of Occ.-Number of Occurrences

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No.	Report No.	Report Date
11210	174	09/26/2014

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	BNSF	253787	AC	232	0103	F2			ILXG4X-22	N	N	1	232A

Description
FREIGHT CAR AIR BRAKES INEFFECTIVE (PISTON TRAVEL EXCEEDS LIMITS INDICATED ON THE STENCIL, STICKER, OR BADGE PLATE)

E-TRUCK, TRUCK MOUNTED AIR BRAKE SYSTEM HAS EXCESSIVE PISTON TRAVEL

NOTE: THIS WAS THE 12TH CAR FROM THE HEAD CAR IN THE TRAIN.

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	NOKL	230303	AC	232	0103	F			ILXG4X-22	N	N	1	232A

Description
FREIGHT CAR AIR BRAKES ARE NOT IN EFFECTIVE OPERATING CONDITION (INOPERATIVE)

D-TRUCK, AND E-TRUCK, TRUCK MOUNTED AIR BRAKE SYSTEM INOPERATIVE

NOTE: THIS WAS THE 22ND CAR FROM THE HEAD CAR IN THE TRAIN.

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	DTTX	743122	AC	215	0103	A1			ILXG4X-22	N	N	0	

Description - [** Comment to Railroad/Company **]
L6, WHEEL FLANGE THICKNESS 7/8" OR LESS AT 3/8" ABOVE THE TREAD

NOTE: THIS WAS THE 27TH CAR FROM THE HEAD CAR IN THE TRAIN.

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

FORM FRA F 6180.96 (Revised 07/14) *SNFR-Special Notice for Repairs

RAILROAD/COMPANY COPY

RCL-Remote Control Locomotive *# of Occ.-Number of Occurrences

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No.	Report No.	Report Date
11210	174	09/26/2014

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	DTTX	740659	AC	232	0103	F2			ILXG4X-22	N	N	1	232A

Description
FREIGHT CAR AIR BRAKES INEFFECTIVE (PISTON TRAVEL EXCEEDS LIMITS INDICATED ON THE STENCIL, STICKER, OR BADGE PLATE)

A-TRUCK, TRUCK MOUNTED AIR BRAKE SYSTEM HAS EXCESSIVE PISTON TRAVEL

NOTE: THIS WAS THE 31ST CAR FROM THE HEAD CAR IN THE TRAIN.

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	DTTX	740659	AC						ILXG4X-22	N	N	0	232A

Description - [** Comment to Railroad/Company **]
B-END, RIGHT, SIDE BEARING IS DAMAGED/DEFORMED FROM HEAT (NO EVIDENCE OF TRUCK HUNTING)

NOTE: THIS WAS THE 31ST CAR FROM THE HEAD CAR IN THE TRAIN.

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7	UP	8572	EMF	232	0205	E			ILXG4X-22	N	N	1	MREC

Description
FAILURE TO PROVIDE, RETAIN, OR PROPERLY RECORD ALL INFORMATION REQUIRED THAT THE CLASS I BRAKE TEST WAS SATISFACTORILY PERFORMED AS REQUIRED

UP FORM NO. 25021 FAILED TO IDENTIFY THE PERSON(S) PERFORMING THE TEST. THE FORM INDICATED THE FIRST AND LAST INITIAL OF THE PERSON IN ILLEGIBLE CURSIVE HANDWRITING. FEDERAL REGULATIONS REQUIRE AT A MINIMUM THE FIRST INITIAL AND LAST NAME. THE FORM ALSO INDICATED THERE WERE 112 CARS INSPECTED. THERE WERE 34 CARS IN THE TRAIN.

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

FORM FRA F 6180.96 (Revised 07/14) *SNFR-Special Notice for Repairs

RAILROAD/COMPANY COPY

RCL-Remote Control Locomotive *# of Occ.-Number of Occurrences

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No.	Report No.	Report Date
11210	174	09/26/2014

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	DTTX	740659	AC	232	0103	F2			ILXG4X-22	N	N	1	232A

Description
FREIGHT CAR AIR BRAKES INEFFECTIVE (PISTON TRAVEL EXCEEDS LIMITS INDICATED ON THE STENCIL, STICKER, OR BADGE PLATE)

A-TRUCK, TRUCK MOUNTED AIR BRAKE SYSTEM HAS EXCESSIVE PISTON TRAVEL

NOTE: THIS WAS THE 31ST CAR FROM THE HEAD CAR IN THE TRAIN.

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	DTTX	740659	AC						ILXG4X-22	N	N	0	232A

Description - [** Comment to Railroad/Company **]
B-END, RIGHT, SIDE BEARING IS DAMAGED/DEFORMED FROM HEAT (NO EVIDENCE OF TRUCK HUNTING)

NOTE: THIS WAS THE 31ST CAR FROM THE HEAD CAR IN THE TRAIN.

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7	UP	8572	EMF	232	0205	E			ILXG4X-22	N	N	1	MREC

Description
FAILURE TO PROVIDE, RETAIN, OR PROPERLY RECORD ALL INFORMATION REQUIRED THAT THE CLASS I BRAKE TEST WAS SATISFACTORILY PERFORMED AS REQUIRED ·

UP FORM NO. 25021 FAILED TO IDENTIFY THE PERSON(S) PERFORMING THE TEST. THE FORM INDICATED THE FIRST AND LAST INITIAL OF THE PERSON IN ILLEGIBLE CURSIVE HANDWRITING. FEDERAL REGULATIONS REQUIRE AT A MINIMUM THE FIRST INITIAL AND LAST NAME. THE FORM ALSO INDICATED THERE WERE 112 CARS INSPECTED. THERE WERE 49 CARS IN THE TRAIN.

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

FORM FRA F 6180.96 (Revised 07/14) *SNFR-Special Notice for Repairs

RAILROAD/COMPANY COPY

RCL-Remote Control Locomotive *# of Occ.-Number of Occurrences

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No.: 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No.	Report No.	Date yy	Date mm	Date dd
CORONADO, TIMOTHY	TIMOTHY MICHAEL CORONADO (Digitally signed by TIMOTHY MICHAEL CORONADO DN: c=US, o=U.S. Government, ou=DOT FRAKansasCityMO, ou=FRA FRAKansasCityMO, cn=TIMOTHY MICHAEL CORONADO Date: 2014.09.27 13:30:24 -05'00')	18194	154	2014	09	26

Railroad/Company Name & Address	R/C	Division	RR/Co. Representative (Receipt Acknowledged)	
UNION PACIFIC RR CO. 325 S 5TH ST PO BOX 5333 KANSAS CITY KS 66199	R	SYSTEM	Name	DAMON A. CAMPBELL
	RR/Co. Code: UP	Subdivision: MCPHERSON	Title	DIRECTOR OF MECH MAINT
			Email	dacampbe@up.com
			Signature	

From: City	MCPHERSON	Codes 3430	Destination City & County	Codes	From Latitude
State	KS	20	City		From Longitude
County	MCPHERSON	C113	County		To Latitude
Mile Post: From	To		Inspection Point GALVA MAIN SIDING		To Longitude

Activity Code:	215	224	231	232	232A	232T	232X	MREC			CARS
Units:	43	43	43	43	43	1	1	1			109
Sub Units:	0	0	0	0	0	0	0	3			0

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1	DTTX	746014	COF	232	0103	F2			KG4GSX-23	N	N	1	232T

Description
PISTON TRAVEL INSUFFICIENT, TRUCK-MOUNTED BRAKES, B-END OF THE CAR POSITIONED AS LINE ITEM NO. 5 IN TRAIN FROM HEAD-END

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	DTTX	744565	AC	232	0103	F			KG4GSX-23	N	N	2	232T

Description
FREIGHT CAR AIR BRAKES ARE NOT IN EFFECTIVE OPERATING CONDITION. AIR BRAKES DID NOT APPLY ON INTERMODAL FREIGHT CAR AT TRUCK/WHEEL LOCATION 5,6,7, AND 8. NOTED A SERVICE PORTION VALVE LEAKING/BLOWING THAT CONTROLS THE AIR BRAKES AT THESE LOCATIONS.
POSITIONED AS LINE ITEM NO. 8 IN TRAIN FROM HEAD-END

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

FORM FRA F 6180.96 (Revised 07/14) *SNFR-Special Notice for Repairs

RAILROAD/COMPANY COPY

RCL-Remote Control Locomotive *# of Occ.-Number of Occurrences

HQ-2014-11

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No.: 2130-0509

Inspector's Name	Inspector's Signature	Inspector's ID No.	Report No.	Date yy	Date mm	Date dd
Le, Luong Van		51940	118	2014	09	25

Railroad/Company Name & Address	R/C	Division	RR/Co. Representative (Receipt Acknowledged)
UNION PACIFIC RR CO. 203 E RAILROAD STREET LIBERAL KS 67869	R RR/Co. Code: UP	SALINA Subdivision: HERINGTON	Name: MR. PAT WALSTON Title: MANAGER SIGNAL MAINTENANCE Email: Signature:

From: City GALVA	Codes 1940	Destination City & County		Codes	From Latitude
State KS	20	City			From Longitude
County MCPHERSON	C113	County			To Latitude
Mile Post: From	To	Inspection Point			To Longitude

Activity Code:	TCSS	TCSO									
Units:	6	2									
Sub Units:	0	0									

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1				236						N	N	0	

Description - [** Comment to Railroad/Company **]

ACCOMPANIED S&TC SPECIALIST LARRY TOERBER ON ACCIDENT INVESTIGATION.

Seal Applied	Seal Removed	Hazard Class	UN/NA ID

Violation Recommended ☐ Yes ☑ No | Latitude: | Longitude:

Written Notification to FRA of Remedial Action is: ☐ Required ☑ Optional | Railroad Action Code ☐☐☐ | Date(mm/dd/yyyy): | Comments on back?

Source Code	File Number	ID's of Accompanying Inspector(s)
C	HQ-2014-11	89260

FORM FRA F 6180.96 (Revised 07/14) *SNFR-Special Notice for Repairs

FRA COPY

RCL-Remote Control Locomotive *# of Occ.-Number of Occurrences

Manager's Accident/Incident Report

Form 20816 (Rev. 01/01/2013)

HQ-2014-11

Incident Number: 0914KC012

General Incident Information

Basic

Service Unit / Reporting Unit:	Kansas City SU	**Inc. Date:**	09/25/2014	**Inc. Time:**	05:44AM
Cost Center:	KC999	**Incident Number:**	0914KC012		
Incident Type:	Rail Equipment				

Location

Circ-7:	SW187	**Station:**	GALVA		
City:	MCPHERSON	**County:**	MCPHERSON	**State:**	Kansas
Subdivision:	HERINGTON SUB	**Milepost:**	207.67	**ZipCode:**	
Latitude:	38.384459	**Longitude:**	-97.481307		
On Company Property?	Yes	**Zone/Track:**			
		Track Name:	Mainline ESW at Galva		

Environment

Weather:	Clear
Visibility:	Dark
Temperature:	70
Artificial Lighting:	None

RCL

Was Remote Control Involved: No

3rd Parties

If not UPRR, Track Maintenance: Railroad Union Pacific RR

If not UPRR, Other Involved:

Joint Facility: No **Recollectible:** No **If yes, from whom:**

Work Order Number:

Narrative

At 05:44, on 09/25/14, ILXG4X22 was traveling approximately 40MPH, eastbound at Galva. Train was making a meet at Galva with the westbound KG4GSX23. Eastbound ILXG4X22, failed to stop at CPTC208, striking the westbound KG4GSX23 as it was pulling into the siding at Galva. ILXG4X22, derailed 2 engines (UP8572/UP3904) and 11 intermodal wells. Stiking the KG4GSX23, caused 6 intermodal wells to derail. No injuries sustained.

Reporting Manager:	Hanken, Terry A	**Title:**	Mgr Term Ops	**Phone:**	6023882865
Created Date:	09/27/2014			**Report Date:**	09/27/2014

Manager's Accident/Incident Report

Form 20816 (Rev. 01/01/2013)

HQ-2014-11

Incident Number: 0914KC012

Rail Equipment Information

Rail Equipment

Type of Incident: Side Collision

Primary Cause Category: Human Factor **Group:** Main track authority

Primary Cause (FRA Code or Description): H401 - Failure to stop train in clear

Secondary Cause (FRA Code or Description):

Number of people evacuated: 0

Is this a Foreign Railroad's Crossing Incident: No

Track

Track Type: Main **FRA Track Class:** Max speed: Freight=60, Psgr=80

Continuous Welded Rail: Yes

Damage to Track: $400000 Estimated

Damage to signal: $0

Damage to Structure: $0

Type of Territory/ Method of Operation

Signalization: Signalized

Method of Operation: Signal Indication

Supplemental Code 1: Traffic control system / CTC

Supplemental Code 2:

Supplemental Code 3:

Dept Contacts

Track	**Employee ID:** 0441289	**Name:** Martinez, Cecil J.	**Phone:** 8163991701
Signal	**Employee ID:** 0065738	**Name:** Walston Patrick L	**Phone:** 402-233-1689
Mech - Car	**Employee ID:** 0208249	**Name:** Cohn, Dennis J.	**Phone:** 785-354-4526
Mech - Loc	**Employee ID:** 0208249	**Name:** Cohn, Dennis J.	**Phone:** 785-354-4526

Other Costs

Clearing Costs: $0

Company Property: $0

Environmental: $0

Hazardous Materials: $0

Other: $1550712 Estimated

Private Property: $0

Service Equipment: $0

Rail Equipment Information - Consist

Train Information

Does this consist have a train symbol? Yes **Train Symbol:** ILXG4X 22

Train Operated By: UPRR **Is this train/consist the primary causing consist?** Yes

Consist Type: Freight Train

Sub Consist type: Standard Intermodal **Was the train transporting passengers other than crew?** No

Was the train attended? Yes

Trailing Tons: 6197 **Consist Length:** 6812

Train Speed: 41 **Time table direction:** East

Haz Mat

Number Cars Carrying: 0 **Number Haz Mat Cars Damaged/Derailed:** 0 **Number Cars Releasing:** 0

Manager's Accident/Incident Report

Form 20816 (Rev. 01/01/2013)

HQ-2014-11

Incident Number: 0914KC012

Consist Counts

	Locomotives					Cars			
	Head end	Middle of train		Rear of train		Freight		Passenger	
		Manual	Remote	Manual	Remote	Loaded	Empty	Loaded	Empty
In Train	2	0	0	0	1	112	0	0	0
Derailed	2	0	0	0	0	11	0	0	0

RCL

Remotely Controlled Locomotives: Not remotely controlled

Rail Equipment – Damaged Car and Locomotive Information – Consist

Loco or Rail Car

Train Symbol: ILXG4X 22
Type: Loc **Position in Train:** 1 **Equip ID:** UP 8572
Derailed? Yes **First Involved?** Yes
Loaded? No **If Loaded, Commodity:**
Haz Mat Car? No **Haz Mat Damaged/Derailed?** **Haz Mat Released?**
If haz mat released, describe the substance and amount:
Rail Equipment Damage: $0
Lading Damage: $0
Trailer/Container Damage: $0

Loco or Rail Car

Train Symbol: ILXG4X 22
Type: Loc **Position in Train:** 2 **Equip ID:** UP 3904
Derailed? Yes **First Involved?** No
Loaded? No **If Loaded, Commodity:**
Haz Mat Car? No **Haz Mat Damaged/Derailed?** **Haz Mat Released?**
If haz mat released, describe the substance and amount:
Rail Equipment Damage: $0
Lading Damage: $0
Trailer/Container Damage: $0

Loco or Rail Car

Train Symbol: ILXG4X 22
Type: Car **Position in Train:** 3 **Equip ID:** BNSB 238998
Derailed? Yes **First Involved?** No
Loaded? Yes **If Loaded, Commodity:** MIXED FRT
Haz Mat Car? No **Haz Mat Damaged/Derailed?** **Haz Mat Released?**
If haz mat released, describe the substance and amount:
Rail Equipment Damage: $0
Lading Damage: $0
Trailer/Container Damage: $0

Manager's Accident/Incident Report

Form 20816 (Rev. 01/01/2013)

HQ-2014-11

Incident Number: 0914KC012

Loco or Rail Car

Train Symbol:	ILXG4X 22				
Type:	Car	**Position in Train:**	4	**Equip ID:**	BNSC 238998
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	MIXED FRT		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Loco or Rail Car

Train Symbol:	ILXG4X 22				
Type:	Car	**Position in Train:**	5	**Equip ID:**	BNSD 238998
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	MIXED FRT		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Loco or Rail Car

Train Symbol:	ILXG4X 22				
Type:	Car	**Position in Train:**	6	**Equip ID:**	BNSE 238998
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	MIXED FRT		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Loco or Rail Car

Train Symbol:	ILXG4X 22				
Type:	Car	**Position in Train:**	7	**Equip ID:**	BNSA 238998
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	MIXED FRT		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Loco or Rail Car

Train Symbol:	ILXG4X 22				
Type:	Car	**Position in Train:**	8	**Equip ID:**	DTTB 785437
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	MIXED FRT		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Manager's Accident/Incident Report

Form 20816 (Rev. 01/01/2013)

HQ-2014-11

Incident Number: 0914KC012

Loco or Rail Car

Train Symbol:	ILXG4X 22				
Type:	Car	**Position in Train:**	9	**Equip ID:**	DTTC 785437
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	MIXED FRT		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Loco or Rail Car

Train Symbol:	ILXG4X 22				
Type:	Car	**Position in Train:**	10	**Equip ID:**	DTTA 785437
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	MIXED FRT		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Loco or Rail Car

Train Symbol:	ILXG4X 22				
Type:	Car	**Position in Train:**	11	**Equip ID:**	DTTB 623025
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	MIXED FRT		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Loco or Rail Car

Train Symbol:	ILXG4X 22				
Type:	Car	**Position in Train:**	12	**Equip ID:**	DTTC 623025
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	MIXED FRT		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Manager's Accident/Incident Report

Form 20816 (Rev. 01/01/2013)

HQ-2014-11

Incident Number: 0914KC012

Loco or Rail Car

Train Symbol:	ILXG4X 22				
Type:	Car	**Position in Train:**	13	**Equip ID:**	DTTA 623025
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	MIXED FRT		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Rail Equipment - Crew Information

Crew Member

Employee ID:	0436314	**Name:**	Michael B Johnson
Train Symbol:	ILXG4X 22	**Position:**	Engineer Thru
Current Shift Started Date:	09/24/2014	**Time:**	11:00PM
Previous Shift Ended Date:	09/24/2014	**Time:**	05:28AM

If the primary cause is human factor, does it apply to this crew member: Yes

If the secondary cause is human factor, does it apply to this crew member:

Is an investigation scheduled: No

Crew Member

Employee ID:	0465588	**Name:**	Robert J Pogue
Train Symbol:	ILXG4X 22	**Position:**	Conductor Thru
Current Shift Started Date:	09/24/2014	**Time:**	11:00PM
Previous Shift Ended Date:	09/24/2014	**Time:**	05:28AM

If the primary cause is human factor, does it apply to this crew member: Yes

If the secondary cause is human factor, does it apply to this crew member:

Is an investigation scheduled: No

Rail Equipment Information - Consist

Train Information

Does this consist have a train symbol?	Yes	**Train Symbol:**	KG4GSX 23
Train Operated By:	UPRR	**Is this train/consist the primary causing consist?**	No
Consist Type:	Freight Train		
Sub Consist type:	Priority Intermodal	**Was the train transporting passengers other than crew?**	No
Was the train attended?	Yes		
Trailing Tons:	7898	**Consist Length:**	7616
Train Speed:	8	**Time table direction:**	West

Haz Mat

Number Cars Carrying: 4 **Number Haz Mat Cars Damaged/Derailed:** 1 **Number Cars Releasing:** 0

Consist Counts

	Locomotives					Cars			
	Head end	Middle of train		Rear of train		Freight		Passenger	
		Manual	Remote	Manual	Remote	Loaded	Empty	Loaded	Empty
In Train	3	0	0	0	1	121	0	0	0
Derailed	0	0	0	0	0	6	0	0	0

RCL

Remotely Controlled Locomotives: Not remotely controlled

Manager's Accident/Incident Report

Form 20816 (Rev. 01/01/2013)

Incident Number: 0914KC012

Rail Equipment – Damaged Car and Locomotive Information – Consist

Loco or Rail Car

Train Symbol:	KG4GSX 23				
Type:	Car	**Position in Train:**	6	**Equip ID:**	DTTX 471604
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	Phosphoric acid		
Haz Mat Car?	Yes	**Haz Mat Damaged/Derailed?**	No	**Haz Mat Released?**	
If haz mat released, describe the substance and amount:					
Rail Equipment Damage:	$0				
Lading Damage:	$0				
Trailer/Container Damage:	$0				

Loco or Rail Car

Train Symbol:	KG4GSX 23				
Type:	Car	**Position in Train:**	7	**Equip ID:**	DTTX 470172
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	mixed frt		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	
If haz mat released, describe the substance and amount:					
Rail Equipment Damage:	$0				
Lading Damage:	$0				
Trailer/Container Damage:	$0				

Loco or Rail Car

Train Symbol:	KG4GSX 23				
Type:	Car	**Position in Train:**	8	**Equip ID:**	DTTX 658016
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	mixed frt		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	
If haz mat released, describe the substance and amount:					
Rail Equipment Damage:	$0				
Lading Damage:	$0				
Trailer/Container Damage:	$0				

Loco or Rail Car

Train Symbol:	KG4GSX 23				
Type:	Car	**Position in Train:**	9	**Equip ID:**	BNSA 211602
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	mixed frt		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	
If haz mat released, describe the substance and amount:					
Rail Equipment Damage:	$0				
Lading Damage:	$0				
Trailer/Container Damage:	$0				

Manager's Accident/Incident Report

Form 20816 (Rev. 01/01/2013)

HQ-2014-11

Incident Number: 0914KC012

Loco or Rail Car

Train Symbol:	KG4GSX 23				
Type:	Car	**Position in Train:**	10	**Equip ID:**	BNSC 211602
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	mixed frt		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Loco or Rail Car

Train Symbol:	KG4GSX 23				
Type:	Car	**Position in Train:**	11	**Equip ID:**	BNSB 211602
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	mixed frt		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Loco or Rail Car

Train Symbol:	KG4GSX 23				
Type:	Car	**Position in Train:**	12	**Equip ID:**	DTTX 680480
Derailed?	Yes	**First Involved?**	No		
Loaded?	Yes	**If Loaded, Commodity:**	mixed frt		
Haz Mat Car?	No	**Haz Mat Damaged/Derailed?**		**Haz Mat Released?**	

If haz mat released, describe the substance and amount:

Rail Equipment Damage: $0

Lading Damage: $0

Trailer/Container Damage: $0

Rail Equipment - Crew Information

Crew Member

Employee ID:	0435092	**Name:**	Tracy S Roth
Train Symbol:	KG4GSX 23	**Position:**	Engineer Thru
Current Shift Started Date:	09/25/2014	**Time:**	02:55AM
Previous Shift Ended Date:	09/24/2014	**Time:**	10:50AM

If the primary cause is human factor, does it apply to this crew member: No

If the secondary cause is human factor, does it apply to this crew member:

Is an investigation scheduled:

Crew Member

Employee ID:	0464426	**Name:**	Randy D Young
Train Symbol:	KG4GSX 23	**Position:**	Conductor Thru
Current Shift Started Date:	09/25/2014	**Time:**	02:55AM
Previous Shift Ended Date:	09/23/2014	**Time:**	05:33PM

If the primary cause is human factor, does it apply to this crew member: No

If the secondary cause is human factor, does it apply to this crew member:

Is an investigation scheduled:

Note: This report is part of the reporting railroad's accident report pursuant to the accident reports statue and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damage growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 CFR 225.7 (b).

Report No.: HQ-2014-11

Photograph depicts overhead of Accident Scene (facing west).

Photo Taken: Union Pacific
Galva, Kansas
September 25, 2014

Photograph depicts another overhead view of Accident Scene.

Photo Taken: Union Pacific
Galva, Kansas
September 25, 2014

Photograph depicts the point of impact.

Photo Taken: OP Inspector Zach Zagata
Galva, Kansas
September 25, 2014

Photograph depicts another view of the first car impacted.

Photo Taken: OP Inspector Zach Zagata
Galva, Kansas
September 25, 2014

Photograph depicts view of the first car impacted.

Photo Taken: OP Inspector Zach Zagata
Galva, Kansas
September 25, 2014

Photograph depicts view of CP TC 207 from Accident Scene (facing railroad east).

Photo Taken: OP Inspector Zach Zagata
Galva, Kansas
September 25, 2014

Photograph depicts another view of Accident Scene (facing railroad west).

Photo Taken: OP Inspector Zach Zagata
Galva, Kansas
September 25, 2014

Photograph depicts another view of trailing locomotive (facing railroad west).

Photo Taken: OP Inspector Zach Zagata
Galva, Kansas
September 25, 2014

Photograph depicts view of lead locomotive (UP8572)

Photo Taken: OP Inspector Zach Zagata
Galva, Kansas
September 25, 2014

Report No.: HQ-2014-11

Photograph depicts a view of the main signal bungalow at CP TC208, which was struck by debris during the train collision.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 25, 2014

Report No.: HQ-2014-11

Photograph depicts another view of the main signal bungalow at CP TC208, which was struck by debris during the train collision.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 25, 2014

Report No.: HQ-2014-11

Photograph depicts a closer view of the main signal bungalow at CP TC208, which was struck by debris during the train collision.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 25, 2014

Report No.: HQ-2014-11

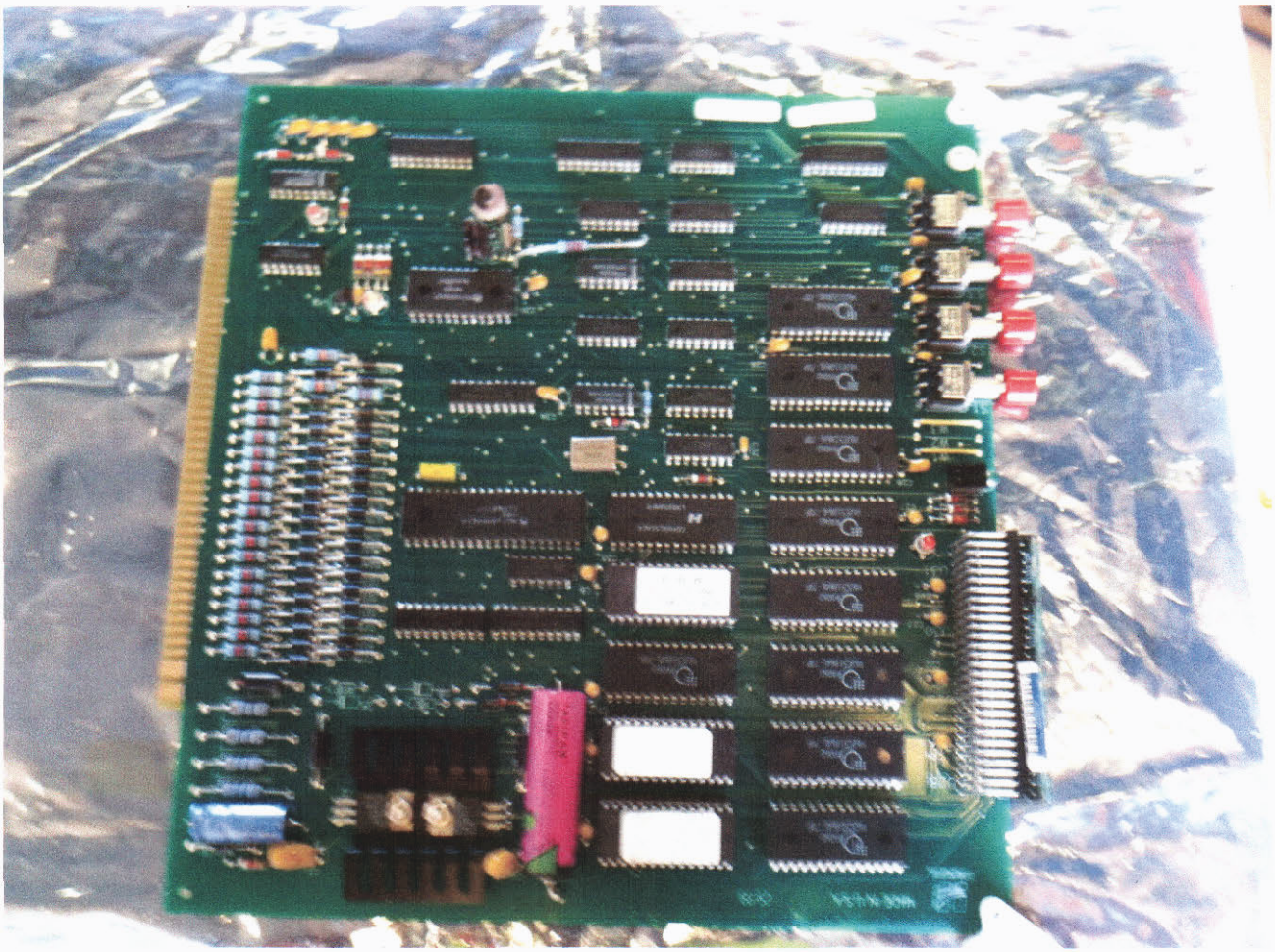
Photograph depicts another view of the main signal bungalow at CP TC208, which was struck by debris during the train collision.

Report No.: HQ-2014-11

Photograph depicts a view of the Electro Logic system which was struck by debris during the train collision.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 26, 2014

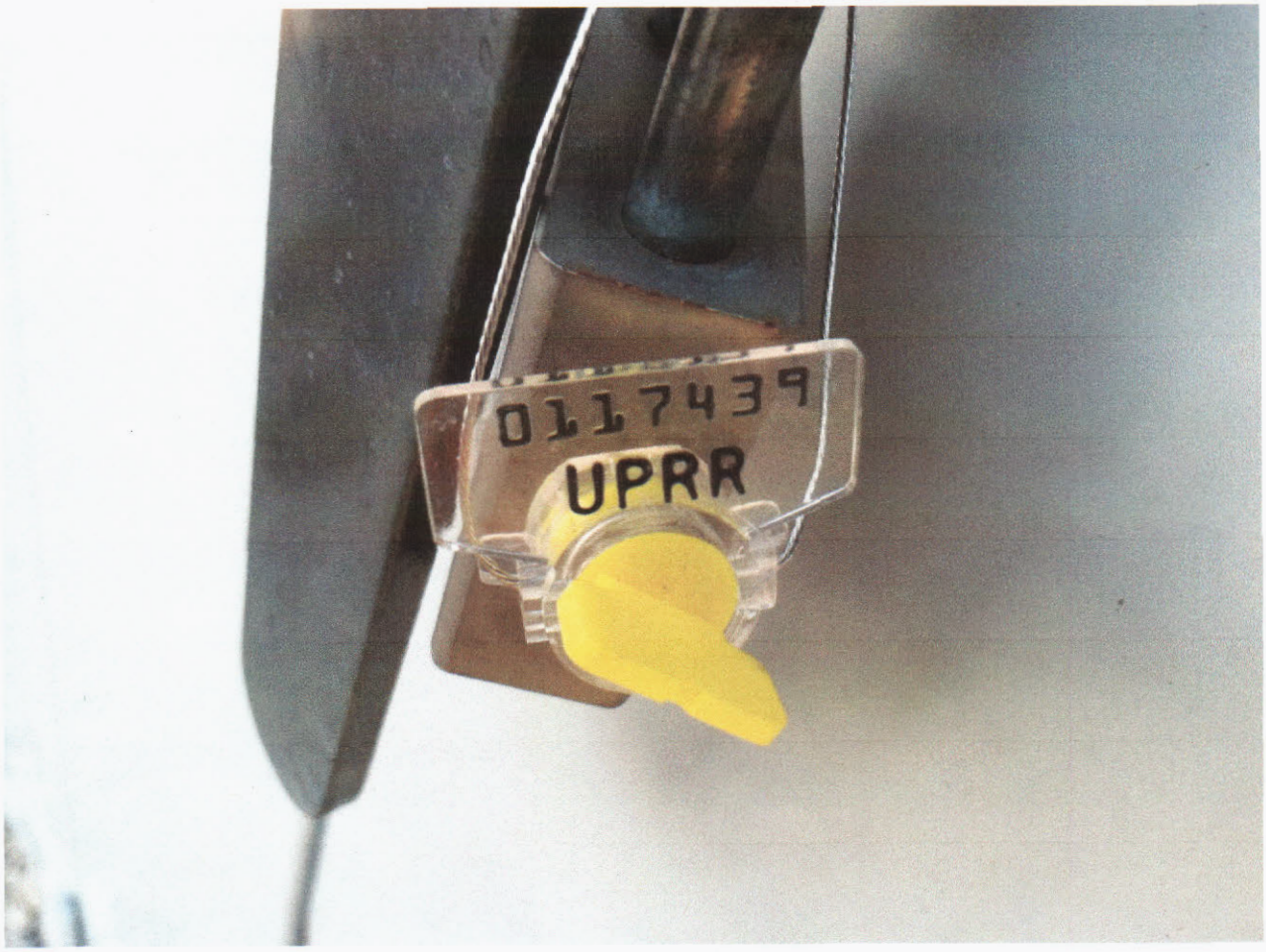
Report No.: HQ-2014-11



Photograph depicts a view of the printed circuit board 316B Recorder Card containing the wayside signal data which was recovered from the wreckage by the signal group but data was unrecoverable from it.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 25, 2014

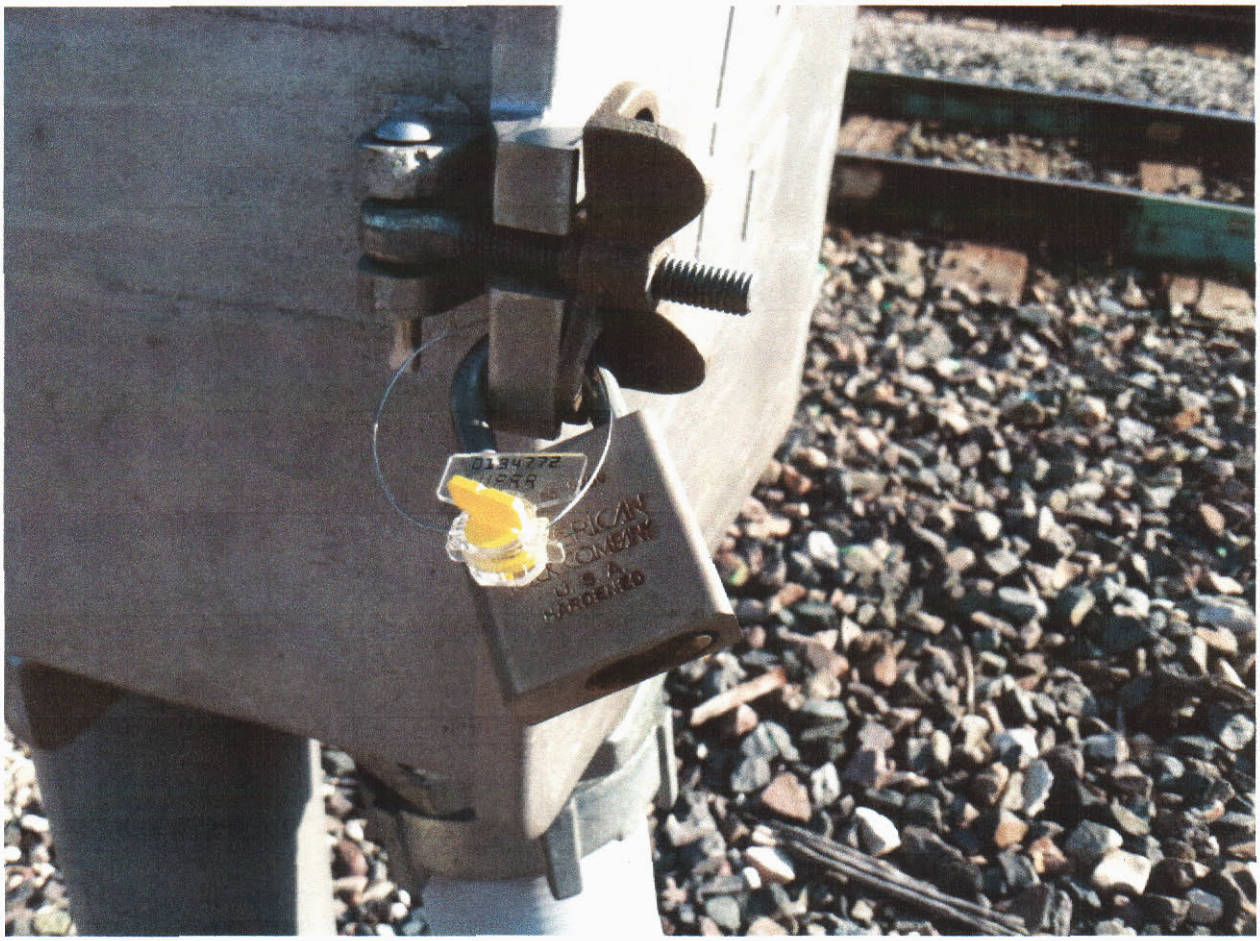
Report No.: HQ-2014-11



Photograph depicts a view of the signal equipment which were locked and secured with no indications of tampering or vandalism during the post-accident examination.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 25, 2014

Report No.: HQ-2014-11



Photograph depicts another view of the signal equipment which were locked and secured with no indications of tampering or vandalism during the post-accident examination.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 25, 2014

Report No.: HQ-2014-11

Photograph depicts a view of the main signal bungalow at CP TC208, which was struck by debris during the train collision.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 26, 2014

Report No.: HQ-2014-11

Photograph depicts a closer view of the second derailed car, CMO 504305, on UP Train Symbol CDYBR 01 (facing railroad west).

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 26, 2014

Report No.: HQ-2014-11

Photograph depicts a closer view of the second derailed car, CMO 504305, on UP Train Symbol CDYBR 01 (facing railroad west).

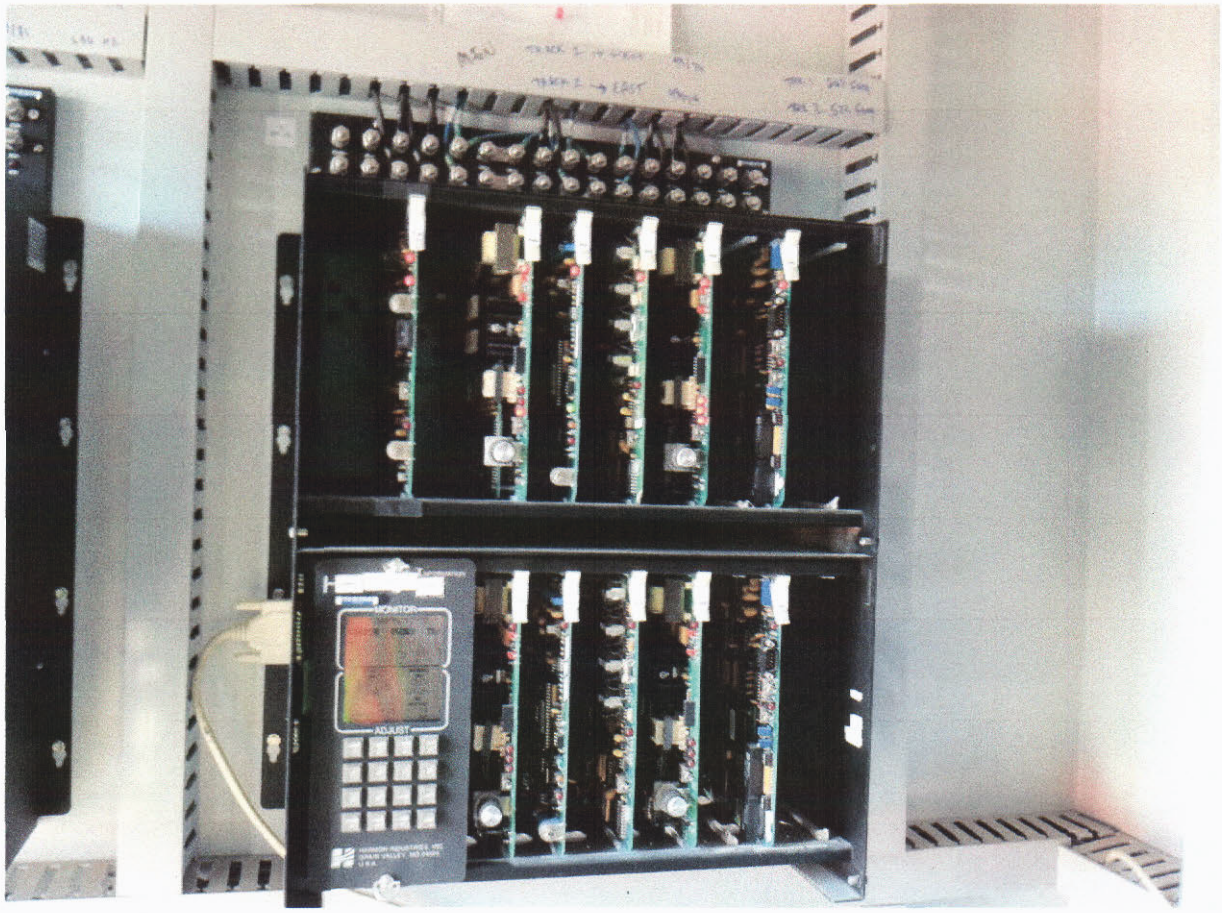
Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 25, 2014

Report No.: HQ-2014-11

Photograph depicts a view of the bungalow of the subject crossing at T.R. 76, MP 207.71, located just west of the accident scene.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 26, 2014

Report No.: HQ-2014-11



Photograph depicts a view of the crossing signal control equipment, HXP-3 utilized at TR 76 crossing.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 26, 2014

Report No.: HQ-2014-11

Photograph depicts a view of the subject crossing at T.R. 76, MP 207.71, located just west of the accident scene (looking from South to North).

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
September 26, 2014

Report No.: HQ-2014-11

Photograph depicts a view of the eastbound signals at CP TC210 Galva. These signals are equipped with Safetran incandescent signals mounted on 20"3/8" signal mast.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
October 31, 2014

Report No.: HQ-2014-11

Photograph depicts a view of the of the westbound signals at CP TC210 Galva. These are equipped with Safetran incandescent signals mounted on 12"3/8" signal masts.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
October 31, 2014

Report No.: HQ-2014-11

Photograph depicts a closer view of the Western Cullin Hays 12 inch LED flashing light units mounted on 16' signal masts utilized at TR 76, DOT 602927N crossing. These equipment are unchanged after the accident.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
October 31, 2014

Report No.: HQ-2014-11

Photograph depicts a view of the new GE 8 inch LED eastbound signals mounted on 20"3/8" masts. These signals were put in service on October 8, 2014, to replace for the old 12'3/8" masts with incandescent colorlight-type signals which were struck and damaged by debris during the train collision.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
October 31, 2014

Report No.: HQ-2014-11

Photograph depicts a view of the new GE 8 inch LED westbound signals mounted on 20"3/8" mast. These signals were put in service on October 8, 2014, to replace for the old 12'3/8" mast with incandescent colorlight-type signals which were struck and damaged by debris during the train collision.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
October 31, 2014

Report No.: HQ-2014-11

Photograph depicts a view of a new bungalow installed at CP TC208. This bungalow was put in service on October 1, 2014, to replace for the one which was struck and damaged by debris during the train collision.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
October 31, 2014

Report No.: HQ-2014-11

Photograph depicts a view of a new US&S Model M23-A, dual-controlled power-operated switch machine installed at CP TC208. This machine was put in service on October 1, 2014, to replace for the one in kind which was struck and damaged by debris during the train collision.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
October 31, 2014

Report No.: HQ-2014-11

Photograph depicts a view of the of the westbound signals at CP TC207 Canton. These are equipped with Safetran LED signals mounted on 20'3/8" signal mast.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
October 31, 2014

Report No.: HQ-2014-11

Photograph depicts a view of the of the eastbound signals at CP TC207 Canton. These are equipped with Safetran LED signals mounted on 20'3/8" signal masts.

Photo Taken: S&TC Inspector Luong Van Le
Galva, Kansas
October 31, 2014

Analysis Branch's Accident Review Checklist
Report No.: HQ-2014-11

Regional Office Review by DRA:

- [x] Report contains cover memorandum, signed by the Inspector-in-Charge.
- [x] Report contains a list of attachments, and all attachments are included.
- [x] Attachments are labeled in top, right-hand corner with accident number.
- [x] Synopsis (section 109 of FRA Form F6180.39) contains Probable Cause Statement
- [x] Applicable photos are labeled and orientated to the location of the POD or incident site; one photo per page.
- [x] The findings of multiple sheet attachments pertaining to one subject matter, i.e., efficiency testing records, signal data logs, work-rest records, locomotive event recorder data logs, etc.are summarized, in the narrative, as to their individual pertinence to the report.
- [x] Report submitted to regional office contained hard copy of completed checklists.
- [x] Current revision of Report, Cover Memo, and List of Attachments were provided electronically to Administrative Specialist.

Reviewed by: _____

Packet Compilation Review by Administrative Staff:

- [x] Report contains Regional Administrator's Concurrence memorandum, with required verbiage.
- [x] Report contains cover memorandum, signed by the Inspector-in-Charge.
- [ ] Report contains a list of attachments, and all attachments are included.
- [x] Attachments are labeled in top-right-hand corner with accident number.
- [x] Synopsis (section 109 of FRA Form F6180.39) contains Probable Cause Statement.
- [x] Applicable photos are labeled and orientated to the location of the POD or incident site; one photo per page.
- [x] FRA Form F 6180.39 has been entered on the secure site.
- [x] Hard copy of final FRA Form F6180.39 packet sent to HQ matches FRA Form F6180.39 entered on secure site (printed from the site).
- [x] Copy of this checklist is included with the final packet to the Accident Branch.
- [x] Email notice of submission has been sent to Accident Branch, IIC, Reviewing Chief, and DRA.

Reviewed by Debbie Dhom

(In Accordance with General Manual, April 2010)

Print Form

Analysis Branch's Accident Review Checklist

Report No.: HQ-2014-11

This is a checklist which is to be completed by the Region prior to submitting the Region's final hard copy report and its supporting documentation, to the Accident Analysis Branch.

This checklist is to be submitted with the final packet to the Accident Branch.

Initial Review by Assigned Chief:

- [x] 39 Report or FE Memo, IIC Cover Memo, and List of Attachments generated in proper format using templates provided with assignment notice.
- [x] Report contains cover memorandum, signed by the Inspector-in-Charge.
- [x] Synopsis (section 109 of FRA Form F 6180.39) contains Probable Cause Statement.
- [x] Report contains a list of attachments, and all attachments are included.
- [x] Attachments are labeled in top, right-hand corner with accident number.
- [x] Applicable photos are labeled and orientated to the location of the POD or incident site; one (1) photo per page.
- [x] The findings of multiple sheet attachments pertaining to one subject matter, i.e., efficiency testing records, signal data logs, work-rest records, locomotive event recorder data logs, etc. are summarized, in the narrative, as to their individual pertinence to the report.

Report being submitted to regional office contains hard copy of completed checklists.
(Check all applicable Job Aids that were completed and reviewed.)

- [x] FAST Profile Memorandum and graph(s) compiled from Fatigue Analysis Questionnaire(s)
- [x] First On-Scene Accident Checklist (Job Aid #02)
- [x] Interview Checklist (Job Aid #03)
- [x] S&TC Inspection & Test Checklist (Job Aid #04)
- [x] Collision Checklist (Job Aid #05)
- [ ] Train Derailment Cause Finding Checklist (Job Aid #06)
- [ ] Track Inspector Guidance (Job Aid #07)
- [ ] Highway-Rail Grade Crossing Accidents (Job Aid #08)
- [ ] MP&E Checklist (Job Aid #09)
- [ ] Fatality Checklist (Job Aid #10)
- [ ] SOFA Appendix G (Job Aid #11)
- [x] Cover Memo Checklist (Job Aid #13)
- [ ] Narrative Checklist (page 84)
- [x] Analysis/Conclusion Checklist (page 89)

- [x] Current revision of Report, Cover Memo, and List of Attachments
- [x] Current revision of Report, Cover Memo, and List of Attachments were provided electronically to Administrative Specialist.
- [x] Sketch of accident scene was provided electronically to Administrative Specialist in PowerPoint or JPEG format.

Reviewed by: B. Anderson

(In Accordance with General Manual, April 2010)