



UNION PACIFIC RAILROAD
2020 COMPLETE TE&Y Rules
Training Packet

***** THIS WILL BE ALL YOU NEED TO PRINT *****

***** ALL DOCUMENTS REQUIRED FOR CLASS ARE IN THIS DOCUMENT *****

This document contains the following items and is required to answer the questions in the study guide:

- **2020 Training Paperwork**
 - Train List A - before pick-up at Evanston
 - Train List B - after pick-up at Evanston
 - Track Bulletins
 - TWC Track Warrants
 - Subdivision General Orders
 - **2020 Training Timetable**
 - **2020 Maps**
 - **2020 TE&Y Study Guide**
 - **2020 HazMat Study Guide**
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UNION PACIFIC RAILROAD
2020 Training Paperwork

****** TO BE USED WITH 2020 STUDY GUIDE ******

This document contains the following items and is required to answer the questions in the study guide:

- **Train Lists**
 - **Track Bulletins**
 - **Track Warrants**
 - **Subdivision General Orders:**
 - o Orange Subdivision
 - o Rose Subdivision
 - o Sugar Subdivision
 - o Fiesta Subdivision
 - o Iowa Subdivision
 - **Training Timetable**
 - **Training Maps**
-

TRAIN LIST A - BEFORE PICK-UP AT EVANSTON

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: ILXMD 15 NAME:
CNDR: A CONDUCTOR ENGR: A ENGINEER C/F TODAY 0600

SECONDARY TRAIN ID: FDKMET TRAIN DIRECTION OUT OF IA431 : SOUTH
111-LOADS 0-MTYS 5474-GTONS CAR LENGTH: 6522-FT TRAIN LENGTH: 6744-FT

HAZARDOUS MATERIAL IN TRAIN YES TRAIN WGT: 6100-TN

RAIL SECURITY SENSITIVE MATERIAL SHIPMENTS NONE

FORM 8620 PLACEMENT ERRORS NO

SSI ITEM 5 PLACEMENT ERRORS/WARNINGS NO

TRAIN LENGTH EXCEPTION NO

TRAIN HAS HIGH / WIDE SHIPMENTS NO

LEAD LOCOMOTIVE IS PTC EQUIPPED YES (OPERATIVE FOR ALL TRAIN SIZES)

LEAD LOCOMOTIVE IS EMS EQUIPPED YES

TRIP OPTIMIZER (PTC-INTEGRATED) (OPERATIVE) (P)

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

MAXIMUM SPEED * 70 * MPH BETWEEN IA431 AND CT321 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 * TABLE A * TRAIN REQUIREMENTS SSI ITEM 2F

ST	LOCOMOTIVE	PU	SO	AC	EA	EA	AC	PVCAHECDASD	LEN	WGT				
CD	INIT	NUMB	CIRC7	CIRC7	D	DC	MODEL-#	PW	DB	AX	CCACMSPTTB	DP	FT	TN
V	UP	7430	CS789		F	AC	C45ACCTE	XX.X	XX.X	6	YYYYYPBCG4A		74	210
V	UP	6493	CS789		F	AC	C44AC	XX.X	XX.X	6	YYYYYABBG3A		74	208
V	UP	6064	CS789		F	AC	C44ACCTE	XX.X	XX.X	6	YYYYY.BCG3A		74	208

TOTALS: XX.X XX.X 18 222 626

END TRAIN UNITS STATUS
NONE REPORTED

***** 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 *****

5474 TPA TONNAGE INCLUDES ISOLATED LOCOMOTIVES, IF ANY
 XXX TONS PER EQUIVALENT POWERED AXLE - XX.X EPA
 XX.X TOTAL EQUIVALENT AXLE DYNAMIC BRAKE, ALL CONSISTS
 XXX TONS PER EQUIVALENT DYNAMIC BRAKE AXLE - XX.X EDBA
 24 MAXIMUM EPA REAR HELPER

111 TOTAL NUMBER OF CARS/PLATFORMS
 75.0 TOTAL OPERATIVE-BRAKES
 50 AVERAGE G-TONS PER CAR OR PLATFORM
 73 TONS PER OPERATIVE BRAKE
 318 TOTAL AXLES, INCLUDING LOCOMOTIVES
 78 HEAVIEST CAR, DTTA 786342, SEQ 111
 6100 TOTAL GROSS TONS, CARS AND LOCOMOTIVES

SUMMARY OF CAR TYPES
 111 DOUBLE STACK

TRAIN LIMITS BETWEEN IA431 AND RR143
 TPA LIMIT IS 326, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 410
 STANDARD STRENGTH COUPLER LIMIT IS 10910
 HIGH STRENGTH COUPLER LIMIT IS 14878
 TERRITORY CODE OTHER THAN H OR L

TRAIN LIMITS BETWEEN RR143 AND CT321
 TPA LIMIT IS 210, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 245
 STANDARD STRENGTH COUPLER LIMIT IS 6874
 HIGH STRENGTH COUPLER LIMIT IS 9374
 TERRITORY CODE L

INSPECTION LOCATIONS:
 LEXMARK TX CS789 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	IOWA CITY AZ	IA431	TODAY-20-0628	2'25A	111	0	5474	6744
CT	IOWA CITY AZ	IA431	TODAY-20-0600					

SD	IOWA CITY AZ	IA431	! TODAY-20-0645		111	0	5474	6744
SA	EVANSTON AZ	IA384	TODAY-20-0930		111	0	5474	6744
SP	EVANSTON AZ	IA384	TODAY-20-0930		126	0	6809	7550
SD	EVANSTON AZ	IA384	TODAY-20-1100		237	0	12283	14294
SA	KINNICK AZ	RR143	TODAY-20-1200		237	0	12283	14294
SD	KINNICK AZ	RR143	TODAY-20-1200		237	0	12283	14294
SA	CORVALLIS CA	CT321	TODAY-20-1505		237	0	12283	14294
SS	CORVALLIS CA	CT321	TODAY-20-1505		126	0	6809	7550
EC	CORVALLIS CA	CT321	TODAY-20-1445					
SD	CORVALLIS CA	CT321	TODAY-20-1605		111	0	5474	6744

CARS LISTED FROM REAR OF TRAIN

TRAIN/JOB-- ILXMD 15 WITH FOLLOWING CARS TA IOWA CITY AZ TIME-- TODAY 0628

TIMETABLE SI-11 AND SI-12 RESTRICTED CARS

NO CARS ON TRAIN ARE ROUTE RESTRICTED FOR THIS SUBDIVISION.

SEQ	EQUIPMT ID	KND	COMDTY	DESTN	ZTS/CARR	NXBLK	CITY/STATE	CONSIGNEE
BLOCK--	DADS	HL011		175				

1	DTTX 680197	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
111	FROM HEAD	70-MPH	49-TONS	77-FT	1-P		1.00-BRK	49-ATONS 77-AFT
	SINGLE UNIT WELL CAR							

	EMCU 971367	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
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	TLLU 542124	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
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2	DTTX 645989	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
110	FROM HEAD	70-MPH	45-TONS	77-FT	1-P		1.00-BRK	94-ATONS 154-AFT
	SINGLE UNIT WELL CAR							

	BMOU 474000	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
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	TEMU 621751	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
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3	DTTX 747333	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
109	FROM HEAD	70-MPH	75-TONS	65-FT	1-P		1.00-BRK	169-ATONS 219-AFT
	SINGLE UNIT WELL CAR							

	EISU 177775	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
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	BMOU 310879	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
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DTTX 750642 P5A ARTICULATED MULTI-WELL CAR

CONSISTS OF THE FOLLOWING 5 CARS

4	DTTA 750642	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
108	FROM HEAD	70-MPH	30-TONS	54-FT	1-P		3.00-BRK	199-ATONS 273-AFT
	BSIU 950672	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A

	DFSU 689615	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
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5	DTTE 750642	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
107	FROM HEAD	70-MPH	49-TONS	54-FT	1-P		0.00-BRK	248-ATONS 327-AFT
	BMOU 465043	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A

	EISU 187897	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
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6	DTTD	750642	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
106	FROM HEAD	70-MPH	58-TONS	54-FT	1-P			0.00-BRK	306-ATONS 381-AFT
	TCLU	917411	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EGHU	105678	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
7	DTTC	750642	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
105	FROM HEAD	70-MPH	65-TONS	54-FT	1-P			0.00-BRK	371-ATONS 435-AFT
	TCLU	833130	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EISU	175935	LK40	MIXFRT	HL011			DIT	TX EVERGR SHI A
8	DTTB	750642	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
104	FROM HEAD	70-MPH	39-TONS	54-FT	1-P			0.00-BRK	410-ATONS 489-AFT
	EITU	134617	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EISU	919048	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
9	DTTX	652774	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
103	FROM HEAD	70-MPH	70-TONS	77-FT	1-P			1.00-BRK	480-ATONS 566-AFT
									SINGLE UNIT WELL CAR
	EMCU	980548	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EITU	160857	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
10	DTTX	467451	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
102	FROM HEAD	70-MPH	68-TONS	77-FT	1-P			1.00-BRK	548-ATONS 643-AFT
									SINGLE UNIT WELL CAR
	EGHU	101234	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EISU	928720	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
11	DTTX	747564	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
101	FROM HEAD	70-MPH	63-TONS	65-FT	1-P			1.00-BRK	611-ATONS 708-AFT
									SINGLE UNIT WELL CAR
	EITU	163111	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EISU	173030	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
DTTX	751350		P5A	ARTICULATED	MULTI-WELL CAR				
									CONSISTS OF THE FOLLOWING 5 CARS
12	DTTB	751350	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
100	FROM HEAD	70-MPH	59-TONS	54-FT	1-P			3.00-BRK	670-ATONS 762-AFT
	EGSU	914601	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EMCU	141659	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
13	DTTC	751350	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
99	FROM HEAD	70-MPH	46-TONS	54-FT	1-P			0.00-BRK	716-ATONS 816-AFT
	EMCU	982388	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EISU	910327	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
14	DTTD	751350	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
98	FROM HEAD	70-MPH	65-TONS	54-FT	1-P			0.00-BRK	781-ATONS 870-AFT
	TCLU	912989	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	DFSU	689862	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
15	DTTE	751350	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
97	FROM HEAD	70-MPH	45-TONS	54-FT	1-P			0.00-BRK	826-ATONS 924-AFT
	EGHU	935556	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	TCLU	631181	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
16	DTTA	751350	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
96	FROM HEAD	70-MPH	63-TONS	54-FT	1-P			0.00-BRK	889-ATONS 978-AFT
	EITU	184564	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	DRYU	416652	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
DTTX	740356		P5A	ARTICULATED	MULTI-WELL CAR				
									CONSISTS OF THE FOLLOWING 5 CARS

17	DTTB	740356	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	95	FROM HEAD	70-MPH	52-TONS	54-FT	1-P		3.00-BRK	941-ATONS 1032-AFT
		EISU 944311	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EITU 127460	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
18	DTTC	740356	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	94	FROM HEAD	70-MPH	62-TONS	54-FT	1-P		0.00-BRK	1003-ATONS 1086-AFT
		EISU 937667	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EITU 117749	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
19	DTTD	740356	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	93	FROM HEAD	70-MPH	45-TONS	54-FT	1-P		0.00-BRK	1048-ATONS 1140-AFT
		TEMU 620623	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		TGBU 678283	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
20	DTTE	740356	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	92	FROM HEAD	70-MPH	49-TONS	54-FT	1-P		0.00-BRK	1097-ATONS 1194-AFT
		TEMU 607600	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		TCNU 545207	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
21	DTTA	740356	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	91	FROM HEAD	70-MPH	62-TONS	54-FT	1-P		0.00-BRK	1159-ATONS 1248-AFT
		TCLU 858585	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		FCIU 978220	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A

DTTX 748324 P5A ARTICULATED MULTI-WELL CAR
 CONSISTS OF THE FOLLOWING 5 CARS

22	DTTA	748324	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	90	FROM HEAD	70-MPH	46-TONS	55-FT	1-P		3.00-BRK	1205-ATONS 1303-AFT
		EMCU 976714	LK40	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EMCU 945012	LK40	MIXFRT	HL011			DIT	TX EVERGR SHI A
23	DTTE	748324	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	89	FROM HEAD	70-MPH	52-TONS	55-FT	1-P		0.00-BRK	1257-ATONS 1358-AFT
		TGCU 514526	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		CARU 948551	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
24	DTTD	748324	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	88	FROM HEAD	70-MPH	42-TONS	55-FT	1-P		0.00-BRK	1299-ATONS 1413-AFT
		EITU 170156	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EMCU 966840	LK40	MIXFRT	HL011			DIT	TX EVERGR SHI A
25	DTTC	748324	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	87	FROM HEAD	70-MPH	49-TONS	55-FT	1-P		0.00-BRK	1348-ATONS 1468-AFT
		TCLU 935019	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		FSCU 833363	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
26	DTTB	748324	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	86	FROM HEAD	70-MPH	36-TONS	55-FT	1-P		0.00-BRK	1384-ATONS 1523-AFT
		TCLU 856023	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		FCIU 978773	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A

DTTX 742634 P5A ARTICULATED MULTI-WELL CAR
 CONSISTS OF THE FOLLOWING 5 CARS

27	DTTA	742634	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	85	FROM HEAD	70-MPH	78-TONS	54-FT	1-P		3.00-BRK	1462-ATONS 1577-AFT
		EGHU 329458	LK1E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EGHU 328675	LK1E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EITU 145750	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
28	DTTE	742634	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	84	FROM HEAD	70-MPH	71-TONS	54-FT	1-P		0.00-BRK	1533-ATONS 1631-AFT

	DFSU 110881	LK1E MIXFRT HL011			DIT	TX EVERGR SHI A
	TEMU 715073	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	HMCU 920098	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
29	DTTD 742634	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	83 FROM HEAD	70-MPH 44-TONS	54-FT	1-P	0.00-BRK	1577-ATONS 1685-AFT
	XINU 816044	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	TEMU 783867	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
30	DTTC 742634	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	82 FROM HEAD	70-MPH 56-TONS	54-FT	1-P	0.00-BRK	1633-ATONS 1739-AFT
	TEMU 80178	LK1E MIXFRT HL011			DIT	TX EVERGR SHI A
	EITU 138754	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
31	DTTB 742634	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	81 FROM HEAD	70-MPH 50-TONS	54-FT	1-P	0.00-BRK	1683-ATONS 1793-AFT
	TGBU 630237	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	BMOU 489631	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
32	DTTX 55657	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	80 FROM HEAD	70-MPH 61-TONS	61-FT	1-P	1.00-BRK	1744-ATONS 1854-AFT
		SINGLE UNIT WELL CAR				
	EISU 185372	LK40 MIXFRT HL011			DIT	TX EVERGR SHI A
	EITU 106892	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
33	DTTX 747649	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	79 FROM HEAD	70-MPH 61-TONS	65-FT	1-P	1.00-BRK	1805-ATONS 1919-AFT
		SINGLE UNIT WELL CAR				
	IMTU 108667	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EGHU 904484	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
34	DTTX 449511	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	78 FROM HEAD	70-MPH 69-TONS	62-FT	1-P	1.00-BRK	1874-ATONS 1981-AFT
		SINGLE UNIT WELL CAR				
	EITU 102926	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EISU 907492	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
DTTX 748310		P5A ARTICULATED MULTI-WELL CAR				
		CONSISTS OF THE FOLLOWING 5 CARS				
35	DTTB 748310	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	77 FROM HEAD	70-MPH 39-TONS	54-FT	1-P	3.00-BRK	1913-ATONS 2035-AFT
		DO NOT HUMP				
	TEMU 644293	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
36	DTTC 748310	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	76 FROM HEAD	70-MPH 28-TONS	54-FT	1-P	0.00-BRK	1941-ATONS 2089-AFT
		DO NOT HUMP				
	MAGU 548835	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
37	DTTD 748310	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	75 FROM HEAD	70-MPH 41-TONS	54-FT	1-P	0.00-BRK	1982-ATONS 2143-AFT
		DO NOT HUMP				
	TGCU 509365	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
38	DTTE 748310	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	74 FROM HEAD	70-MPH 39-TONS	54-FT	1-P	0.00-BRK	2021-ATONS 2197-AFT
	TEMU 644832	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EMCU 948745	LK40 MIXFRT HL011			DIT	TX EVERGR SHI A
39	DTTA 748310	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	73 FROM HEAD	70-MPH 54-TONS	54-FT	1-P	0.00-BRK	2075-ATONS 2251-AFT
	DRYU 416918	LK40 MIXFRT HL011			DIT	TX EVERGR SHI A

EITU 163286	LK4E MIXFRT HL011				DIT		TX EVERGR SHI A
DTTX 743470	P5A ARTICULATED MULTI-WELL CAR						
	CONSISTS OF THE FOLLOWING 5 CARS						
40 DTTA 743470	LP1A COFC HL011	03-802-96	RAMP	DIT			TX UNION PAC
72 FROM HEAD	70-MPH 39-TONS	54-FT	1-P		3.00-BRK	2114-ATONS	2305-AFT
TCNU 746671	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
BMOU 543970	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
41 DTTE 743470	LP1A COFC HL011	03-802-96	RAMP	DIT			TX UNION PAC
71 FROM HEAD	70-MPH 45-TONS	54-FT	1-P		0.00-BRK	2159-ATONS	2359-AFT
TLLU 400753	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
EITU 121040	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
42 DTTD 743470	LP1A COFC HL011	03-802-96	RAMP	DIT			TX UNION PAC
70 FROM HEAD	70-MPH 59-TONS	54-FT	1-P		0.00-BRK	2218-ATONS	2413-AFT
EITU 168765	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
EITU 104433	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
43 DTTT 743470	LP1A COFC HL011	03-802-96	RAMP	DIT			TX UNION PAC
69 FROM HEAD	70-MPH 50-TONS	54-FT	1-P		0.00-BRK	2268-ATONS	2467-AFT
TGCU 515231	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
IMTU 106901	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
44 DTTB 743470	LP1A COFC HL011	03-802-96	RAMP	DIT			TX UNION PAC
68 FROM HEAD	70-MPH 46-TONS	54-FT	1-P		0.00-BRK	2314-ATONS	2521-AFT
EGHU 920576	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
TCKU 653558	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
DTTX 743083	P5A ARTICULATED MULTI-WELL CAR						
	CONSISTS OF THE FOLLOWING 5 CARS						
45 DTTB 743083	LP1A COFC HL011	03-802-96	RAMP	DIT			TX UNION PAC
67 FROM HEAD	70-MPH 41-TONS	54-FT	1-P		3.00-BRK	2355-ATONS	2575-AFT
TEMU 892900	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
TLLU 478789	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
46 DTTT 743083	LP1A COFC HL011	03-802-96	RAMP	DIT			TX UNION PAC
66 FROM HEAD	70-MPH 40-TONS	54-FT	1-P		0.00-BRK	2395-ATONS	2629-AFT
BSIU 945290	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
TGCU 515134	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
47 DTTD 743083	LP1A COFC HL011	03-802-96	RAMP	DIT			TX UNION PAC
65 FROM HEAD	70-MPH 47-TONS	54-FT	1-P		0.00-BRK	2442-ATONS	2683-AFT
TCNU 363622	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
SEGU 588314	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
48 DTTE 743083	LP1A COFC HL011	03-802-96	RAMP	DIT			TX UNION PAC
64 FROM HEAD	70-MPH 39-TONS	54-FT	1-P		0.00-BRK	2481-ATONS	2737-AFT
BMOU 538609	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
EISU 934303	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
49 DTTA 743083	LP1A COFC HL011	03-802-96	RAMP	DIT			TX UNION PAC
63 FROM HEAD	70-MPH 57-TONS	54-FT	1-P		0.00-BRK	2538-ATONS	2791-AFT
EMCU 980608	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
TGCU 515088	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
DTTX 760942	P5A ARTICULATED MULTI-WELL CAR						
	CONSISTS OF THE FOLLOWING 5 CARS						
50 DTTB 760942	LP1A COFC HL011	03-802-96	RAMP	DIT			TX UNION PAC
62 FROM HEAD	70-MPH 39-TONS	54-FT	1-P		3.00-BRK	2577-ATONS	2845-AFT
FSCU 709301	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A
EITU 159442	LK4E MIXFRT HL011			DIT			TX EVERGR SHI A

51	DTTC	760942	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
61	FROM HEAD	70-MPH	40-TONS	54-FT	1-P			0.00-BRK	2617-ATONS 2899-AFT
	TCLU	915303	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EITU	132606	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
52	DTTD	760942	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
60	FROM HEAD	70-MPH	47-TONS	54-FT	1-P			0.00-BRK	2664-ATONS 2953-AFT
	TCNU	635073	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EITU	115499	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
53	DTTE	760942	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
59	FROM HEAD	70-MPH	51-TONS	54-FT	1-P			0.00-BRK	2715-ATONS 3007-AFT
	TEMU	621785	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EGHU	101355	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
54	DTTA	760942	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
58	FROM HEAD	70-MPH	38-TONS	54-FT	1-P			0.00-BRK	2753-ATONS 3061-AFT
	EITU	168101	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	MAGU	532829	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
DTTX	749210	P5A ARTICULATED MULTI-WELL CAR							
		CONSISTS OF THE FOLLOWING 5 CARS							
55	DTTB	749210	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
57	FROM HEAD	70-MPH	51-TONS	55-FT	1-P			3.00-BRK	2804-ATONS 3116-AFT
	HMCU	907754	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EITU	105210	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
56	DTTC	749210	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
56	FROM HEAD	70-MPH	52-TONS	55-FT	1-P			0.00-BRK	2856-ATONS 3171-AFT
	HMCU	103957	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EITU	121580	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
57	DTTD	749210	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
55	FROM HEAD	70-MPH	43-TONS	55-FT	1-P			0.00-BRK	2899-ATONS 3226-AFT
	XINU	816312	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	TGHU	888619	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
58	DTTE	749210	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
54	FROM HEAD	70-MPH	37-TONS	55-FT	1-P			0.00-BRK	2936-ATONS 3281-AFT
	TCNU	346045	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	GAOU	631161	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
59	DTTA	749210	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
53	FROM HEAD	70-MPH	52-TONS	55-FT	1-P			0.00-BRK	2988-ATONS 3336-AFT
	TCLU	792803	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	TGBU	695513	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
DTTX	760986	P5A ARTICULATED MULTI-WELL CAR							
		CONSISTS OF THE FOLLOWING 5 CARS							
60	DTTB	760986	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
52	FROM HEAD	70-MPH	49-TONS	54-FT	1-P			3.00-BRK	3037-ATONS 3390-AFT
	BMOU	543454	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EITU	146751	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
61	DTTC	760986	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
51	FROM HEAD	70-MPH	55-TONS	54-FT	1-P			0.00-BRK	3092-ATONS 3444-AFT
	BMOU	488239	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
	EITU	195682	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
62	DTTD	760986	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
50	FROM HEAD	70-MPH	66-TONS	54-FT	1-P			0.00-BRK	3158-ATONS 3498-AFT
	GAOU	623997	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A

	EISU 153296	LK40 MIXFRT HL011			DIT	TX EVERGR SHI A	
63	DTTE 760986	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC	
	49 FROM HEAD	70-MPH 42-TONS	54-FT	1-P	0.00-BRK	3200-ATONS	3552-AFT
	BMOU 544956	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
	BMOU 544165	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
64	DTTA 760986	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC	
	48 FROM HEAD	70-MPH 33-TONS	54-FT	1-P	0.00-BRK	3233-ATONS	3606-AFT
	TCNU 208788	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
	EITU 123098	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
65	DTTX 645679	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC	
	47 FROM HEAD	70-MPH 59-TONS	77-FT	1-P	1.00-BRK	3292-ATONS	3683-AFT
		SINGLE UNIT WELL CAR					
	EISU 173706	LK40 MIXFRT HL011			DIT	TX EVERGR SHI A	
	TCLU 633230	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
DTTX	751199	P5A ARTICULATED MULTI-WELL CAR					
		CONSISTS OF THE FOLLOWING 5 CARS					
66	DTTA 751199	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC	
	46 FROM HEAD	70-MPH 38-TONS	54-FT	1-P	3.00-BRK	3330-ATONS	3737-AFT
	MAGU 549723	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
	FCIU 704817	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
67	DTTE 751199	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC	
	45 FROM HEAD	70-MPH 61-TONS	54-FT	1-P	0.00-BRK	3391-ATONS	3791-AFT
	IMTU 108571	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
	EITU 106632	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
68	DTTD 751199	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC	
	44 FROM HEAD	70-MPH 51-TONS	54-FT	1-P	0.00-BRK	3442-ATONS	3845-AFT
	HMCU 912519	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
	EITU 122983	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
69	DTTC 751199	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC	
	43 FROM HEAD	70-MPH 52-TONS	54-FT	1-P	0.00-BRK	3494-ATONS	3899-AFT
	EITU 114834	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
	BMOU 477524	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
70	DTTB 751199	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC	
	42 FROM HEAD	70-MPH 35-TONS	54-FT	1-P	0.00-BRK	3529-ATONS	3953-AFT
	EITU 169445	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
	BMOU 477393	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
DTTX	785524	P3A ARTICULATED MULTI-WELL CAR					
		CONSISTS OF THE FOLLOWING 3 CARS					
71	DTTA 785524	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC	
	41 FROM HEAD	70-MPH 44-TONS	68-FT	1-P	2.00-BRK	3573-ATONS	4021-AFT
	HMCU 922238	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
	EITU 113334	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
72	DTTC 785524	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC	
	40 FROM HEAD	70-MPH 69-TONS	68-FT	1-P	0.00-BRK	3642-ATONS	4089-AFT
	HMCU 108124	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
	EISU 187571	LK40 MIXFRT HL011			DIT	TX EVERGR SHI A	
73	DTTB 785524	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC	
	39 FROM HEAD	70-MPH 56-TONS	68-FT	1-P	0.00-BRK	3698-ATONS	4157-AFT
	EITU 192946	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
	EGHU 936848	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A	
BNSF	238019	P5A ARTICULATED MULTI-WELL CAR					

CONSISTS OF THE FOLLOWING 5 CARS

74 BNSB 238019 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 38 FROM HEAD 70-MPH 40-TONS 54-FT 1-P 3.00-BRK 3738-ATONS 4211-AFT
 XINU 810753 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 TCLU 831632 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 75 BNSC 238019 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 37 FROM HEAD 70-MPH 39-TONS 54-FT 1-P 0.00-BRK 3777-ATONS 4265-AFT
 EITU 143554 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EITU 172294 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 76 BNSD 238019 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 36 FROM HEAD 70-MPH 37-TONS 54-FT 1-P 0.00-BRK 3814-ATONS 4319-AFT
 TGHU 909690 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EITU 149739 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 77 BNSE 238019 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 35 FROM HEAD 70-MPH 43-TONS 54-FT 1-P 0.00-BRK 3857-ATONS 4373-AFT
 EITU 152532 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 TCNU 168198 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 78 BNSA 238019 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 34 FROM HEAD 70-MPH 39-TONS 54-FT 1-P 0.00-BRK 3896-ATONS 4427-AFT
 TCLU 889471 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EITU 131949 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 79 FEC 70650 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 33 FROM HEAD 70-MPH 61-TONS 77-FT 1-P 1.00-BRK 3957-ATONS 4504-AFT
 SINGLE UNIT WELL CAR
 TCKU 612625 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EGHU 906336 LK4H MIXFRT HL011 DIT TX EVERGR SHI A

NOKL 230366 P3A ARTICULATED MULTI-WELL CAR

CONSISTS OF THE FOLLOWING 3 CARS

80 NOKB 230366 LP1A HAZMTL HL011 03-802-96 RAMP DIT TX UNION PAC
 32 FROM HEAD 70-MPH 55-TONS 57-FT 1-P 2.00-BRK 4012-ATONS 4561-AFT
 SHOVE TO REST AND COVER DO NOT HUMP
 DOUBLE STACKED
 EMCU 975106 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 TCLU 431534 LK4E MXHAZD HL011 DIT TX EVERGR SHI A

1650/BOX, 6435/KG

* DANGEROUS *

EMERGENCY CONTACT:

1-800-451-8346

UN1170
 ETHYL ALCOHOL SOLUTION
 3
 PG II
 SHIPPER CONTACT
 3E COMPANY
 HAZMAT STCC = 4909159

2524/BOX, 8582/KG

* DANGEROUS *

EMERGENCY CONTACT:

1-800-451-8346

UN1170
 ETHYL ALCOHOL SOLUTION
 3
 PG II
 SHIPPER CONTACT
 3E COMPANY
 HAZMAT STCC = 4909159

601/BOX, 1082/KG

UN1170

* * *

ETHYL ALCOHOL SOLUTION

3

EMERGENCY CONTACT:

PG II

1-800-451-8346

SHIPPER CONTACT

3E COMPANY

HAZMAT STCC = 4909159

DO NOT HUMP

81 NOKC 230366 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 31 FROM HEAD 70-MPH 44-TONS 57-FT 1-P 0.00-BRK 4056-ATONS 4618-AFT
 SEGU 531940 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 IMTU 100762 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 82 NOKA 230366 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 30 FROM HEAD 70-MPH 43-TONS 57-FT 1-P 0.00-BRK 4099-ATONS 4675-AFT
 EMCU 982715 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EITU 190306 LK4E MIXFRT HL011 DIT TX EVERGR SHI A

DTTX 760204 P5A ARTICULATED MULTI-WELL CAR

CONSISTS OF THE FOLLOWING 5 CARS

83 DTTA 760204 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 29 FROM HEAD 70-MPH 56-TONS 54-FT 1-P 3.00-BRK 4155-ATONS 4729-AFT
 EISU 943602 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 HMCU 919306 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 84 DTTE 760204 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 28 FROM HEAD 70-MPH 35-TONS 54-FT 1-P 0.00-BRK 4190-ATONS 4783-AFT
 EITU 152748 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EGSU 913037 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 85 DTTD 760204 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 27 FROM HEAD 70-MPH 38-TONS 54-FT 1-P 0.00-BRK 4228-ATONS 4837-AFT
 TCLU 491009 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EITU 100847 LK4E MIXFRT HL011 DIT TX EVERGR SHI A

86 DTTC 760204 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 26 FROM HEAD 70-MPH 38-TONS 54-FT 1-P 0.00-BRK 4266-ATONS 4891-AFT
 BMOU 496223 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 BEAU 445196 LK4E MIXFRT HL011 DIT TX EVERGR SHI A

87 DTTB 760204 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 25 FROM HEAD 70-MPH 37-TONS 54-FT 1-P 0.00-BRK 4303-ATONS 4945-AFT
 SEGU 598939 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 TLLU 574939 LK4E MIXFRT HL011 DIT TX EVERGR SHI A

88 DTTX 745413 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 24 FROM HEAD 70-MPH 57-TONS 65-FT 1-P 1.00-BRK 4360-ATONS 5010-AFT

SINGLE UNIT WELL CAR

TCNU 345695 LK4E MIXFRT HL011 DIT TX EVERGR SHI A

TGCU 508221 LK4E MIXFRT HL011 DIT TX EVERGR SHI A

DTTX 062638 P5A ARTICULATED MULTI-WELL CAR

CONSISTS OF THE FOLLOWING 5 CARS

89 DTTA 62638 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 23 FROM HEAD 70-MPH 34-TONS 59-FT 1-P 3.00-BRK 4394-ATONS 5069-AFT
 TCLU 855415 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EISU 914013 LK4E MIXFRT HL011 DIT TX EVERGR SHI A

90	DTTE	62638	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	22	FROM HEAD	70-MPH	34-TONS	59-FT	1-P		0.00-BRK	4428-ATONS 5128-AFT
		TEMU 895845	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		TGBU 690359	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
91	DTTD	62638	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	21	FROM HEAD	70-MPH	34-TONS	59-FT	1-P		0.00-BRK	4462-ATONS 5187-AFT
		EITU 193877	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		TCLU 497073	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
92	DTTC	62638	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	20	FROM HEAD	70-MPH	49-TONS	59-FT	1-P		0.00-BRK	4511-ATONS 5246-AFT
		TEMU 714643	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		BMOU 500186	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
93	DTTB	62638	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	19	FROM HEAD	70-MPH	49-TONS	59-FT	1-P		0.00-BRK	4560-ATONS 5305-AFT
		TGBU 500057	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		FCIU 954196	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
94	DTTX	659360	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	18	FROM HEAD	70-MPH	42-TONS	77-FT	1-P		1.00-BRK	4602-ATONS 5382-AFT
									SINGLE UNIT WELL CAR
		FCIU 729370	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		BMOU 498316	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
95	DTTX	656835	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	17	FROM HEAD	70-MPH	41-TONS	77-FT	1-P		1.00-BRK	4643-ATONS 5459-AFT
									SINGLE UNIT WELL CAR
		EITU 103693	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		TCLU 816904	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
DTTX	621019		P3A	SOLID DRAWBAR	CONNECTED				MULTI-WELL CAR
									CONSISTS OF THE FOLLOWING 3 CARS
96	DTTB	621019	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	16	FROM HEAD	70-MPH	49-TONS	77-FT	1-P		3.00-BRK	4692-ATONS 5536-AFT
		EGSU 918505	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		GAOU 630753	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
97	DTTC	621019	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	15	FROM HEAD	70-MPH	43-TONS	77-FT	1-P		0.00-BRK	4735-ATONS 5613-AFT
		EISU 928493	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		FDCU 24042	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
98	DTTA	621019	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	14	FROM HEAD	70-MPH	48-TONS	77-FT	1-P		0.00-BRK	4783-ATONS 5690-AFT
		TGHU 910679	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		TGBU 658414	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
DTTX	751228		P5A	ARTICULATED	MULTI-WELL CAR				
									CONSISTS OF THE FOLLOWING 5 CARS
99	DTTB	751228	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	13	FROM HEAD	70-MPH	38-TONS	54-FT	1-P		3.00-BRK	4821-ATONS 5744-AFT
		EGHU 106281	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EISU 919075	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
100	DTTC	751228	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	12	FROM HEAD	70-MPH	32-TONS	54-FT	1-P		0.00-BRK	4853-ATONS 5798-AFT
		TGHU 902038	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EISU 911777	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
101	DTTD	751228	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC

11	FROM HEAD	70-MPH	39-TONS	54-FT	1-P	0.00-BRK	4892-ATONS	5852-AFT
	MAGU 538406	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	EMCU 802573	LK50	MIXFRT	HL011		DIT	TX EVERGR	SHI A
102	DTTE 751228	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION	PAC
10	FROM HEAD	70-MPH	39-TONS	54-FT	1-P	0.00-BRK	4931-ATONS	5906-AFT
	TEMU 609212	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	TLLU 585185	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
103	DTTA 751228	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION	PAC
9	FROM HEAD	70-MPH	41-TONS	54-FT	1-P	0.00-BRK	4972-ATONS	5960-AFT
	HMCU 915101	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	TGHU 887855	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
104	DTTX 652544	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION	PAC
8	FROM HEAD	70-MPH	50-TONS	77-FT	1-P	1.00-BRK	5022-ATONS	6037-AFT
	SINGLE UNIT WELL CAR							
	EGSU 917879	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	EITU 175374	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
105	DTTX 657665	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION	PAC
7	FROM HEAD	70-MPH	50-TONS	77-FT	1-P	1.00-BRK	5072-ATONS	6114-AFT
	SINGLE UNIT WELL CAR							
	TEMU 735394	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	BEAU 436941	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
DTTX 723009	P3A ARTICULATED MULTI-WELL CAR							
	CONSISTS OF THE FOLLOWING 3 CARS							
106	DTTB 723009	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION	PAC
6	FROM HEAD	70-MPH	57-TONS	68-FT	1-P	2.00-BRK	5129-ATONS	6182-AFT
	EITU 153221	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	TCLU 866473	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
107	DTTC 723009	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION	PAC
5	FROM HEAD	70-MPH	54-TONS	68-FT	1-P	0.00-BRK	5183-ATONS	6250-AFT
	EITU 117066	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	TEMU 776190	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
108	DTTA 723009	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION	PAC
4	FROM HEAD	70-MPH	77-TONS	68-FT	1-P	0.00-BRK	5260-ATONS	6318-AFT
	EGHU 339445	LK1E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	TGCU 202312	LK1E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	HMCU 108023	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
DTTX 786342	P3A ARTICULATED MULTI-WELL CAR							
	CONSISTS OF THE FOLLOWING 3 CARS							
109	DTTB 786342	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION	PAC
3	FROM HEAD	70-MPH	66-TONS	68-FT	1-P	2.00-BRK	5326-ATONS	6386-AFT
	EITU 59641	LK1E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	EMCU 373893	LK10	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	TGHU 697064	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
110	DTTC 786342	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION	PAC
2	FROM HEAD	70-MPH	70-TONS	68-FT	1-P	0.00-BRK	5396-ATONS	6454-AFT
	EITU 7712	LK1E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	FCIU 542958	LK1E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
	GATU 873869	LK4E	MIXFRT	HL011		DIT	TX EVERGR	SHI A
111	DTTA 786342	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION	PAC
1	FROM HEAD	70-MPH	78-TONS	68-FT	1-P	0.00-BRK	5474-ATONS	6522-AFT
	EISU 212944	LK1E	MIXFRT	HL011		DIT	TX EVERGR	SHI A

MAGU 231914 LK1E MIXFRT HL011 DIT TX EVERGR SHI A
EGHU 937759 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
BLOCK TOTALS 111 LOADS 0 MTYS 5474 G-TONS 6522 FEET
CAR-TOTALS 111 LOADS 0 MTYS 5474 G-TONS 6522 FEET 3215 N-TONS
POWER BLOCK
UP 006064
UP 006493
UP 007430

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-- ILXMD 15
80 FROM CAB/EOT NOKB230366 L 032 FROM HEAD V/K=TCLU431534 L
80 FROM CAB/EOT NOKB230366 L 032 FROM HEAD
80 FROM CAB/EOT NOKB230366 L 032 FROM HEAD
COMMODITY NUMBER IS 4909159

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

TRAIN-- ILXMD 15
3380-THERE ARE NO CARS ON THIS TRAIN WITH HIGH VALUE LOADS
3392-END OF TRAIN LIST

TRAIN LIST A - BEFORE PICK-UP AT EVANSTON

 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: ILXMD 15 NAME:
 CNDR: A CONDUCTOR ENGR: A ENGINEER C/F TODAY 0600
 SECONDARY TRAIN ID: FDKMET TRAIN DIRECTION OUT OF IA431 : SOUTH
 111-LOADS 0-MTYS 5474-GTONS CAR LENGTH: 6522-FT TRAIN LENGTH: 6744-FT

 HAZARDOUS MATERIAL IN TRAIN YES TRAIN WGT: 6100-TN
 RAIL SECURITY SENSITIVE MATERIAL SHIPMENTS NONE
 FORM 8620 PLACEMENT ERRORS NO
 SSI ITEM 5 PLACEMENT ERRORS/WARNINGS NO
 TRAIN LENGTH EXCEPTION NO
 TRAIN HAS HIGH / WIDE SHIPMENTS NO
 LEAD LOCOMOTIVE IS PTC EQUIPPED YES (OPERATIVE FOR ALL TRAIN SIZES)
 LEAD LOCOMOTIVE IS EMS EQUIPPED YES
 TRIP OPTIMIZER (PTC-INTEGRATED) (OPERATIVE) (P)

 SSI MAXIMUM SPEED (UNLESS OTHERWISE RESTRICTED) IS AS FOLLOWS:
 MAXIMUM SPEED * 70 * MPH BETWEEN IA431 AND CT321 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 * TABLE A * TRAIN REQUIREMENTS SSI ITEM 2F

ST	LOCOMOTIVE	PU	SO	AC	EA	EA	AC	PVCAHECDASD	LEN	WGT				
CD	INIT	NUMB	CIRC7	CIRC7	D	DC	MODEL-#	PW	DB	AX	CCACMSPTTB	DP	FT	TN
V	UP	7430	CS789		F	AC	C45ACCTE	XX.X	XX.X	6	YYYYYPBCG4A		74	210
V	UP	6493	CS789		F	AC	C44AC	XX.X	XX.X	6	YYYYYABBG3A		74	208
V	UP	6064	CS789		F	AC	C44ACCTE	XX.X	XX.X	6	YYYYY.BCG3A		74	208
TOTALS:								XX.X	XX.X	18			222	626

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 *****

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5474   TPA TONNAGE INCLUDES ISOLATED LOCOMOTIVES,IF ANY
XXX    TONS PER EQUIVALENT POWERED AXLE           -       XX.X EPA
XX.X   TOTAL EQUIVALENT AXLE DYNAMIC BRAKE, ALL CONSISTS
XXX    TONS PER EQUIVALENT DYNAMIC BRAKE AXLE -       XX.X EDBA
24     MAXIMUM EPA REAR HELPER

111    TOTAL NUMBER OF CARS/PLATFORMS
75.0   TOTAL OPERATIVE-BRAKES
50     AVERAGE G-TONS PER CAR OR PLATFORM
73     TONS PER OPERATIVE BRAKE
318    TOTAL AXLES, INCLUDING LOCOMOTIVES
78     HEAVIEST CAR, DTTA 786342, SEQ 111
6100   TOTAL GROSS TONS, CARS AND LOCOMOTIVES
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SUMMARY OF CAR TYPES
111 DOUBLE STACK

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TRAIN LIMITS BETWEEN IA431 AND RR143
TPA LIMIT IS 326, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 410
STANDARD STRENGTH COUPLER LIMIT IS 10910
HIGH STRENGTH COUPLER LIMIT IS 14878
TERRITORY CODE OTHER THAN H OR L
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TRAIN LIMITS BETWEEN RR143 AND CT321
TPA LIMIT IS 210, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 245
STANDARD STRENGTH COUPLER LIMIT IS 6874
HIGH STRENGTH COUPLER LIMIT IS 9374
TERRITORY CODE L
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INSPECTION LOCATIONS:
LEXMARK TX CS789 O - CLASS 1

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-----
AIR BRAKE INSPECTIONS:
NAME          LOCATION    ROAD    DATE    TIME:    # CARS:
-----
** INSPECTION INFORMATION IS NOT AVAILABLE **
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-----
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 IOWA CITY AZ  IA431  TODAY-20-0628  2'25A   111    0    5474    6744
CT IOWA CITY AZ  IA431  TODAY-20-0600
-----
SD IOWA CITY AZ  IA431  ! TODAY-20-0645    111    0    5474    6744
SA EVANSTON  AZ  IA384  TODAY-20-0930    111    0    5474    6744
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S/O	HLS	ACUM	ACUM	ACUM	TONS															
ZGH	LEN	AXLE	#P	TONS	SEQ	20	30	40	50	60	70	80	90	100	110	120	130	140	150	
	#	4837	97	1	4228	85	XXXXXXXXXX													
	#	4891	95	1	4266	86	XXXXXXXXXX													
	#	4945	93	1	4303	87	XXXXXXXXXX													
6#		5010	90	1	4360	88	XXXXXXXXXXXXXXXXXX													
	#	5069	86	1	4394	89	XXXXXX													
	#	5128	83	1	4428	90	XXXXXX													
	#	5187	81	1	4462	91	XXXXXX													
	#	5246	79	1	4511	92	XXXXXXXXXXXXXXXXXX													
	#	5305	77	1	4560	93	XXXXXXXXXXXXXXXXXX													
7#		5382	74	1	4602	94	XXXXXXXXXX													
7#		5459	70	1	4643	95	XXXXXXXXXX													
7#		5536	66	1	4692	96	XXXXXXXXXXXXXXXXXX													
7#		5613	62	1	4735	97	XXXXXXXXXX													
7#		5690	58	1	4783	98	XXXXXXXXXXXXXXXXXX													
	#	5744	54	1	4821	99	XXXXXXXXXX													
	#	5798	51	1	4853	100	XXXXXX													
	#	5852	49	1	4892	101	XXXXXXXXXX													
	#	5906	47	1	4931	102	XXXXXXXXXX													
	#	5960	45	1	4972	103	XXXXXXXXXX													
7#		6037	42	1	5022	104	XXXXXXXXXXXXXXXXXX													
7#		6114	38	1	5072	105	XXXXXXXXXXXXXXXXXX													
6#		6182	34	1	5129	106	XXXXXXXXXXXXXXXXXXXXXX													
6#		6250	31	1	5183	107	XXXXXXXXXXXXXXXXXX													
6#		6318	29	1	5260	108	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX													
6#		6386	26	1	5326	109	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX													
6#		6454	23	1	5396	110	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX													
6#		6522	21	1	5474	111	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX													

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.
 - TONS COLUMN: 'C' INDICATES A CAR THAT IS EQUIPPED WITH END OF CUSHIONING DEVICE

TRAIN LIST B - AFTER PICK-UP AT EVANSTON

UNION PACIFIC RAILROAD COMPANY
TRAIN LIST ISSUE NO. 1

TRAIN/JOB: ILXMD 15 NAME:
 CNDR: A CONDUCTOR ENGR: A ENGINEER C/F TODAY 0600

SECONDARY TRAIN ID: FDKMET TRAIN DIRECTION OUT OF IA431 : SOUTH
 237-LOADS 0-MTYS 12283-GTONS CAR LENGTH: 13847-FT TRAIN LENGTH: 14294-FT

 HAZARDOUS MATERIAL IN TRAIN YES TRAIN WGT: 13537-TN
 RAIL SECURITY SENSITIVE MATERIAL SHIPMENTS NONE
 FORM 8620 PLACEMENT ERRORS NO
 SSI ITEM 5 PLACEMENT ERRORS/WARNINGS UNKNOWN
 TRAIN LENGTH EXCEPTION NO
 TRAIN HAS HIGH / WIDE SHIPMENTS NO
 LEAD LOCOMOTIVE IS PTC EQUIPPED YES (OPERATIVE FOR ALL TRAIN SIZES)
 LEAD LOCOMOTIVE IS EMS EQUIPPED YES
 TRIP OPTIMIZER (PTC-INTEGRATED) (OPERATIVE) (P)

SSI MAXIMUM SPEED (UNLESS OTHERWISE RESTRICTED) IS AS FOLLOWS:
 MAXIMUM SPEED * 70 * MPH BETWEEN IA431 AND CT321 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 * TABLE A * TRAIN REQUIREMENTS SSI ITEM 2F

ST	LOCOMOTIVE	PU	SO	AC	EA	EA	AC	PVCAHECDASD	LEN	WGT				
CD	INIT	NUMB	CIRC7	CIRC7	D	DC	MODEL-#	PW	DB	AX	CCACCMSP'TTB	DP	FT	TN
V	UP	7430	CS789		F	AC	C45ACCTE	XX.X	XX.X	6	YYYYYPBCG4A	HC	74	210
V	UP	6493	CS789		F	AC	C44AC	XX.X	XX.X	6	YYYYYABBG3A	H	74	208
V	UP	6064	CS789		F	AC	C44ACCTE	XX.X	XX.X	6	YYYYY.BCG3A	H	74	208
SUB TOTALS:								XX.X	XX.X	18			222	626
.														
X	UP	7229	IA384		F	AC	C44AC	XX.X	XX.X	6	YYYYY.BCG3A	1C	74	208
X	UP	8694	IA384		B	AC	SD70ACE	XX.X	XX.X	6	YYYYYMBBG3A	1	75	210
SUB TOTALS:								XX.X	XX.X	12			149	418
.														
X	UP	6914	IA384		B	AC	C44ACCCA	XX.X	XX.X	6	.YYYY.BBG3A	RC	76	210
SUB TOTALS:								XX.X	XX.X	6			76	210
.														
TOTALS:								XX.X	XX.X	36			447	1254
.														

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 *****

12283 TPA TONNAGE INCLUDES ISOLATED LOCOMOTIVES, IF ANY
XXX TONS PER EQUIVALENT POWERED AXLE - XX.X EPA
XX.X TOTAL EQUIVALENT AXLE DYNAMIC BRAKE, ALL CONSISTS
XXX TONS PER EQUIVALENT DYNAMIC BRAKE AXLE - XX.X EDBA
24 MAXIMUM EPA REAR HELPER

241 TOTAL NUMBER OF CARS/PLATFORMS
156.50 TOTAL OPERATIVE-BRAKES
51 AVERAGE G-TONS PER CAR OR PLATFORM
79 TONS PER OPERATIVE BRAKE
664 TOTAL AXLES, INCLUDING LOCOMOTIVES
399 HEAVIEST CAR, BNSF 239244, SEQ 054
13537 TOTAL GROSS TONS, CARS AND LOCOMOTIVES

SUMMARY OF CAR TYPES
237 DOUBLE STACK

TRAIN LIMITS BETWEEN IA431 AND RR143
TPA LIMIT IS 326, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 410
STANDARD STRENGTH COUPLER LIMIT IS 10910
HIGH STRENGTH COUPLER LIMIT IS 14878
TERRITORY CODE OTHER THAN H OR L

TRAIN LIMITS BETWEEN RR143 AND CT321
TPA LIMIT IS 210, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 245
STANDARD STRENGTH COUPLER LIMIT IS 6874
HIGH STRENGTH COUPLER LIMIT IS 9374
TERRITORY CODE L

INSPECTION LOCATIONS:

LEXMARK TX CS789 O - CLASS 1

AIR BRAKE INSPECTIONS:

NAME	LOCATION	ROAD	DATE	TIME:	# CARS:
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** 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	IOWA CITY AZ	IA431	TODAY-20-0628	2'25A	111	0	5474	6744
CT	IOWA CITY AZ	IA431	TODAY-20-0600					

SD	IOWA CITY AZ	IA431	! TODAY-20-0645		111	0	5474	6744
SA	EVANSTON AZ	IA384	TODAY-20-0930		111	0	5474	6744
SP	EVANSTON AZ	IA384	TODAY-20-0930		126	0	6809	7550
SD	EVANSTON AZ	IA384	TODAY-20-1100		237	0	12283	14294
SA	KINNICK AZ	RR143	TODAY-20-1200		237	0	12283	14294
SD	KINNICK AZ	RR143	TODAY-20-1200		237	0	12283	14294
SA	CORVALLIS CA	CT321	TODAY-20-1505		237	0	12283	14294
SS	CORVALLIS CA	CT321	TODAY-20-1505		126	0	6809	7550
EC	CORVALLIS CA	CT321	TODAY-20-1445					
SD	CORVALLIS CA	CT321	TODAY-20-1605		111	0	5474	6744

CARS LISTED FROM REAR OF TRAIN

TRAIN/JOB-- ILXMD 15 WITH FOLLOWING CARS TA IOWA CITY AZ TIME-- TODAY 0628

TIMETABLE SI-11 AND SI-12 RESTRICTED CARS

NO CARS ON TRAIN ARE ROUTE RESTRICTED FOR THIS SUBDIVISION.

SEQ EQUIPMT ID KND COMDTY DESTN ZTS/CARR NXBLK CITY/STATE CONSIGNEE
POWER BLOCK

UP 006914

BLOCK-- STR1 CT321 089

DTTX 742412 P5A ARTICULATED MULTI-WELL CAR

CONSISTS OF THE FOLLOWING 5 CARS

1	DTTB 742412 LP1A	COFC ZS042	01-809-96	GLO4	IL UNION PAC
237	FROM HEAD 70-MPH	37-TONS 54-FT	1-P	3.00-BRK	37-ATONS 54-AFT
	APHU 738031 LK40	MIXFRT ZS042		GLO4	IL APL LAN TRA
	CMAU 816713 LK4E	MIXFRT ZS042		GLO4	IL CMA CGM AME
2	DTTC 742412 LP1A	COFC ZS042	01-809-96	GLO4	IL UNION PAC
236	FROM HEAD 70-MPH	56-TONS 54-FT	1-P	0.00-BRK	93-ATONS 108-AFT
	FCIU 893449 LK4E	MIXFRT ZS042		GLO4	IL CMA CGM AME
	CMAU 705308 LK4E	MIXFRT ZS042		GLO4	IL CMA CGM AME
3	DTTD 742412 LP1A	COFC ZS042	01-809-96	GLO4	IL UNION PAC

235 FROM HEAD	70-MPH	46-TONS	54-FT	1-P	0.00-BRK	139-ATONS	162-AFT
HJMU 158889	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
CMAU 706979	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
4 DTTE 742412	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
234 FROM HEAD	70-MPH	51-TONS	54-FT	1-P	0.00-BRK	190-ATONS	216-AFT
CMAU 646248	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
TCNU 921456	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
5 DTTA 742412	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
233 FROM HEAD	70-MPH	60-TONS	54-FT	1-P	0.00-BRK	250-ATONS	270-AFT
TCLU 957833	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
CMAU 646094	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
DTTX 759167	P5A ARTICULATED MULTI-WELL CAR						
	CONSISTS OF THE FOLLOWING 5 CARS						
6 DTTA 759167	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
232 FROM HEAD	70-MPH	54-TONS	54-FT	1-P	3.00-BRK	304-ATONS	324-AFT
APHU 717311	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
APHU 649425	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
7 DTTE 759167	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
231 FROM HEAD	70-MPH	39-TONS	54-FT	1-P	0.00-BRK	343-ATONS	378-AFT
CMAU 446692	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
TCNU 671921	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
8 DTTD 759167	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
230 FROM HEAD	70-MPH	45-TONS	54-FT	1-P	0.00-BRK	388-ATONS	432-AFT
TRLU 863280	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
ECMU 460450	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
9 DTTT 759167	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
229 FROM HEAD	70-MPH	49-TONS	54-FT	1-P	0.00-BRK	437-ATONS	486-AFT
FCIU 930036	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
APHU 695016	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
10 DTTB 759167	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
228 FROM HEAD	70-MPH	48-TONS	54-FT	1-P	0.00-BRK	485-ATONS	540-AFT
APHU 636301	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
FCIU 841764	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
11 DTTX 449591	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
227 FROM HEAD	70-MPH	58-TONS	62-FT	1-P	1.00-BRK	543-ATONS	602-AFT
	SINGLE UNIT WELL CAR						
CMAU 513963	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
TCNU 152894	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
DTTX 760322	P5A ARTICULATED MULTI-WELL CAR						
	CONSISTS OF THE FOLLOWING 5 CARS						
12 DTTB 760322	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
226 FROM HEAD	70-MPH	38-TONS	54-FT	1-P	3.00-BRK	581-ATONS	656-AFT
CMAU 463863	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
CMAU 550375	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
13 DTTT 760322	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
225 FROM HEAD	70-MPH	37-TONS	54-FT	1-P	0.00-BRK	618-ATONS	710-AFT
CMAU 614565	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
APZU 439692	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
14 DTTD 760322	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
224 FROM HEAD	70-MPH	47-TONS	54-FT	1-P	0.00-BRK	665-ATONS	764-AFT
TGBU 576482	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME

APZU 489610	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
15 DTTE 760322	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
223 FROM HEAD	70-MPH 48-TONS 54-FT 1-P	0.00-BRK	713-ATONS 818-AFT
FSCU 448207	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
APHU 654158	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
16 DTTA 760322	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
222 FROM HEAD	70-MPH 54-TONS 54-FT 1-P	0.00-BRK	767-ATONS 872-AFT
CMAU 830852	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
CMAU 625523	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
DTTX 781230	P5A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 5 CARS		
17 DTTB 781230	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
221 FROM HEAD	70-MPH 41-TONS 54-FT 1-P	3.00-BRK	808-ATONS 926-AFT
TCLU 410401	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
ECMU 435097	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
18 DTTC 781230	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
220 FROM HEAD	70-MPH 40-TONS 54-FT 1-P	0.00-BRK	848-ATONS 980-AFT
TCKU 628216	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
FSCU 456523	LK4S MIXFRT ZS042	GLO4	IL APL LAN TRA
19 DTTD 781230	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
219 FROM HEAD	70-MPH 40-TONS 54-FT 1-P	0.00-BRK	888-ATONS 1034-AFT
CAXU 735810	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
ECMU 451139	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
20 DTTE 781230	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
218 FROM HEAD	70-MPH 58-TONS 54-FT 1-P	0.00-BRK	946-ATONS 1088-AFT
TCNU 224992	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
TGHU 952244	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
21 DTTA 781230	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
217 FROM HEAD	70-MPH 54-TONS 54-FT 1-P	0.00-BRK	1000-ATONS 1142-AFT
GESU 608540	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
CAIU 955866	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
DTTX 759971	P5A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 5 CARS		
22 DTTA 759971	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
216 FROM HEAD	70-MPH 50-TONS 54-FT 1-P	3.00-BRK	1050-ATONS 1196-AFT
FCIU 848851	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
ECMU 980822	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
23 DTTE 759971	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
215 FROM HEAD	70-MPH 62-TONS 54-FT 1-P	0.00-BRK	1112-ATONS 1250-AFT
CMAU 402532	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
ECMU 455579	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
24 DTTD 759971	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
214 FROM HEAD	70-MPH 50-TONS 54-FT 1-P	0.00-BRK	1162-ATONS 1304-AFT
BMOU 640596	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
APZU 469497	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
25 DTTC 759971	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
213 FROM HEAD	70-MPH 50-TONS 54-FT 1-P	0.00-BRK	1212-ATONS 1358-AFT
FSCU 857696	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
ECMU 458125	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
26 DTTB 759971	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
212 FROM HEAD	70-MPH 45-TONS 54-FT 1-P	0.00-BRK	1257-ATONS 1412-AFT

GLDU 761799	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
APZU 487966	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
DTTX 885194	P5A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 5 CARS		
27 DTTA 885194	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
211 FROM HEAD	70-MPH 44-TONS 54-FT 1-P	3.00-BRK	1301-ATONS 1466-AFT
APZU 470889	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
CMAU 903691	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
28 DTTE 885194	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
210 FROM HEAD	70-MPH 41-TONS 54-FT 1-P	0.00-BRK	1342-ATONS 1520-AFT
APHU 730398	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
CMAU 522989	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
29 DTTD 885194	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
209 FROM HEAD	70-MPH 40-TONS 54-FT 1-P	0.00-BRK	1382-ATONS 1574-AFT
CMAU 464129	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
CMAU 907722	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
30 DTTC 885194	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
208 FROM HEAD	70-MPH 42-TONS 54-FT 1-P	0.00-BRK	1424-ATONS 1628-AFT
APHU 705300	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
GESU 585221	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
31 DTTB 885194	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
207 FROM HEAD	70-MPH 44-TONS 54-FT 1-P	0.00-BRK	1468-ATONS 1682-AFT
TCNU 611301	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
TEMU 865306	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
32 DTTX 55594	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
206 FROM HEAD	70-MPH 53-TONS 61-FT 1-P	1.00-BRK	1521-ATONS 1743-AFT
	SINGLE UNIT WELL CAR		
GESU 657114	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
CMAU 510608	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
33 DTTX 747760	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
205 FROM HEAD	70-MPH 47-TONS 65-FT 1-P	1.00-BRK	1568-ATONS 1808-AFT
	SINGLE UNIT WELL CAR		
TCNU 449136	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
TCNU 973369	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
NOKL 250400	P5A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 5 CARS		
34 NOKA 250400	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
204 FROM HEAD	70-MPH 40-TONS 54-FT 1-P	3.00-BRK	1608-ATONS 1862-AFT
APZU 475561	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
TCNU 608402	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
35 NOKE 250400	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
203 FROM HEAD	70-MPH 57-TONS 54-FT 1-P	0.00-BRK	1665-ATONS 1916-AFT
APZU 486525	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
CMAU 520422	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
36 NOKD 250400	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
202 FROM HEAD	70-MPH 56-TONS 54-FT 1-P	0.00-BRK	1721-ATONS 1970-AFT
UESU 430349	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
TCNU 363488	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
37 NOKC 250400	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
201 FROM HEAD	70-MPH 52-TONS 54-FT 1-P	0.00-BRK	1773-ATONS 2024-AFT
FCIU 824126	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA

BMOU 407676	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
38 NOKB 250400	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
200 FROM HEAD	70-MPH 42-TONS 54-FT 1-P	0.00-BRK	1815-ATONS 2078-AFT
CAXU 816915	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
APHU 723147	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
39 NOKL 210231	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
199 FROM HEAD	70-MPH 47-TONS 65-FT 1-P	1.00-BRK	1862-ATONS 2143-AFT
	SINGLE UNIT WELL CAR		
TGHU 635031	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
CMAU 629190	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
DTTX 760259	P5A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 5 CARS		
40 DTTB 760259	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
198 FROM HEAD	70-MPH 40-TONS 54-FT 1-P	3.00-BRK	1902-ATONS 2197-AFT
TGBU 632607	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
TCKU 624991	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
41 DTTC 760259	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
197 FROM HEAD	70-MPH 42-TONS 54-FT 1-P	0.00-BRK	1944-ATONS 2251-AFT
BMOU 468997	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
TGBU 528238	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
42 DTTD 760259	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
196 FROM HEAD	70-MPH 49-TONS 54-FT 1-P	0.00-BRK	1993-ATONS 2305-AFT
TCNU 368340	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
TGHU 960049	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
43 DTTE 760259	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
195 FROM HEAD	70-MPH 52-TONS 54-FT 1-P	0.00-BRK	2045-ATONS 2359-AFT
CMAU 50979	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
TEMU 166303	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
TGBU 632644	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
44 DTTA 760259	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
194 FROM HEAD	70-MPH 41-TONS 54-FT 1-P	0.00-BRK	2086-ATONS 2413-AFT
TLLU 805285	LK1E MIXFRT ZS042	GLO4	IL APL LAN TRA
CAIU 380564	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
CMAU 627027	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
DTTX 748361	P5A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 5 CARS		
45 DTTA 748361	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
193 FROM HEAD	70-MPH 53-TONS 55-FT 1-P	3.00-BRK	2139-ATONS 2468-AFT
CMAU 197350	LK1E MIXFRT ZS042	GLO4	IL APL LAN TRA
TLLU 280772	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
TCNU 374135	LK4E MIXFRT ZS042	GLO4	IL EVERGR SHI A
46 DTTE 748361	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
192 FROM HEAD	70-MPH 38-TONS 55-FT 1-P	0.00-BRK	2177-ATONS 2523-AFT
APZU 488950	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
APZU 432361	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
47 DTTD 748361	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
191 FROM HEAD	70-MPH 37-TONS 55-FT 1-P	0.00-BRK	2214-ATONS 2578-AFT
TCLU 445635	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
CAIU 413494	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
48 DTTC 748361	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
190 FROM HEAD	70-MPH 41-TONS 55-FT 1-P	0.00-BRK	2255-ATONS 2633-AFT

CMAU 619749	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
APZU 453290	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
49 DTTB 748361	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
189 FROM HEAD	70-MPH 37-TONS 55-FT 1-P	0.00-BRK	2292-ATONS 2688-AFT
TTNU 447946	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
TCNU 117140	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
50 DTTX 467979	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
188 FROM HEAD	70-MPH 59-TONS 77-FT 1-P	1.00-BRK	2351-ATONS 2765-AFT
	SINGLE UNIT WELL CAR		
TCNU 124194	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
CMAU 838058	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
BNSF 253032	P3A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 3 CARS		
51 BNSB 253032	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
187 FROM HEAD	70-MPH 47-TONS 68-FT 1-P	2.00-BRK	2398-ATONS 2833-AFT
TLLU 509921	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
CMAU 744133	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
52 BNSC 253032	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
186 FROM HEAD	70-MPH 39-TONS 68-FT 1-P	0.00-BRK	2437-ATONS 2901-AFT
CMAU 628589	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
ECMU 807659	LK5E MIXFRT ZS042	GLO4	IL CMA CGM AME
53 BNSA 253032	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
185 FROM HEAD	70-MPH 46-TONS 68-FT 1-P	0.00-BRK	2483-ATONS 2969-AFT
EMCU 141409	LK4E MIXFRT ZS042	GLO4	IL EVERGR SHI A
ECMU 803898	LK5E MIXFRT ZS042	GLO4	IL CMA CGM AME
54 BNSF 239244	LP5A		NO WAYBILL
184 FROM HEAD	70-MPH 399-TONS 268-FT 5-P	2.50-BRK	2882-ATONS 3237-AFT
	MULTI-PLATFORM SPINE CAR		
	SINGLE UNIT WELL CAR		
DTTX 743493	P5A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 5 CARS		
55 DTTB 743493	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
183 FROM HEAD	70-MPH 58-TONS 54-FT 1-P	3.00-BRK	2940-ATONS 3291-AFT
SKYU 401736	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
CAIU 705645	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
56 DTTT 743493	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
182 FROM HEAD	70-MPH 58-TONS 54-FT 1-P	0.00-BRK	2998-ATONS 3345-AFT
ECMU 471780	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
TCLU 183973	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
57 DTTD 743493	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
181 FROM HEAD	70-MPH 42-TONS 54-FT 1-P	0.00-BRK	3040-ATONS 3399-AFT
APHU 703372	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
CMAU 583844	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
58 DTTT 743493	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
180 FROM HEAD	70-MPH 46-TONS 54-FT 1-P	0.00-BRK	3086-ATONS 3453-AFT
CMAU 577542	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
CMAU 751345	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
59 DTTA 743493	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
179 FROM HEAD	70-MPH 50-TONS 54-FT 1-P	0.00-BRK	3136-ATONS 3507-AFT
EITU 54840	LK1E MIXFRT ZS042	GLO4	IL EVERGR SHI A
CAIU 319976	LK10 MIXFRT ZS042	GLO4	IL APL LAN TRA

APHU 703204	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
DTTX 765843	P3A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 3 CARS		
60 DTTA 765843	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
178 FROM HEAD	70-MPH 53-TONS 69-FT 1-P	2.00-BRK	3189-ATONS 3576-AFT
CMAU 17962	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
TRHU 305228	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
ECMU 815874	LK5E MIXFRT ZS042	GLO4	IL CMA CGM AME
61 DTTT 765843	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
177 FROM HEAD	70-MPH 59-TONS 69-FT 1-P	0.00-BRK	3248-ATONS 3645-AFT
TGHU 291341	LK1E MIXFRT ZS042	GLO4	IL APL LAN TRA
CMAU 218250	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
ECMU 816347	LK5E MIXFRT ZS042	GLO4	IL CMA CGM AME
62 DTTB 765843	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
176 FROM HEAD	70-MPH 46-TONS 69-FT 1-P	0.00-BRK	3294-ATONS 3714-AFT
TGHU 947326	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
TCNU 999799	LK50 MIXFRT ZS042	GLO4	IL APL LAN TRA
DTTX 888628	P3A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 3 CARS		
63 DTTB 888628	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
175 FROM HEAD	70-MPH 53-TONS 68-FT 1-P	2.00-BRK	3347-ATONS 3782-AFT
CMAU 708906	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
ECMU 811177	LK50 MIXFRT ZS042	GLO4	IL APL LAN TRA
64 DTTT 888628	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
174 FROM HEAD	70-MPH 63-TONS 68-FT 1-P	0.00-BRK	3410-ATONS 3850-AFT
APHU 466214	LK50 MIXFRT ZS042	GLO4	IL APL LAN TRA
ECMU 809916	LK50 MIXFRT ZS042	GLO4	IL APL LAN TRA
65 DTTA 888628	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
173 FROM HEAD	70-MPH 55-TONS 68-FT 1-P	0.00-BRK	3465-ATONS 3918-AFT
ECMU 816651	LK50 MIXFRT ZS042	GLO4	IL APL LAN TRA
ECMU 814159	LK5E MIXFRT ZS042	GLO4	IL APL LAN TRA
DTTX 748589	P5A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 5 CARS		
66 DTTB 748589	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
172 FROM HEAD	70-MPH 45-TONS 55-FT 1-P	3.00-BRK	3510-ATONS 3973-AFT
CMAU 413842	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
ECMU 818214	LK5E MIXFRT ZS042	GLO4	IL CMA CGM AME
67 DTTT 748589	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
171 FROM HEAD	70-MPH 42-TONS 55-FT 1-P	0.00-BRK	3552-ATONS 4028-AFT
TCNU 266298	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
TRLU 712078	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
68 DTTD 748589	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
170 FROM HEAD	70-MPH 57-TONS 55-FT 1-P	0.00-BRK	3609-ATONS 4083-AFT
AMCU 928557	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
	PROTECTIVE SERVICE		
		MAINTAIN 000 DEG	
UETU 553247	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
69 DTTE 748589	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
169 FROM HEAD	70-MPH 65-TONS 55-FT 1-P	0.00-BRK	3674-ATONS 4138-AFT
TRIU 818970	LK40 MIXFRT ZS042	GLO4	IL APL LAN TRA
	PROTECTIVE SERVICE		

ECMU 438183	LK4E MIXFRT ZS042	MAINTAIN 064 DEG
70 DTTA 748589	LP1A COFC ZS042 01-809-96	GLO4 IL APL LAN TRA
168 FROM HEAD	70-MPH 44-TONS 55-FT 1-P	GLO4 IL UNION PAC
SZLU 901306	LK4E MIXFRT ZS042	0.00-BRK 3718-ATONS 4193-AFT
	PROTECTIVE SERVICE	GLO4 IL CMA CGM AME

CAIU 957463	LK40 MIXFRT ZS042	MAINTAIN 064 DEG
BNSF 270662	P5A ARTICULATED MULTI-WELL CAR	GLO4 IL APL LAN TRA
	CONSISTS OF THE FOLLOWING 5 CARS	

71 BNSA 270662	LP1A COFC ZS042 01-809-96	GLO4 IL UNION PAC
167 FROM HEAD	70-MPH 58-TONS 54-FT 1-P	3.00-BRK 3776-ATONS 4247-AFT
APZU 470435	LK40 MIXFRT ZS042	GLO4 IL APL LAN TRA
AMFU 889518	LK4E MIXFRT ZS042	GLO4 IL APL LAN TRA
72 BNSE 270662	LP1A COFC ZS042 01-809-96	GLO4 IL UNION PAC
166 FROM HEAD	70-MPH 56-TONS 54-FT 1-P	0.00-BRK 3832-ATONS 4301-AFT
CMAU 806600	LK4E MIXFRT ZS042	GLO4 IL APL LAN TRA
FSCU 468434	LK4E MIXFRT ZS042	GLO4 IL APL LAN TRA
73 BNSD 270662	LP1A COFC ZS042 01-809-96	GLO4 IL UNION PAC
165 FROM HEAD	70-MPH 54-TONS 54-FT 1-P	0.00-BRK 3886-ATONS 4355-AFT
APZU 430807	LK4E MIXFRT ZS042	GLO4 IL APL LAN TRA
TCKU 633347	LK4E MIXFRT ZS042	GLO4 IL CMA CGM AME
74 BNSC 270662	LP1A COFC ZS042 01-809-96	GLO4 IL UNION PAC
164 FROM HEAD	70-MPH 54-TONS 54-FT 1-P	0.00-BRK 3940-ATONS 4409-AFT
CMAU 909011	LK4E MIXFRT ZS042	GLO4 IL CMA CGM AME
CMAU 462226	LK4E MIXFRT ZS042	GLO4 IL CMA CGM AME
75 BNSB 270662	LP1A COFC ZS042 01-809-96	GLO4 IL UNION PAC
163 FROM HEAD	70-MPH 65-TONS 54-FT 1-P	0.00-BRK 4005-ATONS 4463-AFT
FCIU 893448	LK40 MIXFRT ZS042	GLO4 IL APL LAN TRA
CMAU 767612	LK4E MIXFRT ZS042	GLO4 IL CMA CGM AME

BNSF 237399	P5A ARTICULATED MULTI-WELL CAR	
	CONSISTS OF THE FOLLOWING 5 CARS	

76 BNSA 237399	LP1A COFC ZS042 01-809-96	GLO4 IL UNION PAC
162 FROM HEAD	70-MPH 53-TONS 54-FT 1-P	3.00-BRK 4058-ATONS 4517-AFT
TCNU 293235	LK4E MIXFRT ZS042	GLO4 IL CMA CGM AME
CMAU 646447	LK4E MIXFRT ZS042	GLO4 IL CMA CGM AME
77 BNSE 237399	LP1A COFC ZS042 01-809-96	GLO4 IL UNION PAC
161 FROM HEAD	70-MPH 63-TONS 54-FT 1-P	0.00-BRK 4121-ATONS 4571-AFT
CMAU 803128	LK4E MIXFRT ZS042	GLO4 IL CMA CGM AME
TCLU 409341	LK4E MIXFRT ZS042	GLO4 IL APL LAN TRA
78 BNSD 237399	LP1A COFC ZS042 01-809-96	GLO4 IL UNION PAC
160 FROM HEAD	70-MPH 49-TONS 54-FT 1-P	0.00-BRK 4170-ATONS 4625-AFT
GIPU 437449	LK4E MIXFRT ZS042	GLO4 IL APL LAN TRA
CMAU 709479	LK4E MIXFRT ZS042	GLO4 IL CMA CGM AME
79 BNSC 237399	LP1A COFC ZS042 01-809-96	GLO4 IL UNION PAC
159 FROM HEAD	70-MPH 63-TONS 54-FT 1-P	0.00-BRK 4233-ATONS 4679-AFT
ECMU 455568	LK4E MIXFRT ZS042	GLO4 IL APL LAN TRA
CMAU 645479	LK4E MIXFRT ZS042	GLO4 IL CMA CGM AME
80 BNSB 237399	LP1A COFC ZS042 01-809-96	GLO4 IL UNION PAC
158 FROM HEAD	70-MPH 39-TONS 54-FT 1-P	0.00-BRK 4272-ATONS 4733-AFT
ECMU 123497	LK1E MIXFRT ZS042	GLO4 IL CMA CGM AME

SKYU 230561	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
GESU 552628	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
BNSF 239747	P5A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 5 CARS		
81 BNSA 239747	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
157 FROM HEAD	70-MPH 65-TONS 54-FT 1-P	3.00-BRK	4337-ATONS 4787-AFT
TLLU 208163	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
ECMU 191380	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
SEGU 481605	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
82 BNSE 239747	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
156 FROM HEAD	70-MPH 56-TONS 54-FT 1-P	0.00-BRK	4393-ATONS 4841-AFT
SEGU 177985	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
CMAU 123908	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
TGBU 514421	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
83 BNSD 239747	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
155 FROM HEAD	70-MPH 57-TONS 54-FT 1-P	0.00-BRK	4450-ATONS 4895-AFT
EQUU 204163	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
BEAU 200841	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
TCLU 553790	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
84 BNSC 239747	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
154 FROM HEAD	70-MPH 51-TONS 54-FT 1-P	0.00-BRK	4501-ATONS 4949-AFT
SLZU 720898	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
APZU 384074	LK10 MIXFRT ZS042	GLO4	IL APL LAN TRA
85 BNSB 239747	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
153 FROM HEAD	70-MPH 78-TONS 54-FT 1-P	0.00-BRK	4579-ATONS 5003-AFT
CMAU 169422	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
TCLU 247746	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
TLLU 423108	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
BNSF 238680	P5A ARTICULATED MULTI-WELL CAR		
	CONSISTS OF THE FOLLOWING 5 CARS		
86 BNSB 238680	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
152 FROM HEAD	70-MPH 74-TONS 54-FT 1-P	3.00-BRK	4653-ATONS 5057-AFT
CMAU 78924	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
FCIU 615246	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
CMAU 610471	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
87 BNSC 238680	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
151 FROM HEAD	70-MPH 87-TONS 54-FT 1-P	0.00-BRK	4740-ATONS 5111-AFT
APZU 317123	LK1E MIXFRT ZS042	GLO4	IL APL LAN TRA
TCLU 293630	LK1E MIXFRT ZS042	GLO4	IL CMA CGM AME
ECMU 448068	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
88 BNSD 238680	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
150 FROM HEAD	70-MPH 51-TONS 54-FT 1-P	0.00-BRK	4791-ATONS 5165-AFT
APZU 449722	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
CMAU 626005	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME
89 BNSE 238680	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
149 FROM HEAD	70-MPH 44-TONS 54-FT 1-P	0.00-BRK	4835-ATONS 5219-AFT
ECMU 447658	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
APZU 482659	LK4E MIXFRT ZS042	GLO4	IL APL LAN TRA
90 BNSA 238680	LP1A COFC ZS042 01-809-96	GLO4	IL UNION PAC
148 FROM HEAD	70-MPH 45-TONS 54-FT 1-P	0.00-BRK	4880-ATONS 5273-AFT
TCKU 632293	LK4E MIXFRT ZS042	GLO4	IL CMA CGM AME

	APZU 459274	LK4E MIXFRT ZS042			GLO4	IL APL LAN TRA
91	DTTX 449651	LP1A COFC ZS042 01-809-96			GLO4	IL UNION PAC
	147 FROM HEAD	70-MPH 55-TONS 62-FT 1-P			1.00-BRK	4935-ATONS 5335-AFT
		SINGLE UNIT WELL CAR				
	CMAU 468158	LK40 MIXFRT ZS042			GLO4	IL APL LAN TRA
	ECMU 967793	LK4E MIXFRT ZS042			GLO4	IL APL LAN TRA
92	DTTX 745046	LP1A COFC ZS042 01-809-96			GLO4	IL UNION PAC
	146 FROM HEAD	70-MPH 50-TONS 65-FT 1-P			1.00-BRK	4985-ATONS 5400-AFT
		SINGLE UNIT WELL CAR				
	FJKU 600584	LK40 MIXFRT ZS042			GLO4	IL APL LAN TRA
	UNIU 503776	LK4E MIXFRT ZS042			GLO4	IL CMA CGM AME
AOK	004853	P5A ARTICULATED MULTI-WELL CAR				
		CONSISTS OF THE FOLLOWING 5 CARS				
93	AOKB 4853	LP1A COFC ZS042 01-809-96			GLO4	IL UNION PAC
	145 FROM HEAD	70-MPH 46-TONS 61-FT 1-P			3.00-BRK	5031-ATONS 5461-AFT
	TGHU 491918	LK4E MIXFRT ZS042			GLO4	IL APL LAN TRA
	TCLU 675112	LK4E MIXFRT ZS042			GLO4	IL CMA CGM AME
94	AOKC 4853	LP1A COFC ZS042 01-809-96			GLO4	IL UNION PAC
	144 FROM HEAD	70-MPH 45-TONS 61-FT 1-P			0.00-BRK	5076-ATONS 5522-AFT
	HJMU 498592	LK4E MIXFRT ZS042			GLO4	IL CMA CGM AME
	CMAU 464257	LK4E MIXFRT ZS042			GLO4	IL CMA CGM AME
95	AOKD 4853	LP1A COFC ZS042 01-809-96			GLO4	IL UNION PAC
	143 FROM HEAD	70-MPH 42-TONS 61-FT 1-P			0.00-BRK	5118-ATONS 5583-AFT
	TCNU 116766	LK4E MIXFRT ZS042			GLO4	IL CMA CGM AME
	TGBU 507392	LK4E MIXFRT ZS042			GLO4	IL CMA CGM AME
96	AOKE 4853	LP1A COFC ZS042 01-809-96			GLO4	IL UNION PAC
	142 FROM HEAD	70-MPH 45-TONS 61-FT 1-P			0.00-BRK	5163-ATONS 5644-AFT
	ECMU 446474	LK4E MIXFRT ZS042			GLO4	IL APL LAN TRA
	TCNU 401623	LK4E MIXFRT ZS042			GLO4	IL CMA CGM AME
97	AOKA 4853	LP1A COFC ZS042 01-809-96			GLO4	IL UNION PAC
	141 FROM HEAD	70-MPH 42-TONS 61-FT 1-P			0.00-BRK	5205-ATONS 5705-AFT
	FSCU 899521	LK4E MIXFRT ZS042			GLO4	IL CMA CGM AME
	CMAU 443248	LK4E MIXFRT ZS042			GLO4	IL CMA CGM AME
ATW	015184	P5A ARTICULATED MULTI-WELL CAR				
		CONSISTS OF THE FOLLOWING 5 CARS				
98	ATWB 15184	LP1A COFC ZS042 01-809-96			GLO4	IL UNION PAC
	140 FROM HEAD	70-MPH 69-TONS 62-FT 1-P			3.00-BRK	5274-ATONS 5767-AFT
	TRLU 377951	LK1E MIXFRT ZS042			GLO4	IL APL LAN TRA
	DRYU 299035	LK1E MIXFRT ZS042			GLO4	IL EVERGR SHI A
	TLLU 510145	LK4E MIXFRT ZS042			GLO4	IL CMA CGM AME
99	ATWC 15184	LP1A COFC ZS042 01-809-96			GLO4	IL UNION PAC
	139 FROM HEAD	70-MPH 61-TONS 62-FT 1-P			0.00-BRK	5335-ATONS 5829-AFT
	CMAU 39056	LK1E MIXFRT ZS042			GLO4	IL CMA CGM AME
	PGTU 232880	LK1E MIXFRT ZS042			GLO4	IL CMA CGM AME
	TCNU 313517	LK4E MIXFRT ZS042			GLO4	IL APL LAN TRA
100	ATWD 15184	LP1A COFC ZS042 01-809-96			GLO4	IL UNION PAC
	138 FROM HEAD	70-MPH 65-TONS 62-FT 1-P			0.00-BRK	5400-ATONS 5891-AFT
	ANYU 110594	LK1E MIXFRT ZS042			GLO4	IL CMA CGM AME
	TGHU 157934	LK1E MIXFRT ZS042			GLO4	IL APL LAN TRA
	CMAU 645513	LK4E MIXFRT ZS042			GLO4	IL CMA CGM AME
101	ATWE 15184	LP1A COFC ZS042 01-809-96			GLO4	IL UNION PAC

137 FROM HEAD	70-MPH	75-TONS	62-FT	1-P	0.00-BRK	5475-ATONS	5953-AFT
ANYU 110592	LK1E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
CMAU 101752	LK1E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
CMAU 583230	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
102 ATWA 15184	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
136 FROM HEAD	70-MPH	75-TONS	62-FT	1-P	0.00-BRK	5550-ATONS	6015-AFT
TEMU 127717	LK1E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
TGHU 360513	LK1E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
TCNU 635018	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
NOKL 250790	P5A	ARTICULATED MULTI-WELL CAR					
		CONSISTS OF THE FOLLOWING 5 CARS					
103 NOKA 250790	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
135 FROM HEAD	70-MPH	78-TONS	54-FT	1-P	3.00-BRK	5628-ATONS	6069-AFT
APZU 375082	LK1E	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
SESU 101324	LK1E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
CMAU 583805	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
104 NOKE 250790	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
134 FROM HEAD	70-MPH	44-TONS	54-FT	1-P	0.00-BRK	5672-ATONS	6123-AFT
TLLU 463163	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
CMAU 645231	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
105 NOKD 250790	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
133 FROM HEAD	70-MPH	38-TONS	54-FT	1-P	0.00-BRK	5710-ATONS	6177-AFT
APHU 623057	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
BMOU 672243	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
106 NOKC 250790	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
132 FROM HEAD	70-MPH	39-TONS	54-FT	1-P	0.00-BRK	5749-ATONS	6231-AFT
FCIU 801182	LK40	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
AMFU 878766	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
107 NOKB 250790	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
131 FROM HEAD	70-MPH	71-TONS	54-FT	1-P	0.00-BRK	5820-ATONS	6285-AFT
CAIU 360364	LK1E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
TCKU 281095	LK1E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
TLLU 490645	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
108 DTTX 449710	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
130 FROM HEAD	70-MPH	64-TONS	62-FT	1-P	1.00-BRK	5884-ATONS	6347-AFT
		SINGLE UNIT WELL CAR					
FBLU 9632	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
CMAU 304226	LK1E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
ECMU 160652	LK1E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
DTTX 760892	P5A	ARTICULATED MULTI-WELL CAR					
		CONSISTS OF THE FOLLOWING 5 CARS					
109 DTTB 760892	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
129 FROM HEAD	70-MPH	44-TONS	54-FT	1-P	3.00-BRK	5928-ATONS	6401-AFT
APZU 376622	LK1E	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
CAIU 341644	LK1E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
CMAU 769345	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM	AME
110 DTTT 760892	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC
128 FROM HEAD	70-MPH	65-TONS	54-FT	1-P	0.00-BRK	5993-ATONS	6455-AFT
ECMU 447200	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
ECMU 817238	LK5E	MIXFRT	ZS042		GLO4	IL APL LAN	TRA
111 DTTD 760892	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION	PAC

127 FROM HEAD	70-MPH	55-TONS	54-FT	1-P	0.00-BRK	6048-ATONS	6509-AFT
GESU 578182	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN TRA	
TRLU 723372	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
112 DTTE 760892	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC	
126 FROM HEAD	70-MPH	55-TONS	54-FT	1-P	0.00-BRK	6103-ATONS	6563-AFT
SEGU 620757	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
CAIU 947642	LK40	MIXFRT	ZS042		GLO4	IL APL LAN TRA	
113 DTTA 760892	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC	
125 FROM HEAD	70-MPH	57-TONS	54-FT	1-P	0.00-BRK	6160-ATONS	6617-AFT
ECMU 973676	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
CMAU 507335	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
DTTX 760121	P5A ARTICULATED MULTI-WELL CAR						
	CONSISTS OF THE FOLLOWING 5 CARS						
114 DTTA 760121	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC	
124 FROM HEAD	70-MPH	60-TONS	54-FT	1-P	3.00-BRK	6220-ATONS	6671-AFT
FCIU 871759	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN TRA	
GAOU 607541	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN TRA	
115 DTTE 760121	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC	
123 FROM HEAD	70-MPH	45-TONS	54-FT	1-P	0.00-BRK	6265-ATONS	6725-AFT
TCLU 958170	LK40	MIXFRT	ZS042		GLO4	IL APL LAN TRA	
APHU 644979	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN TRA	
116 DTTD 760121	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC	
122 FROM HEAD	70-MPH	66-TONS	54-FT	1-P	0.00-BRK	6331-ATONS	6779-AFT
CMAU 573042	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
CMAU 645495	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
117 DTTT 760121	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC	
121 FROM HEAD	70-MPH	43-TONS	54-FT	1-P	0.00-BRK	6374-ATONS	6833-AFT
CMAU 443274	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN TRA	
TCNU 933322	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN TRA	
118 DTTB 760121	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC	
120 FROM HEAD	70-MPH	40-TONS	54-FT	1-P	0.00-BRK	6414-ATONS	6887-AFT
TCNU 345978	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
TCNU 736095	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN TRA	
DTTX 741284	P5A ARTICULATED MULTI-WELL CAR						
	CONSISTS OF THE FOLLOWING 5 CARS						
119 DTTB 741284	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC	
119 FROM HEAD	70-MPH	54-TONS	54-FT	1-P	3.00-BRK	6468-ATONS	6941-AFT
APHU 639308	LK40	MIXFRT	ZS042		GLO4	IL APL LAN TRA	
TGBU 655272	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
120 DTTT 741284	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC	
118 FROM HEAD	70-MPH	65-TONS	54-FT	1-P	0.00-BRK	6533-ATONS	6995-AFT
TEMU 686271	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
BEAU 412764	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
121 DTTD 741284	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC	
117 FROM HEAD	70-MPH	65-TONS	54-FT	1-P	0.00-BRK	6598-ATONS	7049-AFT
TCKU 928153	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
TCKU 906032	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN TRA	
122 DTTE 741284	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC	
116 FROM HEAD	70-MPH	39-TONS	54-FT	1-P	0.00-BRK	6637-ATONS	7103-AFT
TCNU 371754	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME	
CMAU 512490	LK40	MIXFRT	ZS042		GLO4	IL APL LAN TRA	

123	DTTA	741284	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC
115	FROM HEAD	70-MPH	39-TONS	54-FT	1-P		0.00-BRK	6676-ATONS 7157-AFT
	APZU	489602	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN TRA
	APHU	655817	LK40	MIXFRT	ZS042		GLO4	IL APL LAN TRA
DTTX 400668 P3A ARTICULATED MULTI-WELL CAR								
CONSISTS OF THE FOLLOWING 3 CARS								
124	DTTB	400668	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC
114	FROM HEAD	70-MPH	44-TONS	56-FT	1-P		2.00-BRK	6720-ATONS 7213-AFT
	APHU	714174	LK4E	MIXFRT	ZS042		GLO4	IL APL LAN TRA
	CMAU	425010	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME
125	DTTC	400668	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC
113	FROM HEAD	70-MPH	49-TONS	56-FT	1-P		0.00-BRK	6769-ATONS 7269-AFT
	BMOU	671576	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME
	CMAU	645564	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME
126	DTTA	400668	LP1A	COFC	ZS042	01-809-96	GLO4	IL UNION PAC
112	FROM HEAD	70-MPH	40-TONS	56-FT	1-P		0.00-BRK	6809-ATONS 7325-AFT
	CMAU	788448	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME
	APHU	735107	LK4E	MIXFRT	ZS042		GLO4	IL CMA CGM AME
BLOCK TOTALS 126 LOADS 0 MTYS 6809 G-TONS 7325 FEET								

POWER BLOCK

UP 008694

UP 007229

BLOCK-- DADS HL011 175

127	DTTX	680197	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION PAC
111	FROM HEAD	70-MPH	49-TONS	77-FT	1-P		1.00-BRK	6858-ATONS 7402-AFT
SINGLE UNIT WELL CAR								
	EMCU	971367	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
	TLLU	542124	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
128	DTTX	645989	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION PAC
110	FROM HEAD	70-MPH	45-TONS	77-FT	1-P		1.00-BRK	6903-ATONS 7479-AFT
SINGLE UNIT WELL CAR								
	BMOU	474000	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
	TEMU	621751	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
129	DTTX	747333	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION PAC
109	FROM HEAD	70-MPH	75-TONS	65-FT	1-P		1.00-BRK	6978-ATONS 7544-AFT
SINGLE UNIT WELL CAR								
	EISU	177775	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
	BMOU	310879	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A

DTTX 750642 P5A ARTICULATED MULTI-WELL CAR
CONSISTS OF THE FOLLOWING 5 CARS

130	DTTA	750642	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION PAC
108	FROM HEAD	70-MPH	30-TONS	54-FT	1-P		3.00-BRK	7008-ATONS 7598-AFT
	BSIU	950672	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
	DFSU	689615	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
131	DTTE	750642	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION PAC
107	FROM HEAD	70-MPH	49-TONS	54-FT	1-P		0.00-BRK	7057-ATONS 7652-AFT
	BMOU	465043	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
	EISU	187897	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
132	DTTD	750642	LP1A	COFC	HL011	03-802-96 RAMP	DIT	TX UNION PAC
106	FROM HEAD	70-MPH	58-TONS	54-FT	1-P		0.00-BRK	7115-ATONS 7706-AFT
	TCLU	917411	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A

EGHU 105678	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
133 DTTT 750642	LP1A COFC HL011	03-802-96	RAMP		DIT	TX UNION PAC
105 FROM HEAD	70-MPH 65-TONS	54-FT	1-P		0.00-BRK	7180-ATONS 7760-AFT
TCLU 833130	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
EISU 175935	LK40 MIXFRT HL011				DIT	TX EVERGR SHI A
134 DTTB 750642	LP1A COFC HL011	03-802-96	RAMP		DIT	TX UNION PAC
104 FROM HEAD	70-MPH 39-TONS	54-FT	1-P		0.00-BRK	7219-ATONS 7814-AFT
EITU 134617	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
EISU 919048	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
135 DTTX 652774	LP1A COFC HL011	03-802-96	RAMP		DIT	TX UNION PAC
103 FROM HEAD	70-MPH 70-TONS	77-FT	1-P		1.00-BRK	7289-ATONS 7891-AFT
	SINGLE UNIT WELL CAR					
EMCU 980548	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
EITU 160857	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
136 DTTX 467451	LP1A COFC HL011	03-802-96	RAMP		DIT	TX UNION PAC
102 FROM HEAD	70-MPH 68-TONS	77-FT	1-P		1.00-BRK	7357-ATONS 7968-AFT
	SINGLE UNIT WELL CAR					
EGHU 101234	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
EISU 928720	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
137 DTTX 747564	LP1A COFC HL011	03-802-96	RAMP		DIT	TX UNION PAC
101 FROM HEAD	70-MPH 63-TONS	65-FT	1-P		1.00-BRK	7420-ATONS 8033-AFT
	SINGLE UNIT WELL CAR					
EITU 163111	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
EISU 173030	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
DTTX 751350	P5A ARTICULATED MULTI-WELL CAR					
	CONSISTS OF THE FOLLOWING 5 CARS					
138 DTTB 751350	LP1A COFC HL011	03-802-96	RAMP		DIT	TX UNION PAC
100 FROM HEAD	70-MPH 59-TONS	54-FT	1-P		3.00-BRK	7479-ATONS 8087-AFT
EGSU 914601	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
EMCU 141659	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
139 DTTT 751350	LP1A COFC HL011	03-802-96	RAMP		DIT	TX UNION PAC
99 FROM HEAD	70-MPH 46-TONS	54-FT	1-P		0.00-BRK	7525-ATONS 8141-AFT
EMCU 982388	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
EISU 910327	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
140 DTTD 751350	LP1A COFC HL011	03-802-96	RAMP		DIT	TX UNION PAC
98 FROM HEAD	70-MPH 65-TONS	54-FT	1-P		0.00-BRK	7590-ATONS 8195-AFT
TCLU 912989	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
DFSU 689862	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
141 DTTE 751350	LP1A COFC HL011	03-802-96	RAMP		DIT	TX UNION PAC
97 FROM HEAD	70-MPH 45-TONS	54-FT	1-P		0.00-BRK	7635-ATONS 8249-AFT
EGHU 935556	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
TCLU 631181	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
142 DTTA 751350	LP1A COFC HL011	03-802-96	RAMP		DIT	TX UNION PAC
96 FROM HEAD	70-MPH 63-TONS	54-FT	1-P		0.00-BRK	7698-ATONS 8303-AFT
EITU 184564	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
DRYU 416652	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A
DTTX 740356	P5A ARTICULATED MULTI-WELL CAR					
	CONSISTS OF THE FOLLOWING 5 CARS					
143 DTTB 740356	LP1A COFC HL011	03-802-96	RAMP		DIT	TX UNION PAC
95 FROM HEAD	70-MPH 52-TONS	54-FT	1-P		3.00-BRK	7750-ATONS 8357-AFT
EISU 944311	LK4E MIXFRT HL011				DIT	TX EVERGR SHI A

	EITU 127460	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
144	DTTC 740356	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	94 FROM HEAD	70-MPH 62-TONS	54-FT	1-P		0.00-BRK	7812-ATONS 8411-AFT
	EISU 937667	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	EITU 117749	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
145	DTTD 740356	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	93 FROM HEAD	70-MPH 45-TONS	54-FT	1-P		0.00-BRK	7857-ATONS 8465-AFT
	TEMU 620623	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	TGBU 678283	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
146	DTTE 740356	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	92 FROM HEAD	70-MPH 49-TONS	54-FT	1-P		0.00-BRK	7906-ATONS 8519-AFT
	TEMU 607600	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	TCNU 545207	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
147	DTTA 740356	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	91 FROM HEAD	70-MPH 62-TONS	54-FT	1-P		0.00-BRK	7968-ATONS 8573-AFT
	TCLU 858585	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	FCIU 978220	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
DTTX 748324	P5A ARTICULATED MULTI-WELL CAR						
	CONSISTS OF THE FOLLOWING 5 CARS						
148	DTTA 748324	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	90 FROM HEAD	70-MPH 46-TONS	55-FT	1-P		3.00-BRK	8014-ATONS 8628-AFT
	EMCU 976714	LK40 MIXFRT HL011			DIT		TX EVERGR SHI A
	EMCU 945012	LK40 MIXFRT HL011			DIT		TX EVERGR SHI A
149	DTTE 748324	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	89 FROM HEAD	70-MPH 52-TONS	55-FT	1-P		0.00-BRK	8066-ATONS 8683-AFT
	TGCU 514526	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	CARU 948551	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
150	DTTD 748324	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	88 FROM HEAD	70-MPH 42-TONS	55-FT	1-P		0.00-BRK	8108-ATONS 8738-AFT
	EITU 170156	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	EMCU 966840	LK40 MIXFRT HL011			DIT		TX EVERGR SHI A
151	DTTC 748324	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	87 FROM HEAD	70-MPH 49-TONS	55-FT	1-P		0.00-BRK	8157-ATONS 8793-AFT
	TCLU 935019	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	FSCU 833363	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
152	DTTB 748324	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	86 FROM HEAD	70-MPH 36-TONS	55-FT	1-P		0.00-BRK	8193-ATONS 8848-AFT
	TCLU 856023	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	FCIU 978773	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
DTTX 742634	P5A ARTICULATED MULTI-WELL CAR						
	CONSISTS OF THE FOLLOWING 5 CARS						
153	DTTA 742634	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	85 FROM HEAD	70-MPH 78-TONS	54-FT	1-P		3.00-BRK	8271-ATONS 8902-AFT
	EGHU 329458	LK1E MIXFRT HL011			DIT		TX EVERGR SHI A
	EGHU 328675	LK1E MIXFRT HL011			DIT		TX EVERGR SHI A
	EITU 145750	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
154	DTTE 742634	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	84 FROM HEAD	70-MPH 71-TONS	54-FT	1-P		0.00-BRK	8342-ATONS 8956-AFT
	DFSU 110881	LK1E MIXFRT HL011			DIT		TX EVERGR SHI A
	TEMU 715073	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	HMCU 920098	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A

155	DTTD	742634	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
		83	FROM HEAD	70-MPH	44-TONS	54-FT	1-P	0.00-BRK	8386-ATONS 9010-AFT
		XINU 816044	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		TEMU 783867	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
156	DTTC	742634	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
		82	FROM HEAD	70-MPH	56-TONS	54-FT	1-P	0.00-BRK	8442-ATONS 9064-AFT
		TEMU 80178	LK1E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EITU 138754	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
157	DTTB	742634	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
		81	FROM HEAD	70-MPH	50-TONS	54-FT	1-P	0.00-BRK	8492-ATONS 9118-AFT
		TGBU 630237	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		BMOU 489631	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
158	DTTX	55657	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
		80	FROM HEAD	70-MPH	61-TONS	61-FT	1-P	1.00-BRK	8553-ATONS 9179-AFT
									SINGLE UNIT WELL CAR
		EISU 185372	LK40	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EITU 106892	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
159	DTTX	747649	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
		79	FROM HEAD	70-MPH	61-TONS	65-FT	1-P	1.00-BRK	8614-ATONS 9244-AFT
									SINGLE UNIT WELL CAR
		IMTU 108667	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EGHU 904484	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
160	DTTX	449511	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
		78	FROM HEAD	70-MPH	69-TONS	62-FT	1-P	1.00-BRK	8683-ATONS 9306-AFT
									SINGLE UNIT WELL CAR
		EITU 102926	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EISU 907492	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
DTTX	748310		P5A	ARTICULATED	MULTI-WELL CAR				
									CONSISTS OF THE FOLLOWING 5 CARS
161	DTTB	748310	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
		77	FROM HEAD	70-MPH	39-TONS	54-FT	1-P	3.00-BRK	8722-ATONS 9360-AFT
									DO NOT HUMP
		TEMU 644293	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
162	DTTC	748310	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
		76	FROM HEAD	70-MPH	28-TONS	54-FT	1-P	0.00-BRK	8750-ATONS 9414-AFT
									DO NOT HUMP
		MAGU 548835	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
163	DTTD	748310	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
		75	FROM HEAD	70-MPH	41-TONS	54-FT	1-P	0.00-BRK	8791-ATONS 9468-AFT
									DO NOT HUMP
		TGCU 509365	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
164	DTTE	748310	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
		74	FROM HEAD	70-MPH	39-TONS	54-FT	1-P	0.00-BRK	8830-ATONS 9522-AFT
		TEMU 644832	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EMCU 948745	LK40	MIXFRT	HL011			DIT	TX EVERGR SHI A
165	DTTA	748310	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
		73	FROM HEAD	70-MPH	54-TONS	54-FT	1-P	0.00-BRK	8884-ATONS 9576-AFT
		DRYU 416918	LK40	MIXFRT	HL011			DIT	TX EVERGR SHI A
		EITU 163286	LK4E	MIXFRT	HL011			DIT	TX EVERGR SHI A
DTTX	743470		P5A	ARTICULATED	MULTI-WELL CAR				
									CONSISTS OF THE FOLLOWING 5 CARS

166	DTTA	743470	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	72	FROM HEAD	70-MPH	39-TONS	54-FT	1-P		3.00-BRK	8923-ATONS 9630-AFT
		TCNU	746671	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		BMOU	543970	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
167	DTTE	743470	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	71	FROM HEAD	70-MPH	45-TONS	54-FT	1-P		0.00-BRK	8968-ATONS 9684-AFT
		TLLU	400753	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		EITU	121040	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
168	DTTD	743470	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	70	FROM HEAD	70-MPH	59-TONS	54-FT	1-P		0.00-BRK	9027-ATONS 9738-AFT
		EITU	168765	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		EITU	104433	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
169	DTTC	743470	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	69	FROM HEAD	70-MPH	50-TONS	54-FT	1-P		0.00-BRK	9077-ATONS 9792-AFT
		TGCU	515231	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		IMTU	106901	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
170	DTTB	743470	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	68	FROM HEAD	70-MPH	46-TONS	54-FT	1-P		0.00-BRK	9123-ATONS 9846-AFT
		EGHU	920576	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		TCKU	653558	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
DTTX	743083	P5A ARTICULATED MULTI-WELL CAR							
		CONSISTS OF THE FOLLOWING 5 CARS							
171	DTTB	743083	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	67	FROM HEAD	70-MPH	41-TONS	54-FT	1-P		3.00-BRK	9164-ATONS 9900-AFT
		TEMU	892900	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		TLLU	478789	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
172	DTTC	743083	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	66	FROM HEAD	70-MPH	40-TONS	54-FT	1-P		0.00-BRK	9204-ATONS 9954-AFT
		BSIU	945290	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		TGCU	515134	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
173	DTTD	743083	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	65	FROM HEAD	70-MPH	47-TONS	54-FT	1-P		0.00-BRK	9251-ATONS 10008-AFT
		TCNU	363622	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		SEGU	588314	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
174	DTTE	743083	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	64	FROM HEAD	70-MPH	39-TONS	54-FT	1-P		0.00-BRK	9290-ATONS 10062-AFT
		BMOU	538609	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		EISU	934303	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
175	DTTA	743083	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	63	FROM HEAD	70-MPH	57-TONS	54-FT	1-P		0.00-BRK	9347-ATONS 10116-AFT
		EMCU	980608	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		TGCU	515088	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
DTTX	760942	P5A ARTICULATED MULTI-WELL CAR							
		CONSISTS OF THE FOLLOWING 5 CARS							
176	DTTB	760942	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	62	FROM HEAD	70-MPH	39-TONS	54-FT	1-P		3.00-BRK	9386-ATONS 10170-AFT
		FSCU	709301	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		EITU	159442	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
177	DTTC	760942	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	61	FROM HEAD	70-MPH	40-TONS	54-FT	1-P		0.00-BRK	9426-ATONS 10224-AFT
		TCLU	915303	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A

	EITU 132606	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
178	DTTD 760942	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	60 FROM HEAD	70-MPH 47-TONS	54-FT	1-P	0.00-BRK	9473-ATONS	10278-AFT
	TCNU 635073	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	EITU 115499	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
179	DTTE 760942	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	59 FROM HEAD	70-MPH 51-TONS	54-FT	1-P	0.00-BRK	9524-ATONS	10332-AFT
	TEMU 621785	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	EGHU 101355	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
180	DTTA 760942	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	58 FROM HEAD	70-MPH 38-TONS	54-FT	1-P	0.00-BRK	9562-ATONS	10386-AFT
	EITU 168101	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	MAGU 532829	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
DTTX 749210	P5A ARTICULATED MULTI-WELL CAR						
	CONSISTS OF THE FOLLOWING 5 CARS						
181	DTTB 749210	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	57 FROM HEAD	70-MPH 51-TONS	55-FT	1-P	3.00-BRK	9613-ATONS	10441-AFT
	HMCU 907754	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	EITU 105210	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
182	DTTC 749210	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	56 FROM HEAD	70-MPH 52-TONS	55-FT	1-P	0.00-BRK	9665-ATONS	10496-AFT
	HMCU 103957	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	EITU 121580	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
183	DTTD 749210	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	55 FROM HEAD	70-MPH 43-TONS	55-FT	1-P	0.00-BRK	9708-ATONS	10551-AFT
	XINU 816312	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	TGHU 888619	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
184	DTTE 749210	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	54 FROM HEAD	70-MPH 37-TONS	55-FT	1-P	0.00-BRK	9745-ATONS	10606-AFT
	TCNU 346045	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	GAOU 631161	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
185	DTTA 749210	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	53 FROM HEAD	70-MPH 52-TONS	55-FT	1-P	0.00-BRK	9797-ATONS	10661-AFT
	TCLU 792803	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	TGBU 695513	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
DTTX 760986	P5A ARTICULATED MULTI-WELL CAR						
	CONSISTS OF THE FOLLOWING 5 CARS						
186	DTTB 760986	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	52 FROM HEAD	70-MPH 49-TONS	54-FT	1-P	3.00-BRK	9846-ATONS	10715-AFT
	BMOU 543454	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	EITU 146751	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
187	DTTC 760986	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	51 FROM HEAD	70-MPH 55-TONS	54-FT	1-P	0.00-BRK	9901-ATONS	10769-AFT
	BMOU 488239	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	EITU 195682	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
188	DTTD 760986	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	50 FROM HEAD	70-MPH 66-TONS	54-FT	1-P	0.00-BRK	9967-ATONS	10823-AFT
	GAOU 623997	LK4E MIXFRT HL011			DIT		TX EVERGR SHI A
	EISU 153296	LK40 MIXFRT HL011			DIT		TX EVERGR SHI A
189	DTTE 760986	LP1A COFC HL011	03-802-96	RAMP	DIT		TX UNION PAC
	49 FROM HEAD	70-MPH 42-TONS	54-FT	1-P	0.00-BRK	10009-ATONS	10877-AFT

	BMOU 544956	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	BMOU 544165	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
190	DTTA 760986	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	48 FROM HEAD	70-MPH 33-TONS	54-FT	1-P		0.00-BRK10042-ATONS 10931-AFT
	TCNU 208788	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EITU 123098	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
191	DTTX 645679	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	47 FROM HEAD	70-MPH 59-TONS	77-FT	1-P		1.00-BRK10101-ATONS 11008-AFT
		SINGLE UNIT WELL CAR				
	EISU 173706	LK40 MIXFRT HL011			DIT	TX EVERGR SHI A
	TCLU 633230	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
DTTX 751199	P5A ARTICULATED MULTI-WELL CAR					
	CONSISTS OF THE FOLLOWING 5 CARS					
192	DTTA 751199	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	46 FROM HEAD	70-MPH 38-TONS	54-FT	1-P		3.00-BRK10139-ATONS 11062-AFT
	MAGU 549723	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	FCIU 704817	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
193	DTTE 751199	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	45 FROM HEAD	70-MPH 61-TONS	54-FT	1-P		0.00-BRK10200-ATONS 11116-AFT
	IMTU 108571	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EITU 106632	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
194	DTTD 751199	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	44 FROM HEAD	70-MPH 51-TONS	54-FT	1-P		0.00-BRK10251-ATONS 11170-AFT
	HMCU 912519	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EITU 122983	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
195	DTTC 751199	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	43 FROM HEAD	70-MPH 52-TONS	54-FT	1-P		0.00-BRK10303-ATONS 11224-AFT
	EITU 114834	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	BMOU 477524	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
196	DTTB 751199	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	42 FROM HEAD	70-MPH 35-TONS	54-FT	1-P		0.00-BRK10338-ATONS 11278-AFT
	EITU 169445	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	BMOU 477393	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
DTTX 785524	P3A ARTICULATED MULTI-WELL CAR					
	CONSISTS OF THE FOLLOWING 3 CARS					
197	DTTA 785524	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	41 FROM HEAD	70-MPH 44-TONS	68-FT	1-P		2.00-BRK10382-ATONS 11346-AFT
	HMCU 922238	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EITU 113334	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
198	DTTC 785524	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	40 FROM HEAD	70-MPH 69-TONS	68-FT	1-P		0.00-BRK10451-ATONS 11414-AFT
	HMCU 108124	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EISU 187571	LK40 MIXFRT HL011			DIT	TX EVERGR SHI A
199	DTTB 785524	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	39 FROM HEAD	70-MPH 56-TONS	68-FT	1-P		0.00-BRK10507-ATONS 11482-AFT
	EITU 192946	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EGHU 936848	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
BNSF 238019	P5A ARTICULATED MULTI-WELL CAR					
	CONSISTS OF THE FOLLOWING 5 CARS					
200	BNSB 238019	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	38 FROM HEAD	70-MPH 40-TONS	54-FT	1-P		3.00-BRK10547-ATONS 11536-AFT

XINU 810753 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 TCLU 831632 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 201 BNSC 238019 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 37 FROM HEAD 70-MPH 39-TONS 54-FT 1-P 0.00-BRK10586-ATONS 11590-AFT
 EITU 143554 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EITU 172294 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 202 BNSD 238019 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 36 FROM HEAD 70-MPH 37-TONS 54-FT 1-P 0.00-BRK10623-ATONS 11644-AFT
 TGHU 909690 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EITU 149739 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 203 BNSE 238019 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 35 FROM HEAD 70-MPH 43-TONS 54-FT 1-P 0.00-BRK10666-ATONS 11698-AFT
 EITU 152532 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 TCNU 168198 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 204 BNSA 238019 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 34 FROM HEAD 70-MPH 39-TONS 54-FT 1-P 0.00-BRK10705-ATONS 11752-AFT
 TCLU 889471 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EITU 131949 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 205 FEC 70650 LP1A COFC HL011 03-802-96 RAMP DIT TX UNION PAC
 33 FROM HEAD 70-MPH 61-TONS 77-FT 1-P 1.00-BRK10766-ATONS 11829-AFT
 SINGLE UNIT WELL CAR
 TCKU 612625 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 EGHU 906336 LK4H MIXFRT HL011 DIT TX EVERGR SHI A
 NOKL 230366 P3A ARTICULATED MULTI-WELL CAR
 CONSISTS OF THE FOLLOWING 3 CARS
 206 NOKB 230366 LP1A HAZMTL HL011 03-802-96 RAMP DIT TX UNION PAC
 32 FROM HEAD 70-MPH 55-TONS 57-FT 1-P 2.00-BRK10821-ATONS 11886-AFT
 SHOVE TO REST AND COVER DO NOT HUMP
 DOUBLE STACKED
 EMCU 975106 LK4E MIXFRT HL011 DIT TX EVERGR SHI A
 TCLU 431534 LK4E MXHAZD HL011 DIT TX EVERGR SHI A

1650/BOX, 6435/KG

 * DANGEROUS *

EMERGENCY CONTACT:
 1-800-451-8346

UN1170
 ETHYL ALCOHOL SOLUTION
 3
 PG II
 SHIPPER CONTACT
 3E COMPANY
 HAZMAT STCC = 4909159

2524/BOX, 8582/KG

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EMERGENCY CONTACT:
 1-800-451-8346

UN1170
 ETHYL ALCOHOL SOLUTION
 3
 PG II
 SHIPPER CONTACT
 3E COMPANY
 HAZMAT STCC = 4909159

601/BOX, 1082/KG

UN1170

* *

ETHYL ALCOHOL SOLUTION

3

EMERGENCY CONTACT:

1-800-451-8346

PG II

SHIPPER CONTACT

3E COMPANY

HAZMAT STCC = 4909159

DO NOT HUMP

207	NOKC	230366	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX	UNION	PAC
	31	FROM	HEAD	70-MPH	44-TONS	57-FT	1-P	0.00-BRK10865-ATONS	11943-AFT		
		SEGU	531940	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
		IMTU	100762	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
208	NOKA	230366	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX	UNION	PAC
	30	FROM	HEAD	70-MPH	43-TONS	57-FT	1-P	0.00-BRK10908-ATONS	12000-AFT		
		EMCU	982715	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
		EITU	190306	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
DTTX	760204			P5A	ARTICULATED	MULTI-WELL	CAR				
					CONSISTS OF	THE FOLLOWING	5 CARS				
209	DTTA	760204	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX	UNION	PAC
	29	FROM	HEAD	70-MPH	56-TONS	54-FT	1-P	3.00-BRK10964-ATONS	12054-AFT		
		EISU	943602	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
		HMCU	919306	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
210	DTTE	760204	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX	UNION	PAC
	28	FROM	HEAD	70-MPH	35-TONS	54-FT	1-P	0.00-BRK10999-ATONS	12108-AFT		
		EITU	152748	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
		EGSU	913037	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
211	DTTD	760204	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX	UNION	PAC
	27	FROM	HEAD	70-MPH	38-TONS	54-FT	1-P	0.00-BRK11037-ATONS	12162-AFT		
		TCLU	491009	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
		EITU	100847	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
212	DTTC	760204	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX	UNION	PAC
	26	FROM	HEAD	70-MPH	38-TONS	54-FT	1-P	0.00-BRK11075-ATONS	12216-AFT		
		BMOU	496223	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
		BEAU	445196	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
213	DTTB	760204	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX	UNION	PAC
	25	FROM	HEAD	70-MPH	37-TONS	54-FT	1-P	0.00-BRK11112-ATONS	12270-AFT		
		SEGU	598939	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
		TLLU	574939	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
214	DTTX	745413	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX	UNION	PAC
	24	FROM	HEAD	70-MPH	57-TONS	65-FT	1-P	1.00-BRK11169-ATONS	12335-AFT		
					SINGLE UNIT	WELL	CAR				
		TCNU	345695	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
		TGCU	508221	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
DTTX	062638			P5A	ARTICULATED	MULTI-WELL	CAR				
					CONSISTS OF	THE FOLLOWING	5 CARS				
215	DTTA	62638	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX	UNION	PAC
	23	FROM	HEAD	70-MPH	34-TONS	59-FT	1-P	3.00-BRK11203-ATONS	12394-AFT		
		TCLU	855415	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
		EISU	914013	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A
216	DTTE	62638	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX	UNION	PAC
	22	FROM	HEAD	70-MPH	34-TONS	59-FT	1-P	0.00-BRK11237-ATONS	12453-AFT		
		TEMU	895845	LK4E	MIXFRT	HL011		DIT	TX	EVERGR	SHI A

	TGBU 690359	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
217	DTTD 62638	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	21 FROM HEAD	70-MPH 34-TONS	59-FT	1-P		0.00-BRK11271-ATONS 12512-AFT
	EITU 193877	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	TCLU 497073	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
218	DTTC 62638	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	20 FROM HEAD	70-MPH 49-TONS	59-FT	1-P		0.00-BRK11320-ATONS 12571-AFT
	TEMU 714643	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	BMOU 500186	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
219	DTTB 62638	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	19 FROM HEAD	70-MPH 49-TONS	59-FT	1-P		0.00-BRK11369-ATONS 12630-AFT
	TGBU 500057	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	FCIU 954196	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
220	DTTX 659360	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	18 FROM HEAD	70-MPH 42-TONS	77-FT	1-P		1.00-BRK11411-ATONS 12707-AFT
		SINGLE UNIT WELL CAR				
	FCIU 729370	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	BMOU 498316	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
221	DTTX 656835	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	17 FROM HEAD	70-MPH 41-TONS	77-FT	1-P		1.00-BRK11452-ATONS 12784-AFT
		SINGLE UNIT WELL CAR				
	EITU 103693	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	TCLU 816904	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
DTTX 621019		P3A SOLID DRAWBAR CONNECTED MULTI-WELL CAR				
		CONSISTS OF THE FOLLOWING 3 CARS				
222	DTTB 621019	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	16 FROM HEAD	70-MPH 49-TONS	77-FT	1-P		3.00-BRK11501-ATONS 12861-AFT
	EGSU 918505	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	GAOU 630753	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
223	DTTC 621019	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	15 FROM HEAD	70-MPH 43-TONS	77-FT	1-P		0.00-BRK11544-ATONS 12938-AFT
	EISU 928493	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	FDCU 24042	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
224	DTTA 621019	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	14 FROM HEAD	70-MPH 48-TONS	77-FT	1-P		0.00-BRK11592-ATONS 13015-AFT
	TGHU 910679	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	TGBU 658414	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
DTTX 751228		P5A ARTICULATED MULTI-WELL CAR				
		CONSISTS OF THE FOLLOWING 5 CARS				
225	DTTB 751228	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	13 FROM HEAD	70-MPH 38-TONS	54-FT	1-P		3.00-BRK11630-ATONS 13069-AFT
	EGHU 106281	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EISU 919075	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
226	DTTC 751228	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	12 FROM HEAD	70-MPH 32-TONS	54-FT	1-P		0.00-BRK11662-ATONS 13123-AFT
	TGHU 902038	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EISU 911777	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
227	DTTD 751228	LP1A COFC HL011	03-802-96	RAMP	DIT	TX UNION PAC
	11 FROM HEAD	70-MPH 39-TONS	54-FT	1-P		0.00-BRK11701-ATONS 13177-AFT
	MAGU 538406	LK4E MIXFRT HL011			DIT	TX EVERGR SHI A
	EMCU 802573	LK50 MIXFRT HL011			DIT	TX EVERGR SHI A

228	DTTE	751228	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	10	FROM HEAD	70-MPH	39-TONS	54-FT	1-P		0.00-BRK11740-ATONS	13231-AFT
		TEMU	609212	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		TLLU	585185	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
229	DTTA	751228	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	9	FROM HEAD	70-MPH	41-TONS	54-FT	1-P		0.00-BRK11781-ATONS	13285-AFT
		HMCU	915101	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		TGHU	887855	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
230	DTTX	652544	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	8	FROM HEAD	70-MPH	50-TONS	77-FT	1-P		1.00-BRK11831-ATONS	13362-AFT
									SINGLE UNIT WELL CAR
		EGSU	917879	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		EITU	175374	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
231	DTTX	657665	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	7	FROM HEAD	70-MPH	50-TONS	77-FT	1-P		1.00-BRK11881-ATONS	13439-AFT
									SINGLE UNIT WELL CAR
		TEMU	735394	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		BEAU	436941	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
DTTX	723009		P3A	ARTICULATED	MULTI-WELL CAR				
									CONSISTS OF THE FOLLOWING 3 CARS
232	DTTB	723009	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	6	FROM HEAD	70-MPH	57-TONS	68-FT	1-P		2.00-BRK11938-ATONS	13507-AFT
		EITU	153221	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		TCLU	866473	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
233	DTTC	723009	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	5	FROM HEAD	70-MPH	54-TONS	68-FT	1-P		0.00-BRK11992-ATONS	13575-AFT
		EITU	117066	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		TEMU	776190	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
234	DTTA	723009	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	4	FROM HEAD	70-MPH	77-TONS	68-FT	1-P		0.00-BRK12069-ATONS	13643-AFT
		EGHU	339445	LK1E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		TGCU	202312	LK1E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		HMCU	108023	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
DTTX	786342		P3A	ARTICULATED	MULTI-WELL CAR				
									CONSISTS OF THE FOLLOWING 3 CARS
235	DTTB	786342	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	3	FROM HEAD	70-MPH	66-TONS	68-FT	1-P		2.00-BRK12135-ATONS	13711-AFT
		EITU	59641	LK1E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		EMCU	373893	LK10	MIXFRT	HL011		DIT	TX EVERGR SHI A
		TGHU	697064	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
236	DTTC	786342	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	2	FROM HEAD	70-MPH	70-TONS	68-FT	1-P		0.00-BRK12205-ATONS	13779-AFT
		EITU	7712	LK1E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		FCIU	542958	LK1E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		GATU	873869	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
237	DTTA	786342	LP1A	COFC	HL011	03-802-96	RAMP	DIT	TX UNION PAC
	1	FROM HEAD	70-MPH	78-TONS	68-FT	1-P		0.00-BRK12283-ATONS	13847-AFT
		EISU	212944	LK1E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		MAGU	231914	LK1E	MIXFRT	HL011		DIT	TX EVERGR SHI A
		EGHU	937759	LK4E	MIXFRT	HL011		DIT	TX EVERGR SHI A
BLOCK TOTALS		111	LOADS	0	MTYS	5474	G-TONS	6522	FEET

CAR-TOTALS 237 LOADS 0 MTYS 12283 G-TONS 13847 FEET 7430 N-TONS
POWER BLOCK
UP 006064
UP 006493
UP 007430

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-- ILXMD 15
206 FROM CAB/EOT NOKB230366 L 032 FROM HEAD V/K=TCLU431534 L
206 FROM CAB/EOT NOKB230366 L 032 FROM HEAD
206 FROM CAB/EOT NOKB230366 L 032 FROM HEAD
 COMMODITY NUMBER IS 4909159

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

TRAIN-- ILXMD 15
3380-THERE ARE NO CARS ON THIS TRAIN WITH HIGH VALUE LOADS
3392-END OF TRAIN LIST

TRAIN LIST B - AFTER PICK-UP AT EVANSTON

 ENGINEER'S COPY
 TRAIN LIST ISSUE NO. 1

TRAIN/JOB: ILXMD 15 NAME:
 CNDR: A CONDUCTOR ENGR: A ENGINEER C/F TODAY 0600
 SECONDARY TRAIN ID: FDKMET TRAIN DIRECTION OUT OF IA431 : SOUTH
 237-LOADS 0-MTYS 12283-GTONS CAR LENGTH: 13847-FT TRAIN LENGTH: 14294-FT

 HAZARDOUS MATERIAL IN TRAIN YES TRAIN WGT: 13537-TN
 RAIL SECURITY SENSITIVE MATERIAL SHIPMENTS NONE
 FORM 8620 PLACEMENT ERRORS NO
 SSI ITEM 5 PLACEMENT ERRORS/WARNINGS UNKNOWN
 TRAIN LENGTH EXCEPTION NO
 TRAIN HAS HIGH / WIDE SHIPMENTS NO
 LEAD LOCOMOTIVE IS PTC EQUIPPED YES (OPERATIVE FOR ALL TRAIN SIZES)
 LEAD LOCOMOTIVE IS EMS EQUIPPED YES
 TRIP OPTIMIZER (PTC-INTEGRATED) (OPERATIVE) (P)

 SSI MAXIMUM SPEED (UNLESS OTHERWISE RESTRICTED) IS AS FOLLOWS:
 MAXIMUM SPEED * 70 * MPH BETWEEN IA431 AND CT321 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 * TABLE A * TRAIN REQUIREMENTS SSI ITEM 2F

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
V	UP	7430	CS789		F	AC	C45ACCTE	XX.X	XX.X	6	YYYYYPBCG4A	HC	74	210
V	UP	6493	CS789		F	AC	C44AC	XX.X	XX.X	6	YYYYYABBG3A	H	74	208
V	UP	6064	CS789		F	AC	C44ACCTE	XX.X	XX.X	6	YYYYY.BCG3A	H	74	208
SUB TOTALS:								XX.X	XX.X	18			222	626
X	UP	7229	IA384		F	AC	C44AC	XX.X	XX.X	6	YYYYY.BCG3A	1C	74	208
X	UP	8694	IA384		B	AC	SD70ACE	XX.X	XX.X	6	YYYYYMBBG3A	1	75	210
SUB TOTALS:								XX.X	XX.X	12			149	418
X	UP	6914	IA384		B	AC	C44ACCCA	XX.X	XX.X	6	.YYYY.BBG3A	RC	76	210
SUB TOTALS:								XX.X	XX.X	6			76	210
TOTALS:								XX.X	XX.X	36			447	1254

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 *****

12283 TPA TONNAGE INCLUDES ISOLATED LOCOMOTIVES, IF ANY
XXX TONS PER EQUIVALENT POWERED AXLE - XX.X EPA
XX.X TOTAL EQUIVALENT AXLE DYNAMIC BRAKE, ALL CONSISTS
XXX TONS PER EQUIVALENT DYNAMIC BRAKE AXLE - XX.X EDBA
24 MAXIMUM EPA REAR HELPER

241 TOTAL NUMBER OF CARS/PLATFORMS
156.50 TOTAL OPERATIVE-BRAKES
51 AVERAGE G-TONS PER CAR OR PLATFORM
79 TONS PER OPERATIVE BRAKE
664 TOTAL AXLES, INCLUDING LOCOMOTIVES
399 HEAVIEST CAR, BNSF 239244, SEQ 054
13537 TOTAL GROSS TONS, CARS AND LOCOMOTIVES

SUMMARY OF CAR TYPES
237 DOUBLE STACK

TRAIN LIMITS BETWEEN IA431 AND RR143
TPA LIMIT IS 326, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 410
STANDARD STRENGTH COUPLER LIMIT IS 10910
HIGH STRENGTH COUPLER LIMIT IS 14878
TERRITORY CODE OTHER THAN H OR L

TRAIN LIMITS BETWEEN RR143 AND CT321
TPA LIMIT IS 210, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 245
STANDARD STRENGTH COUPLER LIMIT IS 6874
HIGH STRENGTH COUPLER LIMIT IS 9374
TERRITORY CODE L

INSPECTION LOCATIONS:
LEXMARK TX CS789 O - CLASS 1

AIR BRAKE INSPECTIONS:

NAME	LOCATION	ROAD	DATE	TIME:	# CARS:
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** INSPECTION INFORMATION IS NOT AVAILABLE **

TRACK WARRANT REQUEST

1 WARRANT(S) FOUND FOR ALL TRAINS AT ANY LOCATION

TRACK WARRANT

NO: 909 FROM: SUNFLOWER TO: LAWRENCE/BRYANT/IOWA CITY/CORVALLIS/OAKLAND

DATE: TODAY, 2020

TO: ALL TRAINS

AT: ANY LOCATION

ON: ORANGE (1975) FIESTA (1952) SUGAR (1954) ROSE (1976) IOWA (2022)

SUBDIVISIONS

16.(X) 12 TRACK BULLETINS IN EFFECT: 147123 147124 147165 147166
 147263 157163 167161 167168 27036 27170 41222 44629

17.(X) OTHER SPECIFIC INSTRUCTIONS:

THIS WARRANT IS USED TO DELIVER TRACK BULLETINS ONLY AND DOES NOT
CONVEY AUTHORITY TO OCCUPY THE MAIN TRACK.

OK 0500 DISPATCHER RCB RELAYED TO:

COPIED BY:

TRACK CONDITION SUMMARY

NO: 909 TO: ALL TRAINS

TODAY, 2020

ORANGE (1975)

147123(2) 147124(1)

```

-----
LINE      LIMITS          TRACK(S)      FLAG  FOR      FROM      UNTIL
NO. FROM MP TO MP  MPH  AFFECTED  FLAG  AT MP  DIR  DATE TIME  DATE  TIME
-----
          FORM A NO.  147123
1.  236.0   235.0 25   MAIN                TODAY  NOW  TOMORROW THEN
-----

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-----
LINE      LIMITS          TIME      TRACK(S)      FLAG  FOR  GANG
NO. FROM MP  TO MP  FROM UNTIL  AFFECTED  AT MP  DIR  NO /FOREMAN
-----
          ***** FORM B NO.  147124 *****
TODAY BE GOVERNED BY RULE 15.2 WITHIN THE FOLLOWING LIMITS:
1.  216.0   205.6   0600 2359   ALL                8507  ALPHA
-----

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-----
LINE      LIMITS          TRACK(S)      FLAG  FOR      FROM      UNTIL
NO. FROM MP TO MP  MPH  AFFECTED  FLAG  AT MP  DIR  DATE TIME  DATE  TIME
-----
          FORM A NO.  147123
2  115.9    114.1 40   MAIN      NONE                TODAY  NOW  TOMORROW THEN
-----

```

NO: 909 TO: ALL TRAINS

TODAY, 2020

FIESTA (1952)

147165(1) 27036

LINE NO.	LIMITS			TRACK(S)		FLAG	FOR	FROM		UNTIL		
	FROM	MP	TO	MPH	AFFECTED	FLAG	AT	MP	DIR	DATE	TIME	
	FORM A NO. 147165											
1.	337.5		337.1	10	SIDING					TODAY	NOW	TOMORROW THEN

27036

FORM C NO. 27036

TODAY, 2020

1. EFFECTIVE TODAY
2. LEVEL 1 HEAT RESTRICTION APPLIES AS PRESCRIBED
3. BY SYSTEM SPECIAL INSTRUCTIONS ITEM 2-D
4. BETWEEN 0900 AND 2200 HOURS DAILY
5. BETWEEN MP 387.2 AND MP 345.2
6. ON FIESTA SUBDIVISION

NO: 909 TO: ALL TRAINS

TODAY, 2020

SUGAR (1954)

147263(1) 147166(1) 27170(1)

LINE NO.	LIMITS			TRACK(S)		FLAG	FOR	FROM		UNTIL	
	FROM MP	TO MP	MPH	AFFECTED	FLAG	AT MP	DIR	DATE	TIME	DATE	TIME

	FORM A NO. 147263										
1.	311.3	310.1	50	MAIN				TODAY	NOW	TOMORROW	THEN

	FORM A NO. 147166										
2.	288.0	285.5	50	MAIN				TODAY	NOW	TOMORROW	THEN

LINE NO.	LIMITS		TIME		TRACK(S)		FLAG	FOR	GANG		
	FROM MP	TO MP	FROM	UNTIL	AFFECTED	AT MP	DIR	NO	/FOREMAN		

	***** FORM B NO. 27170 *****										
TODAY BE GOVERNED BY RULE 15.2 WITHIN THE FOLLOWING LIMITS:											
1.	271.0	269.7	0800	2359	ALL			8509	BRAVO		

NO: 909 TO: ALL TRAINS

TODAY, 2020

ROSE (1976)

157163(1) 41222(1)

LINE NO.	LIMITS		TRACK(S)		FLAG	FOR	FROM		UNTIL		
	FROM MP	TO MP	MPH	AFFECTED	FLAG	AT MP	DIR	DATE	TIME	DATE	TIME

	FORM A NO. 157163										
1.	360.3	360.9	50	ALL				TODAY	NOW	TOMORROW	THEN

41222

FORM C NO. 41222

TODAY, 2020

1. EFFECTIVE 0600 HOURS (TODAY'S DATE) SIGNAL SYSTEM
2. SUSPENDED ON THE ROSE SUBDIVISION
3. BETWEEN CP G366 MP 366.2 AND CP G354 MP 354.4.
4. TRAINS OPERATING PTC MUST STOP PRIOR TO PASSING
5. FIRST SUSPENDED SIGNAL AND PERFORM A SOFT CUT OUT
6. BEFORE ENTERING THE SIGNAL SUSPENSION LIMITS.
7. FIRST SUSPENDED SIGNALS FOR MOVES ON TRACKS ARE
8. AS FOLLOWS:
9. SOUTHWARD
10. MAIN TRACK AND SIDING CP G366 MP 366.2
11. NORTHWARD
12. MAIN TRACK AND YARD LEAD CP G354 MP 354.4
13. FIRST OPERATING SIGNALS FOR MOVES ON TRACKS ARE
14. AS FOLLOWS:
15. SOUTHWARD
16. MAIN TRACK CP G354 MP 354.4
17. NORTHWARD
18. MAIN TRACK CP G366 MP 366.2

NO: 909 TO: ALL TRAINS

TODAY, 2020

41222

FORM C NO. 41222

TODAY, 2020

19. WHEN LEAVING THE SIGNAL SUSPENSION LIMITS; BETWEEN
20. THE LAST INOPERATIVE SIGNAL AND PRIOR TO PASSING
21. THE FIRST OPERATIVE SIGNAL, PTC EQUIPPED TRAINS
22. MUST: REDUCE TO 15 MPH OR LESS, CUT IN PTC, AND
23. PERFORM A TRACK SELECTION. PTC WILL TRANSITION TO
24. ACTIVE STATE AFTER MOVING APPROXIMATELY 30 FEET
25. AND IMMEDIATELY ENFORCE RESTRICTED SPEED UNTIL
26. TRAIN PASSES NEXT SIGNAL.
27. BE GOVERNED BY GCOR RULES 9.23 AND 9.23.1
28. MAXIMUM SPEED PER TIMETABLE AND GENERAL ORDER
29. INSTRUCTIONS NOT TO EXCEED 59 MPH FOR PASSENGER
30. TRAINS AND 49 MPH FOR ALL OTHER TRAINS.
31. ALL TRAINS MUST STOP BEFORE ENTERING THESE LIMITS
32. UNLESS AUTHORIZED TO PROCEED BY EMPLOYEE IN CHARGE.
33. NO FOLLOWING MOVEMENT ON THE SAME TRACK WILL BE
34. PERMITTED TO ENTER THESE LIMITS UNTIL A PRECEDING
35. MOVEMENT HAS CLEARED THE LIMITS OR PASSED A
36. FLAGMAN LOCATED AT THE NEXT INTERMEDIATE POINT.
37. FLAG PROTECTION AGAINST FOLLOWING TRAINS ON THE
38. SAME TRACK IS NOT REQUIRED. FLAGMAN SWITCH TENDER
39. LOCATED AT CP G366 MP 366.2, CP G360 MP 359.9,
40. CP G358 MP 358.4, AND CP G354 MP 354.4 ON THE
41. ROSE SUBDIVISION.
42. ALL TRAINS MUST STOP SHORT OF FLAGMEN UNLESS
43. AUTHORIZED TO PROCEED.

NO: 909 TO: ALL TRAINS

TODAY, 2020

IOWA (2022)

167161(1) 167168(1) 44629(1)

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-----
LINE      LIMITS          TIME      TRACK(S)  FLAG   FOR   GANG
NO. FROM MP  TO MP  FROM UNTIL  AFFECTED  AT MP  DIR  NO /FOREMAN
-----
          ***** FORM B NO. 44629 *****
TODAY BE GOVERNED BY RULE 15.2 WITHIN THE FOLLOWING LIMITS:
1.   356.0   360.0  0800 2359  ALL                      8701 DELTA
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-----
LINE      LIMITS          TRACK(S)  FLAG   FOR   FROM          UNTIL
NO. FROM MP  TO MP  MPH  AFFECTED  FLAG  AT MP  DIR  DATE TIME  DATE    TIME
-----
          FORM A NO. 167161
1.   360.3   360.9  50   ALL                      TODAY  NOW  TOMORROW THEN
-----
          FORM A NO. 167168
2.   385.0   388.5  50   ALL                      TODAY  NOW  TOMORROW THEN
-----

```

RADIO SPEED RESTRICTIONS AND OTHER CONDITIONS DELIVERED ENROUTE

.
SUBDIVISION _____
. DO NOT EXCEED _____ MPH AT/BETWEEN MP _____ AND MP _____
. (ON _____ TRK)
. _____ NO FLAGS DISPLAYED _____ RULE 34.2.13 APPLIES
_____ FLAGS DISPLAYED AT MP _____ FOR _____ TRAINS
. OK _____ DISPR _____

=====

.
SUBDIVISION _____
. DO NOT EXCEED _____ MPH AT/BETWEEN MP _____ AND MP _____
. (ON _____ TRK)
. _____ NO FLAGS DISPLAYED _____ RULE 34.2.13 APPLIES
_____ FLAGS DISPLAYED AT MP _____ FOR _____ TRAINS
. OK _____ DISPR _____

=====

.
SUBDIVISION _____
. DO NOT EXCEED _____ MPH AT/BETWEEN MP _____ AND MP _____
. (ON _____ TRK)
. _____ NO FLAGS DISPLAYED _____ RULE 34.2.13 APPLIES
_____ FLAGS DISPLAYED AT MP _____ FOR _____ TRAINS
. OK _____ DISPR _____

.
GRADE CROSSING PROTECTION _____ SUBDIVISION
. COMPLY WITH PROCEDURE _____ AT MP _____
. OK _____ DISPR _____

=====

.
GRADE CROSSING PROTECTION _____ SUBDIVISION
. COMPLY WITH PROCEDURE _____ AT MP _____
. OK _____ DISPR _____

RADIO SPEED RESTRICTIONS AND OTHER CONDITIONS DELIVERED ENROUTE

=====

.
FLASH FLOOD WARNING _____ SUBDIVISION
. COMPLY WITH PROCEDURE FF BTWEEN MP _____ AND MP _____
. OK _____ DISPR _____

=====

.
FLASH FLOOD WARNING _____ SUBDIVISION
. COMPLY WITH PROCEDURE FF BTWEEN MP _____ AND MP _____
. OK _____ DISPR _____

.
TRACK BREACH PROTECTION ESTABLISHED FOR (ENG) _____
. (EMPLOYEE) _____ BETWEEN _____ AND _____ ON _____
. _____ TRACK AT (TIME) _____ DELETED AT _____

=====

.
TRACK BREACH PROTECTION ESTABLISHED FOR (ENG) _____
. (EMPLOYEE) _____ BETWEEN _____ AND _____ ON _____
. _____ TRACK AT (TIME) _____ DELETED AT _____

WHEN AUTHORIZED TO PASS STOP INDICATION: "AFTER STOPPING,
(TRAIN ID) AT (LOCATION) HAS AUTHORITY TO PASS SIGNAL DIS-
PLAYING STOP INDICATION (ADD ROUTE & DIRECTION IF NECESSARY)."

WHEN AUTHORIZED TO ENTER CTC: "(TRAIN ID) AT (LOCATION) HAS
AUTHORITY TO ENTER _____ TRACK AND PROCEED (DIRECTION).

WHEN CLEARED TO ENTER FORM B LIMITS: FOREMAN _____

.
GANG _____ USING (1/2) FORM B TRK BULLETIN(S) ON _____ (DATE).

.
TRK BULLETIN# _____ LINE#(S) _____ TRK#(S) _____ ON _____ SUB

.
TRK BULLETIN# _____ LINE#(S) _____ TRK#(S) _____ ON _____ SUB

.
BETWEEN MP _____ AND MP _____. (TRAIN ID) MAY PASS RED FLAG AT
. MP _____ WITHOUT STOPPING. (TRAIN ID) MAY PROCEED THROUGH THE LIMITS

.
AT _____ MPH (OR MAX AUTHORIZED SPEED), WITH THE FOLLOWING EXCEPTION:

.
BETWEEN MP _____ AND MP _____ DO NOT EXCEED _____ MPH, SOUNDING

.
WHISTLE AND BELL WHEN APPROACHING AND PASSING MEN OR EQUIPMENT.

.....UPRR TRAIN AND LOCOMOTIVE SECUREMENT CHECKLIST.....
USED IN COMPLIANCE W/ UPRR ABTH CH 32 & SSI ITEM 10-L TO AID CREW MEMBERS WHEN SECURING TRAINS W/ LOCOMOTIVE ATTACHED. UPON COMPLETION, BOTH CONDUCTOR & ENGINEER MUST SIGN CHECKLIST. UNLESS OTHERWISE INSTRUCTED, LEAVE THE COMPLETED FORM IN THE LOCOMOTIVE INSPECTION REPORT CARD HOLDER

SECUREMENT PROCEDURES (RULE 32.1.1)

- () 1. PRIMARY PROCEDURE (APPLY HANDBRAKES AND RELEASE ALL AIR BRAKES)
- () 2. SECONDARY PROCEDURE (SECUREMENT CHART)

LOCOMOTIVE SECUREMENT (RULE 32.2.1)

- () 1. THROTTLE IS IN IDLE AND REVERSER REMOVED
- () 2. GENERATOR FIELD SWITCH OFF
- () 3. APPLY ALL HANDBRAKES ON LEAD CONSIST. RELEASE LOCOMOTIVE BRAKES TO DETERMINE HANDBRAKES PREVENT MOVEMENT. REAPPLY LOCOMOTIVE BRAKES
- () 4. INDEPENDENT BRAKE IS CUT IN AND FULLY APPLIED
- () 5. AUTOMATIC BRAKE IS CUT IN AND APPLIED WITH A 20 PSI BRAKE PIPE REDUCTION
- () 6. ENGINE CONTROL SWITCH IS IN THE ISOLATE POSITION ON ALL UNITS IN THE LEAD CONSIST
- () 7. TRAILING LOCOMOTIVES ARE SHUT DOWN IF REQUIRED AND DOORS AND WINDOWS ARE CLOSED
- () 8. DOORS AND WINDOWS LOCKED ON LEAD LOCOMOTIVE IF CAPABLE

OTHER INFORMATION:

- () 1. HAND BRAKES ARE APPLIED ON _____ HEAD CARS AND/OR _____ REAR CARS
- () 2. TRAIN CUT FOR _____ HIGHWAY CROSSINGS
- () 3. DISPATCHER, YARDMASTER, OTHER AUTHORITY NOTIFIED TRAIN IS SECURE

KEY TRAIN SECUREMENT ON A MAIN TRACK OR SIDING (SSI ITEM 10-L)
INFORM DISPATCHER THAT TRAIN IS SECURE IN FOLLOWING MANNER:

"TRAIN _____ (TRAIN ID) IS SECURED USING _____ (PRIMARY/
SECONDARY/BOTH) SECUREMENT PROCEDURE(S) AT _____ (LOCATION)
WITH _____ (#) HAND BRAKES APPLIED ON THE _____ (HEAD/REAR/BOTH)
END(S). THE WEIGHT OF THE TRAIN IS _____ TONS AND IS _____ FEET
LONG. THE TRAIN IS ON _____ % (LEVEL/ASCENDING/DESCENDING) GRADE AND
IS _____ (CUT/IN ONE PIECE) ON _____ (STRAIGHT/CURVED) TRACK.
THERE ARE _____ (#) CROSSINGS CUT. THE TRAIN IS _____ (INTERMODAL/
MANIFEST/UNIT/LOCAL). THE CURRENT WEATHER IS _____ (CLEAR/CLOUDY/
RAIN/FOG/SLEET/SNOW)." (IF UNABLE TO LOCK THE DOORS OF THE
CONTROLLING LOCOMOTIVE, REMOVE THE REVERSER AND TAKE IT WITH YOU.)

(ENGINEER EID/INITIALS)

(CONDUCTOR EID/INITIALS)

TRAIN ID _____ DATE _____ TIME _____ LOCATION _____

UPRR TRAINING Area Timetable No. 5
Effective December 01, 2019
ORANGE Subdivision General Order No. 2

Purpose:

SI-01: Main Track Authority; add additional PTC Limits.

SI-03: Part 1: Add Speeds for Sidings and turnouts at Waco and Ames.

Recent Changes:

Training Area Timetable #5 in effect 0900C on December 01, 2019.

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

Effective: 0900C, December 09, 2019

Cancellations:

This order cancels all previous orders for the ORANGE Subdivision.

SI-01 MAIN TRACK AUTHORITY

Effective 1100C on December 10, 2019:

Change part to read:

PTC between:

MP 52.8 and MP 143.0;

MP 204.3 and MP 237.8.

SI-03 OTHER SPEED RESTRICTIONS

1. Thru Sidings and Turnouts

Add:

Waco 20

Ames 20

SIGNATURE: JOHN D. DOE

SIGNATURE TITLE: GEN. MANAGER

UPRR TRAINING Area Timetable No. 5
Effective December 01, 2019
ROSE Subdivision General Order No. 2

Purpose:

SI-03: Part 2: Change speed at CP G390 East Lansing.

Recent Changes:

Training Area Timetable #5 in effect 0900C on December 01, 2019.

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

Effective: 0900C, December 20, 2019

Cancellations:

This order cancels all previous orders for the ROSE Subdivision.

SI-03 OTHER SPEED RESTRICTIONS

2. Dual Control Switch Turnouts.

Delete:

CP G390 60

Add:

CP G390 50

SIGNATURE: JOHN D. DOE

SIGNATURE TITLE: GEN. MANAGER

UPRR TRAINING Area Timetable No. 5
Effective December 01, 2019
SUGAR Subdivision General Order No. 2

SI-00: Station Page; Change Interlocking at Lexington to (Z).
SI-08: Add Rule 9.9.1 (Z) Interlocking Locations.

Recent changes:

Training Area Timetable #5 in effect 0900C on December 01, 2019.

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

Effective: 0900C, December 20, 2019

Cancellations:

This order cancels all previous orders for the SUGAR Subdivision.

SI-00 STATION MILES

Change Station Page at Lexington to read:

321.4			LEXINGTON (X)SLF(Z)		
			(10.1)		

SI-08 RULES

Add:

Rule 9.9.1:

(Z) Interlocking Locations:

Lexington MP 321.4 (X)SLF(Z)CP W321

Rule 9.9.1 (Passing Approach to Automatic Interlocking) applies.

At a signal displaying a Stop indication:
Train movements will be governed as follows:
1. A crew member must contact the train dispatcher and obtain permission:
To operate the time release box.
and
To pass the Stop indication (train may not proceed until complying with instructions in release box).

2. The crew will then be governed by the instructions in the release box.

3. After complying with instructions in the release box that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed.

Maintenance of Way will be governed as follows:
When moving through limits comply with Rule 42.7.2.
When working within limits comply with Chief Engineer Instruction Bulletin 136.4.8.

SIGNATURE: JOHN D. DOE
SIGNATURE TITLE: GEN. MANAGER

UPRR TRAINING Area Timetable No. 5
Effective December 01, 2019
FIESTA Subdivision General Order No. 1

Purpose:

Training Area Timetable #5 in effect 0900C on December 01, 2019.

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

Effective: 0900C, December 01, 2019

Cancellations:

This order cancels all previous orders for the FIESTA Subdivision.

SIGNATURE: JOHN D. DOE

SIGNATURE TITLE: GEN. MANAGER

UPRR TRAINING Area Timetable No. 5
Effective December 01, 2019
IOWA Subdivision General Order No. 1

Purpose:

Training Area Timetable #5 in effect 0900C on December 01, 2019.

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

Effective: 0900C, December 01, 2019

Cancellations :

This order cancels all previous orders for the IOWA Subdivision.

SIGNATURE: JOHN D. DOE

SIGNATURE TITLE: GEN. MANAGER

TRACK AUTHORITY FORM – TE&Y

(circle one)

Track Warrant

Track & Time

Track Permit

Number: 51-50

Date: Current Date

To: UP Local

At: Bedlam Yard

- 1. Track warrant _____ is void
- 2. Not in effect until after the arrival of _____, _____ at _____
- 3. Proceed from MP 175.0 to Red River on Main track Orange Subdivision
- 4. Hold Main Track at last named point
- 5. Clear Main Track at last named point
- 6. Do not foul limits ahead of _____, _____, _____
- 7. Work between _____ and _____ on _____ track _____ Subdivision
- 8. Authority granted between CP _____ on _____ track Switch Yes / No
and CP _____ on _____ track Switch Yes / No
Joint _____ Blocked until _____ Extended to _____
- 9. Limits jointly occupied between _____ and _____

(NOTE: Trains must move at restricted speed within joint authority limits)

- 10. Joint with _____ between _____ and _____
Joint with _____ between _____ and _____
Joint with _____ between _____ and _____
- 11. Do not exceed ____ mph between _____ and _____
No flags displayed ____ Flags displayed at MP _____ for ____ trains
Do not exceed ____ mph between _____ and _____
No flags displayed ____ Flags displayed at MP _____ for ____ trains
Do not exceed ____ mph between _____ and _____
No flags displayed ____ Flags displayed at MP _____ for ____ trains
- 12. Comply with Procedure _____ at/between MP _____ and MP _____
Comply with Procedure _____ at/between MP _____ and MP _____
The ____ switch at _____ is lined for siding
The ____ switch at _____ is lined for siding
Leave the ____ switch at _____ lined for siding
Leave the ____ switch at _____ lined for siding

2 Box(es) marked: 3, 5, _____, _____, _____, _____, _____, _____, _____

OK at 0600 Dispatcher RCB Relayed to _____ Copied by Conductor

Clear of _____ at _____ Disp _____ by _____
Clear of _____ at _____ Disp _____ by _____
Clear of _____ at _____ Disp _____ by _____

Limits reported clear at _____ by _____

TRACK AUTHORITY FORM – TE&Y

(circle one)

Track Warrant

Track & Time

Track Permit

Number: 63-28

Date: Current Date

To: UP Local

At: Red River

- 1. Track warrant 51-50 is void
- 2. Not in effect until after the arrival of UP 8675 West at Red River
- 3. Proceed from Red River to Kinnick on Main track Orange Subdivision
- 4. Hold Main Track at last named point
- 5. Clear Main Track at last named point
- 6. Do not foul limits ahead of _____, _____, _____
- 7. Work between _____ and _____ on _____ track _____ Subdivision
- 8. Authority granted between CP _____ on _____ track Switch Yes / No
and CP _____ on _____ track Switch Yes / No
Joint _____ Blocked until _____ Extended to _____
- 9. Limits jointly occupied between _____ and _____

(NOTE: Trains must move at restricted speed within joint authority limits)

- 10. Joint with _____ between _____ and _____
Joint with _____ between _____ and _____
Joint with _____ between _____ and _____
- 11. Do not exceed _____ mph between _____ and _____
No flags displayed _____ Flags displayed at MP _____ for _____ trains
Do not exceed _____ mph between _____ and _____
No flags displayed _____ Flags displayed at MP _____ for _____ trains
Do not exceed _____ mph between _____ and _____
No flags displayed _____ Flags displayed at MP _____ for _____ trains
- 12. Comply with Procedure _____ at/between MP _____ and MP _____
Comply with Procedure _____ at/between MP _____ and MP _____
The _____ switch at _____ is lined for siding
The _____ switch at _____ is lined for siding
Leave the _____ switch at _____ lined for siding
Leave the _____ switch at _____ lined for siding

3 Box(es) marked: 1, 2, 3, _____, _____, _____, _____, _____, _____

OK at 1230 Dispatcher RCB Relayed to _____ Copied by Conductor

Clear of _____ at _____ Disp _____ by _____

Clear of _____ at _____ Disp _____ by _____

Clear of _____ at _____ Disp _____ by _____

Limits reported clear at _____ by _____

TRACK AUTHORITY FORM – TE&Y

(circle one)

Track Warrant

Track & Time

Track Permit

Number: 68-44

Date: Current Date

To: UP Local

At: Athens

- 1. [] Track warrant is void
2. [] Not in effect until after the arrival of
3. [x] Proceed from Athens to MP 340.2 on Main track Sugar Subdivision
4. [] Hold Main Track at last named point
5. [] Clear Main Track at last named point
6. [] Do not foul limits ahead of
7. [] Work between and on track Subdivision
8. [] Authority granted between CP on track Switch Yes / No and CP on track Switch Yes / No
9. [] Limits jointly occupied between and
10. [] Joint with between and
11. [] Do not exceed mph between and
12. [] Comply with Procedure at/between MP and MP

(NOTE: Trains must move at restricted speed within joint authority limits)

1 Box(es) marked: 3

OK at 1445 Dispatcher RCB Relayed to Copied by Conductor

Clear of at Disp by

Clear of at Disp by

Clear of at Disp by

Limits reported clear at by



UPRR TRAINING AREA TIMETABLE #5

Effective 0900C Sunday, December 01, 2019

V. J. Vena - Chief Operating Officer
T. A. Lischer, Executive Vice President - Operations
H. Cary IV, Vice President - HDC & Network Operations
S. K. Keller, Senior Vice President - Northern Region
D. M. Giandinoto, Senior Vice President - Southern Region
E. J. Gehringer, Vice President - Engineering
J. C. Estes, Vice President - Mechanical
E. N. Batt, Asst. Vice President - Safety & CSO

This document supersedes:

Union Pacific Railroad Training Timetable 4 effective Aug 15, 2018

EXPLANATION OF CHARACTERS

Symbol Represents		Symbol Represents	
123.45	MILE POST FOR SUB LIMITS ARE IN BOLD AND ITALICIZED	+	HEAD - END RESTRICTION ONLY
ABS	AUTOMATIC BLOCK SIGNAL	(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
ACS	AUTOMATED CAB SIGNAL	(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
ATC	AUTOMATIC TRAIN CONTROL	#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
ATS	AUTOMATIC TRAIN STOP	@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
CTC	CENTRALIZED TRAFFIC CONTROL	\$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
RL	RESTRICTED LIMITS	%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
TWC	TRACK WARRANT CONTROL	&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
DT	DOUBLE TRACK	(@)	WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
#MT	MULTIPLE MAIN TRACK - # (number MT's)	(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR	(*)	WHEEL DOWN INDICATOR - TALK ON DEFECT ONLY
(A)	AUTOMATIC INTERLOCKING	Track Diagram Color Codes	
B	BASE RADIO STATION	CTC	ABS
D	DRAW BRIDGE	ATC	ACS
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE	TWC	ATS
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION	9.14 / 9.15	9.14.2
(M)	MANUAL INTERLOCKING	YL / RL / NON-SIGNALLED	
(S)	STOP SIGN		
T	TURNING FACILITY		
(X)	RAILROAD CROSSING AT GRADE		
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES		
Y	YARD LIMITS		
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED		
(11-2)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES		
(11-3)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES		
N	NORTHWARD		
S	SOUTHWARD		
E	EASTWARD		
W	WESTWARD		
C	CENTER		

OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Order #	Area #	Area Name	Order #	Area #	Area Name	Order #
1	Portland	PB-27020	9	Kansas City	PB-27028	17	Houston	PB-27036
2	Salt Lake City	PB-27021	10	Salina	PB-27029	18	San Antonio	PB-27037
3	Roseville	PB-27022	11	Iowa	PB-27030	19	Livonia	PB-27039
4	Los Angeles	PB-27023	12	Twin Cities	PB-27031	0	All Area 3 Hole Singles	PB-27038
5	Sunset	PB-27024	13	Chicago	PB-27032	0	3" Binder	PB-27019
6	Denver	PB-27025	14	St. Louis	PB-27033	0	Area Tabs (19 Each)	PB-27018
7	North Platte	PB-27026	15	North Little Rock	PB-27034	0	System Special Instructions	PB-27015
8	Council Bluffs	PB-27027	16	Dallas / Ft. Worth	PB-27035	99	UPRR TRAINING TT	PB-27099

Operating Practices

D. P. Ohara, General Director - Operating Practices
 J. C. Taullie, Director - Operating Practices & Rules
 K. B. Jensen, Sr. Manager - Train Handling Improvement
 T. J. Weisbeck, Director - Systems QA & Testing

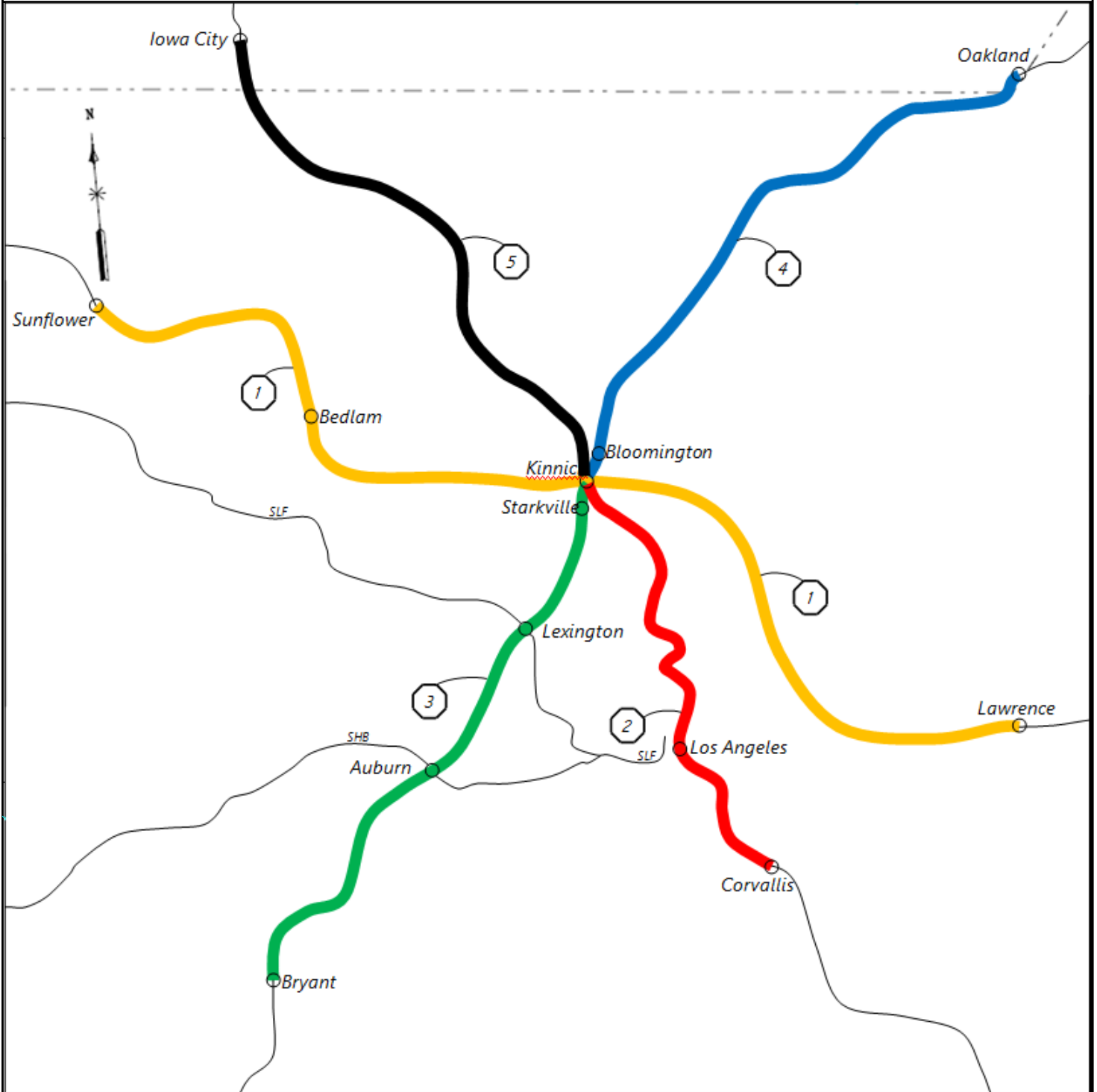
Rules Manager	Phone Number	Timetable Area
Rick Carver	402-501-4310	Dallas/Ft Worth - Houston - Livonia - North Little Rock - Salina - San Antonio
Robbie Goldman	801-212-3815	Chicago - Council Bluffs - Iowa - Kansas City - North Platte - St. Louis - Twin Cities
Rob Hunter	909-685-2826	Los Angeles - Roseville - Portland - Salt Lake City - Sunset

For emergencies call RMCC 1-888 UPRR COP or 1-888-877-7267



Building America
UPRR TRAINING AREA
TIMETABLE #5

Effective 0900C Sunday, December 1st, 2019



- 1. ORANGE.....(1975)
- 2. FIESTA.....(1952)
- 3. SUGAR..... (1954)
- 4. IOWA..... (2022)
- 5. ROSE..... (1976)

TRAINING AREA

SUBDIVISION / Industrial Lead / Maps:	PAGE
FIESTA (1952).....	9
Gainesville Industrial Lead (0801).....	5
Hunter Industrial Lead (1961).....	9
IOWA (2022).....	11
ORANGE (1975).....	2
ROSE (1976).....	7
Sessums Industrial Lead (1710).....	3
SUGAR (1954).....	5

TRAINING AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
ADAIR		IOWA	10	PANORA		IOWA	8
AMES	RR185	ORANGE	2	PULLMAN	CT337	FIESTA	8
ANN ARBOR		ROSE	6	RED RIVER	RR161	ORANGE	2
ATHENS	SG328	SUGAR	4	SALT LAKE CITY	CT339	FIESTA	8
AUBURN		SUGAR	4	SEATTLE	CT369	FIESTA	8
AUSTIN	RR126	ORANGE	2	SOUTH LOS ANGELES		FIESTA	8
BATON ROUGE	SG250	SUGAR	4	STANFORD (HOLD)		FIESTA	8
BEDLAM	RR178	ORANGE	2	STARKVILLE	SG344	SUGAR	4
BERKELEY		FIESTA	8	STILLWATER	RR115	ORANGE	2
BLOOMINGTON	IA353	ROSE	6	STUART	AF403	IOWA	10
BOULDER		FIESTA	8	SUNFLOWER	RR235	ORANGE	2
BRYANT	SG244	SUGAR	4	TEMPE	CT352	FIESTA	8
CASEY	AF416	IOWA	10	TEXAS	RR215	ORANGE	2
CHAMPAIGN	IA374	ROSE	6	TUCSON	CT386	FIESTA	8
COLLEGE STATION	RR254	SUGAR	4	TUSCALOOSA	SG290	SUGAR	4
COLUMBIA	SG311	SUGAR	4	URBANDALE	AF359	IOWA	10
COLUMBUS	IA416	ROSE	6	WACO	RR193	ORANGE	2
CORVALLIS	CT321	FIESTA	8	WEST LAFAYETTE	IA359	ROSE	6
DALLAS CENTER	AF374	IOWA	10	WEST SUNFLOWER HOLD	RR238	ORANGE	2
EAST LANSING		ROSE	6	WESTWOOD	CT361	FIESTA	8
EUGENE	CT377	FIESTA	8				
EVANSTON	IA384	ROSE	6				
FARMAGEDDON		ORANGE	2				
FAYETTEVILLE	SG270	SUGAR	4				
FORT WORTH	RR171	ORANGE	2				
GAINESVILLE	SG341	SUGAR	4				
GRIMES	AF367	IOWA	10				
IOWA	RR205	ORANGE	2				
IOWA CITY	IA431	ROSE	6				
IRVING	RR225	ORANGE	2				
KANSAS	RR096	ORANGE	2				
KINNICK	RR143	FIESTA	8				
KINNICK	RR143	IOWA	10				
KINNICK	RR143	ORANGE	2				
KINNICK	RR143	ROSE	6				
KINNICK	RR143	SUGAR	4				
KNOXVILLE	SG297	SUGAR	4				
LAWRENCE		ORANGE	2				
LE CLAIRE	AF353	IOWA	10				
LEXINGTON		SUGAR	4				
LINCOLN	IA367	ROSE	6				
LINDEN	AF384	IOWA	10				
LOS ANGELES		FIESTA	8				
LUBBOCK	RR081	ORANGE	2				
MADISON (Trk. 1)	IA403	ROSE	6				
MANHATTAN	RR137	ORANGE	2				
MENLO		IOWA	10				
MINNEAPOLIS		ROSE	6				
MORGANTOWN	RR148	ORANGE	2				
NASHVILLE	SG346	SUGAR	4				
NORMAN	RR061	ORANGE	2				
NORTH CORVALLIS		FIESTA	8				
NORTH LOS ANGELES	CT345	FIESTA	8				
OAKLAND	AF431	IOWA	10				
OKLAHOMA	RR108	ORANGE	2				
OXFORD	SG262	SUGAR	4				

ORANGE SUBDIVISION (1975)

Radio Display: Lawrence and West Sunflower: 027-027- *11									
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST Stations/Control Points	EAST Stations/Control Points	Sta. #'s	Siding Feet		
52.8	CTC	2MT	W053	LAWRENCE (7.3)	X(11-2)				
60.1			W060	NORMAN (14.7)		! RR061	N11240		
62.3			W062				S11235		
74.8			W075	FARMAGEDDON (6.1)		(11-3)			
80.9			CTC	2MT	W081	LUBBOCK (14.4)		RR081	5230
82.1					W082				
95.3					W095	KANSAS (11.7)		! RR096	8028
97.0					W097				
107.0					W107	OKLAHOMA (7.1)		! RR108	6020
108.3					W108				
114.1					W114	STILLWATER (11.7)		! RR115	8820
115.9					W116				
125.8					W126	AUSTIN (10.2)		! RR126	8027
127.1					W127				
136.0	CTC	2MT	W136	MANHATTAN (6.6)		! RR137	10410		
138.1			W138						
142.6			W142	KINNICK (4.4)		(X)UPRR(MT)	RR143		
143.0	W143								
147.7	TWC	ABS	W148	MORGANTOWN (12.6)	(M)!	RR148	9715		
149.6			W150			(M)!			
159.8	TWC	ABS		RED RIVER (9.9)		RR161	8345		
161.4									
170.4				FORT WORTH (7.4)		RR171	5994		
171.6									
177.1	YL	ABS		BEDLAM (7.1)		B RR178	YARD		
179.4									
184.2	TWC	ABS		AMES (8.4)		RR185	9580		
186.1									
192.6	TWC	ABS		WACO (11.7)		RR193	9630		
194.5									
204.3	CTC	2MT	W204	IOWA (10.5)		RR205	5965		
205.6			W206						
214.8			W215	TEXAS (9.2)		RR215	6114		
216.0			W216						
224.0			W224	IRVING (10.2)		! RR225	9037		
225.9			W226						
234.2			W234	SUNFLOWER (3.6)		T RR235	YARD		
236.0			W236						
237.8			W238	WEST SUNFLOWER (HOLD)		RR238			

(185.0)

SI-01 MAIN TRACK AUTHORITY

CTC between:

MP 52.8 and MP 143.0;
MP 204.3 and MP 237.8.

TWC between:

MP 143.0 and MP 175.0;
MP 180.5 and MP 204.3.

ABS between:

MP 175.0 and MP 204.3;
MP 147.7 and MP 149.6.

YL between:

MP 175.0 and MP 180.5.

PTC between:

MP 204.3 and MP 237.8.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts	MPH
52.8 and 237.8 (Except as Below)	70
142.6 and 143.0	40
143.0 and 176.0	49
176.0 and 180.5	40
180.5 and 204.3	60
234.2 and 236.0	40

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts.	
Lubbock	15
Oklahoma, Austin	20
2. Dual Control Switch Turnouts.	
CP W053, W075	40
3. Misc. Speed Restrictions.	
Kinnick - All Turnouts and Wye Tracks	20
4. Key Trains: Crude Oil/High Hazard Flammable	
Between Mileposts	
MP 212.2 and MP 237.8	40

SI-04 MAIN TRACK DESIGNATIONS

2MT between: CP W053 and CP W075.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

RCL Area: Bedlam Yard

Zone Status: Trains entering the Bedlam yard must contact the yardmaster for zone status before entering.

Zone W: RCL Zone on the west end of the South Bedlam Yard begins at the clearance point of the west end of track #5, and extends west on the west switching lead to the end of the West Drill track.

Zone E: RCL Zone on the east end of the South Bedlam Yard begins at the clearance point of the east end of track #5, and extends east on the east switching lead to the end of the East Drill track.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) + 65.4	% 155.0	(#) 198.0
% 77.1	(#) 158.1	% 209.6
(#) + 90.3	(!) 167.7 *	(#) + 220.2
(#) + 117.8	% 171.7	(#) + 230.4
(#) + 131.7	(#) 175.9	
(#) 145.0	(#) 182.2	

* Protects Red River Bridge MP 164.2

ORANGE SUBDIVISION (1975)

SI-08 RULES ITEMS

Rule 8.19.1: Radio controlled switch and derail installed on each end of Red River Siding, MP 159.8 and MP 161.4. Normal position will be for main to main movement. Reverse position will be for entering/departing siding. Switch control signs are located 11,000 feet from "Begin OS" signs on main track for eastward movements and 11,800 feet for westward movements. Switch control signs are located 6,600 from "Begin OS" sign on siding for eastward movements and 5,000 feet for westward movements.

Location	Normal	Reverse	Radio
MP 159.8	1327666	1327677	027-027
MP 161.4	1307466	1307477	027-027

Rule 9.15: In effect on siding Morgantown. MofW On-Track equipment must obtain a track permit to occupy this siding. A track permit will be issued to a train only when operating conditions require siding to be jointly occupied by a train and men or equipment

13.1.4 ACS Test Loops: Sunflower Yard: Located on Main Track westward MP 233.8 to MP 234.6.

Rule 32.1: Sunflower Yard Receiving Tracks: Four handbrakes required on east end of all receiving yard tracks.
Bedlam Yard Departure Tracks: Three handbrakes minimum required on east end of all departure yard tracks.

SI-09 FRA EXCEPTED TRACKS

Bedlam: All North Yard tracks.

SI-10 BUSINESS TRACKS

Track Name	MP	Sta.#'s
Riskus	175.1	SR017

SI-11 INDUSTRIAL LEADS

Sessums Industrial Lead: (1710) Off of main track at MP 221.3; extends for 24.0 miles to end of track.
Maximum Gross Weight Restrictions:
134 Tons, Restrictions A and S.
Radio Channel: 071-071

Business Tracks	MP	Sta.#'s
Orange	2.0	HG002
Wheat	4.0	HG004
Hangar	24.0	HG024

SI-12 TONNAGE RESTRICTIONS/TPOB Maximum

Gross Weight Restrictions:
158 Tons, Restrictions A and N.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

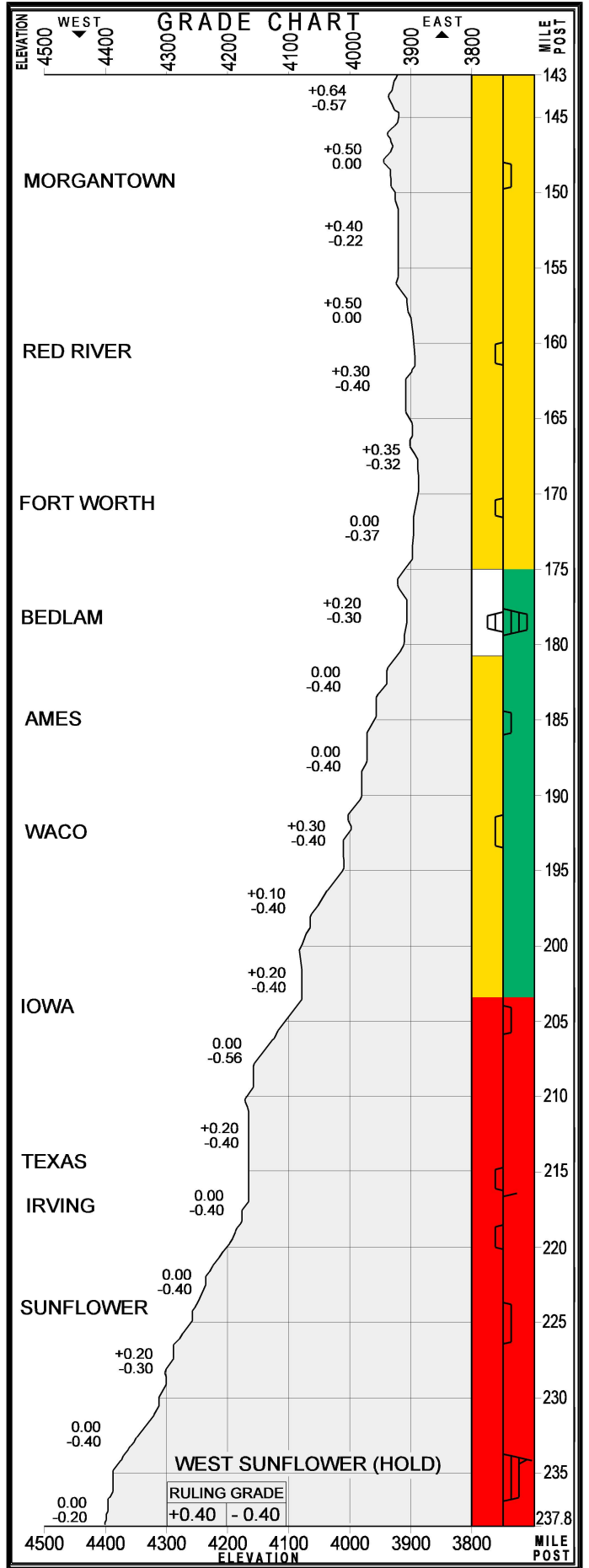
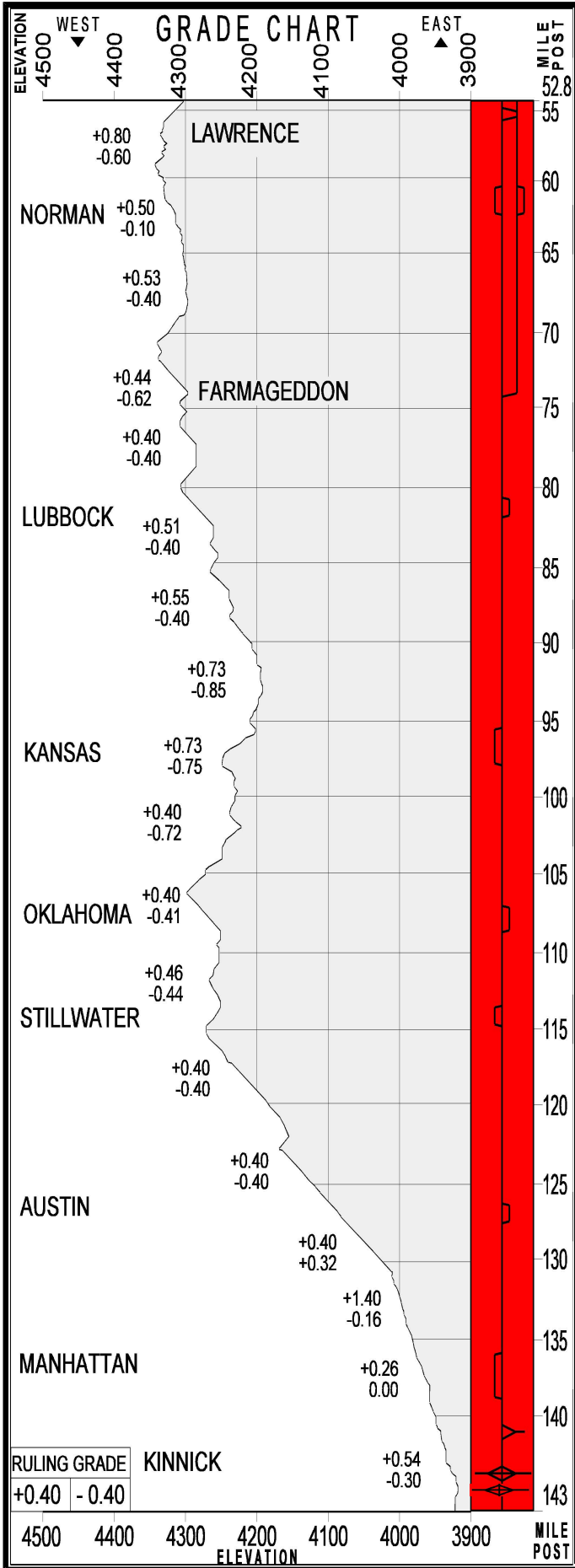
Track Breach Protection: Employee announced Track Breach Protection may be in effect:

Bedlam Yard:
MP 175.0 and MP 180.5
Radio Display 027-027

Hot Wheel Detectors:
As referenced in SSI Item 13.1, bridge with a through truss structure located at the following location:
MP 164.2

Set Out Tracks				
MP	Name	Track	Access Direction	Length
81.3	Lubbock	Siding	West	300
113.8	Stillwater	Main	East	600
137.8	Manhattan	Siding	West	380
204.5	Iowa	Siding	East	300

ORANGE SUBDIVISION (1975)



SUGAR SUBDIVISION (1954)

Radio Display: Between Kinnick and Bryant: 096-096 - *54							
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH Stations/Control Points	NORTH Stations/Control Points	Sta. #s / Siding Feet	
348.2	◆	CTC	W143	KINNICK (2.4)	(X)UPRR(M)T	RR143	
345.8		YL ABS		NASHVILLE (0.9)		SG346	
344.9 343.2				STARKVILLE (2.9)	BT	SG344	YARD
342.0 340.2		TWC ABS		GAINESVILLE (13.2)		SG341	
328.8 326.7			W329	ATHENS (7.4)	(M)!	SG328	11950
321.4			W327	LEXINGTON (10.1)	(X)SLF(A)		
311.3 310.1				COLUMBIA (14.2)		SG311	7936
297.1 295.9				KNOXVILLE (7.5)		SG297	7941
289.6				TUSCALOOSA (7.4)		SG290	
282.2			W801	AUBURN (11.2)	(X)SHB(M)		
271.0 269.7			TWC	FAYETTEVILLE (8.6)		SG270	6800
262.4 260.8		OXFORD (8.5)		SG262	8615		
253.9		COLLEGE STATION (3.6)		RR254			
250.3 248.9		BATON ROUGE (5.8)		SG250	7270		
244.5 242.7		YL		BRYANT (5.0)	B	SG244	YARD

(103.7)

SI-01 MAIN TRACK AUTHORITY

CTC at:

CP W143 Kinnick

TWC Between:

MP 340.2 and MP 246.1

Yard Limits Between:

MP 348.2 and 340.2;

MP 246.1 and 242.7

ABS Between:

MP 348.2 and 282.2

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts	MPH FRT
348.2 and 242.7 (Except as Below)	60
344.2 and 340.2	40
321.4 (X)	25
301.4 and 300.1	50
282.2 and 246.1	49
246.1 and 242.7	20

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts.

Fayetteville 20
Athens 25

2. Dual Control Switch Turnouts (No Exceptions).

3. Misc. Speed Restrictions.

Kinnick - All Turnouts and
Wye Tracks 20

4. Key Trains: Crude Oil/High Hazard Flammable
Between Mileposts

MP 310.1 and MP 274.6 40

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

MP 346.2 = MP 346.2 Rose Subdivision

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 346.0	(#) 306.9	(#) 279.7
% 338.5	% 299.7	% 265.5
(#) 323.2	% 292.6	(#) 254.1
% 315.8	% 284.3	(#) 246.2

SI-08 RULES ITEMS

Rule 9.15 applies: Siding at Athens. MofW On-Track equipment must obtain a track permit to occupy this siding. A track permit will be issued to a train only when operating conditions require siding to be jointly occupied by a train and men or equipment.
Rule 32.1 Starkville Yard: Three handbrakes are required on south end of all yard tracks.

SI-09 FRA EXCEPTED TRACKS

College Station

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS

Gainesville Industrial Lead: (801) Off main track at MP 342.0; extends 7.9 miles to end of track.

Maximum Gross Weight Restrictions:

134 Tons, Restrictions A and S.

Radio Channel: 027-027

Business Tracks

MP Sta.#'S

Conway	2.1	GV002
Chanticleer	6.8	GV007

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight Restrictions:

158 Tons, Restrictions A and N.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SUGAR SUBDIVISION (1954)

SI-14 MISC. INSTRUCTIONS

Track Breach Protection:

Employee established Track Breach Protection may be in effect:

Starkville Yard:

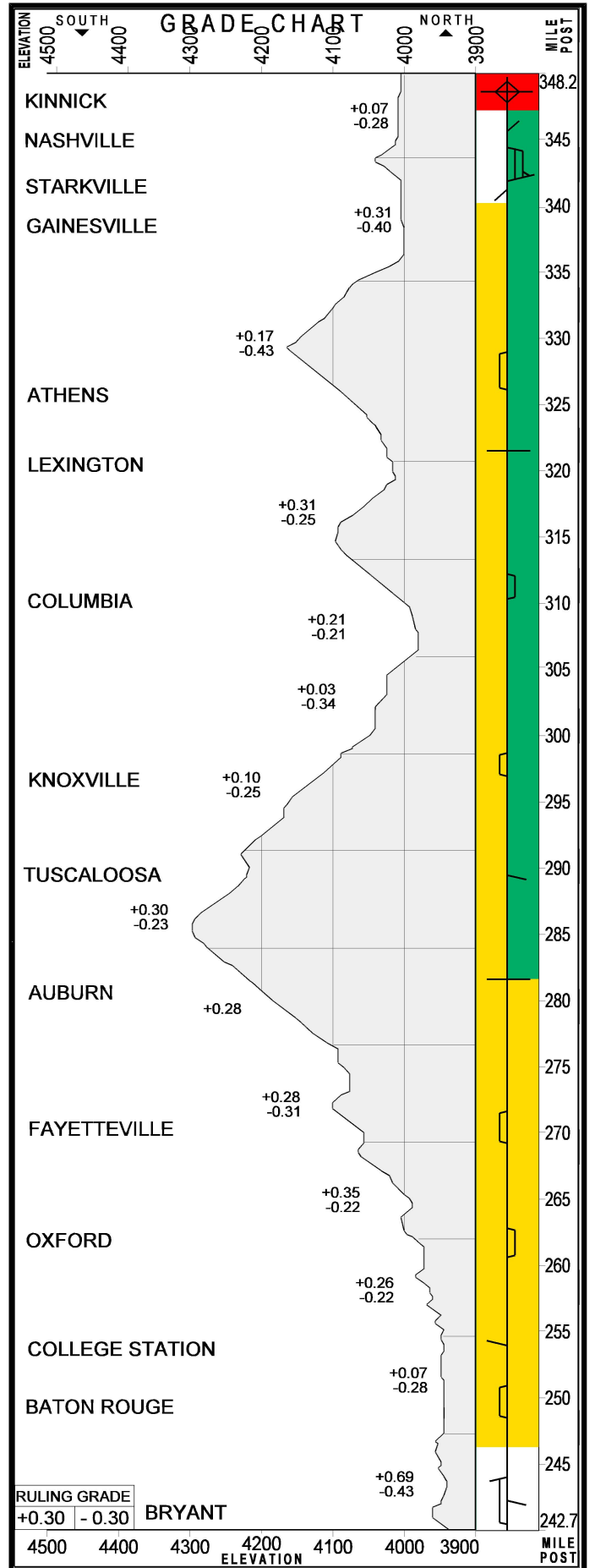
MP 344.9 and MP 343.2
Radio Display 096-096

Bryant Yard:

MP 244.5 and MP 242.7
Radio Display 096-096

Set Out Tracks

MP	Name	Track	Access Direction	Length
328.1	Athens	Siding	Both	800
309.6	Columbia	Main	North	300
296.7	Knoxville	Siding	Both	600
283.1	Auburn	Main	South	450
281.1	Auburn	Main	North	500
261.5	Oxford	Siding	Both	680
248.3	Baton Rouge	Main	North	600



ROSE SUBDIVISION (1976)

Radio Display: Between Iowa City and Kinnick: 020-020- *07							
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH STATIONS/CONTROL POINTS	NORTH STATIONS/CONTROL POINTS	Sta. #s Siding Feet	
432.7		CTC2MT ACS	G433	IOWA CITY		IA431 E12700	
430.2			G430	(9.9)			W12695
422.8			G423	MINNEAPOLIS	X(11-2)		
417.0			G417	COLUMBUS			IA416 C9916
415.0			G415	(10.8)			
406.2			G406	MADISON (Trk. 1)			IA403 8763
404.4			G404	(9.3)			
396.9			G397	ANN ARBOR	X(11-2)		
389.6			G390	EAST LANSING	(11-3)		
385.3			CTC ACS	G385	EVANSTON		IA384 14784
382.3				G382	(10.0)		
375.1				G375	CHAMPAIGN		IA374 8596
373.3				G373	(7.8)		
367.3				G367	LINCOLN		IA367 5056
366.2				G366	(7.4)		
359.9				G360	WEST LAFAYETTE		IA359 7316
358.4	G358	(5.5)					
354.4	CTC	G354		BLOOMINGTON	BT	IA353 Yard	
352.2		G352		(8.0)			
346.4		W143	KINNICK	(X)UPRR(M)T	RR143		

(86.3)

SI-01 MAIN TRACK AUTHORITY

CTC between: CP G433 and CP W143
 ACS between: CP G433 and CP G354
 PTC between: CP G433 and CP W143

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	FRT
432.7 and 346.4 (Except as Below)	70
420.7 and 418.6	55
380.9 and 380.4	40
370.1 and 369.7	50
368.4 and 368.0	60
354.4 and 352.2	30

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts.	
West and East sidings Iowa City, Columbus, Evanston, Champaign	40
West Lafayette	20
2. Dual Control Switch Turnouts.	
CP G423, G397	50
CP G390	60
3. Misc. Speed Restrictions.	
Kinnick - All Turnouts and Wye Tracks	20
4. Key Trains: Crude Oil/High Hazard Flammable	
Between Mileposts	
MP 432.7 and MP 410.7	40

SI-04 MAIN TRACK DESIGNATIONS

2MT between CP G433 and CP G390

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#)+ 428.2	% 387.0	(#)+ 356.4
(#)+ 419.8	(#)+ 379.3	(#)+ 350.1
% 412.5	% 370.6	
(#)+ 401.6	% 362.9	

SI-08 RULES ITEMS

Rule 13.1.4 ACS Test Loops

Bloomington:

Main Track Northward between MP 354.1 to MP 354.7;
 North yard switching lead to CP G354.

Rule 13.1.4 PTC/ACS Operations:

The Automatic Cab Signal (ACS) system on the lead unit must be cut out upon successful initialization of the Positive Train Control (PTC) system and prior to initiating movement. If the PTC system disengages, is cut out under authority of the train dispatcher, or otherwise fails en-route while leading engine is within PTC/ACS territory, the train must be stopped. After stopping, the ACS system on the lead unit must be cut in prior to any subsequent movement. If the ACS departure test cannot be performed while on energized track, a departure test must be conducted in accordance with Rule 13.1.5 at the train's next forward location where such a test can be performed. If unable to cut in ACS system on the lead unit, the train must comply with Rule 13.3.3.

Application: The "next forward location" is the next terminal or crew change point along route of train where:

1. Non energized track is present - for Engines equipped with the ACS self test feature.
OR
2. Test loop is present.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight Restrictions:

158 Tons, Restrictions A and N.

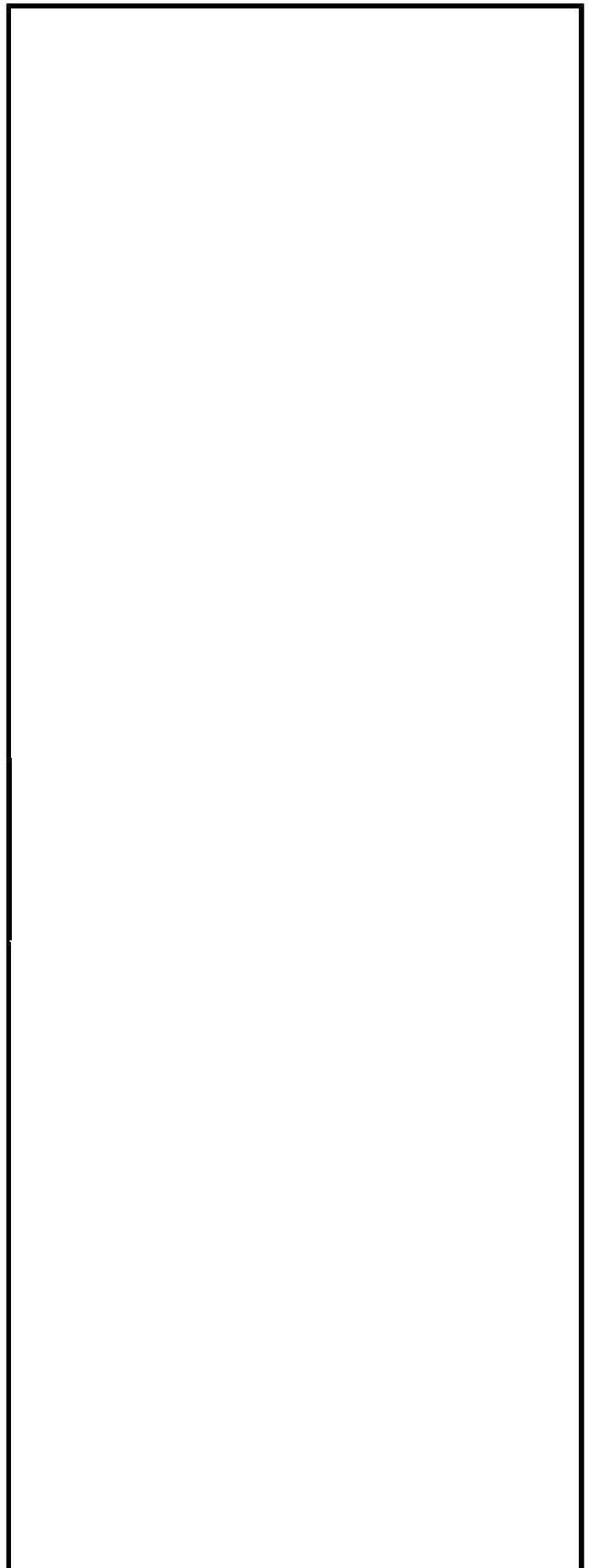
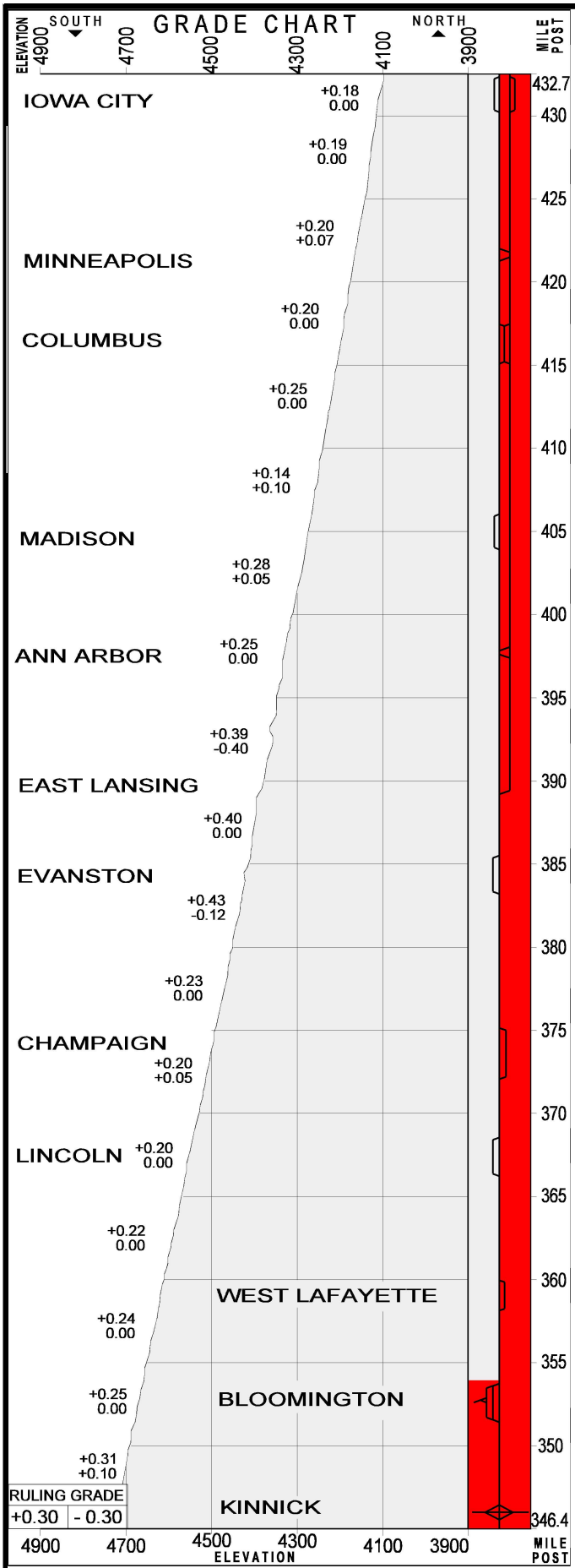
SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Set Out Tracks				
MP	Name	Track	Access Direction	Length
431.2	Iowa City	E. Siding	Both	1000
431.5	Iowa City	W. Siding	Both	850
421.6	Minneapolis	Trk. 1	South	900
421.4	Minneapolis	Trk. 2	North	1000
398.8	Ann Arbor	Trk. 1	South	800
398.6	Ann Arbor	Trk. 2	North	900
384.3	Evanston	Siding	Both	1200
374.1	Champaign	Main	Both	400
359.0	West Lafayette	Siding	Both	800
354.1	Bloomington	Main	North	1000

ROSE SUBDIVISION (1976)



FIESTA SUBDIVISION (1952)

Radio Display: Between Kinnick and Corvallis: 096-096- *35							
Mile Post	Track Layout	Rule 6.3	CP #s	▼ SOUTH Stations/Control Points	▲ NORTH Stations/Control Points	Sta. #s Siding Feet	
393.7		CTC	W142	KINNICK (6.5)	(X)UPRR(M)T	RR143	
387.2			M387	TUCSON		! CT386	8343
385.5			M386	(9.7)			
377.5			M378	EUGENE		! CT377	5169
376.4			M376	(8.0)			
369.5			M369	SEATTLE		! CT369	5675
368.3			M368	(7.8)			
361.7			M362	WESTWOOD		! CT361	8342
360.0			M360	(8.8)			
352.9			M353	TEMPE		! CT352	5065
351.8			M352	(6.5)			
346.4			M346	NORTH LOS ANGELES		!	5400
				(1.2)			
345.2			M345	LOS ANGELES		T	
				(1.6)			
343.6			M344	SOUTH LOS ANGELES		!	6350
				(3.4)			
340.2			M340	SALT LAKE CITY		! CT339	8670
338.5			M338	(2.6)			
337.6		M337	PULLMAN		CT337	5092	
336.6	M336	(4.0)					
333.6	CTC 2MT	M334	BERKELEY				
			(2.6)				
331.0	M331	BOULDER					
		(4.6)					
326.5	CTC	M327	STANFORD (HOLD)				
			(3.9)				
322.9		M323	NORTH CORVALLIS				
			(1.2)				
321.4	M321	CORVALLIS		! CT321	8501		
		(72.3)					

SI-01 MAIN TRACK AUTHORITY

CTC between: Entire Subdivision

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts	MPH FRT
393.7 and 321.4 (Except as Below)	60
390.1 and 388.5	55
388.5 and 387.9	50
387.9 and 379.1	40
373.8 and 363.7	40
363.7 and 355.5	35
355.5 and 347.4	30
347.4 and 346.0	35
346.0 and 337.9	40
337.9 and 333.5	35
333.5 and 321.4	30

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts.	
Sidings Tucson, Eugene, Seattle, Los Angeles (north siding)	25
Siding Salt Lake City	20
Sidings Westwood, Tempe, Los Angeles (south siding), Pullman	10
2. Dual Control Switch Turnouts.	
MP 345.2 Crossover	10
Corvallis Crossover	10
3. Misc. Speed Restrictions.	
Kinnick - All Turnouts and Wye Tracks	20
4. Key Trains: Crude Oil/High Hazard Flammable Between Mileposts	
MP 358.1 and MP 332.8	40

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
MP 333.6 and MP 331.0

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 390.9	(#) 357.5	& 327.3 *
% 384.0	% 347.8	% 326.5
% 379.0	(#) 342.4	% 324.2
% 374.9	% 335.0	& 323.2 *
(#) 372.9	(#) 330.0	
% 365.0	% 329.0	

* Protects Red River Bridge MP 325.0

SI-08 RULES ITEMS

Rule 32.1: Do not tie-up and leave a train unattended between Berkeley CP M334 and Corvallis CP M321 unless track has derail protection.

SSI Item 8: 1% Applicability Code applies between Kinnick and Berkeley; 2% Applicability Code applies between Berkeley and Corvallis. Cresting Grade "CG" locations for Southward trains at MP 367.7 (Seattle) and at MP 332.5 (Berkeley).

SI-09 FRA EXCEPTED TRACKS

Tempe Set Out Track.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS

Hunter Industrial Lead: (1961) Located at MP 346.0 off the North Los Angeles siding. Extends 4.1 miles to end of track.

Maximum Gross Weight Restrictions:

143 Tons, Restrictions A and Q.

Radio Channel: 036-036

Business Tracks	MP	Sta.#'S
Reagan	2.0	CT345
Roseberry	3.7	CT343

FIESTA SUBDIVISION (1952)

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight Restrictions:

158 Tons, Restrictions A and N.

Descending Grade Between Berkeley and Corvallis:

The following table must be used to determine maximum speed:

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed
80 or less	300 or less	30 MPH
	300+ to 425	25 MPH
	425+ to 500	20 MPH
80+ to 100	300 or less	25 MPH
	300+ to 500	20 MPH
100+ to 130	250 or less	25 MPH
	250+ to 500	20 MPH
130+	500 or less	20 MPH

Between MP 332.6 and MP 322.6: A train that exceeds 500 tons per dynamic brake axle, experiences dynamic brake failure, or the use of full dynamic brake and an 18-lb brake pipe reduction will not control the train at the allowable speed, train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage is reduced or retainers on all cars are placed in operative position. When it is necessary to use retainers, the train must not proceed except as instructed by the district Manager of Operating Practices.

SI-13 TRAIN MAKE-UP RESTRICTIONS

The following table applies when operating between Eugene and Corvallis:

LEAD CONSIST EPA/EDBA TABLE		
Train Type	Max EPA	Max EDBA
Loaded Bulk-Commodity Unit Train	36	31
Intermodal	44	27
All Other Trains	36	27

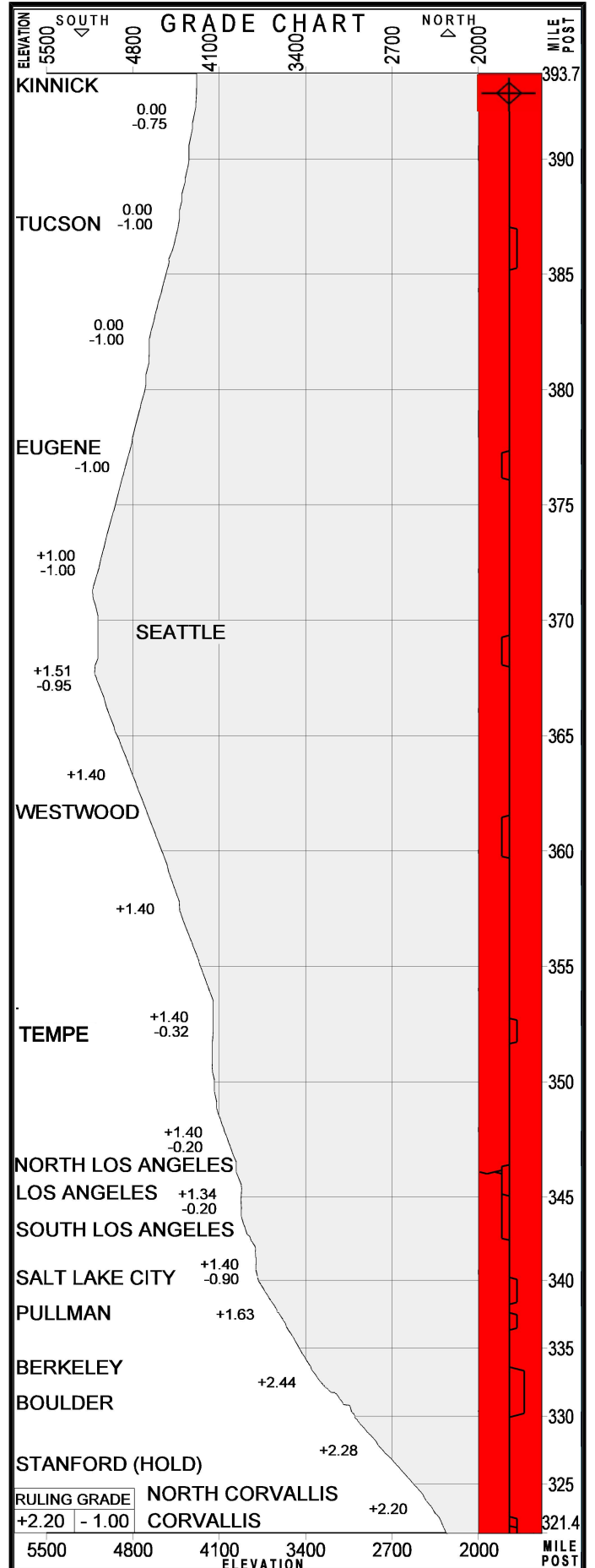
No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Special Walkways Special walkways located between MP 325.0 and MP 327.4 to allow trainmen to make an inspection of both sides of train when required. When train inspection is required but walking conditions do not allow both sides of the train to be safely inspected, the following procedures must be followed:

1. Determine safest side of train to perform the inspection.
2. If at any point during the inspection it is determined that the opposite side would be the safest route, employee may crossover and continue the inspection.
3. If employee determines that a walking inspection of the train may not be performed or completed safely, contact the dispatcher for further instructions.

Set Out Tracks				
MP	Name	Track	Access Direction	Length
386.0	Tucson	Siding	South	300
353.1	Tempe	Main	North	500
344.7	Los Angeles		South	500



IOWA SUBDIVISION (2022)

Radio Display: Kinnick and Oakland 095-095 - (*93)								
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH Stations/Control Points	NORTH Stations/Control Points	Sta. #s Siding Length		
432.7		CTC2MT ATC	H433	OAKLAND		! AF431 E12700		
430.2			H430	(9.9)			W12695	
422.8			H423	ADAIR		X(11-2)		
417.0			H417	CASEY			! AF416 C9916	
415.0			H415	(10.8)				
406.2			H406	STUART (MT1)			AF403 8763	
404.4			H404	(9.3)				
396.9			H397	MENLO		X(11-2)		
					(7.3)			
389.6			CTC ATC	H390	PANORA		(11-3)	
385.1				H385	LINDEN			! AF384 13671
382.3				H382	(10.0)			
375.1				H375	DALLAS CENTER			! AF374 8596
373.3				H373	(7.8)			
367.3	H367	GRIMES				AF367 5056		
366.2	H366	(7.4)						
359.9	CTC	H360	URBANDALE			! AF359 7316		
358.4		H358	(5.5)					
354.4		H354	LE CLAIRE		BT	AF353 YARD		
352.2		H352	(8.0)					
346.4		W142	KINNICK		(X)UPRR(M)T	RR143		
			(0.0)					

(86.3)

SI-01 MAIN TRACK AUTHORITY

CTC between: CP H433 and CP W142
 ATC between: CP H433 and CP H354

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts	MPH FRT
432.7 and 346.4 (Except as Below)	70
420.7 and 418.6	55
380.9 and 380.4	40
370.1 and 369.7	50
368.4 and 368.0	60
354.4 and 352.2	30

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts.	
West and East sidings Oakland, Casey, Linden, Dallas Center	40
Urbandale	20
2. Dual Control Switch Turnouts.	
CP H423, H397	50
CP H390	60
3. Misc. Speed Restrictions.	
Kinnick - All Turnouts and Wye Tracks	20
4. Key Trains: Crude Oil/High Hazard Flammable Between Mileposts	
MP 432.7 and MP 410.7	40

SI-04 MAIN TRACK DESIGNATIONS

2MT between CP H433 and CP H390

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 428.2	% 387.0	(#) 356.4
(#) 419.8	(#) 379.3	(#) 350.1
% 412.5	% 370.6	
(#) 401.6	% 362.9	

SI-08 RULES ITEMS

Rule 17.4 ATC Test Loops

Le Claire:
 Main Track Northward between MP 354.1 to MP 354.7
 Le Claire Yard:
 North switching lead to CP H354

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight Restrictions:
 158 Tons, Restrictions A and N.

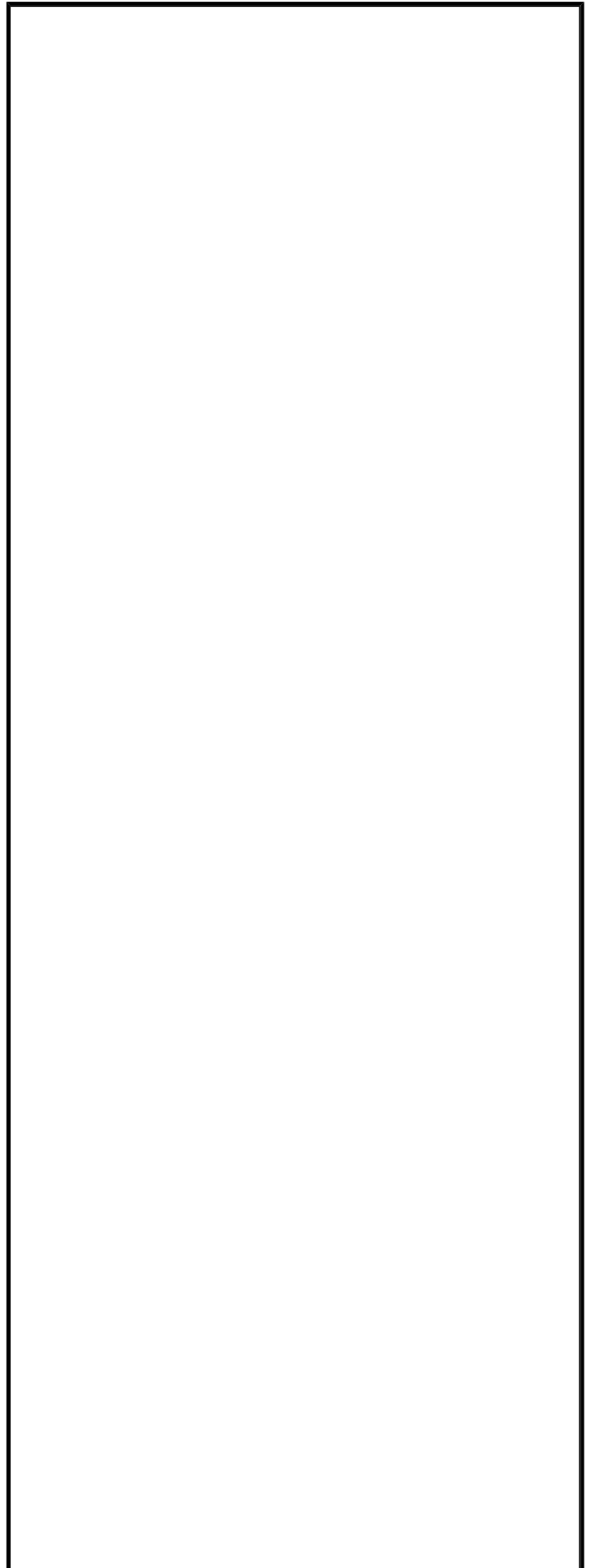
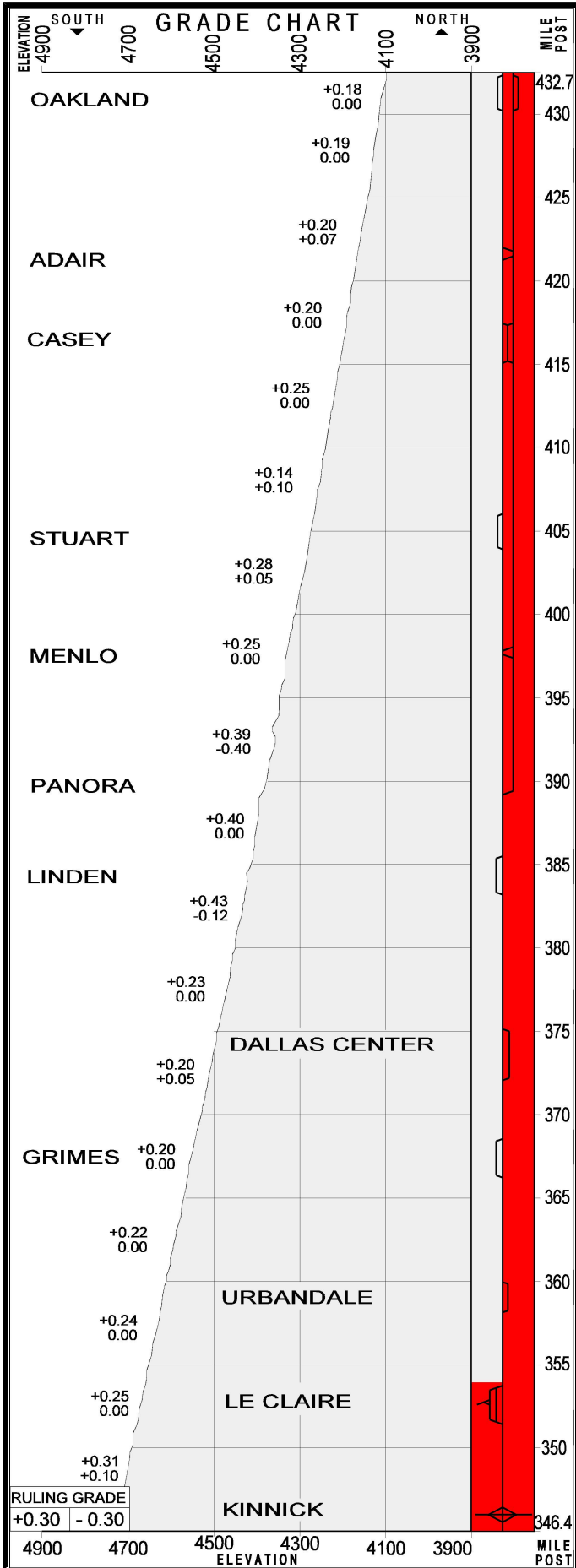
SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Set Out Tracks				
MP	Name	Track	Access Direction	Length
431.2	Oakland	E. Siding	Both	1000
431.5	Oakland	W. Siding	Both	850
421.6	Adair	Trk. 1	South	900
421.4	Adair	Trk. 2	North	1000
398.8	Menlo	Trk. 1	South	800
398.6	Menlo	Trk. 2	North	900
384.3	Linden	Siding	Both	1200
374.1	Dallas Center	Main	Both	400
359.0	Urbandale	Siding	Both	800

IOWA SUBDIVISION (2022)



NOTES:

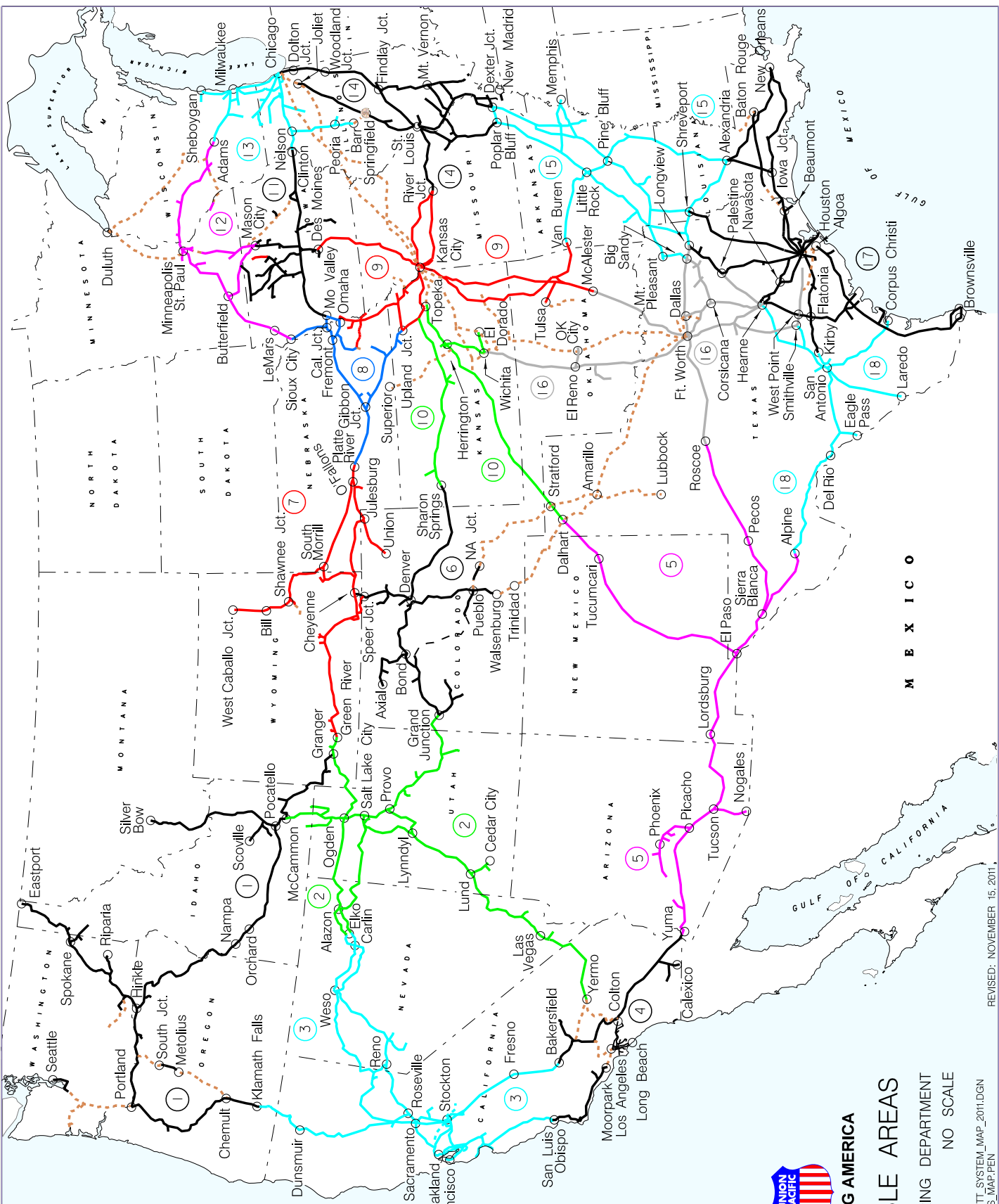
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NOTES:

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LEGEND	
1. PORTLAND	11. IOWA
2. SALT LAKE	12. TWIN CITIES
3. ROSEVILLE	13. CHICAGO
4. LOS ANGELES	14. ST. LOUIS
5. SUNSET	15. NORTH LITTLE ROCK
6. DENVER	16. DALLAS/FT. WORTH
7. NORTH PLATTE	17. HOUSTON
8. COUNCIL BLUFFS	18. SAN ANTONIO
9. KANSAS CITY	--- TRACKAGE RIGHTS



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TIMETABLE AREAS

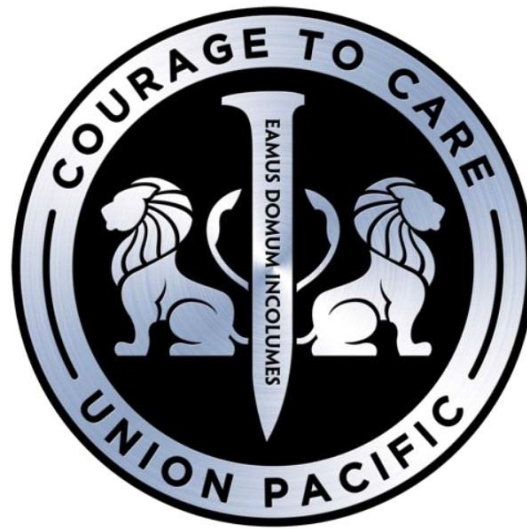
THE ENGINEERING DEPARTMENT
OMAHA, NE NO SCALE

Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300
1:30 AM	0130	1:30 PM	1330
2:00 AM	0200	2:00 PM	1400
3:00 AM	0300	3:00 PM	1500
4:00 AM	0400	4:00 PM	1600
5:00 AM	0500	5:00 PM	1700
6:00 AM	0600	6:00 PM	1800
7:00 AM	0700	7:00 PM	1900
8:00 AM	0800	8:00 PM	2000
9:00 AM	0900	9:00 PM	2100
10:00 AM	1000	10:00 PM	2200
11:00 AM	1100	11:00 PM	2300
11:59 AM	1159	11:59 PM	2359
Noon	1200	Midnight	0000 (new date)
12:01 PM	1201	12:01 AM	0001

TABLE OF TRAIN SPEEDS

Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour	Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0



I have the courage to care. Worn with a lion's pride, it means those I work with will have my back, and I will have theirs. I pledge to shield myself and my team from harm. I will take action to keep them safe, by fixing an unsafe situation, addressing an unsafe behavior or stopping the line. In turn, I will have the courage to accept the same actions from my coworkers, who care enough to correct my path. We wear this badge out of respect for each other and those who have gone before us. On my watch, we will all go home safe to our families every day.



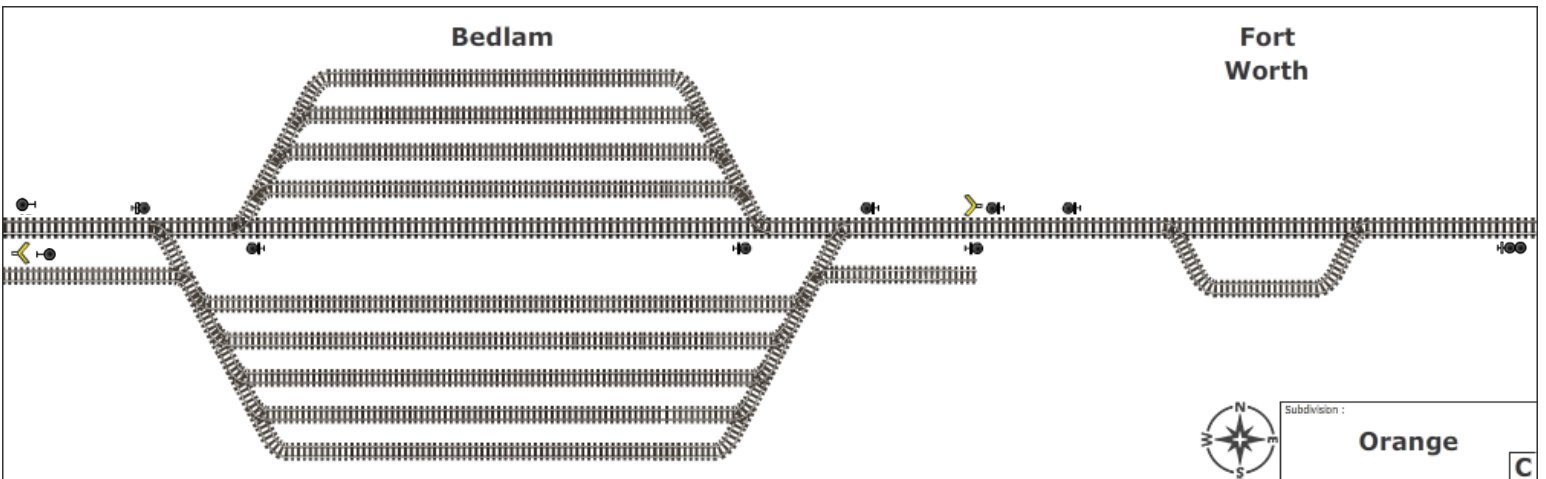
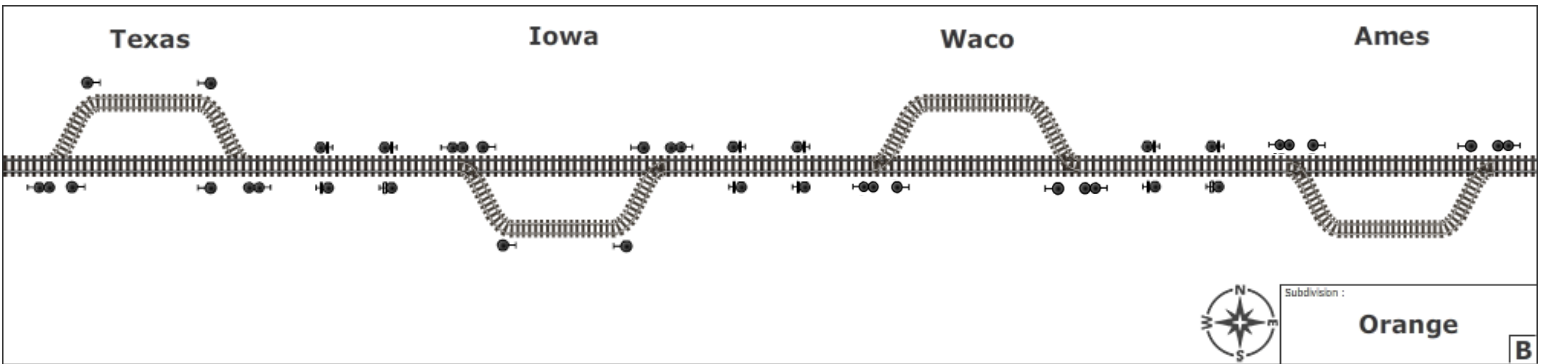
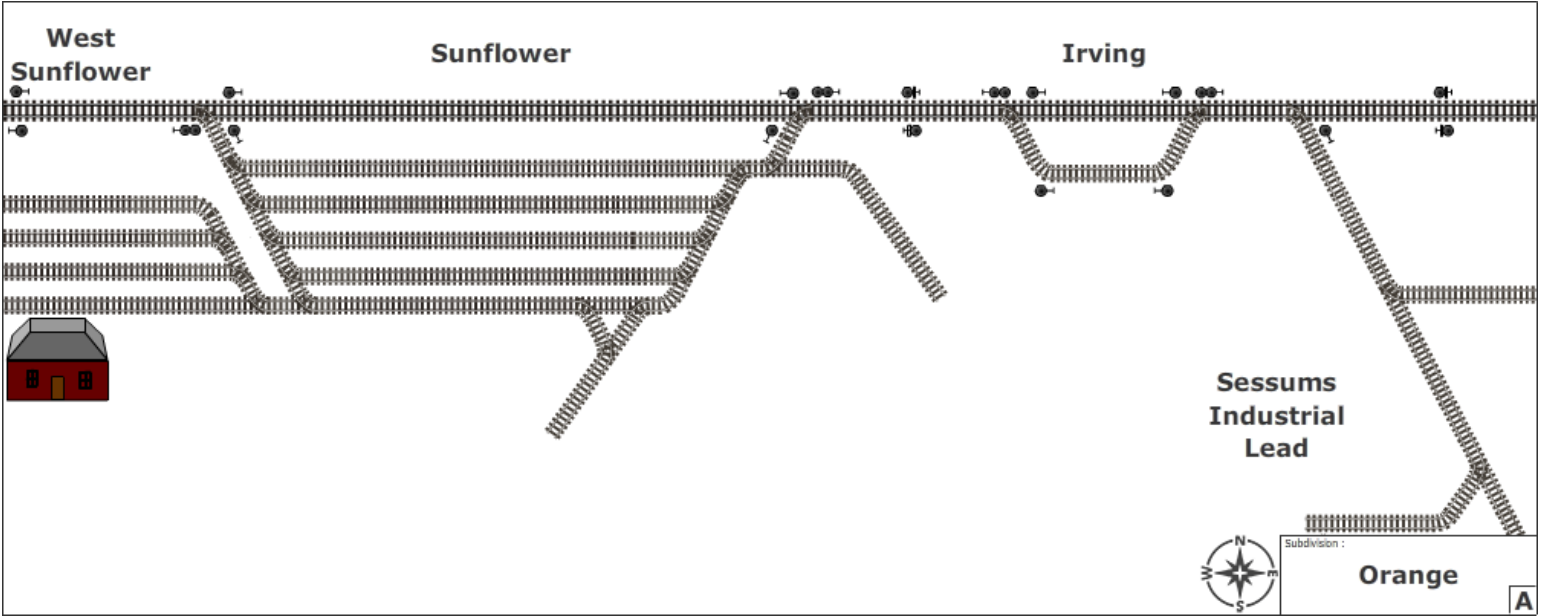
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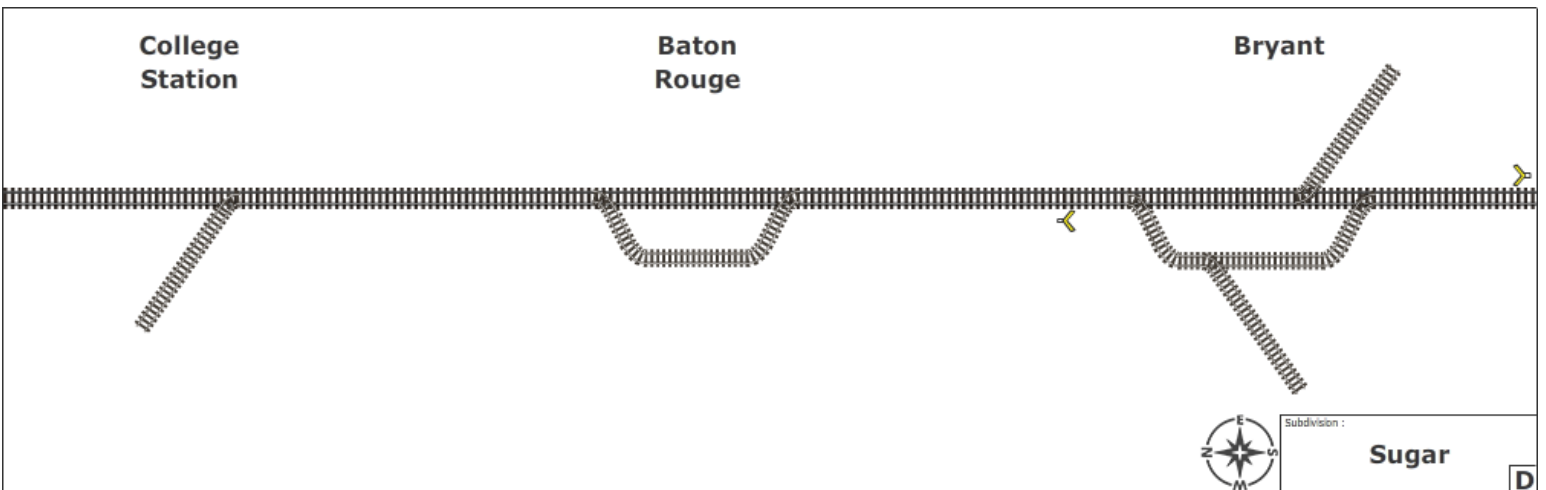
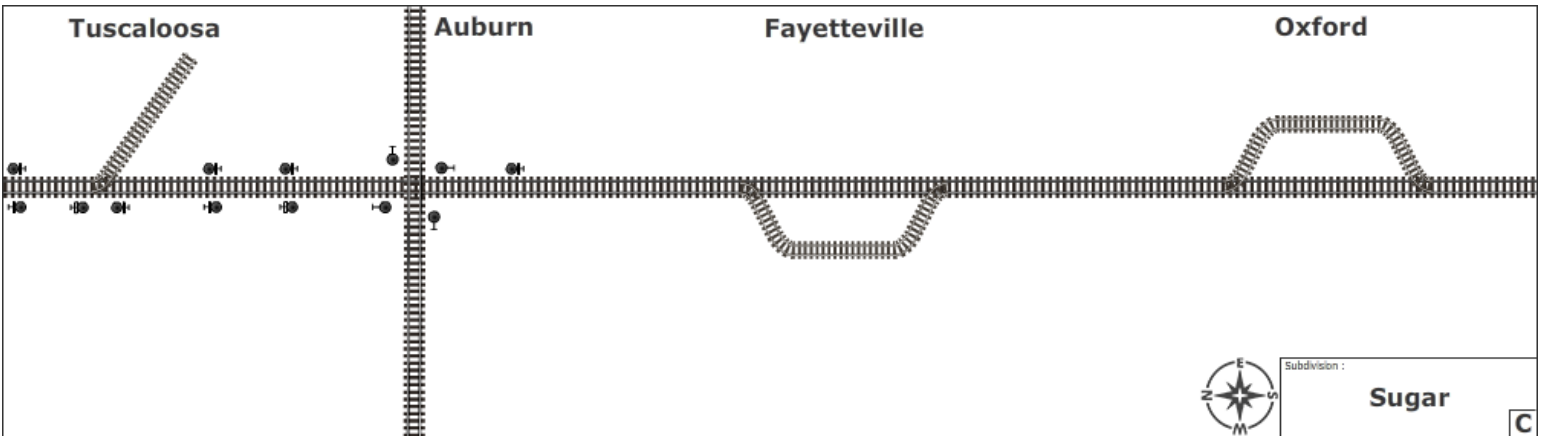
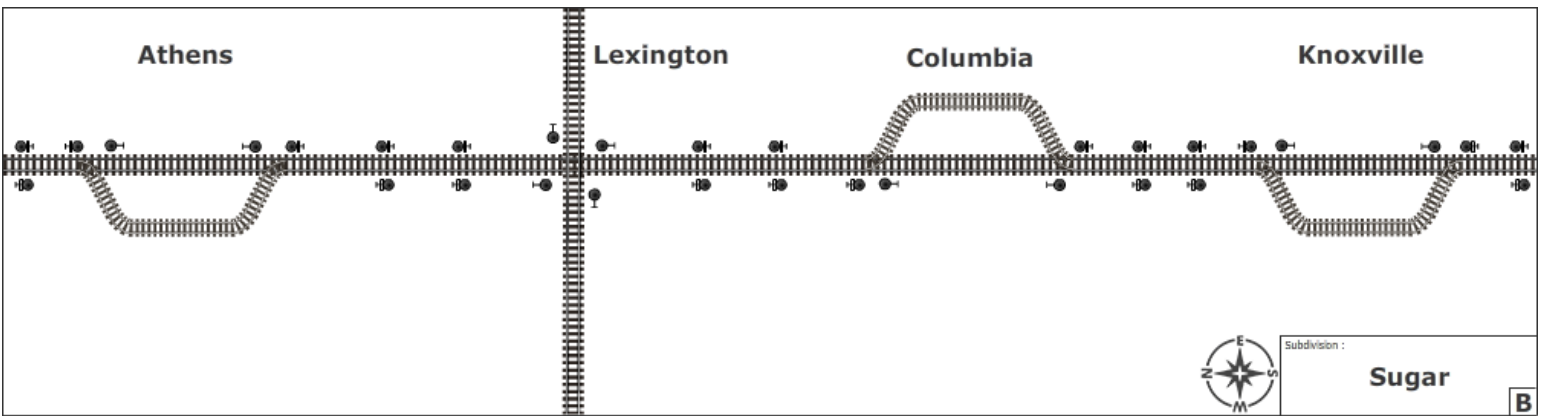
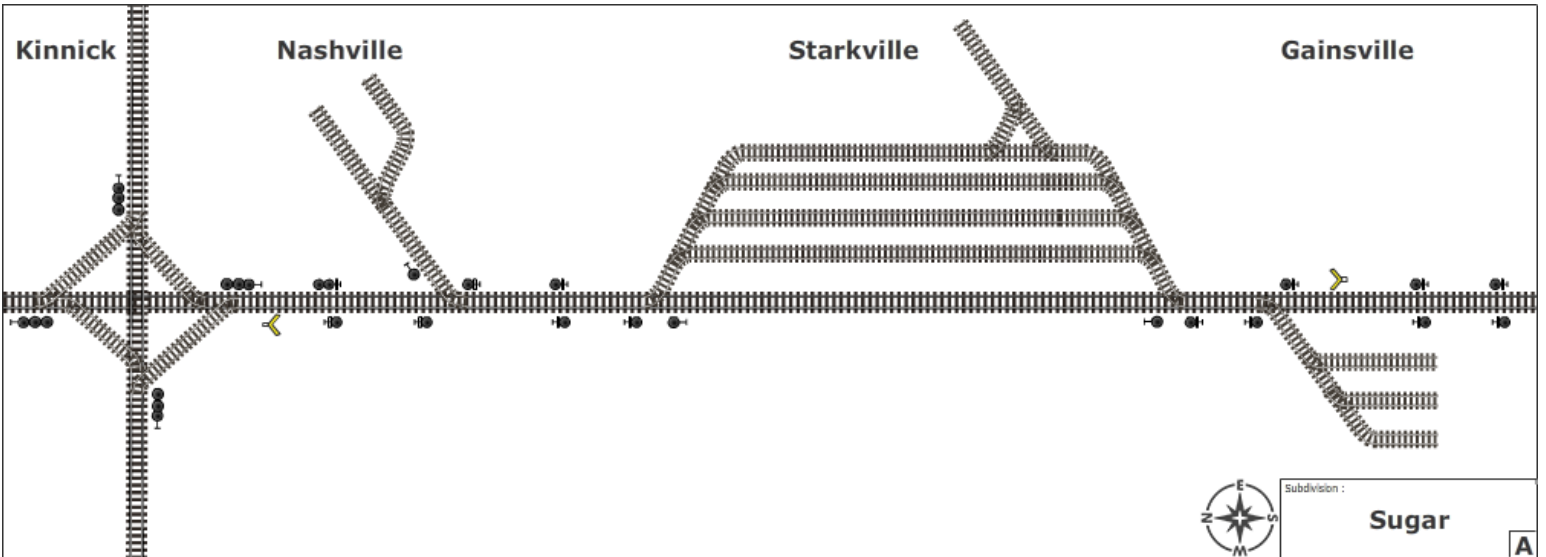
TE&Y Training Maps

To be used with Training Area Timetable
#5 Effective December 01, 2019

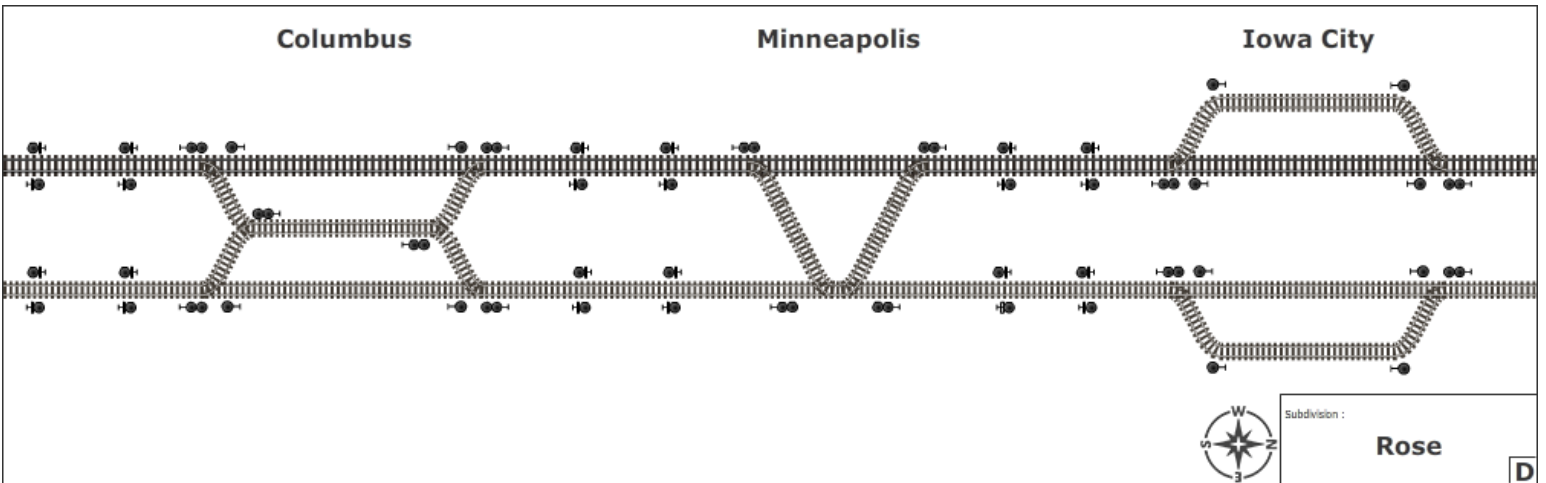
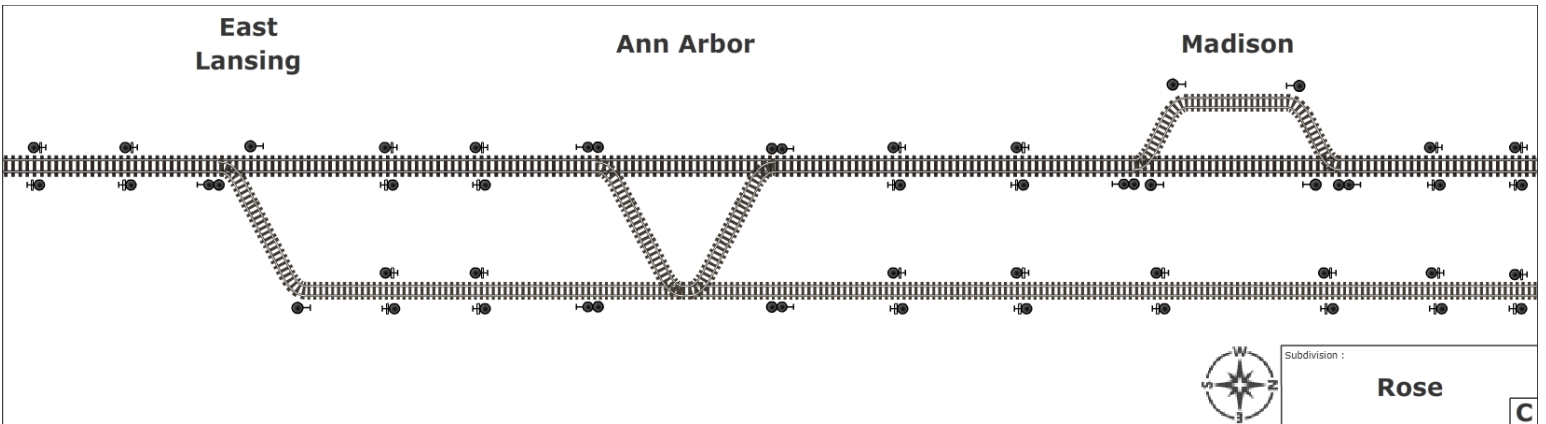
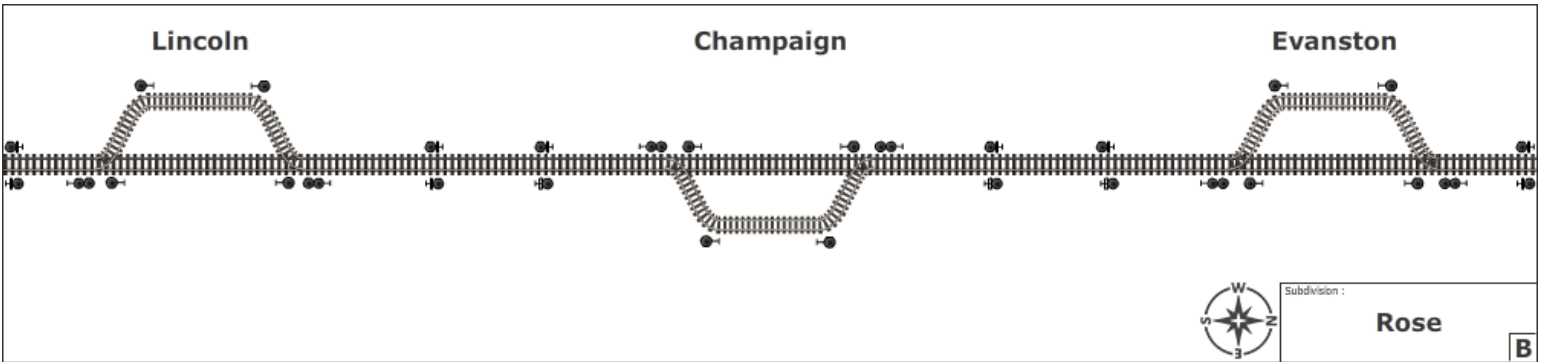
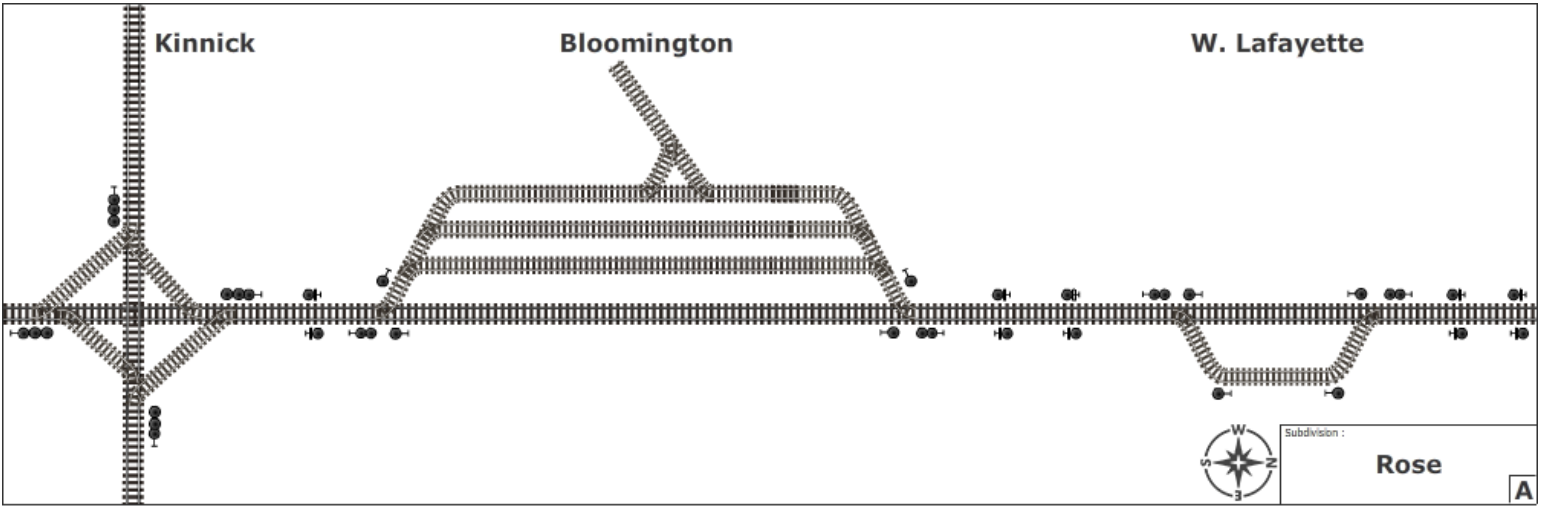
*Timetable area is west of North Platte, Denver
and El Paso



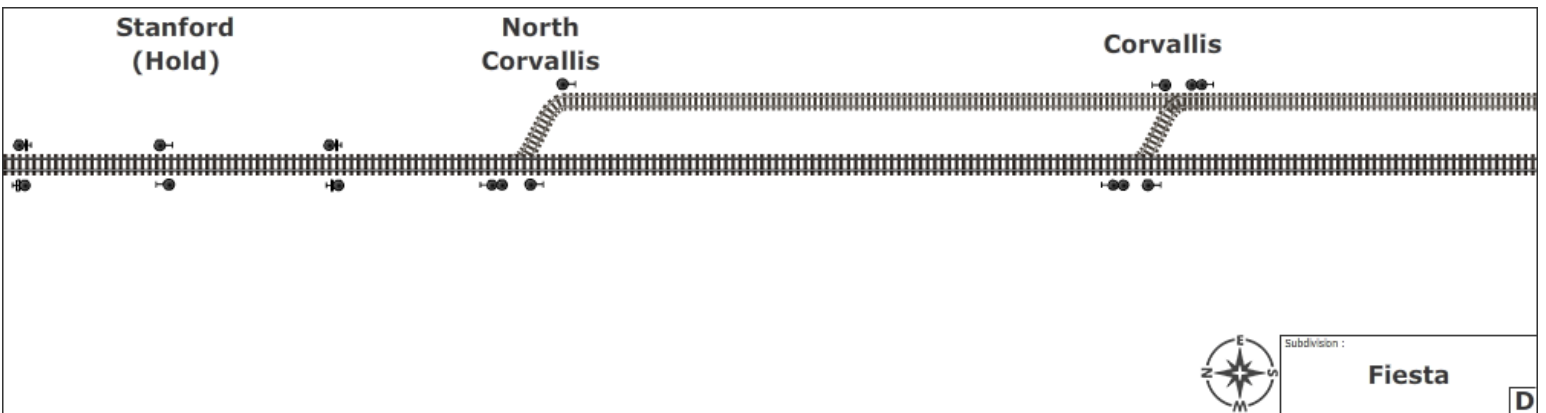
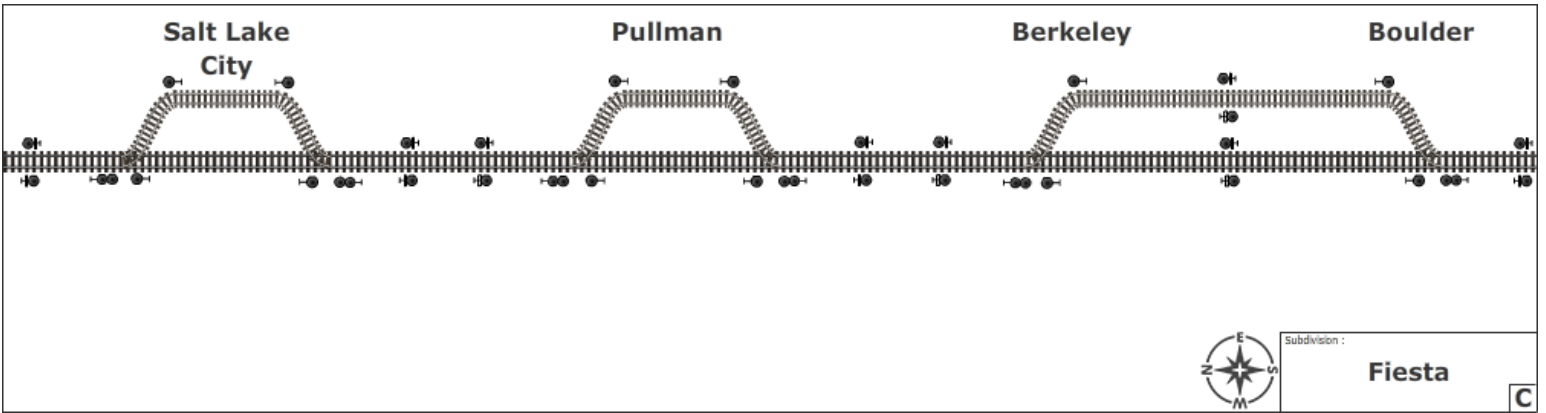
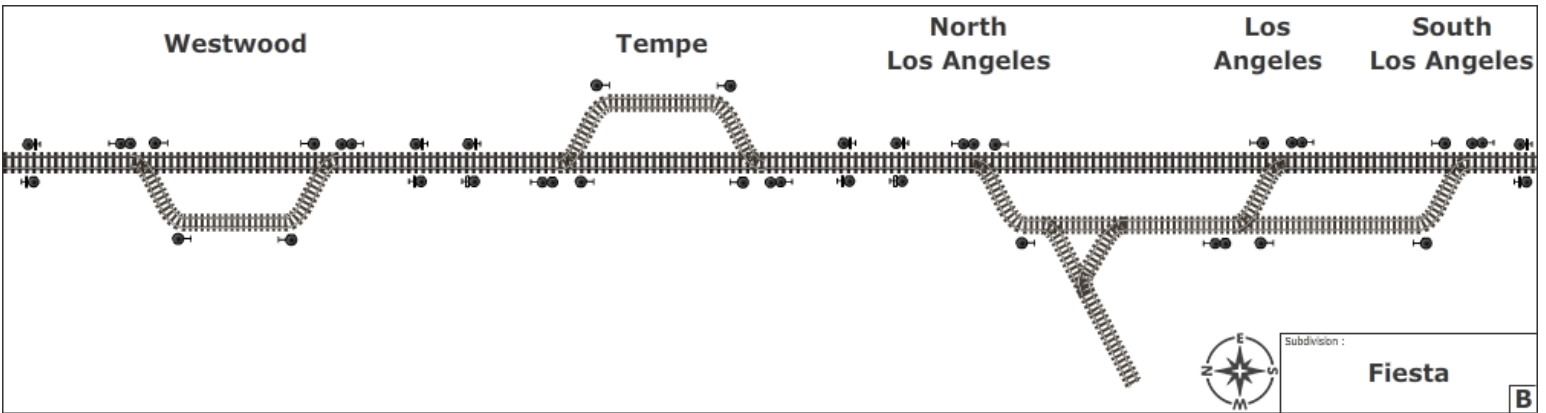
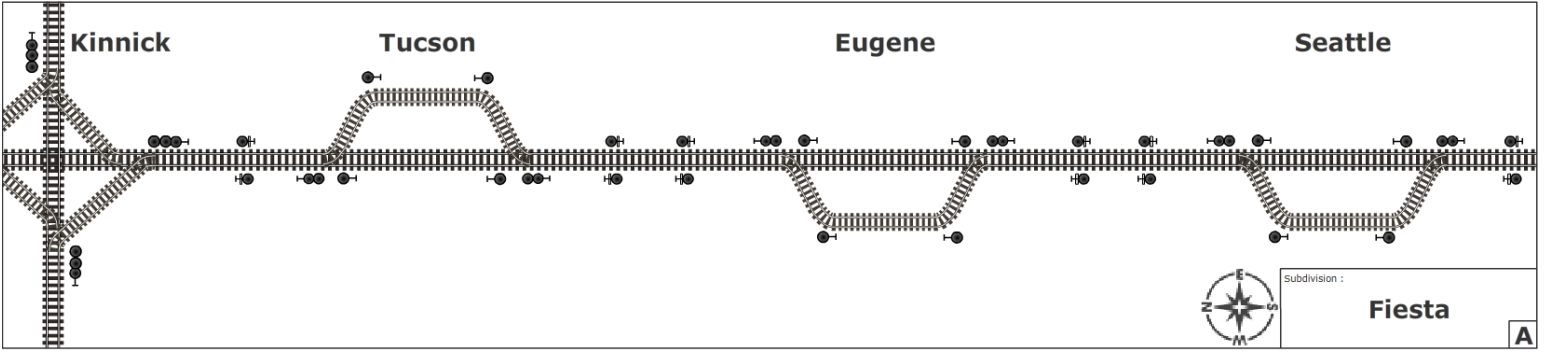
Sugar Sub (TWC)



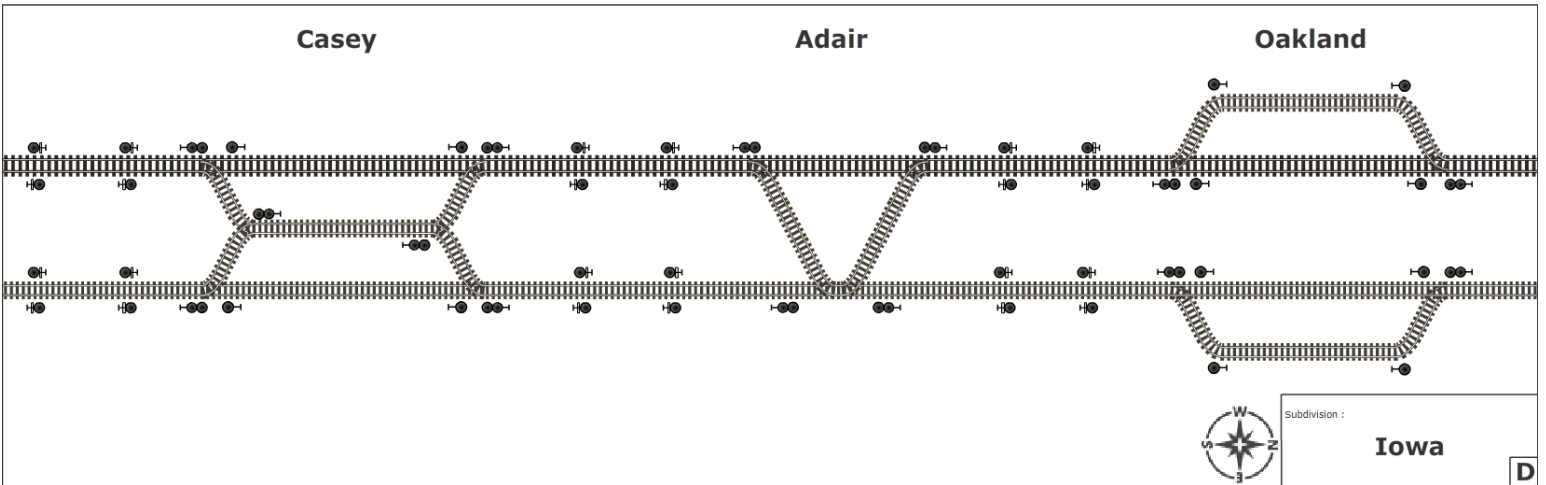
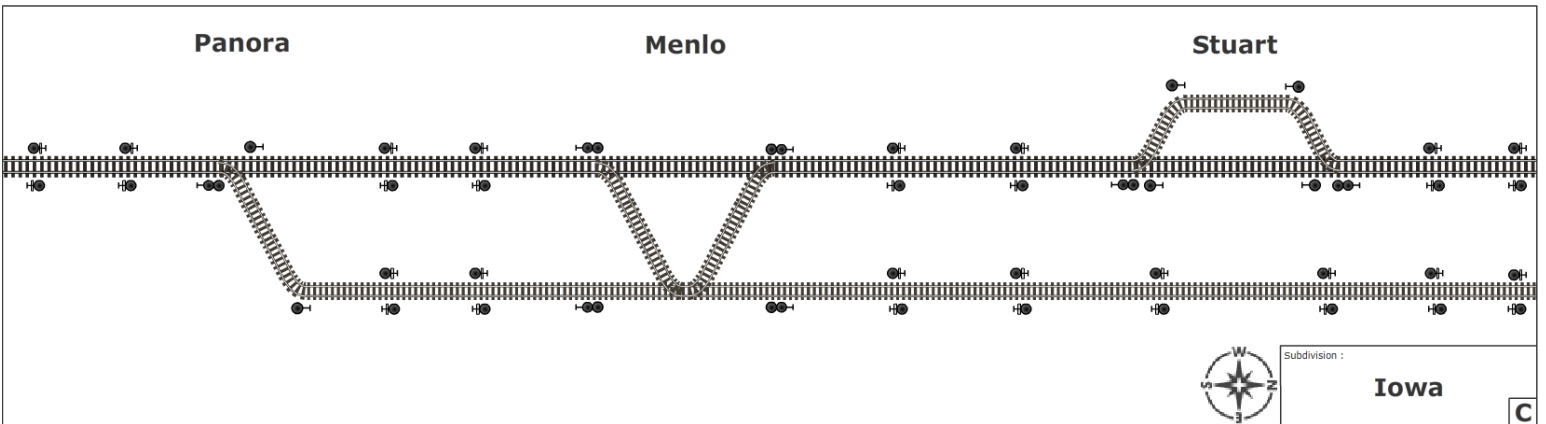
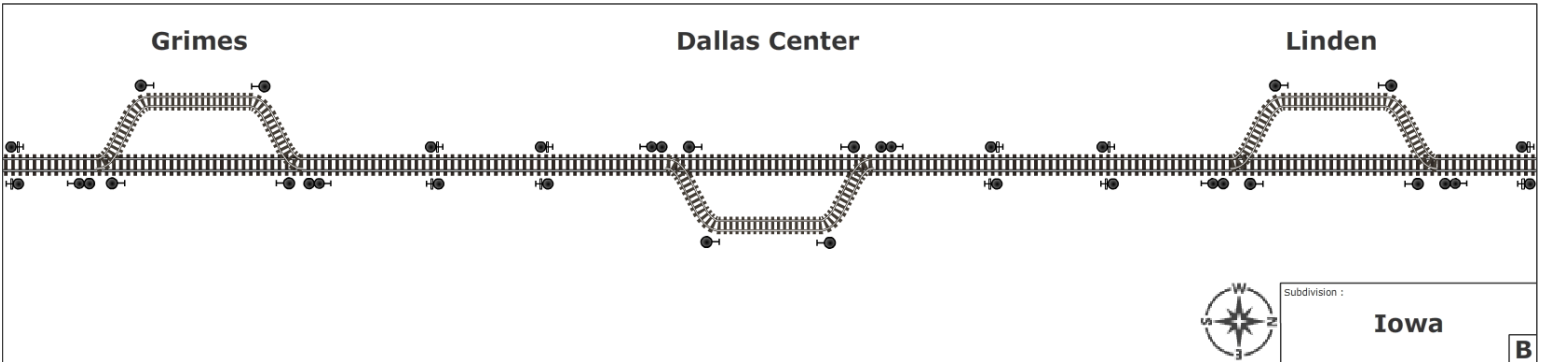
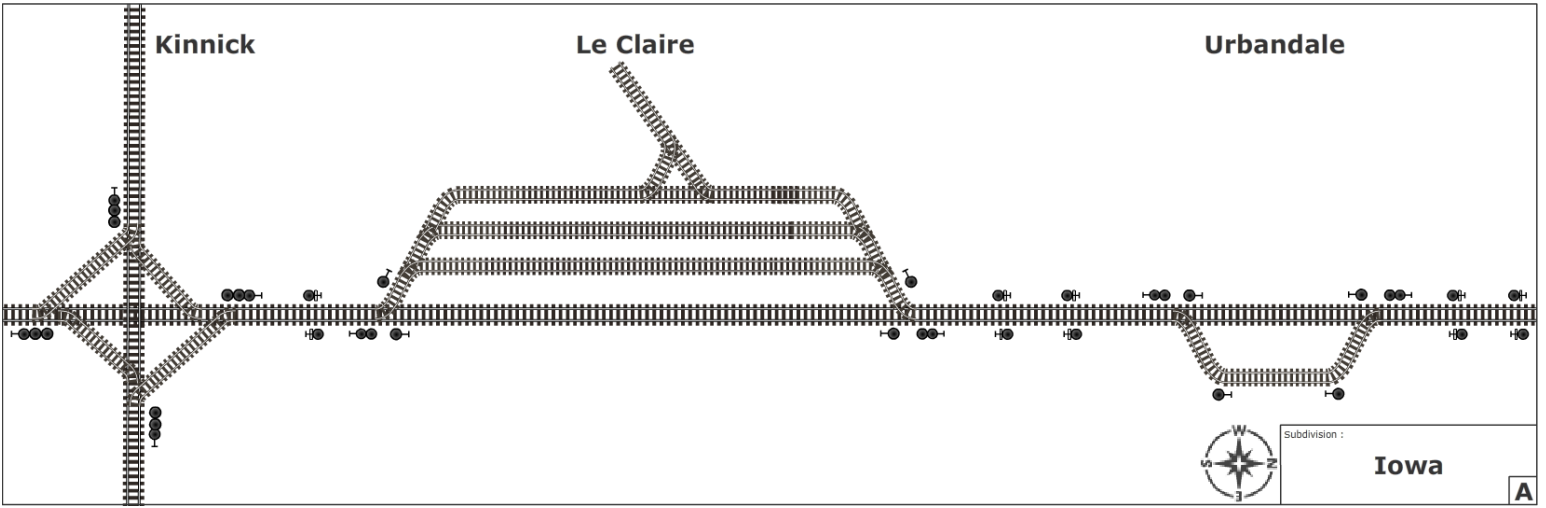
Rose Subdivision (ACS)



FIESTA SUBDIVISION (GRADE)



IOWA SUBDIVISION (ATC)





UNION PACIFIC RAILROAD

TE&Y Study Guide

2020

This study guide will help you prepare for your daily duties and the 2020 exam. When you come to your rules class, have with you the reference documents listed below, the completed study guide, and the supporting documents.

The simulated events occur on the Orange, Sugar, Rose, Fiesta and Iowa Subdivisions

*****This fictitious timetable area is located west of North Platte, Denver and El Paso*****

Scenario One: You will follow along with a Yard crew called to begin work on the Orange Subdivision at Bedlam Yard. Later, you will follow along with a Local crew as they move the train from Bedlam Yard to the Sugar subdivision, completing work events on an industrial lead.

Scenario Two: You will follow along with a through freight crew beginning work at Iowa City on the Rose subdivision. The crew will operate on the Rose subdivision, completing a work event at Evanston siding, then moving the train to the Fiesta subdivision where the crew will operate the train on grade territory until completing the trip at Corvallis.

As developments occur, you will be asked questions about how situations should be handled, including train movement, tonnage requirements, helper requirements and rule requirements.

As you work through the study guide, keep in mind the situation the crew is in and what is required to respond correctly to the situation.

REFERENCES YOU WILL NEED:

- Union Pacific System Special Instructions
- Union Pacific System General Orders
- Form 8620 Instructions for Handling Hazardous Materials
- Calculator
- Cab Signal Departure Testing Guide (PB-24116)
(http://home.www.uprr.com/emp/operating/op_prac/op_train_matrl.shtml)

SCENARIO ONE

A crew is called on duty at 0600 for a Local (LOH99) at Bedlam yard. After building their train, the Local job will work eastward on the Orange sub, proceeding southward at Kinnick to the Sugar subdivision, where they will service customers on the Gainesville Industrial Lead and perform work at Starkville.

1. On the engineer’s previous start, the total trip time was 13 hours and 20 minutes. How much rest was required prior to this start? **1.17**

2. Once the crew receives their paperwork, what documents must be reviewed as part of the job briefing? 70.3, **SSI Item 7-A**

The locomotive consist the crew will use is located inside the Locomotive Servicing Facility. After job briefing with the Roundhouse Supervisor, the crew boards the lead locomotive.

3. The 2 unit locomotive consist is shutdown and blue flagged. Can the crew start the locomotives while they are blue flagged? **5.13**

After the blue flags are removed and performing any required air brake tests and inspections, the crew is ready to depart.

4. The conductor is on the leading end of the rear locomotive and instructs the engineer to back up 10 cars to clear the spring switch on the roundhouse lead. Do they need to communicate with the Roundhouse Supervisor before moving the locomotives and departing the facility? **5.13**

The conductor instructs the engineer to stop the movement as they are trailing through the spring switch due to a conflicting movement on the roundhouse lead. The conductor then instructs the engineer to “take it ahead” so the conflicting movement can pass.

5. What is required before the engineer can change direction to clear the roundhouse lead? **8.9.2, 5.13**

6. Is any communication between the crew and the Bedlam Yardmaster required before they can occupy the east switching lead at Bedlam for their movement towards the bowl tracks? **6.7, Timetable**

7. After departing the roundhouse, the crew heads east. After stopping, the conductor will be using hand signals while protecting the shoving movement (light power) westward towards the bowl lead. Is a radio job briefing required prior to initiating the movement? **6.5**

8. The Local crew will need to switch out their cars from bowl track 4. Is any protection required before fouling bowl track 4 during humping operations? **7.13**

9. The crew stops the movement on the switching lead to line the switch to bowl track 4. What is required before operating the switch? **8.2, 82.3**

10. While coupling bowl track 4, the conductor discovers a misaligned drawbar. Will the conductor need to establish “Red Zone Protection” to adjust the drawbar? **81.5.4**

11. What other requirements, if any, need to be met before making the coupler adjustment to the car? **81.2.1, 81.13.1**

12. After switching their cars, the crew pulls down for an air test. What air tests and inspections, if any, will be required before departing Bedlam and proceeding to Starkville and the Industrial Lead to complete their work? **30.3.1, 1.33**

The crew discovers a defective car located 3 from the head end during the air test. The Yardmaster instructs the crew to set the car to the lead pocket where a yard job will pick it up after they depart.

13. After completing a job briefing regarding the switching moves to be made, the conductor requests “Red Zone Protection” through a face-to-face job briefing with the engineer. What action is required by the engineer before the conductor can foul the track? **81.5.4**

14. The conductor heads back to make the cut on the train. Before cutting away from the rear portion, what securement procedure should the crew use in the departure yard? **32.1.1, 32.1.3**

15. The defective car that the crew will be setting out is a loaded centerbeam flat car that is not equipped with horizontal handholds or two vertical handholds spaced shoulder width apart. After clearing “Red Zone Protection” and cutting away, can the conductor ride the rear platform of the centerbeam flat car while pulling out of the track? **81.7**

16. The conductor stops the pulling movement after clearing the switch for the lead pocket. Can the conductor ride the side of the loaded centerbeam flat while protecting the shoving movement into the lead pocket track? **81.7**

The conductor stops the shoving movement short of a red flag protecting MOW equipment in the lead pocket track. The conductor notices that the east end of the car they will set out will be between the clearance mark and the fouling point of the switch for the track and calls the Yardmaster for instructions.

17. The Yardmaster tells the conductor to leave the car where it is located, as long as it physically clears the lead, because there is a yard job that will pick up the car once the Local departs. How should the conductor respond? **1.4.1, 7.1, 81.8.1**

18. What rules are covered by Good Faith Challenge? **1.4.1**

19. The The Yardmaster instructs the crew to place the centerbeam flat car in track 3, but not to couple to the cut of cars in the track as they will be pulled from the west end later. What securement procedure should the crew use when leaving the single car in track 3?? **32.1.4, 32.1.1**

20. After setting out the defective car and recoupling the train, what air tests, if any, will be required? **30.7.1**

21. The crew notifies the Yardmaster that they are ready to depart. What authority will they need to occupy the main track at the east end of Bedlam Yard and proceed eastward? **6.13, 6.2**

The conductor lines the hand throw switch at MP 176.8 for movement to the main track, waits 5 minutes as required by Rule 9.17 and then instructs the engineer to pull eastward. After the movement clears the switch, the conductor stops the movement and restores the main track switch. (There is no leaving signal governing movement to the main track)

22. The conductor asks the engineer if they can make a back up movement under Rule 6.6, instead of walking up to the head end. How should the engineer respond? **6.6**

23. What entries, if any, are required on the Conductor Report Form regarding use of the main track switch? **SSI Item 10K**

24. Once the conductor is back on the head end, the Local departs eastward. At what speed must the train operate to the signal at MP 176.0? **6.27, 9.10**

25. The crew observes the signal at MP 176.0 displaying a green aspect and the track to the signal is clear. At what speed may the crew operate to the signal? **6.27, 9.10**

26. Using Track Warrant #51-50, how far may the Local proceed? **14.2, 14.3**

27. The crew departs Yard Limits and enters the limits of Track Warrant #51-50. What entry must be made in the Conductor Report Form at or about MP 170.0? **1.47**

28. As the Local passes the detector at MP 167.7, it transmits a “hot wheel” defect message along with a defect tone. What action, if any, is required? **SSI Item 13, 13.1, 13.2.1**

29. In regards to the previous question, what is required before the Local continues movement eastward and operates over the bridge at MP 164.2? **SSI Item 13, 13.1, 13.8.2**

30. The engineer stops the train prior to reaching the bridge at MP 164.2. The conductor detrains on the south side and asks the engineer to pull the train up to the car indicated by the detector defect message. Is this allowed or must the train remain stopped until inspection is complete? **SSI Item 13, 13.1**

2020 TE&Y Rules – Study Guide

31. While inspecting the south side of the train, the conductor finds an applied hand brake on the car indicated by axle count from the detector and releases it. What action is required after releasing the hand brake? **SSI Item 13, 13.1**

32. The conductor wants to shove the train back instead of walking back to the head end. Is this move permissible, and if so, how could it be performed? **6.6**

33. Once the conductor is back on the head end, the Local departs eastward. How should the crew proceed? **Timetable**

34. Approaching Red River, what action is required after the Local passes the “Switch Control” sign in advance of the west end of Red River siding? **8.19.1**

35. After complying with any required action, the crew does not receive radio confirmation of proper switch alignment. What action is required? **8.19.1, 9.13.1**

36. The crew observes the switch point indicator for the siding switch and it indicates the switch is lined for reverse position. Is the Local required to stop before entering the siding track? **8.19.1**

37. Where should the engineer stop the train in the siding at Red River? **6.8**

38. After stopping, is an entry in the Conductor Report Form required after the crew verifies that the main track switch at the west end of Red River siding is restored to normal position? **SSI Item 10K**

39. The crew job briefs and the conductor releases Track Warrant #51-50. The dispatcher then issues Track Warrant #63-28. How must the crew determine the UP 8675 has passed their location? **6.2.1**

40. The crew sees a westward train approaching Red River. Which side of the train is the conductor required to detrain and from which side of the train should the inspection be made? **6.29.1, 81.4.1**

41. After the UP 8675 passes the east end of Red River siding, the crew verifies that the east switch is lined for the intended route and departs eastward. What information was the conductor required to enter in the Conductor Report Form prior to the Local acting on Track Warrant #63-28? **1.47**

42. Operating eastward, the Local passes a Distant Signal Approach in advance of the Interlocking at Kinnick. The next signal, CP W143, is red. What action is required? **9.5, 9.12.2**

Seeing no conflicting movement, the conductor calls the Control Operator regarding the Stop indication at CP W143. The Control Operator reports waiting for a Track and Time release from the signal maintainer and that the crew should be getting a light soon.

43. The signal aspect at CP W143 changes to red over red over green. What is the train's maximum speed through the interlocking? **Timetable**

44. What type of main track authority is in effect on the Sugar subdivision between Kinnick and MP 340.2, and what action is required by the crew before passing MP 344.9? **6.13, SSI Item 12**

45. How must the crew proceed in regard to signal indications between MP 348.2 and MP 340.2? **6.13**

46. Are there any speed restrictions for Key Train – Crude Oil / High Hazard Flammable trains on the Sugar subdivision? If yes, where? **Timetable**

47. The Local arrives at the main track switch for the Gainesville Industrial Lead. After lining the main track switch for movement to the lead, and placing the derail in the non-derailing position, can the crew leave the main track switch open to maintain their main track authority while they are servicing customers on the industrial lead? **8.3**

48. Could the crew leave the derail on the industrial lead in the non-derailing position while they perform work at the industry tracks? (They will not be switching over the derail) **8.20**

The Local crew will set out the head 5 tank cars at the Conway Industry track, and the remaining 10 cars at Chanticleer Industry. There are 10 empty cars and one locomotive at Chanticleer Industry that the crew will need to pick up and take back to Starkville Yard.

49. Arriving at the Conway Industry track, the crew job briefs before cutting away with the head 5 cars and decide the brakeman will remain with, and attend, the detached portion while the conductor makes the set out. What securement method is required before cutting away with the head 5 cars? **32.1, ABTH Glossary “Unattended”**

50. The conductor lines the switch for the industry track. Is the conductor required to place the lock in the hasp of the switch after lining it for the intended route? **8.8**

51. Conway Industry track is protected by a gate. What is required before operating through the gate opening? **7.10**

52. Can the conductor ride the leading end of the movement through the gate opening? (The conductor will be riding on a tank car) **81.8.3**

53. Conway Industry track is a spur track. What are the requirements when shoving into Conway Industry? **7.12**

54. After visually determining that all switches and derails are lined for the intended movement, the conductor will use the radio while controlling the shoving movement. Describe a proper job briefing between the conductor and engineer before initiating the movement. **6.5**

After properly securing the cars at Conway Industry, the conductor and engineer return with the power to the lead. After the conductor lines the industry switch, the brakeman tells the engineer that hand signs will be used to control the movement back to a coupling.

55. Can the brakeman protect the shoving movement while attending the cut of cars on the lead? **6.5**

56. After coupling the train together, what air tests, if any, will be required before departing Conway Industry and traveling to Chanticleer Industry? **30.7.1**

Arriving at Chanticleer Industries, the Local crew sets out and properly secures the remaining 10 cars. The crew will then couple their locomotives to the locomotive and cars in the runaround track that are to be taken to Starkville.

57. After lining the switch for the runaround track at Chanticleer Industries, the brakeman climbs on the point of the locomotive consist and instructs the engineer to take it ahead 4 cars to a coupling. Can the brakeman ride the light power directly to a coupling on the locomotive in the track? **81.13**

58. After making and stretching the coupling, how must the brakeman dismount the locomotive? **81.4.1**

59. After MU'ing the power and changing ends, what locomotive air brake test(s) will be required? **31.3.1, 31.8.4, 31.8.4.3**

60. After completing the required locomotive air brake test, and establishing "Red Zone Protection", the brakeman releases the hand brakes on the cars. What air brake test(s), if any, are required before departing Chanticleer Industries and taking the cars to Starkville Yard? **1.33, 30.5.1**

61. What authority is needed to occupy the main track off the Gainesville Industrial Lead? **6.3, 6.13**

62. Is any action required after lining the main track switch, prior to initiating movement northward to Starkville Yard? **9.17, 6.13**

63. Where must the crew member operating the switch stand while the movement is traversing the switch? **8.4**

Approaching Starkville Yard, the Yardmaster calls the Local crew and instructs them to set their cars out in track 3 and secure their power on the north end of track 4 before coming to the yard office for a job briefing.

64. What are the securement requirements for the cars the Local will set out in track 3? **32.1.1, Timetable**

65. What are the securement requirements for the locomotives the crew will leave in track 4? **32.2.1, 32.2.1.1**

66. As the Local pulls through track 3, the brakeman drops off at the south end of the track to be in position to tie the cars down once the movement stops. What precautions should the brakeman observe when getting off the moving equipment? **81.4.2**

67. After properly securing the equipment, the crew rides in a yard van to the office. The designated speed limit is 5 MPH. Are all occupants in the vehicle required to use seat belts? **74.5**

The Yardmaster instructs the Local crew to take the yard van out to Athens siding where three locomotives and two blocks of cars were set out yesterday. The Local crew will couple the two blocks together and bring the train back to Starkville Yard. After obtaining any required paperwork for the train, the crew job briefs and departs.

68. While reviewing the train consist and shipping papers, the brakeman asks the conductor if the train will be classified as a “Key Train – Crude Oil” train account the second block of 20 cars consists of petroleum crude oil cars with an Identification Number of UN1267. How should the conductor respond? **HMVII-3**

69. What information was the previous crew required to provide to the dispatcher when securing the block of 20 petroleum crude oil cars on the siding track at Athens? **SSI Item 10L**

70. Arriving at Athens, the crew observes the three locomotives at the north end of the siding coupled to the first block of 5 covered grain hoppers. All three locomotives are shut down. When can the engineer release the hand brakes on the locomotives? **31.1**

After completing any required locomotive inspections and air tests, the crew is ready to begin coupling the train together. After establishing “Red Zone Protection”, the brakeman cuts in the air, releases the hand brakes, and proceeds to the second cut of tank cars.

71. The two cuts of cars are separated by a road crossing at grade not equipped with automatic warning devices. Once “Red Zone Protection” is released, what action is required by the brakeman while shoving across the crossing and coupling the train together? **6.32.1**

72. After coupling the train at the crossing, what air test(s) and inspections, if any, are required to operate the train from Athens siding to Starkville Yard? **1.33, 30.5.1, HMIII-1**

73. While installing the EOT device at the rear of the train, the conductor notices that the glad hand on the EOT hose is damaged and they will not be able to cut in the air to the device. Can the train be operated from Athens to Starkville without an operable EOT? **32.9.1, HMVII-3**

74. The conductor will use a hand held gauge to complete the required air brake test. Does the accuracy of the gauge need to be verified, and if so, how is this accomplished? **30.2.6.1**

75. After completing any required air brake tests and inspections, the crew notifies the dispatcher they are ready to depart northward to Starkville. What main track authority is required to occupy the main track at Athens? **6.3, 14.1**

76. After receiving any needed main track authority, the leaving signal at the north end of Athens siding does not clear and continues to display a STOP indication. What is required before the train can initiate movement and pass this signal? **9.12.2**

77. The Local crew properly complies with the Stop indication at North Athens (CP W329) and is now proceeding northward at Restricted Speed. When can they resume maximum authorized speed? **9.11, 9.3, 6.31, Timetable**

78. After passing a Clear signal, what is the maximum authorized speed the Local could operate, without an armed and operable EOT device, between Athens and Starkville? **6.31, HMOVII-3, Timetable**

Arriving back at Starkville, the Yardmaster instructs the crew to secure the train in track 5. A van will transport the crew back to Bedlam where they will tie up for the day.

SCENARIO TWO

A crew is called for a through freight train, the ILXMD 15, on duty at 0600 at Iowa City on the Rose subdivision. The crew will operate the train southward on the Rose subdivision, stopping to double the train with a second train (IDITI 14) previously secured at Evanston, then continue onto the Fiesta subdivision southward to Corvallis. When the train arrives at Corvallis, the crew will complete a set-out.

79. The conductor obtains the paperwork for the train and is reviewing it when the engineer arrives in the crew room. They complete a job briefing and determine the maximum speed of the train and train totals are? **6.31, 30.9.1**

80. What are the current totals for Equivalent Powered Axles (EPA), Equivalent Dynamic Brake Axles (EDBA), and TPA of the train? **SSI Item 4, 31.8.7**

81. Does the train exceed the maximum TPA for the Rose subdivision? **Paperwork, 31.8.7**

82. What is the minimum EPA necessary to operate the train on the Rose subdivision, and will the engineer need to isolate/shut down any locomotives prior to departing Iowa City? **31.8.7**

83. What are the limits on the Rose subdivision where Automatic Cab Signal (ACS) system is in effect, and where is this information located? **Timetable**

84. The departure test form on the lead locomotive indicates that a successful departure test was performed at the initial terminal 2 days ago. The cab signals have remained cut-in and powered up since the train departed the initial terminal. Is a new ACS departure test required before departing Iowa City? **13.1.5, PB-24116**

85. Where are the locations of the ACS Test loops for the Rose subdivision listed? **Timetable**

86. Is Positive Train Control (PTC) in effect on the Rose subdivision and where is this information listed? **18.1, Timetable**

87. After the crew change is complete, the engineer sets up the locomotive consist for the route and logs into the PTC system. What items must be reviewed, and corrected if needed, during initialization of the PTC system? **18.2, 18.6**

88. After initializing the PTC system, is any action required by the engineer regarding the ACS system? **Timetable**

89. The crew change location at Iowa City is at MP 432.5, just south of CP G433. The inbound engineer indicated the train passed a Clear signal at CP G433. At what speed must the train be operated to the next governing signal? **6.27, 9.9**

90. Operating southward on MT 2, after passing an Advance Approach indication, the crew observes their next signal at MP 391.3 displaying an Approach indication. What action is required after passing the Signal? **1.47, 1.47.1, 9.2.6**

91. The next signal at CP G390 East Lansing is displaying a STOP indication. Where should the engineer stop the train? **6.8, 9.5, 9.12.1**

Seeing no conflicting movement, the conductor contacts the dispatcher regarding the Stop indication at CP G390. The dispatcher reports that they will be waiting for two northward trains before they can depart. The dispatcher also notifies the crew that a van has been called to assist with the pick-up at Evanston.

92. While stopped, the engineer would like to make a cell phone call. Is this allowed, and are there any required actions before the call can be completed? **2.21**

93. After the second northward train passes, the crew observes a Diverging Clear indication at CP G390. What is the maximum authorized speed through the turnout? **6.31, Timetable**

Operating southward, the engineer stops the train at the south end of Evanston siding, CP G382, near the assist van and the conductor detrains. The engineer then pulls the train southward to clear the control point. A few minutes later the dispatcher calls on the radio and advises the crew that the switch at CP G382 does not show lined and locked for movement to the siding and that they will be required to hand operate the switch for their movement.

94. What must be included in the job briefing before the dispatcher can authorize the movement and give the crew permission to place the dual control switch in hand operation? **9.13, 9.13.2**

95. After receiving proper authority into the control point and permission to operate the dual control switch by hand, the conductor proceeds to the switch. What action is required after the conductor takes the power off the switch if it is already lined for movement to the siding track? **9.13.1**

After complying with any required action regarding the switch, the conductor verifies the switch is lined for the intended route and that the track is clear to the lead locomotive of the train tied down on the siding. The conductor will ride the rear car which is an intermodal well car equipped with one vertical handhold while protecting the shoving movement.

96. Can the conductor sit on the outer edge of the car, facing the direction of movement, with one foot on the grab iron and the other (inside) foot on the platform while riding the car? **81.7**

97. What PTC action is required before the crew begins the shoving movement to complete the pick up? **18.9**

98. Is a “safety stop” required before coupling to the secured train? **81.13**

99. The conductor stops the movement short of a coupling to remove the EOT device. In addition to establishing “Red Zone Protection”, what is the minimum separation needed between the rear car of the train and the equipment on the siding before the conductor can go between the equipment to remove the EOT? **81.2.2, 81.5.4**

After removing the EOT, and clearing the “Red Zone”, the conductor completes the shoving movement to a coupling. After verifying set and centered condition, the engineer rides in the van to the lead consist of the IDITI 14 to set up the lead unit (UP 7229) as the controlling unit of the cut-in DP consist and then proceeds to the rear of the train to set up the UP 6914 as a rear DP locomotive.

100. Is the engineer required to announce “Red Zone” before fouling the equipment on the siding to set up the trailing locomotive consists for DP service? **81.5.4**

101. While the engineer sets up the locomotive consists for DP service, the conductor returns the dual control switch at CP G382 to power. Is the crew required to job brief and notify the dispatcher when power is restored to the switch? **9.13.1, SSI Item 10K**

102. After setting up the remote consists, the engineer returns to the lead unit to complete the initial DP linking process. The conductor is at the coupling to cut in the air and release hand brakes on the secured portion. After cutting in the air, what locomotive air tests will be required to complete the linking process? **33.1.2, 33.7.3, 33.7.4**

103. After completion of the required train air brake tests and inspections, the conductor releases the hand brakes on the rear portion. How many hand brakes must the conductor inspect after releasing the last applied hand brake and will the conductor be required to establish Track Breach Protection if work is performed between the siding and the main track? **32.1.6, Item 12**

104. The crew job briefs regarding the train information after the pick-up and determine the maximum speed of the train and train totals departing Evanston are? **6.31, 30.9.1, SSI Item 2F**

105. What are the totals for Equivalent Powered Axles (EPA), Equivalent Dynamic Brake Axles (EDBA), and TPA of the train after completing the pick-up? **SSI Item 4, 31.8.7**

106. Does the train exceed the maximum TPA or coupler limit for the Fiesta subdivision? **Paperwork, 31.8.7**

107. What is the minimum EPA necessary to operate the train on the Fiesta subdivision, and will the engineer need to isolate/shut down any locomotives prior to departing Evanston? **31.8.7**

108. Will the crew be required to verify the position of the cut-in helper, any car placement restrictions and update the PTC consist data before departing? **18.6, SSI Item 5-B, SSI Item 5-C**

109. Will the crew need to reposition any car(s) in order to comply with train make-up restrictions contained in SSI Items 5-B or 5-C? **SSI Item 5-B, SSI Item 5-C**

110. After completing any required actions regarding train make-up restrictions, the crew departs southward. What is the maximum speed while operating on the siding at Evanston? **6.31, Timetable**

111. Approaching the north end of Lincoln siding, CP G367, the crew has initiated a “Cab Red Zone” and is preparing to stop before passing CP G366 at the south end of the siding. Why? **1.47.1, 9.23.1**

112. What actions, if any, are required by the crew before passing CP G366? **SSI Item 10-B, 9.23.1, 18.7**

113. What is the maximum speed of the ILXMD 15 when operating between MP 366.2 and MP 354.4? **6.31, 9.23.1**

114. Operating southward, how should the crew approach the signal at CP G354? **9.23.1**

115. The crew observes a Clear indication at CP G354. What action is required by the engineer on the ILXMD 15 before passing the signal at CP G354? **SSI Item 10-B, 18.7**

116. As the train passes the detector at MP 350.1, the crew does not receive an exit message. What action, if any, is required? **SSI Item 13, 13.8.1, 13.8.2**

117. After complying with any required action regarding the detector, the train advances onto the Fiesta subdivision at Kinnick. The detector at MP 390.9 announces “Integrity Failure” as the train clears the detector. No defect message or tone was received. What action, if any is required? **SSI Item 13, 13.8.1, 13.8.2**

118. What is the maximum EDDBA (Equivalent Dynamic Brake Axles) allowed on the lead consist of the ILXMD 15 between Eugene and Corvallis? **Timetable**

119. What is the TPDBA (Tons Per Equivalent Dynamic Brake Axle) for the train?
SSI Item 4, ABTH Glossary

120. What is the maximum speed of the train on the descending grade between Berkeley and Corvallis? **Timetable**

121. As the train is approaching Seattle and while passing through a tunnel, the engineer observes a “Comm Loss” on the DP consist at the rear of the train. What action is required? **SSI Item 8, 32.9.6**

122. During the “COMM LOSS”, if the engineer needed to idle the remote consist, what procedure is required? **33.1.3**

123. Continuing southward, communication with the rear helper is restored after the train clears the tunnel. What is the maximum speed of the ILXMD 15 at MP 367.7? **6.31, SSI Item 8, Timetable**

124. As the ILXMD 15 passes South Los Angeles, CP M344, the crew hears a northward train call the dispatcher and report that they are in emergency in the siding at Salt Lake City. The dispatcher immediately calls the ILXMD 15 with this information. What action is required by the crew on the ILXMD 15? **6.23, 6.27**

125. As the train crests the grade at Berkeley, the engineer makes a reduction of the Automatic Brake and has the train “balanced”. Describe the term “balanced braking”. **ABTH Glossary**

126. If the dynamic brakes failed on the lead unit, could the train continue to operate on the descending grade? **31.5.1**

127. Approaching Boulder, the train passes over a flange lubricator in a curve and the engineer feels the wheels slip which results in a drop of dynamic forces. The train speed increases and is approaching 5 MPH over their maximum speed. What action is required? **SSI Item 8**

128. The conductor immediately stops the train. What action is now required? **SSI Item 8**

After complying with any required action(s), the train is ready to depart. A DSLE (Designated Supervisor of Locomotive Engineers) has debriefed the crew regarding the emergency application of the train air brakes.

129. Before departing, the DSLE discusses the use of retainers with the engineer. What are the requirements regarding use of retainers? **34.5.5**

Arriving at North Corvallis, the train operates onto the siding track for the work event and crew change. The engineer stops the train at the crossovers and the conductor detrains to be in position to make the cut on the train. The engineer operates the train southward until the conductor stops the movement and makes a cut on the train ahead of the mid train DP consist. A relief crew is at the crossovers to take over the rear portion of the train.

130. After making a further separation, and establishing “Red Zone Protection”, the conductor installs the EOT device the relief crew brought out to the train. After arming the device, what is required to test the EOT device? **32.9.2, 32.9.3, 32.9.4**

131. What air brake tests and inspections, if any, will be required before the head portion of the train (ILXMD 15) can depart Corvallis? **30.7.1**

After taking charge of the rear portion of the train, which will depart Corvallis as the ICOTI 18, the relief crew will need to reconfigure the inbound mid-train and rear DP consists as the new lead and rear DP consists for their outbound train and perform any required air brake tests and inspections before departure.

132. After securing the train, what locomotive air brake tests and inspections are required prior to completing the DP linking process? **31.3.1, 31.8.2, 31.8.4, 31.8.4.3**

133. What locomotive air tests are required to complete the DP linking process? **33.7.2, 33.7.3, 33.8.1, 33.8.2**

134. What air brake tests and inspections, if any, will be required before the train departs Corvallis?
1.33, HMIII-1, 30.3.1, 30.10.1, ABTH Glossary

135. Will the crew be required to complete an Air Brake Test Form for the train? **30.3.3**

2020 TE&Y Rules Program
Drug and Alcohol

1. If involved in an accident and it is my normal quitting time, can I leave?

2. What happens if I leave, after being told I have a drug or alcohol test, to run an errand while one of my fellow employees is providing their sample with the collector?

3. If living in a state that allows medical marijuana, can I use this drug?

4. If I am convicted of a misdemeanor for possession of marijuana, should I report this?

5. What is a positive breath alcohol test?

6. What happens if I take a prescription that was prescribed over a year ago?

7. If I follow the 4 hour "bottle to throttle" rule, will that always work?

8. If a manager tells me he plans to test me for reasonable suspicion, can he complete a manager referral instead if I tell him I need help?

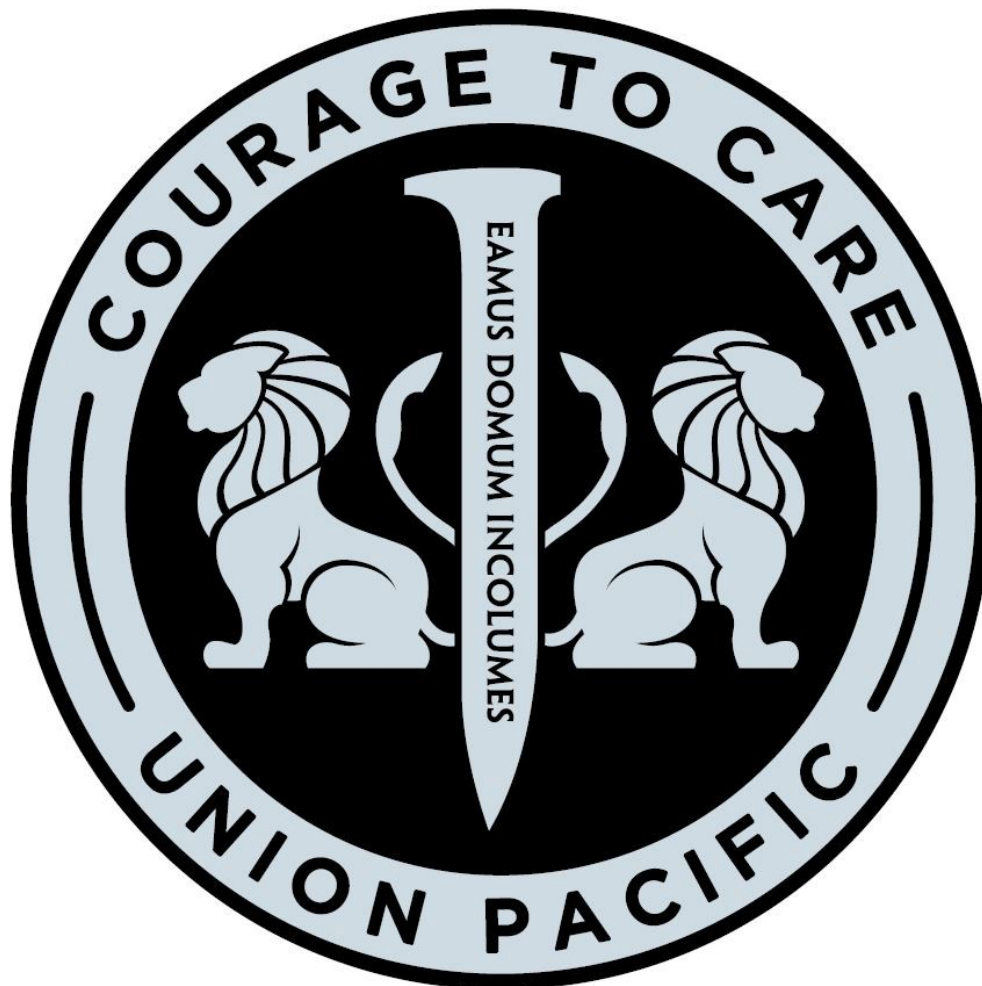
2020 TE&Y Rules Program
Drug and Alcohol

9. I am currently in a program for a previous positive. Can I self refer to EAP?

10. If I complete a coworker report, will my coworker get fired?



2020 STUDY GUIDE



Hazardous Materials and Security Awareness

01/23/20

HAZARDOUS MATERIALS

1. Who is required to have either a printed or UPRR electronic version of the Form 8620?

2. What is the most current version of the Emergency Response Guidebook?

3. During train operations, who is required to carry the most current Emergency Response Guidebook (ERG)?

4. A loaded tank car containing a material poisonous/toxic by inhalation, including anhydrous ammonia, is a Rail Security-Sensitive material (RSSM)?

5. When is a Positive Hand-Off required?

6. When a Positive Hand-Off of a RSSM shipment is required, what is necessary for the shipment to be considered attended?

7. What items must be documented during a Positive Hand-Off?

HAZARDOUS MATERIALS

8. What documents are required when accepting or transporting a hazardous material shipment?

9. List the documents that would be considered acceptable shipping papers:

10. A crew has a work order to pull 10 cars of TIH/PIH hazardous material from Bridgman Chemicals. The 4th car in the track is not listed on the work order. What is required?

11. Before proceeding, what must be done with all copies of Position-in-Train documents after pickups or setouts have been made?

12. A crew will be picking up 10 cars listed as TIH/PIH that are a solid block. What inspections are required?

13. Your crew will be picking up a loaded TIH/PIH tank car at a customer's facility on an Industrial lead. What action is required if the car is missing a placard?

14. What is the maximum coupling speed when a loaded placarded car is cut off in motion?

HAZARDOUS MATERIALS

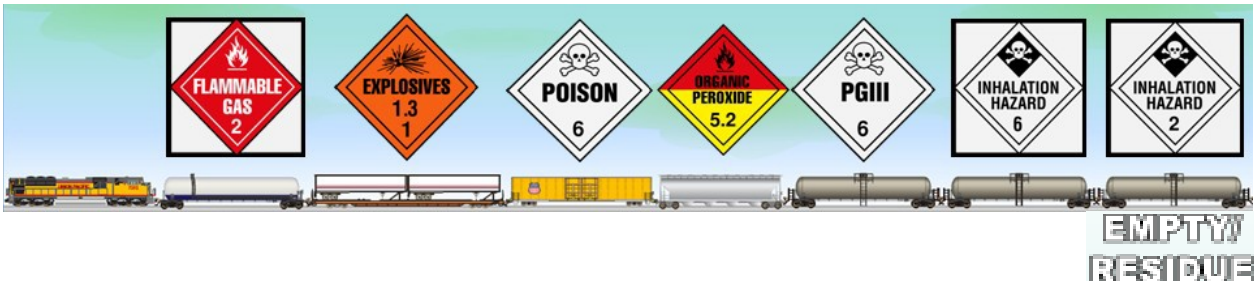
15. The following cars are being switched in a hump yard. Are there any restrictions to switching these cars in a hump yard?

029 PSPX022152 LT22 129 LIVO NKPN APOISN TB028	MFWLI 25 LIVO
** DANGEROUS **	
030 PSPX022109 LT22 129 LIVO NKPN APOISN TB028	MFWLI 25 LIVO
** DANGEROUS **	
031 CPCX105054 LT22 131 LIVO NKPN APOISN TB028	MFWLI 25 LIVO
** DANGEROUS **	

16. What precautions must be taken when flat switching the loaded tank cars shown below?



17. During humping operations, which cars must be shoved to rest?



HAZARDOUS MATERIALS

18. In a switching operation, can the car below be kicked or humped? Please explain your answer.



19. Which car(s) may be cut-off in motion while flat switching?



20. Could you couple the engine to the cut of cars shown below while switching?



HAZARDOUS MATERIALS

21. While switching at an Industry, could a Local crew couple directly into the cars shown below at either end of the cut?

```
SEQ INIT NUMB  L  KND WGT YBLK SPCD CMDTY  *NEXT*SYS*DES*  OBND-TRAIN TBLK
001 TILX601143  L  T12 137 IND6 NKH3 APOISN JR001  1075416 LOP53 01  INDU
      **DANGEROUS                **
      FLAT YARD - DO NOT KICK

002 GONX052587  L  G5C 133 IND3 H2BN PIPE   JR001  1075000 LOP53 01  INDU
003 GATX070673  E  T22 038 IND3 KGH2     JR001  1075208 LOP53 01  INDU
      **                          **

004 CEMX011128  E  C3L 028 IND3 H2       JR001  1075506 LOP53 01  INDU
005 EAGX019031  E  T19 033 IND6 DEEM     JR001  1075408 LOP53 01  INDU
      **DANGEROUS                **

006 SHPX240275  L  T12 131 IND6 NKH2 APOISN JR001  1075318 LOP53 01  INDU
      **POISON GAS ZONE A        **
      FLAT YARD - DO NOT KICK
```

22. Will the car placement shown below meet Placement in Train requirements? Explain why or why not.



HAZARDOUS MATERIALS

23. Will the car placement shown below meet Placement in Train requirements? Explain why or why not.



24. Using the Placard Endorsement Conversion Chart and the Placement in Train Chart, are the following placements correct?

```

42 CALX 3014 ET22 RV378 OZOL TOLENAS CA SUNPOL RES
74 FROM HEAD 50-MPH 38-TONS 58-FT 1-P 1.00-BRK 3033-ATONS 3284-AFT
*****
* *
*****
EMERGENCY CONTACT:
9252608866
RESIDUE: LAST CONTAINED
NA1993
COMBUSTIBLE LIQUID, N.O.S.
(CONTAINS MINERAL
SPIRITS)
COMBUSTIBLE LIQUID
PG III
SHIPPER CONTACT
SUNPOL RESINS AND POLYMER
HAZMAT STCC = 4915389
    
```

```

43 ARMN 762356 LRP7 MEATS PX950 OAKL OAKLAND CA PACIFI TRA
73 FROM HEAD 70-MPH 93-TONS 59-FT 1-P 1.00-BRK 6032-ATONS 5348-AFT
PS R705 MAINTAIN 0 DEGREES
PROTECTIVE SERVICE
MAINTAIN -10 DEG
    
```

```

44 PROX 15245 LT12 CORSVE RV182 01-702-55 VISTA NV SIERRA CHE
72 FROM HEAD 60-MPH 128-TONS 42-FT 1-P 1.00-BRK 2992-ATONS 3740-AFT
CC CAR IS LESS THAN 45 FT
*****
* DANGEROUS *
*****
EMERGENCY CONTACT:
800-424-9300
1/TC, 89970/KG
UN1830
SULPHURIC ACID
8
PG II
RQ (SULFURIC ACID)
ERP 2-0034
2503644214
TECK METALS LTD
25 ALDRIDGE AVE
TRAIL BC V1R4L
SHIPPER CONTACT
CHEMTREC CCN11488
HAZMAT STCC = 4930040
    
```

HAZARDOUS MATERIALS

25. Can the cars shown below be placed next to each other in a train?



26. Will the car placement shown below meet Placement in Train requirements? Explain why or why not.



HAZARDOUS MATERIALS

27. Using the Placard Endorsement Conversion Chart and the Placement in Train Chart, are the following placements correct?

```

86  UTLX 48690          LT19
    R60  SPEED  RESTRICTED CAR
    *****
    *                               ENVIRONMENTALLY HAZARDOUS
    *                               SUBSTANCES, LIQUID,
    *                               N.O.S.
    *****
    EMERGENCY CONTACT: (SIMETHYL PHTHALATE)
    800-424-9300      9
                       UN3082
                       PG III
                       RQ (DIMETHYL PHTHALATE)
                       HAZMAT STCC = 4962114

87  GATX 78040          LT32
    R60  SPEED  RESTRICTED CAR
    *****
    *                               LIQUEFIED PETROLEUM GAS
    *   DANGEROUS   *           2.1
    *****
    EMERGENCY CONTACT: UN1075
    800-424-9300      (PROPANE)
                       HAZMAT STCC = 4905752

88  GATX 78086          LT32
    R50  SPEED  RESTRICTED CAR
    *****
    *                               PHOSGENE
    * POISON GAS ZONE A *       2.3
    *****
    EMERGENCY CONTACT: UN1076
    800-424-9300      RQ (PHOSGENE)
                       POISON-INHALATION HAZARD
    
```

28. After switching cars at an Industry, could a Local crew place the cars (as shown below) on the head end of their train and proceed to their next customer located 6 miles away on the Industrial Lead?

```

SEQ INIT NUMB  L  KND  WGT  YBLK  SPCD  CMDTY  *NEXT*SYS*DES*  OBND-TRAIN  TBLK
001 TILX601143 L  T12  137  IND6  NKH3  APOISN  JR001  1075416  LOP53  01  INDU
    **DANGEROUS          **
    FLAT YARD - DO NOT KICK

002 GONX052587 L  G5C  133  IND3  H2BN  PIPE    JR001  1075000  LOP53  01  INDU

003 GATX070673 E  T22  038  IND3  KGH2          JR001  1075208  LOP53  01  INDU
    **                               **

004 CEMX011128 E  C3L  028  IND3  H2          JR001  1075506  LOP53  01  INDU

005 EAGX019031 E  T19  033  IND6  DEEM          JR001  1075408  LOP53  01  INDU
    **DANGEROUS          **

006 SHPX240275 L  T12  131  IND6  NKH2  APOISN  JR001  1075318  LOP53  01  INDU
    **POISON GAS ZONE A  **
    FLAT YARD - DO NOT KICK
    
```

HAZARDOUS MATERIALS

29. If the car below was added to a train with no hazardous materials, would its Key Train status change?



30. Does the rear helper shown below comply with the Placement in Train requirements?