

HOST-RESPONSIBLE DELAYS FOR SUNSET LIMITED TRAIN 2

The following pages contain Union Pacific’s narrative explanations of the root causes of the “Host-Responsible Delays on a Run-by-Run Basis” listed in Part I of the Appendix to the Board’s February 13 Decision, where the “Host RR” was identified as “UP,” for twenty runs of Amtrak’s Sunset Limited Train 2.

Union Pacific is also providing documents containing supporting information referenced in the narratives. The documents can be found in files identified by the Amtrak train designation (*i.e.*, AMT2) and train date.

Each separate narrative starts with a table identifying the delay in question based on information provided in Part I of the Appendix to the Board’s February 13 Decision, supplemented by information contained in a workboard provided by the Investigation Liaison for Docket No. 42175 titled “Dec. ID# 52048 Docket No. 42175 Director of OPR Order – Appendix Part I and Part II.xlsx,” which includes Amtrak’s stated “Delay Reason.” In the “Delay Reason,” Amtrak often notes the lead locomotive number for the freight trains involved in delays. In the narratives below, when referring to Amtrak’s “Delay Reason,” Union Pacific substitutes the train designation for the locomotive number.

Most narratives also include stringline graphs Union Pacific created using CAD data to provide a visual representation of the movements of the *Sunset Limited* and other nearby trains around the time of the delay in question. The key below identifies the types of trains shown in the stringline graphs.



The types of trains most commonly seen in the stringline graphs, aside from the Sunset Limited (AMT), are manifest trains (M), standard intermodal trains (I), premium intermodal (Z),

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local trains (L), work trains (W), and non-UP trains (Q). Blue boxes on the stringline graphs identify times and locations when maintenance-of-way personnel have been given authority to work on or near the tracks.

Union Pacific's narratives are based on diligent efforts to identify root causes of delays by compiling and reviewing data from a variety of sources and consulting with personnel familiar with the operations and territories at issue. Union Pacific reserves the right to supplement these narratives if it identifies additional information that alters its root cause analysis and will produce any such materials.

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AMT2 03-13-22

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AMT2	3/13/2022	SWD	XTH	XIC	UP	FTI	14	Follow UP8462 e, Milepost, 658, 676	Los Angeles Area/Yuma Subdivision
AMT2	3/13/2022	SWD	XIC	YUM	UP	FTI	6	Cross over or go around UP8462 e, Control Point, SP676 Iris, Control Point, SP697 Mesquite	Los Angeles Area/Yuma Subdivision

According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 20 minutes on the Yuma Subdivision between Wister Crossovers (MP 658.0) and Mesquite. Amtrak attributed the delay to AMT2-13's following and then passing ILBG4-13 (UP 8462). Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graphs below show conditions between Palm Springs and Iris at the time of the delay.

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AMT2	3/13/2022	SWD	YUM	XZS	UP	PTI	20	Meet AMTK 1, Control Point, SP826 Le Sosa	Los Angeles Area/Yuma Subdivision
AMT2	3/13/2022	SWD	YUM	XZS	UP	FTI	14	Follow UP6800 e, Milepost, 817.4, 825.5	Los Angeles Area/Yuma Subdivision

According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 34 minutes on the Gila Subdivision between a point near Stanwix (MP 818.9) and Le Sosa. Amtrak attributed 20 minutes of the delay to a meet between AMT2-13 and AMT1-11, and 14 minutes of the delay to AMT2-13's following MWCBS-12 (UP 6800). Amtrak's reporting does not fully explain the cause of the delays. {

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The stringline graphs below show conditions between Stanwix and Sentinel at the time of the delays.

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AMT2	3/13/2022	SWD	YUM	XZS	UP	FTI	15	Follow UP6800 e, Milepost, 733.8, 751.2	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 15 minutes on the Gila Subdivision between a point near Yuma (MP 732.4) and Kinter (MP 751.2). Amtrak attributed the delay to AMT2-13's following a freight train with a consist that included locomotive UP 6800. Amtrak's reporting was incorrect, and Amtrak misidentified the locomotive on the freight train involved, which was AMLNGR-12. {

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The stringline graphs below show conditions between Yuma and Kinter at the time of the delay. {}

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AMT2	3/13/2022	SWD	XZS	MRC	UP	FTI	7	Cross over or go around UP8524 w, Control Point, SP876 Estrella, Control Point, SP887 Enid	El Paso Area/Gila Subdivision
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According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 7 minutes on the Gila Subdivision between Estrella and Enid. Amtrak attributed the delay to AMT2-13's going around MFWWC-12 (UP 8534). Amtrak's reporting does not fully explain the cause of the delay.

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The stringline graph below shows conditions between Estrella and Enid at the time of the delay.

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AMT2	3/13/2022	SWD	MRC	TUS	UP	DMW	2	Waiting for MW clearance Milepost, 965.5, 965.5	El Paso Area/Gila Subdivision
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According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 2 minutes on the Gila Subdivision near Rillito (MP 965.7). Amtrak attributed the delay to waiting for maintenance of way clearance. Amtrak’s reporting was substantially correct. {
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The stringline graph below shows conditions near Rillito at the time of the delay.
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AMT2	3/13/2022	SWD	MRC	TUS	UP	FTI	10	Follow Follow into TUS, up8203e, Control Point, stockham	El Paso Area/Gila Subdivision
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According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 10 minutes on the Gila Subdivision between Stockham and Tucson. Amtrak attributed the delay to AMT2-13's following ILBG3-12 (UP 8203). Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graph below shows conditions between Stockham and Tucson at the time of the delay.

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AMT2	3/13/2022	SWD	MRC	TUS	UP	DMW	5	Waiting for MW clearance Milepost, 983.00, 983.00	El Paso Area/Gila Subdivision
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According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 5 minutes on the Gila Subdivision near Cherry Avenue (MP 984.9). Amtrak attributed the delay to AMT2-13 waiting for maintenance of way clearance. Amtrak’s reporting was substantially correct. {
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The stringline graph below shows conditions near Cherry Avenue at the time of the delay.
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AMT2	3/13/2022	SWD	BEN	LDB	UP	DMW	1	Waiting for MW clearance Milepost, 1057, 1057	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 1 minute on the Lordsburg Subdivision near Apache (MP 1061.2). Amtrak attributed the delay to AMT2-13 waiting for maintenance of way clearance. Amtrak's reporting was substantially correct. {

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The stringline graph below shows conditions near Apache at the time of the delay.

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AMT2	3/13/2022	SWD	DEM	ELP	UP	RTE	9	Run via siding or slower track due to N.A.R. Control Point, w strauss, Control Point, e strauss	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 9 minutes on the Lordsburg Subdivision as it passed through Union Pacific's fueling facility in Santa Teresa. Amtrak attributed the delay to a routing delay. Amtrak's delay calculations do not account for Union Pacific's changes to speed limits on its tracks through Santa Teresa. Union Pacific changed the speed through Santa Teresa when it expanded and modified the fueling facility nearly a decade ago. Amtrak did not make any adjustments in its schedule for these changes.

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AMT2	3/13/2022	SWD	DEM	ELP	UP	FTI	26	Meet up7825w, Control Point, icehouse	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 26 minutes on the Lordsburg Subdivision at Icehouse. Amtrak attributed the delay to a meet between AMT2-13 and MEWTU-12 (UP 7825). Amtrak’s reporting does not fully explain the cause of the delay.

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The stringline graph below shows conditions at Icehouse at the time of the delay.

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AMT2	3/13/2022	SWD	ELP	XTS	UP	FTI	4	Meet UP9160, Control Point, Lasca	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 4 minutes on the Valentine Subdivision at Lasca. Amtrak attributed the delay to a meet between AMT2-13 and a freight train with a consist that included locomotive UP 9160. Amtrak’s reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was IMQLCX-12. {

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The stringline graph below shows conditions at Lasca at the time of the delay.
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AMT2	3/13/2022	SWD	XVL	ALP	UP	FTI	8	Meet Up7049, Control Point, RYAN	El Paso Area/Valentine Subdivision
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According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 8 minutes on the Valentine Subdivision at Ryan. Amtrak attributed the delay to a meet between AMT2-13 and MSPEPX-14 (UP 7049). Amtrak's reporting was substantially correct. {

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The stringline graph below shows conditions at Ryan at the time of the delay.

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AMT2	3/13/2022	SWD	XVL	ALP	UP	FTI	13	Follow Up8227, Control Point, Alp	El Paso Area/Valentine Subdivision
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According to Amtrak, on March 14, 2022, AMT2-13 was delayed for approximately 13 minutes on the Sanderson Subdivision at Alpine Junction. Amtrak attributed the delay to AMT2-13's following MSTKB-13 (UP 8227). Amtrak's reporting does not fully explain the cause of the delay.

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The stringline graph below shows conditions at Alpine Junction at the time of the delay.

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AMT2	3/13/2022	SWD	XPF	XHT	UP	FTI	8	Meet UP 8245, Control Point, ANACACHO	San Antonio Area/Del Rio Subdivision
AMT2	3/13/2022	SWD	XPF	XHT	UP	FTI	3	Meet UP 8186, Control Point, SABINAL	San Antonio Area/Del Rio Subdivision
AMT2	3/13/2022	SWD	XHT	SAS	UP	FTI	5	Meet UP 8004, Control Point, MEDINA	San Antonio Area/Del Rio Subdivision

According to Amtrak, on March 15, 2022, AMT2-13 was delayed for approximately 16 minutes on the Del Rio Subdivision between Anacacho and Medina. Amtrak attributed the first delay to a meet between AMT2-13 and MNLEG-13 (UP 8245), the second delay to a meet between AMT2-13 and ISASI-15 (UP 8186), and the third delay to a meet between AMT2-13 and MPBLFX-13 (UP 8004). Amtrak’s reporting does not fully explain the cause of the delay. {

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The stringline graphs below show conditions between Anacacho and Medina at the time of the delay.

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AMT2	3/13/2022	SWD	XHT	SAS	UP	DCS	13	Restrictive signal(s) from unknown cause STOP, Control Point, WITHERS	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on March 15, 2022, AMT2-13 was delayed for approximately 13 minutes on the Del Rio Subdivision at Withers. Amtrak attributed the delay to restrictive signals. Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graphs below show conditions at Withers at the time of the delay.

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AMT2	3/13/2022	SWD	SAS	SAS	UP	FTI	14	Meet UP8181, Control Point, SAS Depot	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on March 15, 2022, AMT2-13 was delayed for approximately 14 minutes on the Del Rio Subdivision at Amtrak's San Antonio station. Amtrak attributed the delay to a meet between AMT2-13 and MENMX-13 (UP 8181). Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graph below shows conditions at San Antonio station at the time of the delay. {{

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AMT2	3/13/2022	SWD	XKY	XKY	UP	FTI	28	Meet kcs 4156, Control Point, Kirby	San Antonio Area/Flatonia Subdivision
AMT2	3/13/2022	SWD	XKY	XKG	UP	FTI	16	Meet NS 4458, Siding, Randolph	San Antonio Area/Flatonia Subdivision

According to Amtrak, on March 15, 2022, AMT2-13 was delayed for approximately 28 minutes on the Glidden Subdivision at Kirby, and for approximately 16 minutes at Randolph. Amtrak attributed the first delay to a meet between AMT2-13 and MEWSA-14 (KCS 4156), and the second delay to a meet between AMT2-13 and IMNMX-13 (NS 4458). Amtrak’s reporting does not fully explain the cause of the delays. {

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The stringline graphs below show conditions between Kirby and Randolph at the time of the delay. {{

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AMT2	3/13/2022	SWD	XKG	XFA	UP	FTI	192	Meet FRT Disabled due to air hose, UP 8716, Control Point, Luling	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on March 15, 2022, AMT2-13 was delayed for approximately 192 minutes on the Glidden Subdivision at Luling. Amtrak attributed the delay to a meet between AMT2-13 and MEWMX-13 (UP 8716). Amtrak's reporting was substantially correct. {

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The stringline graph below shows conditions at Luling at the time of the delay.

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AMT2	3/13/2022	SWD	XKG	XFA	UP	FTI	64	Meet Frt expired on hours of service, UP 5526, Siding, Harwood	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on March 15, 2022, AMT2-13 was delayed for approximately 64 minutes on the Glidden Subdivision at Harwood. Amtrak attributed the delay to a meet between AMT2-13 and ASPLD-15 (UP 5526), which was waiting on recrew at Harwood. Amtrak’s reporting was substantially correct. {

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The stringline graph below shows conditions at Harwood at the time of the delay.

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AMT2	3/13/2022	SWD	XFA	XEA	UP	FTI	48	Meet UP 7169, Control Point, Engle	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on March 15, 2022, AMT2-13 was delayed for approximately 48 minutes on the Glidden Subdivision at Engle. Amtrak attributed the delay to a meet between AMT2-13 and MEWMX-15 (UP 7169). Amtrak’s reporting does not fully explain the cause of the delay.

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The stringline graph below shows conditions at Engle at the time of the delay.

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AMT2	3/13/2022	SWD	XRB	XWJ	UP	FTI	25	Cross Traffic Control Point, Rosenberg, BNSF 4322	Houston Area/Glidden Subdivision
AMT2	3/13/2022	SWD	XRB	XWJ	UP	DCS	5	Restrictive signal(s) from unknown cause Stop, Control Point, Rosenberg	Houston Area/Glidden Subdivision

According to Amtrak, on March 15, 2022, AMT2-13 was delayed for approximately 25 minutes on the Glidden Subdivision at Rosenberg, and for approximately 5 minutes at Rosenberg. Amtrak attributed the first delay to cross traffic involving a freight train with a consist that included locomotive BNSF 4322, and the second delay to restrictive signals. Amtrak’s reporting does not fully explain the cause of the delays. {

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AMT2	3/13/2022	SWD	HOS	BMT	UP	RTE	36	Unable to make run time on BMT sub Other, BMT sub	Houston Area/Terminal Subdivision
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According to Amtrak, on March 16, 2022, AMT2-13 was delayed for approximately 36 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-13's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

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AMT2	3/13/2022	SED	BMT	LCH	UP	FTI	0	Meet BN 7636 W, Siding, Connell	Houston Area/Lafayette Subdivision
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Amtrak did not record any delay for this event, so Union Pacific did not investigate it.

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AMT2 04-03-22

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AMT2	4/03/2022	SWD	ONA	PSN	UP	FTI	47	Freight in emergency (7108) on track 2. Held for passing train (8431). Control Point, ordway, 7108	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on April 4, 2022, AMT2-03 was delayed for approximately 47 minutes on the Yuma Subdivision at Ordway. Amtrak attributed the delay to a meet between AMT2-03 and MEPWCX-02 (UP 8431) and a freight train with a consist that included locomotive UP 7108. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on one of the freight trains involved, which was MEWWC-31. {

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The stringline graphs below show conditions at Ordway at the time of the delay.
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AMT2	4/03/2022	SWD	XTH	XIC	UP	PTI	18	Meet 1, Control Point, niland	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on April 4, 2022, AMT2-03 was delayed for approximately 18 minutes on the Yuma Subdivision at Niland. Amtrak attributed the delay to a meet between AMT2-03 and AMT1-01. Amtrak’s reporting does not fully explain the cause of the delay. {

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The stringline graphs below show conditions at Niland at the time of the delay. {{

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AMT2	4/03/2022	SWD	XIC	YUM	UP	RTE	4	Crossover(s) due to N.A.R. 1, Control Point, cactus	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on April 4, 2022, AMT2-03 was delayed for approximately 4 minutes on the Yuma Subdivision at Cactus. Amtrak attributed the delay to AMT2-03's using crossovers at Cactus. Amtrak's reporting was incorrect. {

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AMT2	4/03/2022	SWD	XIC	YUM	UP	RTE	4	Crossover(s) due to N.A.R. 1, Control Point, yuma	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on April 4, 2022, AMT2-03 was delayed for approximately 4 minutes on the Yuma Subdivision at Yuma. Amtrak attributed the delay to AMT2-03's using crossovers at Yuma. Amtrak's reporting was incorrect. {

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AMT2	4/03/2022	SWD	ALP	SND	UP	FTI	26	Cross over or go around UP 8700, UP 8198, Siding, Altuda, Control Point, EE Lenox	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on April 4, 2022, AMT2-03 was delayed for approximately 26 minutes on the Sanderson Subdivision between Altuda and Lenox. Amtrak attributed the delay to AMT2-03's going around MEWWC-03 (UP 8700) and MEWTU-03 (UP 8198). Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graphs below show conditions between Altuda and Lenox at the time of the delay. {}

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AMT2	4/03/2022	SWD	SAS	XKY	UP	FTI	9	Follow up, Control Point, sa208, Control Point, sa203	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 9 minutes on the Del Rio Subdivision between points near Tower 121 (CP SA208) and CP SA203 (CP SA203). Amtrak attributed the delay to AMT2-03's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graph below shows conditions between Tower 121 and Kirby at the time of the delay.

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AMT2	4/03/2022	SWD	XKY	XKG	UP	FTI	39	Meet up7495, Control Point, sa187	San Antonio Area/Flatonia Subdivision
AMT2	4/03/2022	SWD	XKG	XFA	UP	PTI	116	Meet amt1, Control Point, sa165	San Antonio Area/Flatonia Subdivision

According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 155 minutes on the Glidden Subdivision between Cibolo (CP SA187) and Kingsbury (CP SA165). Amtrak attributed the delay to meets between AMT2-03 and 2CCDSA9-31 (UP 7495) and AMT1-03. Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graphs below show conditions between Cibolo and Harwood at the time of the delay. {{

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AMT2	4/03/2022	SWD	XKG	XFA	UP	DMW	7	Waiting for MW clearance Form b 188644, Milepost, 127.0, 127.0	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 7 minutes on the Glidden Subdivision near Waelder (MP 129.4). Amtrak attributed the delay to waiting for maintenance of way clearance. Amtrak's reporting was substantially correct. {
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AMT2	4/03/2022	SWD	XRB	XWJ	UP	FTI	5	Cross over or go around up, Control Point, sa029, Control Point, sa014	Houston Area/Glidden Subdivision
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According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 5 minutes on the Glidden Subdivision between Harlem (CP SA029) and Heacker (CP SA014). Amtrak attributed the delay to AMT2-03's going around an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. { }

The stringline graph below shows conditions between Harlem and Heacker at the time of the delay. {{

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AMT2	4/03/2022	SWD	XWJ	HOS	UP	FTI	14	Meet up, Control Point, lf963	Houston Area/Terminal Subdivision
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According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 14 minutes on the Houston Subdivision at Depot Junction (CP LF963). Amtrak attributed the delay to a meet between AMT2-03 and an unidentified Union Pacific train. Amtrak’s reporting does not fully explain the cause of the delay. {

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The stringline graph below shows conditions at Depot Junction at the time of delay.

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AMT2	4/03/2022	SWD	HOS	BMT	UP	FTI	10	Meet KCS 4849, Siding, China	Houston Area/Terminal Subdivision
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According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 10 minutes on the Houston Subdivision at China. Amtrak attributed the delay to a meet between AMT2-03 and GWARNJ-05 (KCS 4849). Amtrak's reporting was substantially correct. { }

The stringline graph below shows conditions at China at the time of the delay. {{

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AMT2	4/03/2022	SWD	HOS	BMT	UP	FTI	19	Meet UP 6010, Control Point, LF 347	Houston Area/Terminal Subdivision
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According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 19 minutes on the Houston Subdivision at Hatchery (CP LF347). Amtrak attributed the delay to a meet between AMT2-03 and LHX06B-05 (UP 6010). Amtrak’s reporting does not fully explain the cause of the delay. {
}

The stringline graph below shows conditions at Hatchery at the time of the delay.
{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/03/2022	SED	BMT	BMT	UP	FTI	21	Freight train shoving back Train on main 2 shoved back so we could x-over to main 2., Control Point, LF 280, UP 7163 E	Houston Area/Lafayette Subdivision
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According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 21 minutes on the Lafayette Subdivision at Station 6 (CP LF280). Amtrak attributed the delay to efforts to clear a route for AMT2-03 by shoving back MHOLI-05 (UP 7163). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at Station 6 at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/03/2022	SED	BMT	LCH	UP	FTI	160	Disabled freight X-over to main 2 to meet freight train., UP 6856 W, Control Point, Station 14	Houston Area/Lafayette Subdivision
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According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 160 minutes on the Lafayette Subdivision at Station 14. Amtrak attributed the delay to a meet between AMT2-03 and a disabled freight train, MLKEWB-03 (UP 6856). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at Station 14 at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/03/2022	SED	XLL	XWB	UP	DCS	7	Restricting signal Milepost w/Letters, XLL, XWB	New Orleans Public Belt
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According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 7 minutes at Live Oak. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/03/2022	SED	XWB	XEB	UP	FTI	7	Meet Waiting for freight coming off of the Huey P Long bridge, NS 6950 W, Control Point, CPL 010	New Orleans Public Belt
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According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 7 minutes at West Bridge Junction (CP L010). Amtrak attributed the delay to a meet between AMT2-03 and a freight train with a consist that included locomotive NS 6950. Amtrak's reporting was incorrect.

{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 04-10-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	ONA	PSN	UP	FTI	27	Meet Control Point, south fontana, 8267	Los Angeles Area/Alhambra Subdivision
AMT2	4/10/2022	SWD	ONA	PSN	UP	FTI	18	Meet Control Point, south fontana, 2659	Los Angeles Area/Alhambra Subdivision

According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 45 minutes on the Alhambra Subdivision at South Fontana. Amtrak attributed the delay to meets between AMT2-10 and freight trains with consists that included locomotive UP 8267 and UP 2659. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotives of the freight trains involved, which were MEWWC-06, OTNLB-09, and MEPWCX-08. {

}

The stringline graphs below show conditions at South Fontana at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	ONA	PSN	UP	FTI	35	Meet 5254, Control Point, beaumont	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 35 minutes on the Yuma Subdivision at Beaumont. Amtrak attributed the delay to a meet between AMT2-10 and ZG4CI-08 (UP 5254). Amtrak's reporting does not fully explain the cause of the delay.

{

}

The stringline graphs below show conditions at Beaumont at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	XTH	XIC	UP	FTI	20	Meet 8895, Control Point, wister	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 20 minutes on the Yuma Subdivision at Wister Crossovers. Amtrak attributed the delay to a meet between AMT2-10 and MEWWC-07 (UP 8895). Amtrak’s reporting does not fully explain the cause of the delay.
{

}

The stringline graphs below show conditions at Wister Crossovers at the time of the delay.
{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	XIC	YUM	UP	FTI	36	Meet wb up, Control Point, araz	Los Angeles Area/Yuma Subdivision
AMT2	4/10/2022	SWD	XIC	YUM	UP	FTI	16	Follow eb up, Milepost, 700.0, 702.0	Los Angeles Area/Yuma Subdivision

According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 52 minutes on the Yuma Subdivision between points near Glamis (MP 698.7) and Araz. Amtrak attributed part of the delay to AMT2-10's following an unidentified Union Pacific train, and part of the delay to a meet between AMT2-10 and an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Glamis and Araz at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	YUM	XZS	UP	FTI	14	Meet wb up, Control Point, blaisdell	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 14 minutes on the Gila Subdivision at Blaisdell. Amtrak attributed the delay to a meet between AMT2-10 and an unidentified Union Pacific train. Amtrak’s reporting does not fully explain the cause of the delay.

{

}

The stringline graphs below show conditions at Blaisdell at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	YUM	XZS	UP	FTI	11	Follow Control Point, east yard, eb up	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 11 minutes on the Gila Subdivision at East Yard. Amtrak attributed the delay to AMT2-10's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay.

The stringline graph below shows conditions at East Yard at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	XZS	MRC	UP	FTI	29	Blocked from station track Freight in emergency on track 1. Pull past on track 2. Shove back to depot., 6308, Milepost, 897, 897	El Paso Area/Gila Subdivision
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According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 29 minutes on the Gila Subdivision near Maricopa (MP 898.6). Amtrak attributed the delay to AMT2-10's being blocked from the station track at Maricopa by MWCEW-10 (UP 6803). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions near Maricopa at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	BEN	LDB	UP	FTI	18	Meet up8262w, Control Point, bowie	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 18 minutes on the Lordsburg Subdivision at Bowie. Amtrak attributed the delay to a meet between AMT2-10 and ISILB2-11 (UP 8262). Amtrak’s reporting does not fully explain the cause of the delay.
{

}

The stringline graph below shows conditions at Bowie at the time of the delay.
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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	BEN	LDB	UP	FTI	16	Meet up9041w, Control Point, willcox	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 16 minutes on the Lordsburg Subdivision at Willcox. Amtrak attributed the delay to a meet between AMT2-10 and MHNPX-07 (UP 9041). Amtrak’s reporting does not fully explain the cause of the delay.
{

}

The stringline graphs below show conditions at Willcox at the time of the delay.
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REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	LDB	DEM	UP	DMW	3	Unable to contact dispatcher / MW foreman Milepost, 1175.00, 1179.00	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 3 minutes on the Lordsburg Subdivision near Wilna (MP 1176.2). Amtrak attributed the delay to an inability to contact a dispatcher or maintenance of way foreman. Union Pacific has not been able to confirm the delay but was performing maintenance in the area at the time.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	DEM	ELP	UP	FTI	20	Follow up3714w, Milepost, 1236.00, 1271.30	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 20 minutes on the Lordsburg Subdivision between points near Dona (MP 1237.1) and the Santa Teresa Terminal (MP 1271.3). Amtrak attributed the delay to AMT2-10's following a freight train with a consist that included locomotive UP 3714. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified both the locomotive on and the direction of the freight train involved, which was ILBG4-10. {

}

The stringline graph below shows conditions between Dona and the Santa Teresa Terminal at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	XVL	ALP	UP	DCS	8	Restrictive signal(s) from unknown cause Stop, Control Point, Alp	El Paso Area/Valentine Subdivision
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According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 8 minutes at Alpine. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	XVL	ALP	UP	FTI	7	Meet Up2570, Control Point, Marfa	El Paso Area/Valentine Subdivision
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According to Amtrak, on April 11, 2022, AMT2-10 was delayed for approximately 7 minutes on the Valentine Subdivision at Marfa. Amtrak attributed the delay to a meet between AMT2-10 and MEWWC-10 (UP 2570). Amtrak's reporting is substantially correct. {

}

The stringline graph below shows conditions at Marfa at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	ALP	SND	UP	FTI	50	Meet UP7258, Siding, Strobel	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on April 12, 2023, AMT2-10 was delayed for approximately 50 minutes on the Sanderson Subdivision at Strobel. Amtrak attributed the delay to a meet between AMT2-10 and MSPWCX-06 (UP 7258). Amtrak’s reporting does not fully explain the cause of the delay.
{

}

The stringline graph below shows conditions at Strobel at the time of the delay.
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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	XPF	XHT	UP	FTI	2	Meet UP5345, Siding, Uvalde	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on April 12, 2022, AMT2-10 was delayed for approximately 2 minutes on the Del Rio Subdivision at Uvalde. Amtrak attributed the delay to a meet between AMT2-10 and GSGE3T-08 (UP 5345). Amtrak's reporting was substantially correct. { }

The stringline graph below shows conditions at Uvalde at the time of the delay. {{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	XPF	XHT	UP	FTI	8	Meet UP7995, Siding, Sabinal	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on April 12, 2022, AMT2-10 was delayed for approximately 8 minutes on the Del Rio Subdivision at Sabinal. Amtrak attributed the delay to a meet between AMT2-10 and ESADBR-11 (UP 7995). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at Sabinal at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	XHT	SAS	UP	FTI	5	Meet Siding, Hondo, UP5366	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on April 12, 2022, AMT2-10 was delayed for approximately 5 minutes on the Del Rio Subdivision at Hondo. Amtrak attributed the delay to a meet between AMT2-10 and MKBEGX-12 (UP 5366). Amtrak's reporting does not fully explain the cause of the delay.
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}

The stringline graphs below show conditions at Hondo at the time of the delay.
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REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	SAS	XKY	UP	FTI	14	Meet CN 2682, Control Point, East End of SAS Depot	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on April 12, 2022, AMT2-10 was delayed for approximately 14 minutes on the Del Rio Subdivision at Amtrak's San Antonio station. Amtrak attributed the delay to a meet between AMT2-10 and MKBSAR-12 (CN 2682). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at San Antonio station at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	XKG	XFA	UP	FTI	32	Meet UP5883, UP8973, Siding, Kingsbury	San Antonio Area/Flatonia Subdivision
AMT2	4/10/2022	SWD	XKG	XFA	UP	FTI	4	Follow Follow siding Luling to HARWOOD, UP 3859, Siding, Luling, Control Point, Harwood	San Antonio Area/Flatonia Subdivision

According to Amtrak, on April 12, 2022, AMT2-10 was delayed for approximately 32 minutes on the Glidden Subdivision at Kingsbury, and for approximately 4 minutes between Luling and Harwood. Amtrak attributed the first delay to meets between AMT2-10 and MEWSA-04 (UP 5883) and a freight train with a consist that included locomotive UP 8973, and the second delay to AMT2-10's following MSAEW-12 (UP 3859). Amtrak's reporting does not fully explain the delay, and Amtrak misidentified the locomotive on one of the freight trains involved, which was MNLEG-11. {

}

The stringline graphs below show conditions between Kingsbury and Harwood at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	XEA	XRB	UP	FTI	4	Meet NS 1196, Siding, Eagle Lake	Houston Area/Glidden Subdivision
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According to Amtrak, on April 12, 2022, AMT2-10 was delayed for approximately 4 minutes on the Glidden Subdivision at Eagle Lake. Amtrak attributed the delay to a meet between AMT2-10 and MEWWC-11 (NS 1196). Amtrak’s reporting does not fully explain the cause of the delay.

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}

The stringline graph below shows conditions at Eagle Lake at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	HOS	BMT	UP	RTE	25	Beaumont subdivision reverse move to CHANEY Junction Control Point, Chaney Jct	Houston Area/Terminal Subdivision
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According to Amtrak, on April 12, 2022, AMT2-10 was delayed for approximately 25 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-10's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SWD	HOS	BMT	UP	DCS	12	Restrictive signal(s) from known wayside signal failure Signal H382 dropped to stop indication, Stop, Control Point, H382	Houston Area/Terminal Subdivision
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According to Amtrak, on April 12, 2022, AMT2-10 was delayed for approximately 12 minutes on the Beaumont Subdivision at East Wye Junction (CP H382). Amtrak attributed the delay to a restrictive signal from a wayside signal failure. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SED	XLL	XWB	UP	DCS	7	Restricting signal Restricted speed on BN main, Milepost w/Letters, XLL, XWB	New Orleans Public Belt
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According to Amtrak, on April 12, 2022, AMT2-10 was delayed for approximately 7 minutes on the BNSF main line between Live Oak and West Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay, which appears to involve operations over BNSF's main line between Live Oak and West Bridge Junction.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SED	XLL	XWB	UP	RTE	5	Line manual or spring switch Other, w yd sw Avondale	New Orleans Public Belt
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According to Amtrak, on April [13], 2022, AMT2-10 was delayed for approximately 5 minutes between Live Oak and West Bridge Junction near Avondale yard. Amtrak attributed the delay to the need to line a manual switch. Union Pacific has not been able to confirm the delay, which appears to involve the need to line a switch on a line owned by BNSF.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/10/2022	SED	XWB	XWB	UP	FTI	20	Meet Freight train coming off west main of the bridge to create a route for us., UP 6200 W, Control Point, XWB	New Orleans Public Belt
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According to Amtrak, on April 13, 2022, AMT2-10 was delayed for approximately 20 minutes on the Avondale Subdivision at West Bridge Junction. Amtrak attributed the delay to a meet between AMT2-10 and YAV-26 (UP 6200). Amtrak's reporting does not fully explain the cause of the delay. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 04-15-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/15/2022	SWD	YUM	XZS	UP	FTI	19	Meet up7210w, Control Point, mohawk, z	Los Angeles Area/Yuma Subdivision
AMT2	4/15/2022	SWD	YUM	XZS	UP	FTI	300	Hold due to electrical fire on train resulting in locked up traction motor on second unit up2763w, Control Point, stoal, z	Los Angeles Area/Yuma Subdivision

According to Amtrak, on April 16, 2022, AMT2-15 was delayed for approximately 19 minutes on the Gila Subdivision at Mohawk and for approximately 300 minutes at Stoval. Amtrak attributed the first delay to a meet between AMT2-15 and ZAILC-14 (UP 7210), and the second delay to an incident involving ZMNLA-13 (UP 2763). Amtrak's reporting was substantially correct.

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}

The stringline graphs below show conditions at Mohawk and Stoval at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/15/2022	SWD	MRC	TUS	UP	FTI	13	Meet Control Point, stockham, up8007w	El Paso Area/Gila Subdivision
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According to Amtrak, on April 16, 2022, AMT2-15 was delayed for approximately 13 minutes on the Gila Subdivision at Stockham. Amtrak attributed the delay to a meet between AMT2-15 and ZG4CI-14 (UP 8007). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Stockham at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/15/2022	SWD	TUS	BEN	UP	RTE	23	Run via siding or slower track due to N.A.R. Control Point, vail, Control Point, mescal	El Paso Area/Gila Subdivision
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According to Amtrak, on April 16, 2022, AMT2-15 was delayed for approximately 23 minutes on the Lordsburg Subdivision between Vail Crossovers and Mescal. Amtrak attributed the delay to a routing delay. Amtrak’s reporting does fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Vail Crossovers and Mescal at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/15/2022	SWD	LDB	DEM	UP	RTE	5	Crossing over NAR MT 2 to MT 1 Lisbon Back to MT 2 Gage, Control Point, Lisbon, Control Point, Gage	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on April 16, 2022, AMT2-15 was delayed for approximately 5 minutes on the Lordsburg Subdivision between Lisbon and Gage. Amtrak attributed the delay to AMT2-15's crossing from Main Track 2 to Main Track 1 and then back. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Lisbon and Gage at the time of the delay. {{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/15/2022	SWD	DEM	ELP	UP	FTI	5	Meet UP 3062, Control Point, Lizard	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on April 17, 2022, AMT2-15 was delayed for approximately 5 minutes on the Lordsburg Subdivision at Lizard. Amtrak attributed the delay to a meet between AMT2-15 and a freight train with a consist that included locomotive UP 3062. Amtrak’s reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight trains involved, which were ISASI-16 and IMNSI-14. {

}

The stringline graphs below show conditions at Lizard at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/15/2022	SWD	DEM	ELP	UP	RTE	5	Run via siding or slower track due to N.A.R. Control Point, East Fuel	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on April 16, 2022, AMT2-15 was delayed for approximately 5 minutes on the Lordsburg Subdivision as it passed through Union Pacific's fueling facility in Santa Teresa. Amtrak attributed the delay to a routing delay. Amtrak's delay calculations do not account for Union Pacific's changes to speed limits on its tracks through Santa Teresa. Union Pacific changed the speed through Santa Teresa when it expanded and modified the fueling facility nearly a decade ago. Amtrak did not make any adjustments in its schedule for these changes.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/15/2022	SWD	XEA	XRB	UP	FTI	3	Meet UP6616, Siding, Eagle Lake	Houston Area/Glidden Subdivision
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According to Amtrak, on April 17, 2022, AMT2-15 was delayed for approximately 3 minutes on the Glidden Subdivision at Eagle Lake. Amtrak attributed the delay to a meet between AMT2-15 and MEWMX-17 (UP 6616). Amtrak’s reporting was substantially correct. {

}

The stringline graph below shows conditions at Eagle Lake at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/15/2022	SWD	XRB	XWJ	UP	FTI	13	Follow UP, Control Point, Rosenberg, Control Point, Missouri City	Houston Area/Glidden Subdivision
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According to Amtrak, on April 15, 2022, AMT2-15 was delayed for approximately 13 minutes on the Glidden Subdivision between Rosenberg and Missouri City. Amtrak attributed the delay to AMT2-15's following an unidentified Union Pacific train. Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions between Rosenberg and Missouri City at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/15/2022	SWD	HOS	BMT	UP	RTE	20	Beaumont Subdivision Take Beaumont Subdivision, Other, Beaumont Sub	Houston Area/Terminal Subdivision
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According to Amtrak, on April 17, 2022, AMT2-15 was delayed for approximately 20 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-15's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains, moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions between the Beaumont Subdivision and Houston Subdivision at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/15/2022	SED	XLL	XWB	UP	DCS	8	Restrictive signal(s) from known wayside signal failure Restricted speed on BN main, Restricting, Milepost w/Letters, XLL, XWB	New Orleans Public Belt
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According to Amtrak, on April 18, 2022, AMT2-15 was delayed for approximately 8 minutes on the BNSF main line between Live Oak and West Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay, which appears to involve operations over BNSF's main line between Live Oak and West Bridge Junction.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	4/15/2022	SED	XWB	XWB	UP	DCS	20	Restrictive signal(s) from unknown cause Stop, Control Point, XWB	New Orleans Public Belt
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According to Amtrak, on April 18, 2022, AMT2-15 was delayed for approximately 20 minutes at West Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 05-06-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	XEL	POS	UP	FTI	56	Blocked from station track 2586, Control Point, marne	Los Angeles Area/Alhambra Subdivision
AMT2	5/06/2022	SWD	POS	POS	UP	FTI	46	Meet 7844, Control Point, hamilton	Los Angeles Area/Alhambra Subdivision
AMT2	5/06/2022	SWD	POS	ONA	UP	FTI	23	Shoved out of POS station due to dead train ahead. Met another train and Waited for it to clear before getting access to station track. Control Point, n ontario, dead 2586 then wb up	Los Angeles Area/Alhambra Subdivision

According to Amtrak, on May 7, 2022, AMT2-06 was delayed for approximately 125 minutes on the Alhambra Subdivision between Amtrak’s Pomona and Ontario station stops. Amtrak attributed the delay to being blocked from the Pomona station by IG1LA-30 (UP 2586), shoving out of Pomona station to the west, then meets between AMT2-05 and ISILB3-05 (UP 7844) and an unidentified Union Pacific train, before accessing the Ontario station. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Pomona and Ontario stations at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	LAX	XEL	UP	FTI	6	Follow eb up, Control Point, valley blvd	River Subdivision
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According to Amtrak, on May 7, 2022, AMT2-06 was delayed for approximately 6 minutes on the Alhambra Subdivision at Valley Boulevard. Amtrak attributed the delay to AMT2-06's following an unidentified Union Pacific train. Amtrak's reporting was incorrect. {

}

The stringline graph below shows conditions at Valley Boulevard at the time.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	ONA	PSN	UP	FTI	161	Follow Follow to PSN, eb up, Control Point, loma linda	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on May 7, 2022, AMT2-06 was delayed for approximately 161 minutes on the Yuma Subdivision between Amtrak’s Palm Springs station and Loma Linda. Amtrak attributed the delay to AMT2-06’s following an unidentified Union Pacific train. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Amtrak’s Palm Springs station and Loma Linda at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	XTH	XIC	UP	FTI	11	Meet Control Point, mortmar, 8476	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on May 7, 2022, AMT2-06 was delayed for approximately 11 minutes on the Yuma Subdivision at Mortmar. Amtrak attributed the delay to a meet between AMT2-06 and MRVEP-05 (UP 8476). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Mortmar at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	XIC	YUM	UP	FTI	4	Meet Control Point, clyde, wb up	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on May 7, 2022, AMT2-06 was delayed for approximately 4 minutes on the Yuma Subdivision at Clyde. Amtrak attributed the delay to a meet between AMT2-06 and an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions at Clyde at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	XZS	MRC	UP	FTI	34	Meet up3076w, Control Point, mobile	El Paso Area/Gila Subdivision
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According to Amtrak, on May 7, 2022, AMT2-06 was delayed for approximately 34 minutes on the Gila Subdivision at Mobile. Amtrak attributed the delay to a meet between AMT2-06 and ISILB2-07 (UP 3076). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Enid at the time of the delay.
{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	XZS	MRC	UP	FTI	30	Meet up5405w, Control Point, sentinel	El Paso Area/Gila Subdivision
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According to Amtrak, on May 7, 2022, AMT2-06 was delayed for approximately 30 minutes on the Gila Subdivision at Sentinel. Amtrak attributed the delay to a meet between AMT2-06 and ZMQLC-06 (UP 5405). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Sentinel at the time of the delay.
{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	XKY	XKG	UP	FTI	8	Meet up7708, Control Point, sa189	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on May 8, 2022, AMT2-06 was delayed for approximately 8 minutes on the Glidden Subdivision at Cibolo (CP SA189). Amtrak attributed the delay to a meet between AMT2-06 and ASPLD-07 (UP 7708). Amtrak's reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions at Cibolo at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	XFA	XEA	UP	FTI	7	Meet up8973, Control Point, sa113	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on May 8, 2022, AMT2-06 was delayed for approximately 7 minutes on the Glidden Subdivision at Engle (CP SA113). Amtrak attributed the delay to a meet between AMT2-06 and MEWMX-05 (UP 8973). Amtrak’s reporting was substantially correct. {

}

The stringline graph below shows conditions at Engle at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	XRB	XWJ	UP	FTI	1	Meet bnsf8394, Control Point, sa014	Houston Area/Glidden Subdivision
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According to Amtrak, on May 8, 2022, AMT2-06 was delayed for approximately 1 minute on the Glidden Subdivision at Heacker (SA014). Amtrak attributed the delay to a meet between AMT2-06 and 2GPTRNJ-07 (BNSF 8394). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Heacker at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	XWJ	HOS	UP	FTI	2	Cross over or go around up4063, Control Point, lf372, Control Point, lf369	Houston Area/Terminal Subdivision
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According to Amtrak, on May 8, 2022, AMT2-06 was delayed for approximately 2 minutes on the Houston Subdivision between Bissonnet (CP LF372) and Eureka (CP LF369). Amtrak attributed the delay to AMT2-06's going around MLDLI-06 (UP 4063). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions between Bissonnet and Eureka at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SWD	HOS	BMT	UP	RTE	29	Routed BMT sub unable to make scheduled runtime Control Point, lf365	Houston Area/Terminal Subdivision
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According to Amtrak, on May 8, 2022, AMT2-06 was delayed for approximately 29 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-06's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SED	XLL	XLL	UP	DCS	7	Restrictive signal(s) from known wayside signal failure Wait on signal to timeout, Stop, Control Point, XLL	New Orleans Public Belt
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According to Amtrak, on May 9, 2022, AMT2-06 was delayed for approximately 7 minutes on the Avondale Subdivision near Live Oak. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/06/2022	SED	XLL	XWB	UP	FTI	27	Cross over or go around Freight train on BN main; our route 108 track, 2-B, Other, Avondale BN yd, BN 8065 E	New Orleans Public Belt
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According to Amtrak, on May 8, 2022, AMT2-06 was delayed for approximately 27 minutes on the Avondale Subdivision in BNSF's Avondale Yard. Amtrak attributed the delay to AMT2-06's going around a freight train with a consist that included locomotive BN 8065. Union Pacific has not been able to confirm the delay, which appears to involve operations on BNSF track.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 05-11-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SWD	YUM	XZS	UP	FTI	3	Follow UP East, Siding, Aztec, Control Point, Stanwix, Auto	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on May 12, 2022, AMT2-11 was delayed for approximately 3 minutes on the Gila Subdivision between Aztec and Stanwix. Amtrak attributed the delay to AMT2-11's following an unidentified Union Pacific train. Amtrak's reporting was substantially correct.

}

The stringline graph below shows conditions between Aztec and Stanwix at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SWD	XZS	MRC	UP	FTI	4	Cross over or go around UP West, Control Point, Estrella, Control Point, Enid, Intermodal	El Paso Area/Gila Subdivision
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According to Amtrak, on May 12, 2022, AMT2-11 was delayed for approximately 4 minutes on the Gila Subdivision between Estrella and Enid. Amtrak attributed the delay to AMT2-11 going around an unidentified Union Pacific train. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Estrella and Enid at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SWD	TUS	BEN	UP	RTE	19	Run via siding or slower track due to N.A.R. Milepost, 1000, 1023	El Paso Area/Gila Subdivision
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According to Amtrak, on May 26, 2022, AMT2-25 was delayed for approximately 19 minutes on the Lordsburg Subdivision between Vail Crossovers (MP 1000.1) and Mescal (MP 1023.4). Amtrak attributed the delay to a routing delay. {

}

The stringline graph below shows conditions between Vail Crossovers and Mescal at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SWD	DEM	ELP	UP	PTI	45	Wait for station track AMTK 1, Control Point, CP IceHouse	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on May 11, 2022, AMT2-11 was delayed for approximately 45 minutes on the Lordsburg Subdivision at Ice House. Amtrak attributed the delay to AMT2-11's waiting for AMT1-10 to clear the station track. Amtrak's reporting was substantially correct. {
}

The stringline graph below shows conditions at Ice House at the time of the delay.
{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SWD	ELP	XTS	UP	FTI	8	Meet Up7506, Control Point, Iser	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on May 12, 2022, AMT2-11 was delayed for approximately 8 minutes on the Valentine Subdivision at Iser. Amtrak attributed the delay to a meet between AMT2-11 and a freight train with a consist that included locomotive UP 7506. Amtrak’s reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was MEWWC-10. {

}

The stringline graphs below show conditions at Iser at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SWD	ELP	XTS	UP	FTI	7	Meet Up5385, Control Point, Clint	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on May 12, 2022, AMT2-11 was delayed for approximately 7 minutes on the Valentine Subdivision at Clint. Amtrak attributed the delay to a meet between AMT2-11 and MEWWC-08 (UP 5385). Amtrak's reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions at Clint at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SWD	XPF	XHT	UP	FTI	225	UP 7377 broken draw bar at Inge. Unable to go around. Hold UP 7377, Control Point, WE Inge	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on May 13, 2022, AMT2-11 was delayed for approximately 225 minutes on the Del Rio Subdivision at Inge. Amtrak attributed the delay to a mechanical issue with MEPEW-11 (UP 7377). Amtrak’s reporting was substantially correct. {

}

The stringline graph below shows conditions at Inge at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SWD	HOS	BMT	UP	RTE	29	Routed BMT. Unable to make scheduled run time. Control Point, LF368	Houston Area/Terminal Subdivision
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According to Amtrak, on May 12, 2022, AMT2-11 was delayed for approximately 29 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-11's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SED	BMT	LCH	UP	FTI	5	Meet BNSF 729 W, Siding, Connell	Houston Area/Lafayette Subdivision
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According to Amtrack, on May 13, 2022, AMT2-11 was delayed for approximately 5 minutes on the Lafayette Subdivision at Connell. Amtrak attributed the delay to a meet between AMT2-11 and QIJBLJ-13 (BNSF 729). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows the conditions at Connell at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SED	LCH	XIJ	UP	FTI	35	Meet Was put in the siding at Iowa to meet BNSF 7292 W. BNSF 7292 tripped the detector at Lacasinne so they re routed us through the yard at Lacasinne to wait for it there., BNSF 7292 W, Siding, Iowa	Houston Area/Lafayette Subdivision
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According to Amtrak, on May 13, 2022, AMT2-11 was delayed for approximately 35 minutes at the Lafayette Subdivision at Iowa. Amtrak attributed the delay to a meet between AMT2-11 and QIJBTJ-13 (BNSF 7292). Amtrak’s reporting was substantially correct. {

}

The stringline graphs below show conditions at Iowa at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SED	XLL	XLL	UP	FTI	28	Follow Control Point, live oak, unknown	New Orleans Public Belt
AMT2	5/11/2022	SED	XLL	XWB	UP	FTI	12	Cross over or go around unknown, Control Point, cpl010	New Orleans Public Belt

According to Amtrak, on May 14, 2022, AMT2-11 was delayed for approximately 40 minutes on the Avondale Subdivision between Live Oak and West Bridge Junction. Amtrak attributed part of the delay to AMT2-11's following an unidentified train and another part of the delay to AMT2-11's going around an unidentified train. Amtrak's reporting appears to be incorrect. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/11/2022	SED	XWB	XEB	UP	FTI	16	Cross Traffic BNSF 5799, Control Point, East Bridge	New Orleans Public Belt
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According to Amtrak, on May 14, 2022, AMT2-11 was delayed for approximately 16 minutes at the East Bridge Junction. Amtrak attributed the delay to cross traffic involving a freight train with a consist that included locomotive BNSF 5799. Union Pacific has not been able to confirm the delay or whether BNSF 5799 interacted with AMT2-11.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 05-25-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	LAX	XEL	UP	FTI	8	Follow wb up, Control Point, el monte	River Subdivision
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According to Amtrak, on May 26, 2022, AMT2-25 was delayed for approximately 8 minutes on the Alhambra Subdivision near El Monte. Amtrak attributed the delay to AMT2-25's following an unidentified Union Pacific train. Amtrak's reporting was incorrect. {
}

The stringline graph below shows conditions at El Monte at the time.
{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	ONA	PSN	UP	FTI	12	Follow eb up, Control Point, beaumont	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on May 26, 2022, AMT2-25 was delayed for approximately 12 minutes on the Yuma Subdivision near Beaumont. Amtrak attributed the delay to AMT2-25's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions near Beaumont at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	XTH	XIC	UP	FTI	27	Follow 7484, Control Point, thermal	Los Angeles Area/Yuma Subdivision
AMT2	5/25/2022	SWD	XIC	YUM	UP	FTI	3	Follow eb up, Control Point, iris	Los Angeles Area/Yuma Subdivision

According to Amtrak, on May 26, 2022, AMT2-25 was delayed for approximately 30 minutes on the Yuma Subdivision between Thermal and Iris. Amtrak attributed the delay to AMT2-25's following a freight train with a consist that included locomotive 7484. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was ILBDI-25. {

}

The stringline graph below shows conditions between Thermal and Iris at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	YUM	XZS	UP	FTI	25	Meet 7791, Control Point, east yard	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on May 26, 2022, AMT2-25 was delayed for approximately 25 minutes on the Gila Subdivision at East Yard. Amtrak attributed the delay to a meet between AMT2-25 and MTUWC-25 (UP 7791). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at East Yard at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	XZS	MRC	UP	FTI	29	Follow wb up, Control Point, bosque	El Paso Area/Gila Subdivision
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According to Amtrak, on May 26, 2022, AMT2-25 was delayed for approximately 29 minutes on the Gila Subdivision near Bosque. Amtrak attributed the delay to AMT2-25's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay.

}

The stringline graphs below show conditions between Bosque and Maricopa at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	MRC	TUS	UP	FTI	13	Follow UP, Milepost, 974, 984	El Paso Area/Gila Subdivision
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According to Amtrak, on May 26, 2022, AMT2-25 was delayed for approximately 13 minutes on the Gila Subdivision between points near Sabino (MP 970.4) and Cherry Avenue (MP 984.9). Amtrak attributed the delay to AMT2-25's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Sabino and Cherry Avenue at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	TUS	BEN	UP	RTE	19	Run via siding or slower track due to N.A.R. Milepost, 1000, 1023	El Paso Area/Gila Subdivision
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According to Amtrak, on May 26, 2022, AMT2-25 was delayed for approximately 19 minutes on the Lordsburg Subdivision between Vail Crossovers (MP 1000.1) and Mescal (MP 1023.4). Amtrak attributed the delay to a routing delay. {

}

The stringline graph below shows conditions between Vail Crossovers and Mescal at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	ALP	SND	UP	FTI	46	Meet up 7505 up 7060, Siding, lenox, up	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on May 26, 2022, AMT2-25 was delayed for approximately 46 minutes on the Sanderson Subdivision at Lenox. Amtrak attributed the delay to meets between AMT2-25 and MEWTU-25 (UP 7505) and ISASI-26 (UP 7060). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Lenox at the time of the delay.
{ {

REDACTED – TO BE PLACED ON PUBLIC FILE

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	ALP	SND	UP	FTI	30	Meet up 5747 up 8696, Siding, warwick	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on May 26, 2022, AMT2-25 was delayed for approximately 30 minutes on the Sanderson Subdivision at Warwick. Amtrak attributed the delay to meets between AMT2-25 and MEWTU-21 (UP 5747) and MEWWC-25 (UP 8696). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Warwick at the time of the delay.
{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	DRT	XPF	UP	FTI	16	Meet up 8054, Siding, johnstone	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on May 27, 2022, AMT2-25 was delayed for approximately 16 minutes on the Del Rio Subdivision at Johnstone. Amtrak attributed the delay to a meet between AMT2-25 and ISASI-27 (UP 8054). Amtrak’s reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions at Johnstone at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	SAS	SAS	UP	RTE	0	Waiting for authority onto mt1 Authority #3744 ok0909 sms, Other, sas depot	San Antonio Area/Del Rio Subdivision
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Amtrak did not record any delay for this event, so Union Pacific did not investigate it.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	SAS	XKY	UP	FTI	4	Follow up, Control Point, sa206, Other, kirby yard	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on May 27, 2022, AMT2-25 was delayed for approximately 4 minutes on the Gila Subdivision near Kirby yard. Amtrak attributed the delay to AMT2-25's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions near Kirby yard at the time of the delay.

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}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	XKY	XKG	UP	FTI	16	Meet bnsf3784, Control Point, sa187	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on May 27, 2077, AMT2-25 was delayed for approximately 16 minutes on the Glidden Subdivision at Cibolo (CP SA187). Amtrak attributed the delay to a meet between AMT2-25 and MHEEGX-25 (BNSF 3784). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Cibolo at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	XWJ	HOS	UP	FTI	1	Cross over or go around up, Control Point, lf369	Houston Area/Terminal Subdivision
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According to Amtrak, on May 27, 2022, AMT2-25 was delayed for approximately 1 minute on the Houston Subdivision at Eureka (CP LF369). Amtrak attributed the delay to AMT2-25's going around an unidentified Union Pacific train. Amtrak's reporting was substantially correct. { }

The stringline graph below shows conditions at Eureka at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	HOS	BMT	UP	FTI	17	Meet up6205, Control Point, eb017	Houston Area/Terminal Subdivision
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According to Amtrak, on May 27, 2022, AMT2-25 was delayed for approximately 17 minutes on the Houston East Belt Subdivision at Gulf Coast Junction (CP EB017). Amtrak attributed the delay to a meet between AMT2-25 and MHOAS-27 (UP 6205). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows the conditions at Gulf Coast Junction at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	HOS	BMT	UP	RTE	29	Routed BMT sub unable to make scheduled runtime Control Point, lf368	Houston Area/Terminal Subdivision
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According to Amtrak, on May 27, 2022, AMT2-25 was delayed for approximately 20 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-25's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SWD	HOS	BMT	UP	FTI	130	Follow Held at grayburg while KCS train is recrewed, kcs5022, Control Point, h441	Houston Area/Terminal Subdivision
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According to Amtrak, on May 27, 2022, was delayed for approximately 130 minutes on the Beaumont Subdivision at Grayburg (CP H441). Amtrak attributed the delay to AMT2-25's following 2MRNWAJ-26 (KCS 5022). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Grayburg at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	5/25/2022	SED	BMT	LCH	UP	FTI	20	Meet BNSF 4244 W, Siding, Brimstone	Houston Area/Lafayette Subdivision
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According to Amtrak, AMT2-25 was delayed for approximately 20 minutes on the Lafayette Subdivision at Brimstone. Amtrak attributed the delay to a meet between AMT2-25 and QIJBTJ-27 (BNSF 4244). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Brimstone at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 06-03-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	XZS	MRC	UP	FTI	3	Cross over or go around up 8748, Milepost, 831.2, 833	El Paso Area/Gila Subdivision
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According to Amtrak, on June 4, 2022, AMT2-03 was delayed for approximately 3 minutes on the Gila Subdivision near Sentinel (MP 321.2). Amtrak attributed the delay to AMT2-03's going around ILBG4-03 (UP 8748). Amtrak's reporting was incorrect. {

}

The stringline graph below shows conditions near Sentinel at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	MRC	TUS	UP	DMW	5	Waiting for MW clearance Milepost, 954, 958	El Paso Area/Gila Subdivision
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According to Amtrak, on June 4, 2022, AMT2-03 was delayed for approximately 5 minutes on the Gila Subdivision between points near Red Rock (MP 952.2) and Naviska (MP 958.7). Amtrak attributed the delay to waiting for maintenance of way clearance. Amtrak’s reporting was substantially correct. { }

The stringline graph below shows conditions between Red Rock and Naviska at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	BEN	LDB	UP	FTI	31	Follow UP, Milepost, 1032, 1050	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on June 4, 2022, AMT2-03 was delayed for approximately 31 minutes on the Lordsburg Subdivision between points near Chamiso (MP 1029.2) and Tully (MP 1050.2). Amtrak attributed the delay to AMT2-03's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Chamiso and Tully at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	DEM	ELP	UP	RTE	12	Run via siding or slower track due to N.A.R. Milepost, 1276, 1270	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on June 4, 2022, AMT2-03 was delayed for approximately 12 minutes on the Lordsburg Subdivision as it passed through Union Pacific’s fueling facility in Santa Teresa. Amtrak attributed the delay to a routing delay. Amtrak’s delay calculations do not account for Union Pacific’s changes to speed limits on its tracks through Santa Teresa. Union Pacific changed the speed through Santa Teresa when it expanded and modified the fueling facility nearly a decade ago. Amtrak did not make any adjustments in its schedule for these changes.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	ELP	XTS	UP	FTI	24	Follow up8126, Control Point, Small, Control Point, xts	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on June 4, 2022, AMT2-03 was delayed for approximately 24 minutes on the Valentine Subdivision between Small and Sierra Blanca. Amtrak attributed the delay to AMT2-03's following a freight train with a consist that included locomotive UP 8126. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was ILBNS-02. {

}

The stringline graph below shows conditions in between Small and Sierra Blanca at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	XVL	ALP	UP	FTI	140	Meet NS 3655w fueling @ alp sdg., Ns3655, Control Point, Paisano	El Paso Area/Valentine Subdivision
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According to Amtrak, on June 5, 2022, AMT2-03 was delayed for approximately 140 minutes on the Valentine Subdivision at Paisano. Amtrak attributed the delay to a meet between AMT2-03 and MEWWC-02 (NS3655). Amtrak's reporting does not fully explain the cause of the delay.

}

The stringline graphs below show conditions at Paisano at the time of the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	XVL	ALP	UP	FTI	30	Meet up8914, Control Point, ryan	El Paso Area/Valentine Subdivision
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According to Amtrak, on June 5, 2022, AMT2-03 was delayed for approximately 30 minutes on the Valentine Subdivision at Ryan. Amtrak attributed the delay to a meet between AMT2-03 and MEWTU-02 (UP 8914). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Ryan at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	ALP	SND	UP	FTI	6	Meet UP 6715, Control Point, WARWICK	San Antonio Area/Sanderson Subdivision
------	-----------	-----	-----	-----	----	-----	---	--	--

According to Amtrak, on June 5, 2022, AMT2-03 was delayed for approximately 6 minutes on the Sanderson Subdivision at Warwick. Amtrak attributed the delay to a meet between AMT2-03 and MEWWC-03 (UP 6715). Amtrak's reporting does not fully explain the cause of the delay.

}

The stringline graph below shows conditions at Warwick at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	SND	XLY	UP	DCS	25	Restrictive signal(s) from unknown cause STOP, Control Point, MOFETA	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on June 5, 2022, AMT2-03 was delayed for approximately 25 minutes on the Sanderson Subdivision at Mofeta. Amtrak attributed the delay to restrictive signals. Amtrak's reporting does not fully explain the cause of the delay. {
}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	XLY	DRT	UP	DCS	19	Wayside detector failure including false actuation DRAGGING DET M.P 410.5 stop inspect, Control Point, COMSTOCK	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on June 5, 2022, AMT2-03 was delayed for approximately 19 minutes on the Sanderson Subdivision at Comstock. Amtrak attributed the delay to a false actuation of a dragging detector. Union Pacific can confirm that AMT2-03 stopped at Comstock{

}

The stringline graph below shows the conditions at Comstock at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	XPF	XHT	UP	FTI	4	Meet UP8637, Siding, Inge	San Antonio Area/Del Rio Subdivision
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According to Amtrak, AMT2-03 was delayed for approximately 4 minutes on the Del Rio Subdivision at Inge. Amtrak attributed the delay to a meet between AMT2-03 and MNLEG-03 (UP 8637). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at Inge at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	XPF	XHT	UP	FTI	48	Meet UP5602, UP7761, Siding, Yucca	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on June 5, 2022, AMT2-03 was delayed for approximately 48 minutes on the Del Rio Subdivision at Yucca. Amtrak attributed the delay to meets between AMT2-03, GSEV3G-31 (UP 7761) and a freight train with a consist that included locomotive UP 5602. Amtrak’s reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on one of the freight trains involved, which was ISASI-05. {

}

The stringline graphs below show conditions at Yucca at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	XPF	XHT	UP	FTI	4	Meet BN7144, Siding, Uvalde	San Antonio Area/Del Rio Subdivision
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According to Amtrak, AMT2-03 was delayed for approximately 4 minutes on the Del Rio Subdivision at Uvalde. Amtrak attributed the delay to a meet between AMT2-03 and QCWEGJ-04 (BNSF 7144). Amtrak’s reporting was substantially correct. { }

The stringline graph below shows conditions at Uvalde at the time of the delay.
{ {

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	SAS	SAS	UP	RTE	9	Inability to contact dispatcher Waiting for authority onto mt1. Authority #3857 1347 rll, Other, sas depot	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on June 5, 2022, AMT2-03 was delayed for approximately 9 minutes on the Del Rio Subdivision at Amtrak's San Antonio station stop. Amtrak attributed the delay to an inability to contact the dispatcher. Amtrak's reporting does not fully explain the cause of the delay.

{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	XKY	XKG	UP	FTI	64	Meet bnsf6316, up6393, Control Point, sa187	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on June 5, 2022, AMT2-03 was delayed for approximately 64 minutes on the Glidden Subdivision at Cibolo (CP SA189). Amtrak attributed the delay to meets between AMT2-03 and MEWEG-04 (BNSF 6316) and between AMT2-03 and RRFVRQ-04 (UP 6393). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Cibolo at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	XKG	XFA	UP	FTI	91	Meet up5928, Control Point, sa129	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on June 5, 2022, AMT2-03 was delayed for approximately 91 minutes on the Glidden Subdivision at Waelder (CP SA129). Amtrak attributed the delay to a meet between AMT2-03 and MEWMX-05 (UP 5928). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions near Waelder at the time of the delay.
{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	XKG	XFA	UP	FTI	5	Meet up6597, Control Point, sa161	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on June 5, 2022 AMT2-03 was delayed for approximately 5 minutes on the Glidden Subdivision at Kingsbury (CP SA161). Amtrak attributed the delay to a meet between AMT2-03 and RVRWE-03 (UP 6597). Amtrak's reporting was incorrect. {
}

The stringline graph below shows conditions at Kingsbury at the time of the delay.
{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	XFA	XEA	UP	FTI	3	Meet up5928, Control Point, sa113	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on June 5, 2022, AMT2-03 was delayed for approximately 3 minutes on the Glidden Subdivision at Engle (CP SA113). Amtrak attributed the delay to a meet between AMT2-03 and MEWMX-05 (UP 5928). Amtrak’s reporting was incorrect. {

}

The stringline graph below shows conditions at Engle at the time of the delay.
{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	HOS	BMT	UP	RTE	33	Run via BMT SUB could not make run time Other, Bmt Subdivision	Houston Area/Terminal Subdivision
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According to Amtrak, on June 6, 2022, AMT2-03 was delayed for approximately 33 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-03's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and the Houston Subdivision at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SWD	HOS	BMT	UP	FTI	8	Meet Milepost, 365, 365, Unknown	Houston Area/Terminal Subdivision
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According to Amtrak, on June 5, 2022, AMT2-03 was delayed for approximately 8 minutes on the Houston Subdivision near Eureka (MP 366.1). Amtrak attributed the delay to a meet between AMT2-03 and an unidentified train. Union Pacific has not been able to confirm the delay.

The stringline graph below shows conditions near Eureka at the time of the delay:

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SED	XLL	XWB	UP	DCS	7	Restrictive signal(s) from known wayside signal failure Restricted speed on BN main, Restricting, Milepost w/Letters, XLL, XWB	New Orleans Public Belt
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According to Amtrak, on June 6, 2022, AMT2-03 was delayed for approximately 7 minutes on the BNSF main line between Live Oak and West Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay, which appears to involve a speed restriction imposed by BNSF.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SED	XLL	XWB	UP	FTI	19	Cross Traffic unknown, Control Point, XWB	New Orleans Public Belt
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According to Amtrak, on June 6, 2022, AMT2-03 was delayed for approximately 19 minutes at West Bridge Junction. Amtrak attributed the delay to cross traffic. Amtrak's reporting does not fully explain the cause of the delay. {
}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/03/2022	SED	XLL	XWB	UP	RTE	7	Line manual or spring switch Other, w yd sw Avondale	New Orleans Public Belt
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According to Amtrak, on June 6, 2022, AMT2-03 was delayed for approximately 7 minutes between Live Oak and West Bridge Junction near Avondale yard. Amtrak attributed the delay to the need to line a manual switch. Union Pacific has not been able to confirm the delay, which appears to involve the need to line a switch on a line owned by BNSF.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 06-19-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	LAX	XEL	UP	RTE	8	Dispatcher hold Control Point, yuma	River Subdivision
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According to Amtrak, on June 20, 2022, AMT2-19 was delayed for approximately 8 minutes on the Alhambra Subdivision at Yuma Junction. Amtrak attributed the delay to a dispatcher hold at Yuma Junction. Union Pacific has not been able to confirm the delay as it has not been able to identify any other activity in the area that would have required a hold.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	ONA	PSN	UP	FTI	39	Follow UP, Milepost, 554, 587	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on June 20, 2022, AMT2-19 was delayed for approximately 39 minutes on the Yuma Subdivision between points near Hinda (MP 556.8) and West Garnet (MP 587.0). Amtrak attributed the delay to AMT2-19's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Hinda and West Garnet at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	PSN	XTH	UP	FTI	24	Follow UP, Milepost, 588, 620	Los Angeles Area/Yuma Subdivision
AMT2	6/19/2022	SWD	XTH	XIC	UP	FTI	22	Follow UP, Milepost, 620, 654	Los Angeles Area/Yuma Subdivision

According to Amtrak, on June 20, 2022, AMT2-19 was delayed for approximately 46 minutes on the Yuma Subdivision between points near West Garnet (MP 587.9) and Wister Crossover (MP 658.0). Amtrak attributed the delay to following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between West Garnet and Wister Crossover at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	YUM	XZS	UP	FTI	35	Follow up 8313, Milepost, 780, 811	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on June 20, 2022, AMT2-19 was delayed for approximately 35 minutes on the Gila Subdivision between points near Noah (MP 777.4) and Aztec (MP 812.4). Amtrak attributed the delay to AMT2-19's following ILBHO-18 (UP 8313). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Noah and Aztec at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	MRC	TUS	UP	RTE	3	Crossover(s) due to N.A.R. 2, Control Point, maricopa	El Paso Area /Gila Subdivision
AMT2	6/19/2022	SWD	MRC	TUS	UP	RTE	2	Crossover(s) due to N.A.R. 1, Control Point, casa grande	El Paso Area /Gila Subdivision
AMT2	6/19/2022	SWD	MRC	TUS	UP	RTE	2	Crossover(s) due to N.A.R. 2, Control Point, toltec	El Paso Area /Gila Subdivision

According to Amtrak, on June 20, 2022, AMT2-19 was delayed for approximately 7 minutes on the Gila Subdivision at Maricopa, Casa Grande, and Toltec. Amtrak attributed the delays to AMT2-19's using crossovers at each location. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Maricopa, Casa Grande, and Toltec at the time of the delays.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	TUS	BEN	UP	DCS	9	Restrictive signal(s) from unknown cause Stop, Control Point, cherry	El Paso Area/Gila Subdivision
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According to Amtrak, on June 20, 2022, AMT2-19 was delayed for approximately 9 minutes on the Gila Subdivision at Cherry Avenue. Amtrak attributed the delay to a restrictive signal. Amtrak's reporting was substantially correct. {
}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	XPF	XHT	UP	FTI	10	Meet UP2611, Siding, Hacienda	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on June 21, 2022, AMT2-19 was delayed for approximately 10 minutes on the Del Rio Subdivision at Hacienda. Amtrak attributed the delay to a meet between AMT2-19 and ISASI-21 (UP 2611). Amtrak’s reporting was substantially correct. {

}

The stringline graph below shows conditions at Hacienda at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	XPF	XHT	UP	PTI	24	Meet AMT1, Siding, Yucca	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on June 21, 2022, AMT2-19 was delayed for approximately 24 minutes on the Del Rio Subdivision at Yucca. Amtrak attributed the delay to a meet between AMT2-19 and AMT1-19. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Yucca at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	XKY	XKY	UP	FTI	36	Meet UP 8637, Control Point, Kirby	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on June 21, 2022, AMT2-19 was delayed for approximately 36 minutes on the Del Rio Subdivision at Kirby. Amtrak attributed the delay to a meet between AMT2-19 and GSRK3E-12 (UP 8637). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Kirby at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	XKG	XFA	UP	FTI	3	Meet UP 6836, Control Point, Waelder	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on June 21, 2022, AMT2-19 was delayed for approximately 3 minutes on the Glidden Subdivision at Waelder. Amtrak attributed the delay to a meet between AMT2-19 and OE2LX-21(UP 6836). Amtrak's reporting is substantially correct. {
}

The stringline graph below shows conditions at Waelder at the time of the delay.
{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	XRB	XWJ	UP	FTI	24	Meet KCS 4723, Control Point, Rosenberg	Houston Area/Glidden Subdivision
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According to Amtrak, on June 21, 2022, AMT2-19 was delayed for approximately 24 minutes on the Glidden Subdivision at Rosenberg. Amtrak attributed the delay to a meet between AMT2-19 and MWARNJ-20 (KCS 4723). Amtrak’s reporting does not fully explain the cause of the delay.

}

The stringline graph below shows conditions at Rosenberg at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	HOS	BMT	UP	FTI	89	Meet Control Point, H385, KCS 4195	Houston Area/Terminal Subdivision
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According to Amtrak, on June 21, 2022, AMT2-19 was delayed for approximately 89 minutes on the Beaumont Subdivision at Dyersdale Junction (CP H385). Amtrak attributed the delay to a meet between AMT2-19 and QBTRNJ-21 (KCS 4195). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Dyersdale Junction at the time of the delay.
{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	HOS	BMT	UP	DCS	19	CTC system failure Milepost, 443, 446.2	Houston Area/Terminal Subdivision
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According to Amtrak, on June 21, 2022, AMT2-19 was delayed for approximately 19 minutes on the Beaumont Subdivision between points near Grayburg (MP 442.9) and Amelia (MP 449.7). Amtrak attributed the delay to a CTC failure. Amtrak's reporting was substantially correct. { }

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SWD	HOS	BMT	UP	RTE	20	Beaumont Subdivision back up to CHANEY JCT Control Point, Chaney Jct	Houston Area/Terminal Subdivision
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According to Amtrak, on June 21, 2022, AMT2-19 was delayed for approximately 20 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-19's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SED	XLL	XWB	UP	DCS	7	Restrictive signal(s) from known wayside signal failure Restricted speed on BN main, Restricting, Milepost w/Letters, XLL, XWB	New Orleans Public Belt
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According to Amtrak, on June 21, 2022, AMT2-19 was delayed for approximately 7 minutes on the BNSF main line between Live Oak and West Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay, which appears to be a speed restriction imposed by BNSF.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SED	XLL	XWB	UP	RTE	5	Line manual or spring switch Other, w yd sw Avondale	New Orleans Public Belt
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According to Amtrak, on June 21, 2022, AMT2-19 was delayed for approximately 5 minutes on the Avondale Subdivision near Avondale yard. Amtrak attributed the delay to the need to line a manual switch. Union Pacific has not been able to confirm the delay, which appears to involve the need to line a switch on a line owned by BNSF.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/19/2022	SED	XWB	XEB	UP	FTI	89	Follow YAV20 of 21st went into emergency at East Bridge, YAV 20, Control Point, East Bridge	New Orleans Public Belt
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According to Amtrak, on June 22, 2022, AMT2-19 was delayed for approximately 89 minutes at East Bridge Junction. Amtrak attributed the delay to AMT2-19's following YAV20-21. Amtrak's reporting was substantially correct. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 06-22-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	ONA	PSN	UP	FTI	6	Cross over or go around up, Control Point, Sierra, Control Point, Rancho, Control Point, Ordway	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on June 23, 2022, AMT2-22 was delayed for approximately 6 minutes on the Alhambra and Yuma Subdivisions at Sierra, Rancho, and Ordway. Amtrak attributed the delay to AMT2-22's going around three unidentified Union Pacific trains. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Sierra, Rancho, and Ordway at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	XZS	MRC	UP	FTI	4	Cross over or go around up3033w, Siding, bosque	El Paso Area/Gila Subdivision
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According to Amtrak, on June 23, 2022, AMT2-22 was delayed for approximately 4 minutes on the Gila Subdivision at Bosque. Amtrak attributed the delay to AMT2-22's going around ISILB4-22 (UP 3033). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Bosque at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	MRC	TUS	UP	FTI	19	Follow UP, Milepost, 960, 984	El Paso Area/Gila Subdivision
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According to Amtrak, on June 23, 2022, AMT2-22 was delayed for approximately 19 minutes on the Gila Subdivision between Marana (MP 960.6) and Cherry Avenue (MP 984.9). Amtrak attributed the delay to AMT2-22's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Marana and Cherry Avenue at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	TUS	BEN	UP	RTE	20	Run via siding or slower track due to N.A.R. Milepost, 1000, 1023	El Paso Area/Gila Subdivision
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According to Amtrak, on June 23, 2022, AMT2-22 was delayed for approximately 20 minutes on the Lordsburg Subdivision between Vail Crossovers (MP 1000.1) and Mescal (MP 1023.2). Amtrak attributed the delay to routing delay. Amtrak's reporting does fully explain the cause of the delay. {

}

The stringline graph below shows the conditions between Vail Crossovers and Mescal at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	TUS	BEN	UP	FTI	10	Meet UP, Control Point, CP Cherry	El Paso Area/Gila Subdivision
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According to Amtrak, on June 23, 2022, AMT2-22 was delayed for approximately 10 minutes on the Gila Subdivision at Cherry Avenue. Amtrak attributed the delay to a meet between AMT2-22 and an unidentified Union Pacific train. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Cherry Avenue at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	DEM	ELP	UP	FTI	8	Meet UP, Control Point, CP Icehouse	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on June 23, 2022, AMT2-22 was delayed for approximately 8 minutes on the Lordsburg Subdivision at the Icehouse. Amtrak attributed the delay to a meet between AMT2-22 and an unidentified Union Pacific train. Union Pacific has not been able to confirm any delay.

The stringline graph below shows conditions at Icehouse at the time.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	ELP	XTS	UP	FTI	22	Meet up, Control Point, Iser, up5357	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on June 23, 2022, AMT2-22 was delayed for approximately 22 minutes on the Valentine Subdivision at Iser. Amtrak attributed the delay to a meet between AMT2-22 and MFWWC-22 (UP 5357). Amtrak's reporting does not fully explain the cause of the delay.
{

}

The stringline graph below shows conditions at Iser at the time of the delay.
{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	ELP	XTS	UP	FTI	15	Meet up 7726, Control Point, clint	El Paso Area/Lordsburg Subdivision
------	-----------	-----	-----	-----	----	-----	----	--	--

According to Amtrak, on June 23, 2022, AMT2-22 was delayed for approximately 15 minutes on the Valentine Subdivision at Clint. Amtrak attributed the delay to a meet between AMT2-22 and ILBNS-21 (UP 7726). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Clint at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	XVL	ALP	UP	FTI	52	Meet up4716, Siding, Alp	El Paso Area/Valentine Subdivision
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According to Amtrak, on June 23, 2022, AMT2-22 was delayed for approximately 52 minutes on the Valentine Subdivision at Alpine. Amtrak attributed the delay to a meet between AMT2-22 and MEWTU-22 (UP 4617). Amtrak’s reporting does not fully explain the cause of the delay.
{

}

The stringline graphs below illustrate conditions at Alpine at the time of the delay.
{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	XPF	XHT	UP	FTI	3	Meet UP 8098, Control Point, EE Inge	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on June 24, 2022, AMT2-22 was delayed for approximately 3 minutes on the Del Rio Subdivision at Inge. Amtrak attributed the delay to a meet between AMT2-22 and MEWTU-23 (UP 8098). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at Inge at the time of the delay.
{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	XPF	XHT	UP	FTI	4	Cross over or go around UP 7700, Siding, Anacacho	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on June 24, 2022, AMT2-22 was delayed for approximately 4 minutes on the Del Rio Subdivision at Anacacho. Amtrak attributed the delay to AMT2-22's going around ISASI-24 (UP 7700). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at Anacacho at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	XPF	XHT	UP	FTI	2	Unknown Freight Stop 273,6, unk, Milepost, 278, 273	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on June 24, 2022, AMT2-22 was delayed for approximately 2 minutes on the Del Rio Subdivision between Sabinal (MP 277.7) and Seco (MP 271.6). Amtrak attributed the delay to an interaction between AMT2-22 and an unidentified train. Amtrak's reporting did not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Seco and Sabinal at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	SAS	XKY	UP	RTE	5	Dispatcher hold Waiting for authority onto mt1 authority #3979 ok 0901 sms, Milepost, 209.13, 209.13	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on June 24, 2022, was delayed for approximately 5 minutes on the Del Rio Subdivision at San Antonio (MP 209.3). Amtrak attributed the delay to a dispatcher hold. Amtrak's reporting does not fully explain the cause of the delay. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	SAS	XKY	UP	FTI	6	Meet up5748, Control Point, sa208	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on June 24, 2022, AMT2-22 was delayed for approximately 6 minutes on the Del Rio Subdivision at Tower 121 (CP SA208). Amtrak attributed the delay to a meet between AMT2-22 and MEWEG-23 (UP 5748). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Tower 121 at the time of the delay.
{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	XHT	SAS	UP	PTI	16	Dispatcher hold Await RTE into STN behind Amtk 22, Other, sa 214, Other, .	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on June 24, 2022, AMT2-22 was delayed for approximately 16 minutes on the Del Rio Subdivision at Martinez Park (CP SA214). Amtrak attributed the delay to a dispatcher hold relating to passenger train interference. Amtrak's reporting was substantially correct.

The stringline graph below shows conditions at Martinez Park at the time of the delay.

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	XKG	XFA	UP	FTI	5	Follow up, Control Point, sa165, Control Point, sa156	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on June 24, 2022, AMT2-22 was delayed for approximately 5 minutes on the Glidden Subdivision between Kingsbury (CP SA165) and Luling (CP SA156). Amtrak attributed the delay to AMT2-22's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the train as a Union Pacific train. {

}

The stringline graph below shows conditions between Kingsbury and Luling at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	XWJ	HOS	UP	FTI	2	Cross over or go around up, Control Point, lf372, Control Point, lf368	Houston Area/Terminal Subdivision
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According to Amtrak, on June 24, 2022, AMT2-22 was delayed for approximately 2 minutes on the Houston Subdivision between Bissonnet (CP LF372) and Chaney Junction (CP LF368). Amtrak attributed the delay to AMT2-22's going around an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Bissonnet and Chaney Junction at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	HOS	BMT	UP	RTE	29	Routed BMT sub unable to make scheduled runtime Control Point, lf368	Houston Area/Terminal Subdivision
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According to Amtrak, on June 24, 2022 AMT2-22 was delayed for approximately 29 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-22's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SWD	HOS	BMT	UP	FTI	41	Meet up5385, Control Point, lf282	Houston Area/Terminal Subdivision
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According to Amtrak, on June 24, 2022, AMT2-22 was delayed for approximately 41 minutes on the Houston Subdivision at Langham Road (CP LF282). Amtrak attributed the delay to a meet between AMT2-22 and MLIHO-23 (UP 5385). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Langham Road and on the Lafayette Subdivision at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	6/22/2022	SED	XLL	XWB	UP	FTI	22	Cross over or go around BNSF 7627, Control Point, W yard Sw avondale	New Orleans Public Belt
AMT2	6/22/2022	SED	XLL	XWB	UP	FTI	87	Meet Control Point, 10.2, BNSF 6411	New Orleans Public Belt

According to Amtrak, on June 25, 2022, AMT2-22 was delayed for approximately 109 minutes on the Avondale Subdivision between Live Oak and West Bridge Junction. Amtrak attributed the delay to AMT2-22's going around 3QLOEJB-23 (BNSF 7627) and a meet between AMT2-22 and LNONOJ-24 (BNSF 6411). Union Pacific has not been able to confirm the delays, which would have occurred on BNSF's line from Live Oak to West Bridge Junction and involved BNSF trains.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 08-03-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	LAX	XEL	UP	FTI	8	Meet UP2521, Milepost, 493, 495	River Subdivision
AMT2	8/03/2022	SWD	XEL	POS	UP	FTI	53	Meet UP2521, Milepost, 493, 495, 2521	Los Angeles Area/Alhambra Subdivision

According to Amtrak, on August 4, 2022, AMT2-03 was delayed for approximately 61 minutes on the Alhambra Subdivision near El Monte (MP 493.5). Amtrak attributed the delay to a meet between AMT2-03 and IG1LC-30 (UP 2521). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions near El Monte at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	ONA	PSN	UP	FTI	53	Meet 6681, 7432, Control Point, guasti, Control Point, ordway	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on August 4, 2022, AMT2-03 was delayed for approximately 53 minutes on the Alhambra Subdivision at Guasti and on the Yuma Subdivision at Ordway. Amtrak attributed one delay to a meet between AMT2-03 and MLBWC-03 (UP 6681) and another delay to a meet between AMT2-03 and MWCBS-03 (UP 7432). Amtrak's reporting was incorrect. {

}

The stringline graphs below show conditions at Guasti and Ordway at the time of the delay.
{

REDACTED – TO BE PLACED ON PUBLIC FILE

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	XIC	YUM	UP	FTI	2	Meet 7528, Milepost, 732.7, 732.7	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on August 4, 2022, AMT2-03 was delayed for approximately 2 minutes on the Gila Subdivision near Yuma (MP 732.4). Amtrak attributed the delay to a meet between AMT2-03 and a freight train with a consist that included locomotive UP 7528. Union Pacific has not been able to confirm the delay, and there was no freight train with a consist including UP 7528 operating in the area at the time.

The stringline graph below shows conditions near Yuma at the time.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	YUM	XZS	UP	FTI	46	Follow 7407, Milepost, 819, 854	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on August 4, 2022, AMT2-03 was delayed for approximately 46 minutes on the Gila Subdivision between points near Stanwix (MP 818.9) and Gila Bend (MP 854.1). Amtrak attributed the delay to AMT2-03's following ILBNS-02 (UP 7407). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Stanwix and Gila Bend at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	MRC	TUS	UP	FTI	4	Follow UP, Milepost, 976, 984	El Paso Area/Gila Subdivision
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According to Amtrak, on August 4, 2022, AMT2-03 was delayed for approximately 4 minutes on the Gila Subdivision between points near Stockham (MP 977.8) and Cherry Avenue (MP 984.9). Amtrak attributed the delay to AMT2-03's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Stockham and Cherry Avenue at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	TUS	TUS	UP	DCS	11	PTC system failure (wayside) Other, Tucson Station	El Paso Area/Gila Subdivision
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According to Amtrak, on August 4, 2022, AMT2-03 was delayed for approximately 11 minutes on the Gila Subdivision at Tucson. Amtrak attributed the delay to a PTC system failure. Amtrak's reporting was substantially correct. AMT2-03 contacted Union Pacific to report a PTC error, which was resolved.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	TUS	BEN	UP	RTE	27	Run via siding or slower track due to N.A.R. Milepost, 1000, 1023	El Paso Area/Gila Subdivision
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According to Amtrak, on August 4, 2022, AMT2-03 was delayed for approximately 27 minutes on the Lordsburg Subdivision between Vail Crossovers (MP 1000.1) and Mescal (MP 1023.4). Amtrak attributed the delay to a routing delay. {

}

The stringline graph below shows conditions between Vail Crossovers and Mescal at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	XVL	ALP	UP	FTI	13	Cross over or go around up5983, Control Point, ryan	El Paso Area/Valentine Subdivision
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According to Amtrak, on August 4, 2022, AMT2-03 was delayed for approximately 13 minutes on the Valentine Subdivision at Ryan. Amtrak attributed the delay to a meet between AMT2-03 and ISASI-04 (UP 5983). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at Ryan at the time of the delay.
{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	XZS	MRC	UP	FTI	27	Follow 7329, Control Point, Sentinel	El Paso Area/Gila Subdivision
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According to Amtrak, on August 4, 2022, AMT2-03 was delayed for approximately 27 minutes on the Gila Subdivision near Sentinel. Amtrak attributed the delay to AMT2-03's following a freight train with a consist that included locomotive UP 7329. Amtrak's reporting was incorrect. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	ALP	SND	UP	FTI	7	Meet UP 5563, Control Point, EE Haymond	San Antonio Area/Sanderson Subdivision
AMT2	8/03/2022	SWD	ALP	SND	UP	FTI	6	Follow UP 2708 West, Milepost, 554, 542	San Antonio Area/Sanderson Subdivision
AMT2	8/03/2022	SWD	ALP	SND	UP	FTI	16	Meet CN 3806, Other, Warwick	San Antonio Area/Sanderson Subdivision

According to Amtrak, on August 5, 2022, AMT2-03 was delayed for approximately 29 minutes on the Sanderson Subdivision between Warwick and a point near Tesnus (MP 553.3). Amtrak attributed the delay to a series of meets and follows. Amtrak’s reporting was incorrect, and Amtrak misidentified the locomotives on some of the freight trains involved. {

}

The stringline graphs below show conditions between Warwick and Tesnus at the time of the delays.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	XLY	DRT	UP	FTI	93	Follow UP 5546 switching at Shumla, UP 5546, Milepost, 443, 424	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on August 5, 2022, AMT2-03 was delayed for approximately 93 minutes on the Sanderson Subdivision between points near Langtry (MP 443.4) and Lull (MP 424.2). Amtrak attributed the delay to AMT2-03's following ILBHO-01 (UP 5546). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Langtry and Lull at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	XPF	XHT	UP	FTI	3	Cross over or go around Cut of cars on main, UNK cut, Milepost, 342, 340	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on August 5, 2022, AMT2-03 was delayed for approximately 3 minutes on the Del Rio Subdivision near Spofford (MP 340.0). Amtrak attributed the delay to AMT2-03's going around a cut of cars on the main line. Union Pacific has not been able to confirm the short delay but has no reason to doubt this common use of rail infrastructure to address the need to provide both through and local service. {

}

The stringline graph below shows conditions near Spofford at the time.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	XHT	SAS	UP	FTI	25	Meet UP 7954, Control Point, EE Dunlay	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on August 5, 2022, AMT2-03 was delayed for approximately 25 minutes on the Del Rio Subdivision at Dunlay. Amtrak attributed the delay to a meet between AMT2-03 and RGOME-03 (UP 7954). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Dunlay at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	SAS	XKY	UP	FTI	20	Meet UP5583, Control Point, San Antonio	San Antonio Area/Del Rio Subdivision
AMT2	8/03/2022	SWD	SAS	XKY	UP	FTI	9	Meet UP2700, Milepost, 206, 204	San Antonio Area/Del Rio Subdivision

According to Amtrak, on August 5, 2022, AMT2-03 was delayed for approximately 29 minutes on the Del Rio Subdivision near San Antonio. Amtrak attributed the delay to meets between AMT2-03 and IMNMX-03 (UP 5583) and MEWSA-04 (UP 2700). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions near San Antonio at the time of the delay.
{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	XKY	XKG	UP	FTI	17	Meet UP7970, Milepost, 179.2, 175	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on August 5, 2022, AMT2-03 was delayed for approximately 17 minutes on the Glidden Subdivision at Nolte (MP 175.6). Amtrak attributed the delay to a meet between AMT2-03 and RPABM-03 (UP 7970). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Nolte at the time of the delay.
{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SWD	HOS	BMT	UP	DCS	20	Restrictive signal(s) from unknown cause Authority #5151 Authority to go MT to MT, Stop, Milepost, 351, 347	Houston Area / Terminal Subdivision
AMT2	8/03/2022	SWD	HOS	BMT	UP	DCS	20	Restrictive signal(s) from unknown cause Authority #5167 Authority to pass signal MT to MT, Stop, Milepost, 347, 345	Houston Area / Terminal Subdivision

According to Amtrak, on August 5, 2022, AMT2-03 was delayed for approximately 40 minutes on the Houston Subdivision between points near Fauna (MP 351.0) and Hatchery (MP 346.7). Amtrak attributed the delay to restrictive signals. Amtrak’s reporting was substantially correct.

{ }

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SED	XLL	XWB	UP	RTE	5	Line manual or spring switch Other, west yard switch avondale yard	New Orleans Public Belt
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According to Amtrak, on August 5, 2022, AMT2-03 was delayed for approximately 5 minutes between Live Oak and West Bridge Junction near Avondale yard. Amtrak attributed the delay to the need to line a manual switch. Union Pacific has not been able to confirm the delay, which appears to involve the need to line a switch on BNSF's line between Live Oak and West Bridge Junction.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/03/2022	SED	XLL	XWB	UP	DCS	8	Restrictive signal Other, xll - cpl 010	New Orleans Public Belt
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According to Amtrak, on August 5, 2022, AMT2-03 was delayed for approximately 8 minutes on the BNSF main line between Live Oak and West Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay, which appears to involve operations over BNSF's main line between Live Oak and West Bridge Junction.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 08-07-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	LAX	XEL	UP	FTI	22	Meet 2566, Control Point, alhambra	River Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 22 minutes on the Alhambra Subdivision at Alhambra. Amtrak attributed the delay to a meet between AMT2-07 and ISELC-05 (UP 2566). Amtrak’s reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions at Alhambra at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	ONA	PSN	UP	FTI	29	Follow up, Control Point, ordway	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 29 minutes on the Yuma Subdivision at Ordway. Amtrak attributed the delay to AMT2-07's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay.

}

The stringline graph below shows conditions at Ordway at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	XTH	XIC	UP	RTE	8	Crossover(s) due to N.A.R. 2, Milepost, 650, 660	Los Angeles Area/Yuma Subdivision
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According to Amtrak, AMT2-07 was delayed for approximately 8 minutes on the Yuma Subdivision near a point between Bertram (MP 648.2) and Wister Crossovers (MP 658.0). Amtrak attributed the delay to use of crossovers for an unknown reason. Amtrak's reporting was incorrect.

{

}

The stringline graph below shows conditions between Bertram and Wister Crossovers at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	XIC	YUM	UP	FTI	37	Follow UP 6586, Control Point, Clyde	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 37 minutes on the Yuma Subdivision near Clyde. Amtrak attributed the delay to AMT2-07's following a freight train with a consist that included locomotive UP 6586. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was ILBG3-06. {

}

The stringline graphs below show conditions near Clyde at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	YUM	XZS	UP	FTI	7	Follow up 7251, Control Point, Stangwix	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 7 minutes on the Gila Subdivision near Stanwix. Amtrak attributed the delay to AMT2-07's following MEWWC-05 (UP 7251). Amtrak's reporting was incorrect. {

}

The stringline graph below shows conditions near Stanwix at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	XZS	MRC	UP	FTI	8	Follow UP, Control Point, Bosque	El Paso Area/Gila Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 8 minutes on the Gila Subdivision near Bosque. Amtrak attributed the delay to AMT2-07's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay.

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}

The stringline graph below shows conditions near Bosque at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	MRC	TUS	UP	FTI	1	Meet Control Point, redrock, up8564	El Paso Area/Gila Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 1 minute on the Gila Subdivision at Red Rock. Amtrak attributed the delay to a meet between AMT2-07 and a freight train with a consist that included locomotive UP 8564. Amtrak’s reporting was incorrect.

{

}

The stringline graph below shows conditions at Red Rock at the time.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	TUS	BEN	UP	RTE	20	Routed on mt2 slower run time Milepost, 1000, 1028	El Paso Area/Gila Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 20 minutes on the Lordsburg Subdivision between Vail Crossovers (MP 1000.1) and Chamiso (MP 1029.2). Amtrak attributed the delay to a routing delay. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Vail Crossovers and Mescal at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	TUS	BEN	UP	FTI	3	Meet up 7632, Milepost, 998, 999	El Paso Area/Gila Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 3 minutes on the Lordsburg Subdivision between a point near East Kolb (MP 997.1) and Vail Crossovers (MP 999.9). Amtrak attributed the delay to a meet between AMT2-07 and a freight train with a consist that included locomotive UP 7632. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was 2ILCG1-06. {

}

The stringline graph below shows conditions between East Kolb and Vail Crossovers at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	BEN	LDB	UP	FTI	14	Follow up2611, Milepost, 1052, 1079	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 14 minutes on the Lordsburg Subdivision between points near Tully (MP 1050.3) and Raso (MP 1081.1). Amtrak attributed the delay to AMT2-07's following a freight train with a consist that included locomotive UP 2611. Amtrak's reporting was incorrect. {

}

The stringline graph below shows conditions between Tully and Raso at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	LDB	DEM	UP	FTI	4	Meet up 8990, Milepost, 1168, 1170	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 4 minutes on the Lordsburg Subdivision near Borrow Pit (MP 1169.8). Amtrak attributed the delay to a meet between AMT2-07 and a freight train with a consist that included locomotive UP 8990. Amtrak's reporting was incorrect. {

}

The stringline graph below shows conditions near Borrow Pit at the time.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	DEM	ELP	UP	FTI	4	Meet up 8557, Milepost, 1265, 1267	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 4 minutes on the Lordsburg Subdivision near Lanark (MP 1267.8). Amtrak attributed the delay to a meet between AMT2-07 and a freight train with a consist that included locomotive UP 8557. Amtrak's reporting was incorrect. {

}

The stringline graph below shows conditions near Lanark at the time.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	ELP	XTS	UP	FTI	34	Follow up7239, Control Point, finlay, Control Point, Xts	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on August 8, 2022, AMT2-07 was delayed for approximately 34 minutes on the Valentine Subdivision between Finlay and Sierra Blanca. Amtrak attributed the delay to AMT2-07's following ILBDI-06 (UP 7239). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Finlay and Sierra Blanca at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	SND	XLY	UP	FTI	11	Cross over or go around UP 8759, Siding, Malvado	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on August 9, 2022, AMT2-07 was delayed for approximately 11 minutes on the Sanderson Subdivision at Malvado. Amtrak attributed the delay to AMT2-07's going around a freight train with a consist that included locomotive UP 8759. Amtrak's reporting was incorrect, and Amtrak misidentified the locomotive on the freight train involved, which was MEWWC-07.

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}

The stringline graph below shows conditions at Malvado at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	SND	XLY	UP	FTI	7	Cross over or go around UP 7566, Siding, Feodora	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on August 9, 2022, AMT2-07 was delayed for approximately 7 minutes on the Sanderson Subdivision at Feodora. Amtrak attributed the delay to AMT2-07's going around a freight train with a consist that included locomotive UP 7566. Amtrak's reporting is incorrect, and Amtrak misidentified the locomotive on the freight train involved, which was MEWTU-07.

{

}

The stringline graph below shows conditions at Feodora at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	DRT	XPF	UP	FTI	3	Cross over or go around Slow into siding on diverging approach, UP 7166, Siding, Spofford	San Antonio Area/Del Rio Subdivision
AMT2	8/07/2022	SWD	XPF	XHT	UP	FTI	19	Cross over or go around UP 7166, Siding, Spofford	San Antonio Area/Del Rio Subdivision

According to Amtrak, on August 9, 2022, AMT2-07 was delayed for approximately 22 minutes on the Del Rio Subdivision at Spofford. Amtrak attributed the delay to AMT2-07's going around ISASI-09 (UP 7166). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Spofford at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	XKY	XKG	UP	FTI	54	Follow Milepost, 201, 165, UP7381	San Antonio Area/Flatonia Subdivision
AMT2	8/07/2022	SWD	XKG	XFA	UP	FTI	20	Meet Siding, Kingsburg, UP 6730, UP	San Antonio Area/Flatonia Subdivision

According to Amtrak, on August 9, 2022, AMT2-07 was delayed for approximately 54 minutes on the Glidden Subdivision at points between Kirby (MP 201.4) and Kingsbury (UP 164.7), and then 20 minutes at Kingsbury. Amtrak attributed the first delay to AMT2-07's following a freight train with a consist that included locomotive UP 7381, and the second delay to a meet between AMT2-07 and MEWWC-04 (UP 6730). Amtrak's reporting was incorrect, and Amtrak misidentified the locomotive on the first freight train involved, which was MLDLI-08. {

}

The stringline graphs below show conditions between Kirby and Kingsbury at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	XKG	XFA	UP	FTI	292	Meet Siding, Hardwood, UP 8912, UP	San Antonio Area/Flatonia Subdivision
AMT2	8/07/2022	SWD	XKG	XFA	UP	FTI	10	Meet Siding, Hardwood, NS 3677, NS	San Antonio Area/Flatonia Subdivision
AMT2	8/07/2022	SWD	XKG	XFA	UP	FTI	60	Meet Siding, Hardwood, UP 8131, UP 8164, UP 8958, UP 4835, UP	San Antonio Area/Flatonia Subdivision

According to Amtrak, on August 9, 2022, AMT2-07 was delayed for approximately 362 minutes on the Glidden Subdivision at Harwood. Amtrak attributed the delay to meets between AMT2-07 and several trains. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show the conditions at Harwood at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	HOS	BMT	UP	RTE	2	Crossover(s) due to N.A.R. Main 2 to connect track, Control Point, LF 365	Houston Area/Terminal Subdivision
AMT2	8/07/2022	SWD	HOS	BMT	UP	RTE	2	Crossover(s) due to N.A.R. Main 2 to main 1, Control Point, LF 365	Houston Area/Terminal Subdivision
AMT2	8/07/2022	SWD	HOS	BMT	UP	RTE	2	Crossover(s) due to N.A.R. Main to main 1, Milepost w/Letters, H385, H382	Houston Area/Terminal Subdivision
AMT2	8/07/2022	SWD	HOS	BMT	UP	RTE	2	Crossover(s) due to N.A.R. West Houston sub to East Houston sub, Main 2 to main, Control Point, H30, Control Point, EB008	Houston Area/Terminal Subdivision
AMT2	8/07/2022	SWD	HOS	BMT	UP	RTE	2	Crossover(s) due to N.A.R. East Houston sub to Beaumont sub, Main to Main, Control Point, EB017	Houston Area/Terminal Subdivision

According to Amtrak, on August 9, 2022, AMT2-07 was delayed for approximately 10 minutes on the Houston Subdivision. Amtrak attributed the delay to a routing delay. Amtrak’s reporting does not fully explain the cause of the delay. AMT2-07’s run was terminated in San Antonio because of a mechanical defect on AMT2-07, and all passengers disembarked in San Antonio. As AMT2-07 was deadheading to New Orleans, it operated over the Beaumont Subdivision between Houston and Beaumont. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

REDACTED – TO BE PLACED ON PUBLIC FILE

The stringline graphs below show conditions on the Houston Subdivision and Beaumont Subdivision at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SWD	HOS	BMT	UP	FTI	83	Blocked from station track Engine broke down, Control Point, LF282, UP 5635, UP	Houston Area/Terminal Subdivision
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According to Amtrak, on August 10, 2022, AMT2-07 was delayed for approximately 83 minutes on the Houston Subdivision at Langham Road (CP LF282). Amtrak attributed the delay to AMT2-07's being blocked from the station track by MNOEW-08 (UP 5635), which was experiencing mechanical issues. Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at Langham Road at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SED	XLL	XWB	UP	FTI	11	Frt clearing cp010 unknown frt, Other, cp010	New Orleans Public Belt
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According to Amtrak, on August 9, 2022, AMT2-07 was delayed for approximately 11 minutes at West Bridge Junction. Amtrak attributed the delay to an unidentified train clearing. Amtrak's reporting does not fully explain the cause of the delay. {

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SED	XLL	XWB	UP	RTE	6	Line manual or spring switch Other, west yardswitch avondale	New Orleans Public Belt
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According to Amtrak, on August 10, 2022, AMT2-07 was delayed for approximately 6 minutes between Live Oak and West Bridge Junction near Avondale yard. Amtrak attributed the delay to the need to line a manual switch. Union Pacific has not been able to confirm the delay, which appears to involve the need to line a switch on a line owned by BNSF.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SED	XLL	XWB	UP	DCS	8	Restrictive signal Other, xll - cp010	New Orleans Public Belt
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According to Amtrak, on August 10, 2022, AMT2-07 was delayed for approximately 8 minutes on the BNSF main line between Live Oak and West Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay, which appears to involve a speed restriction imposed by BNSF.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/07/2022	SED	XWB	XEB	UP	DCS	3	Restrictive signal Bridge, east bridge jct	New Orleans Public Belt
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According to Amtrak, on August 10, 2022, AMT2-07 was delayed for approximately 3 minutes at East Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 08-10-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	ONA	PSN	UP	FTI	64	Follow up8035E, Control Point, AL 521/N. Ontario	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on August 11, 2022, AMT2-10 was delayed for approximately 64 minutes on the Alhambra Subdivision near North Ontario. Amtrak attributed the delay to AMT2-10's following ILCG1-10 (UP 8035). Amtrak's reporting does not fully explain the cause of the delay.

}

The stringline graphs below show conditions near North Ontario at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	YUM	XZS	UP	FTI	4	Meet up, Control Point, SP738/E. Yard	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on August 11, 2022, AMT2-10 was delayed for approximately 4 minutes on the Gila Subdivision at East Yard. Amtrak attributed the delay to a meet with an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at East Yard at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	XZS	MRC	UP	DCS	40	Restrictive signal(s) from unknown cause Occupancy indicated in Block, nothing found. Restricted speed for 11 miles; Estrella to Enid, Red/stop, Control Point, SP876/Estrella	El Paso Area/Gila Subdivision
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According to Amtrak, on August 11, 2022, AMT2-10 was delayed for approximately 40 minutes on the Gila Subdivision between Estrella and Enid. Amtrak attributed the delay to restrictive signals requiring it to operate at restricted speed. Amtrak's reporting was substantially correct.

{ }

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	XZS	MRC	UP	FTI	13	Meet up8063w, Control Point, SP864/E. Bosque	El Paso Area/Gila Subdivision
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According to Amtrak, on August 11, 2022, AMT2-10 was delayed for approximately 13 minutes on the Gila Subdivision at Bosque. Amtrak attributed the delay to a meet between AMT2-10 and ISILB5-10 (UP 8063). Amtrak’s reporting was substantially correct. {

}

The stringline graph below shows conditions at Bosque at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	TUS	BEN	UP	RTE	33	Run via siding or slower track due to N.A.R. Milepost, 1000, 1023	El Paso Area/Gila Subdivision
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According to Amtrak, on August 11, 2022, AMT2-10 was delayed for approximately 33 minutes on the Lordsburg Subdivision between Vail Crossovers (MP 1000.1) and Mescal (MP 1023.4). Amtrak attributed the delay to a routing delay. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Vail Crossovers and Mescal at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	BEN	LDB	UP	FTI	4	Follow UP, Milepost, 1035, 1050	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on August 11, 2022, AMT2-10 was delayed for approximately 4 minutes on the Lordsburg Subdivision between Fenner (MP 1035.0) and Tully (MP 1050.2). Amtrak attributed the delay to AMT2-10's following an unidentified Union Pacific train. Union Pacific has not been able to confirm the delay. {

}

The stringline graph below shows conditions between Fenner and Tully at the time.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	XTS	XVL	UP	FTI	26	Meet Shove w mallie sdg-mt . Unable contact Up DISP 494 raw, up6730, Siding, mallie	El Paso Area/Valentine Subdivision
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According to Amtrak, on August 11, 2022, AMT2-10 was delayed for approximately 26 minutes on the Valentine Subdivision at Mallie. Amtrak attributed the delay to a meet between AMT2-10 and MEWWC-04 (UP 6730). Amtrak's reporting does not fully explain the cause of the delay.

}

The stringline graphs below show conditions at Mallie at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	XVL	ALP	UP	FTI	162	Blocked from station track Wait for up 8023 with Mechincal issues., up 8023, Control Point, ALP	El Paso Area / Valentine Subdivision
AMT2	8/10/2022	SWD	ALP	SND	UP	FTI	34	Follow UP 8023, Milepost, 554, 507	San Antonio Area / Sanderson Subdivision
AMT2	8/10/2022	SWD	SND	XLY	UP	FTI	6	Follow Milepost, 507, 484, UP 8023	San Antonio Area / Sanderson Subdivision

According to Amtrak, on August 12, 2022, AMT2-10 was delayed for approximately 202 minutes on the Valentine and Sanderson Subdivisions between Alpine and Dryden (MP 483.8). Amtrak attributed the delay to AMT2-10's being blocked from the Alpine station by ILBHO-09 (UP 8023) and then to AMT2-10's following ILBHO-09. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Alpine and Dryden at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	SND	XLY	UP	DCS	8	Restrictive signal(s) from unknown cause DARK, Control Point, FEDORA	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on August 12, 2022, AMT2-10 was delayed for approximately 8 minutes on the Sanderson Subdivision at Feodora. Amtrak attributed the delay to a dark signal at Feodora. { }

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	DRT	XPF	UP	FTI	9	Meet NS 4319, Control Point, SPOFFORD	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on August 12, 2022, AMT2-10 was delayed for approximately 9 minutes on the Del Rio Subdivision at Spofford. Amtrak attributed the delay to a meet between AMT2-10 and MNLEG-10 (NS 4319). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at Spofford at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	XPF	XHT	UP	FTI	29	Follow NS 4533, Control Point, SABINAL	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on August 12, 2022, AMT2-10 was delayed for approximately 29 minutes on the Del Rio Subdivision near Sabinal. Amtrak attributed the delay to AMT2-10's following MEGAS-12 (NS 4533). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Yucca and Seco at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	XHT	SAS	UP	FTI	53	Follow Wait for train to be put back together and move into clear., UP2711, Control Point, Q219	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on August 12, 2022, AMT2-10 was delayed for approximately 53 minutes on the Del Rio Subdivision near Withers (CP SA219). Amtrak attributed the delay to AMT2-10's following and then waiting for RVRKBQ-10 (UP2711) to move into the clear after an incident. Amtrak reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Withers at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	SAS	XKY	UP	FTI	28	Follow UP 7950, Control Point, SAS Depot, Control Point, Kirby	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on AMT2-10 was delayed for approximately 28 minutes on the Del Rio Subdivision between Amtrak's San Antonio station and Kirby. Amtrak attributed the delay to AMT2-10's following MEPEW-08 (UP 7950). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between the San Antonio station and Kirby at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	XKY	XKG	UP	FTI	40	Follow Control Point, Cibolo, Control Point, Kingsbury, UP 2711	San Antonio Area /Flatonia Subdivision
AMT2	8/10/2022	SWD	XKG	XFA	UP	FTI	24	Follow UP 2711, Control Point, Kingsbury, Control Point, Harwood	San Antonio Area /Flatonia Subdivision
AMT2	8/10/2022	SWD	XFA	XEA	UP	FTI	4	Cross over or go around UP 8813, Siding, Flatonia	San Antonio Area /Flatonia Subdivision
AMT2	8/10/2022	SWD	XFA	XEA	UP	FTI	3	Meet NS 7602, Control Point, Glidden	San Antonio Area /Flatonia Subdivision

According to Amtrak, on August 12, 2022, AMT2-10 was delayed for approximately 71 minutes on the Glidden Subdivision between Cibolo and Glidden. Amtrak attributed the delay to AMT2-10's following RVRKBQ-10 (UP 2711), passing MSAEW-12 (UP 8813), and meeting MEWMX-08 (NS 7602). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Cibolo and Glidden at the time of the delays. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

REDACTED – TO BE PLACED ON PUBLIC FILE

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	XRB	XWJ	UP	DCS	6	Restrictive signal(s) from known wayside signal failure Signal SA014 dropped from clear to Stop causing PTC application of brakes, Clear, Control Point, SA014	Houston Area/Glidden Subdivision
AMT2	8/10/2022	SWD	XWJ	HOS	UP	DCS	6	Restrictive signal(s) from known wayside signal failure Flag to LF374 due to signal problems, Clear, Control Point, SA014, Control Point, LF374	Houston Area/Terminal Subdivision

According to Amtrak, on August 12, 2022, AMT2-10 was delayed for approximately 12 minutes on the Glidden Subdivision between Heacker (CP SA014) North Junction (CP LF374). Amtrak attributed the delay to a PTC brake application triggered by a signal failure at Heacker, followed by flagging to the next control point at North Junction. {
}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	8/10/2022	SWD	HOS	BMT	UP	RTE	22	Beaumont Subdivision back up to CHANEY JCT Control Point, Chaney JCT	Houston Area/Terminal Subdivision
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According to Amtrak, on August 12, 2022, AMT2-10 was delayed for approximately 22 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-10's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 09-02-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	ONA	PSN	UP	FTI	7	Freight clearing main into yard ahead, red @CP AL533 UP, Control Point, AL533 Sierra	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on September 3, 2022, AMT2-02 was delayed for approximately 7 minutes on the Alhambra Subdivision at Sierra. Amtrak attributed the delay to waiting for an unidentified Union Pacific train to clear into the yard. Amtrak’s reporting was substantially correct. { }

The stringline graph below shows conditions at Sierra at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	PSN	XTH	UP	FTI	6	Meet UP8473 w, Control Point, SP620 Thermal	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on September 3, 2022, AMT2-02 was delayed for approximately 6 minutes on the Yuma Subdivision at Thermal. Amtrak attributed the delay to a meet between AMT2-02 and MFWWC-31 (UP 8473). Amtrak’s reporting does not fully explain the cause of the delay.

}

The stringline graph below shows conditions at Thermal at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	XIC	YUM	UP	FTI	8	Meet UP7653 w, Control Point, SP705 W Clyde	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on September 3, 2022, AMT2-02 was delayed for approximately 8 minutes on the Yuma Subdivision at Clyde. Amtrak attributed the delay to a meet between AMT2-02 and ISILB3-02 (UP 7653). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Clyde at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	YUM	XZS	UP	FTI	16	Follow UP5828 e, Milepost, 732.7, 751.2	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on September 3, 2022, AMT2-02 was delayed for approximately 16 minutes on the Gila Subdivision between points near Yuma (MP 732.4) and Kinter (MP 751.2). Amtrak attributed the delay to AMT2-02's following MWCEP-02 (UP 5828). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Yuma and Kinter at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	XZS	MRC	UP	FTI	46	Follow UP6879 e, Milepost, 831.2, 872.6	El Paso Area/Gila Subdivision
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According to Amtrak, on September 3, 2022, AMT2-02 was delayed for approximately 46 minutes on the Gila Subdivision between points near Sentinel (MP 831.2) and Shawmut (MP 870.8). Amtrak attributed the delay to AMT2-02's following ILBHO-02 (UP 6879). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Sentinel and Shawmut at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	TUS	BEN	UP	FTI	7	Meet UP 2650, Milepost, 985, 985	El Paso Area/Gila Subdivision
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According to Amtrak, on September 3, 2022, AMT2-02 was delayed for approximately 7 minutes on the Gila Subdivision near Cherry Avenue (MP 985.3). Amtrak attributed the delay to a meet between AMT2-02 and ZMQLA-02 (UP 2650). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions near Cherry Avenue at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	BEN	LDB	UP	FTI	9	Meet UP 2551, Milepost, 1073, 1073	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 3, 2022, AMT2-02 was delayed for approximately 9 minutes on the Lordsburg Subdivision near Willcox (MP 1072.6). Amtrak attributed the delay to a meet between AMT2-02 and ILCG1-01 (UP 2551). Amtrak’s reporting was incorrect. {

}

The stringline graph below shows conditions near Willcox at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	DEM	ELP	UP	FTI	1	Cross over or go around UP 6569, Milepost, 1285, 1285	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 2, 2022, AMT2-02 was delayed for approximately 1 minute on the Lordsburg Subdivision near Lizard (MP 1285.1). Amtrak attributed the delay to AMT2-02's going around MEWWC-28 (UP 6569). Amtrak's reporting was substantially correct.

{

}

The stringline graph below shows conditions near Lizard at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	ELP	XTS	UP	FTI	25	Meet up5522, Control Point, xts	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 3, 2022, AMT2-02 was delayed for approximately 25 minutes on the Valentine Subdivision at Sierra Blanca. Amtrak attributed the delay to a meet between AMT2-02 and ISASI-02 (UP 5522). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Sierra Blanca at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	ELP	XTS	UP	FTI	22	Follow up, Control Point, small, Control Point, xts	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 3, 2022, AMT2-02 was delayed for approximately 22 minutes on the Valentine Subdivision between Small and Sierra Blanca. Amtrak attributed the delay to AMT2-02's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Small and Sierra Blanca at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	XVL	ALP	UP	FTI	174	Cross over or go around Severe delay on Up DISP 494 mrw .Up 8640 w fueling @ marfa. Blocking route into alpine station. Could of lined Amtrak in marfa sdg to expedite move after up8620 fueling., up8640, Control Point, quebec	El Paso Area / Valentine Subdivision
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According to Amtrak, on September 3, 2022, AMT2-02 was delayed for approximately 174 minutes on the Valentine Subdivision at Quebec. Amtrak attributed the delay to AMT2-02's going around MEWWC-30 (UP 8640), which had been delayed because it was fueling at Marfa. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Quebec at the time of the delay.
{ {

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	DRT	XPF	UP	FTI	12	Meet UP 6681, Control Point, AMANDA	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 12 minutes on the Del Rio Subdivision at Amanda. Amtrak attributed the delay to a meet between AMT2-02 and ISASI-04 (UP 6681). Amtrak’s reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions at Amanda at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	XPF	XHT	UP	FTI	30	Meet UP 7706, Control Point, SABINAL	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 30 minutes on the Del Rio Subdivision at Sabinal. Amtrak attributed the delay to a meet between AMT2-02 and MNLEG-01 (UP 7706). Amtrak's reporting was incorrect. {

}

The stringline graph below shows conditions at Sabinal at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	SAS	XKY	UP	FTI	11	Meet UP 6633, Control Point, SAS Depot	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 11 minutes on the Del Rio Subdivision at Amtrak’s San Antonio station. Amtrak attributed the delay to a meet between AMT2-02 and MNLEG-02 (UP 6633). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Amtrak’s San Antonio station at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	XKY	XKG	UP	FTI	8	Meet UP 7383, Control Point, SA 197	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 8 minutes on the Glidden Subdivision at CP SA197. Amtrak attributed the delay to a meet between AMT2-02 and MEWWC-03 (UP 7383). Amtrak’s reporting does not fully explain the cause of the delay.

}

The stringline graph below shows conditions at CP SA197 at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	XKY	XKG	UP	FTI	32	Meet UP 6520, Siding, Nolte	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 32 minutes on the Glidden Subdivision at Nolte. Amtrak attributed the delay to a meet between AMT2-02 and MHEMX-04 (UP 6520). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Nolte at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	XKY	XKG	UP	FTI	37	Meet UP 8032, UP 5933, Siding, Randolph	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 37 minutes on the Glidden Subdivision at Randolph. Amtrak attributed the delay to meets between AMT2-02 and IHOSA-03 (UP 5933) and IYCMX-02 (UP 8032). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Randolph at the time of the delay.
{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	XWJ	HOS	UP	DCS	26	Restrictive signal(s) from unknown cause Signal problems flag at restricted speed, Stop, Control Point, LF 369, Control Point, LF 368	Houston Area/Terminal Subdivision
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 26 minutes on the Houston Subdivision between Eureka (CP LF369) and Chaney Junction (CP LF368). Amtrak attributed the delay to restrictive signals. Amtrak's reporting was substantially correct. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	HOS	BMT	UP	FTI	7	Cross Traffic BN, Control Point, TW 26, Grain	Houston Area/Terminal Subdivision
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 7 minutes on the Houston Subdivision at Tower 26. Amtrak attributed the delay to cross traffic involving an unidentified train with a consist including a BNSF locomotive. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions on the Houston Subdivision at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	HOS	BMT	UP	FTI	6	Meet UP 1058, Siding, Elizabeth	Houston Area/Terminal Subdivision
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 6 minutes on the Beaumont Subdivision at Elizabeth. Amtrak attributed the delay to a meet between AMT2-02 and LLB05-04 (UP 1058). Amtrak’s reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions at Elizabeth at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SWD	HOS	BMT	UP	RTE	25	Beaumont Subdivision back up at Maury Street Control Point, Maury St	Houston Area/Terminal Subdivision
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 25 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-02's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SED	XLL	XLL	UP	FTI	18	Meet Freight train clearing on Livonia sub, UP 3894 W, Control Point, XLL	New Orleans Public Belt
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 18 minutes on the Lafayette Subdivision at Live Oak. Amtrak attributed the delay to a meet between AMT2-02 and GSMYCD-2 (UP 3894). Amtrak's reporting was substantially correct. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SED	XLL	XWB	UP	DCS	8	Restrictive signal(s) from known wayside signal failure Restricted speed on BN main, Restricting, Milepost w/Letters, XLL, XWB	New Orleans Public Belt
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According to Amtrak, on September 4, 2022, AMT2-02 was delayed for approximately 8 minutes on the BNSF main line between Live Oak and West Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay, which appears to involve a speed restriction imposed by BNSF.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SED	XWB	XWB	UP	FTI	41	Freight congestion ahead There was no route for the freight train so we waited until the eastbound lane of the Huey P Long to clear an opening for us. Initially we were to meet the BN 9108 W., Control Point, XWB, BN 9108 W	New Orleans Public Belt
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According to Amtrak on September 4, 2022, AMT2-02 was delayed for approximately 41 minutes at West Bridge Junction. Amtrak attributed the delay to congestion on the Huey P. Long Bridge. Amtrak's reporting was substantially correct. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/02/2022	SED	XWB	XEB	UP	DCS	7	Restrictive signal(s) from known wayside signal failure Wait for signal to timeout, Stop, Control Point, E Bridge Jct	New Orleans Public Belt
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According to Amtrak, on September 5, 2022, AMT2-02 was delayed for approximately 7 minutes at East Bridge Junction. Amtrak attributed the delay to a restrictive signal. Amtrak's reporting was incorrect. { }

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 09-09-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	LAX	XEL	UP	RTE	18	Routed to LAYC yard tracks, M2 due to freight train congestion Control Point, yuma jct	River Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 18 minutes on the Alhambra Subdivision at Yuma Junction. Amtrak attributed the delay to AMT2-09's being routed through the yard at LATC. Union Pacific has not been able to confirm the delay, which appears to involve a routing decision by SCRRA.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	XEL	POS	UP	FTI	8	Blocked from station track Freight train East of POS station, flagged into station and will 2step out west, Control Point, Hamilton, NS1178w	Los Angeles Area / Alhambra Subdivision
AMT2	9/09/2022	SWD	POS	ONA	UP	FTI	18	Blocked from station track Up train stopped on m1 blocking track east of Pomona station; shoved back west to CP Hamilton to cross over to M2 and proceed East(train NS1178 Dead in the Water), Control Point, AL517, NS1178w	Los Angeles Area / Alhambra Subdivision
AMT2	9/09/2022	SWD	POS	ONA	UP	FTI	45	Cross Traffic Control Point, Hamilton, up2695w, up6639w	Los Angeles Area / Alhambra Subdivision

According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 71 minutes on the Alhambra Subdivision near Hamilton. Amtrak attributed the delay to AMT2-09's being blocked from Pomona station by IG1LC-04 (NS 1178), and then meets between AMT2-09 and ISILB5-08 (UP 2695) and MWCLA-09 (UP 6639), as AMT2-09 worked to go around IG1LC-04. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions near Hamilton at the time of the delay.
{{

REDACTED – TO BE PLACED ON PUBLIC FILE

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	ONA	ONA	UP	FTI	11	Meet 2 w/b freight trains, Control Point, AL 521	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 11 minutes on the Alhambra Subdivision at North Ontario (CP AL521). Amtrak attributed the delay to a meet between AMT2-09 and two unidentified trains. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at North Ontario at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	PSN	XTH	UP	FTI	18	Follow up2637E, Control Point, SP589/Garnet	Los Angeles Area/Yuma Subdivision
AMT2	9/09/2022	SWD	ONA	PSN	UP	FTI	30	Follow Control Point, sp 562/Beaumont, up2637E	Los Angeles Area/Alhambra Subdivision
AMT2	9/09/2022	SWD	XTH	XIC	UP	FTI	12	Follow up2637E, Control Point, thermal	Los Angeles Area/Yuma Subdivision

According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 60 minutes on the Yuma Subdivision beginning at Beaumont. Amtrak attributed the delay to AMT2-09's following ILBG3-08 (UP 2637). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions between Beaumont and Thermal at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	XIC	YUM	UP	FTI	14	Blocked from station track up7940w, Control Point, yuma	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 14 minutes on the Yuma Subdivision at Yuma. Amtrak attributed the delay to AMT2-09's being blocked from the station track by MFWWC-08 (UP 7940). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Yuma at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	YUM	YUM	UP	FTI	2	Pick up / drop off freight crew Held for DHD UP crew to board; crew exiting at TUS, up8825, Other, yuma station	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 2 minutes on the Yuma Subdivision at Yuma. Amtrak attributed the delay to a pick up/drop off of a crew for MTUWC-09 (UP 8825). Union Pacific has not been able to confirm this delay. Union Pacific appreciates Amtrak's help with repositioning freight crews to promote network fluidity.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	YUM	XZS	UP	DCS	26	Power switch failure Line all frogs and switches for our Mgmt M2 to MT, Control Point, SP 796/Mohawk	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 26 minutes on the Gila Subdivision at Mohawk. Amtrak attributed the delay to a power switch failure. Amtrak's reporting was substantially correct. There was an obstruction in the switch that was removed.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	TUS	BEN	UP	RTE	12	Run via siding or slower track due to N.A.R. Milepost, 1000, 1023	El Paso Area/Gila Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 12 minutes on the Lordsburg Subdivision between Vail Crossovers (MP 1000.1) and Mescal (MP 1023.4). Amtrak attributed the delay to a routing delay. Amtrak's reporting does fully explain the cause of the delay. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	DEM	ELP	UP	FTI	25	Meet UP 7415, Milepost, 1258, 1258	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 25 minutes on the Lordsburg Subdivision near Afton (MP 1258.2). Amtrak attributed the delay to a meet between AMT2-09 and MFWWC-09 (UP 7415). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions near Afton at the time of the delay.
{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	ELP	XTS	UP	FTI	12	Blocked from station track Shove back to cp1294, up6280, Control Point, 1296	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 12 minutes on the Lordsburg Subdivision between Icehouse (CP S1294) and Civic Center (CP S1296). Amtrak attributed the delay to AMT2-09's having to shove onto the station track because it was blocked from the station by MEWTU-08 (UP 6280). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Icehouse and Civic Center at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	ELP	XTS	UP	FTI	5	Meet up6501, Control Point, Finlay	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 5 minutes on the Valentine Subdivision at Finlay. Amtrak attributed the delay to a meet between AMT2-09 and a freight train with a consist that included locomotive UP 6501. Amtrak’s reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was MEWWC-08. {

}

The stringline graph below shows conditions at Finlay at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	ELP	XTS	UP	FTI	13	Follow up6444, Control Point, clint, Control Point, Tornillo	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 13 minutes on the Valentine Subdivision between Clint and Tornillo. Amtrak attributed the delay to AMT2-09's following MSTFWX-10 (UP 6544). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Clint and Tornillo at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	XTS	XVL	UP	FTI	5	Meet up8490, Control Point, Hot wells	El Paso Area/Valentine Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 5 minutes on the Valentine Subdivision at Hot Wells. Amtrak attributed the delay to a meet between AMT2-09 and a freight train with a consist that included locomotive UP 8490. Amtrak’s reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was MEWWC-09. {

}

The stringline graph below shows conditions at Hot Wells at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	XVL	ALP	UP	FTI	26	Meet up8668, Control Point, Paisno	El Paso Area/Valentine Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 26 minutes on the Valentine Subdivision at Paisano. Amtrak attributed the delay to a meet between AMT2-09 and MEWTU-09 (UP 8668). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Paisano at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	SAS	XKY	UP	RTE	1	Crossover(s) due to N.A.R. 1-2, Control Point, 204	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on September 11, 2022, AMT2-09 was delayed for approximately 1 minute on the Del Rio Subdivision at CP SA204. Amtrak attributed the delay to crossing over from Main Track 1 to Main Track 2. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at CP SA204 at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	XKY	XKG	UP	FTI	287	Hold due to freight derailment Rear car of UP train derailed and broke apart, Control Point, 178, UP 7329 W	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on September 11, 2022, AMT2-09 was delayed for approximately 287 minutes on the Glidden Subdivision at Nolte (CP SA178). Amtrak attributed the delay to an incident involving MEWMX-11 (UP 7239). Amtrak's reporting was substantially correct.

{

}

The stringline graph below shows conditions at Nolte at the time the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	XKY	XKG	UP	FTI	8	Meet Control Point, 197, UP 7486 E	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on September 11, 2022, AMT2-09 was delayed for approximately 8 minutes on the Glidden Subdivision at CP SA197. Amtrak attributed the delay to a meet between AMT2-09 and MEGLI-10 (UP 7486). Amtrak's reporting was incorrect. {

}

The stringline graph below shows conditions at CP SA197 at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SWD	HOS	BMT	UP	FTI	15	Meet Control Point, 327, UP 4650 W	Houston Area/Terminal Subdivision
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According to Amtrak, on September 11, 2022, AMT2-09 was delayed for approximately 15 minutes on the Houston Subdivision at Dayton (CP LF327). Amtrak attributed the delay to a meet between AMT2-09 and a freight train with a consist including locomotive UP 4650. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was 2GWARNJ-11. {
}

The stringline graph below shows conditions at Dayton at the time of the delay.
{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SED	XLL	XWB	UP	DCS	4	Stop signal Other, twc limits 10.5	New Orleans Public Belt
AMT2	9/09/2022	SED	XLL	XWB	UP	DCS	8	Restrictive signal Other, xll - twc limits 10.5	New Orleans Public Belt

According to Amtrak, on September 12, 2022, AMT2-09 was delayed for approximately 12 minutes on the BNSF line between Live Oak and West Bridge Junction. Amtrak attributed the delay to restrictive signals. Union Pacific has not been able to confirm the delay, which appears to involve operations over BNSF's main line between Live Oak and West Bridge Junction.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/09/2022	SED	XWB	XEB	UP	DCS	2	Stop signal Control Point, east bridge jct	New Orleans Public Belt
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According to Amtrak, AMT2-09 was delayed for approximately 2 minutes at East Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 09-21-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	LAX	XEL	UP	RTE	17	Crossover(s) due to N.A.R. Car high centered, MT, Control Point, Yuma	River Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 17 minutes on the Alhambra Subdivision at Yuma. Amtrak attributed the delay to routing around a vehicle on the track. As best as can be determined from available information, Amtrak's reporting was substantially correct; however, this incident should not have been coded as a routing delay, and appears to have involved AMT2-21's movement over SCRRA track.

The stringline graph below shows conditions at Yuma at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	XEL	POS	UP	FTI	24	Meet Freight consist didn't fit in siding, Control Point, 5098, Up 9092	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 24 minutes on the Alhambra Subdivision near Marne (CP AL503). Amtrak attributed the delay to a meet between AMT2-21 and ZG4CI-19 (UP 9092). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions near Marne at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	ONA	PSN	UP	FTI	15	Meet UP 7517, Control Point, w palm springs	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 15 minutes on the Yuma Subdivision at West Palm Springs. Amtrak attributed the delay to a meet between AMT2-21 and a freight train with a consist that included locomotive UP 7517. Amtrak's reporting was incorrect. {

}

The stringline graph below shows conditions at Palm Springs at the time.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	09/21/2022	SWD	XTH	XIC	UP	FTI	3	Follow Control Point, Mecca, UP	Los Angeles Area/Yuma Subdivision
AMT2	9/21/2022	SWD	PSN	XTH	UP	FTI	24	Meet up, Control Point, Myoma	Los Angeles Area/Yuma Subdivision

According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 27 minutes on the Yuma Subdivision between Myoma and Mecca. Amtrak attributed the delay to AMT2-21's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Myoma and Mecca at the time of the delay. {{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	XIC	YUM	UP	RTE	4	Run via siding or slower track due to N.A.R. Milepost, 723, 732	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 4 minutes on the Yuma Subdivision between Araz (MP 723.7) and Yuma (MP 732.1). Amtrak attributed the delay to a routing delay. Amtrak's reporting was incorrect. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	YUM	XZS	UP	FTI	17	Meet UP 8140, Control Point, East Yard	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 17 minutes on the Gila Subdivision at East Yard. Amtrak attributed the delay to a meet between AMT2-21 and IG1LC-18 (UP 8140). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at East Yard at the time of the delay.
{ {

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	TUS	BEN	UP	RTE	21	Run via siding or slower track due to N.A.R. Milepost, 1000, 1032	El Paso Area/Gila Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 21 minutes on the Lordsburg Subdivision between points near Vail Crossovers (MP 1000.1) and Fenner (MP 1034.9). Amtrak attributed the delay to a routing delay. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Vail Crossovers and Fenner at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	BEN	LDB	UP	FTI	2	Cross over or go around NS 1081W, Control Point, Apache	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 2 minutes on the Lordsburg Subdivision at Apache. Amtrak attributed the delay to AMT2-21's going around a freight train with a consist that included locomotive NS 1081. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was MFWWC-20. {

}

The stringline graph below shows conditions at Apache at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	LDB	DEM	UP	DCS	4	Diverging Clear Borrow Pit 2 to 1 Diverging Clear Tunis 1 to 2 Control Point, Borrow Pit/Tunis	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 4 minutes on the Lordsburg Subdivision between Borrow Pit and Tunis. Amtrak attributed the delay to a signal delay. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Borrow Pit and Tunis at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	DEM	ELP	UP	FTI	61	Blocked from station track UP 6208 E, Milepost, 1294, 1296	El Paso Area/Lordsburg Subdivision
AMT2	9/21/2022	SWD	DEM	ELP	UP	PTI	25	Wait for station track Milepost, 1296, 1296, 155 W	El Paso Area/Lordsburg Subdivision

According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 86 minutes on the Lordsburg Subdivision between points near Icehouse (MP 1294.2) and Civic Center (MP 1296.2). Amtrak attributed the delay to AMT2-21's being blocked from the station by MEPWCX-21 (UP 6280). Amtrak's reporting does not fully explain the cause of the delay.

}

The stringline graph below shows conditions between Icehouse and Civic Center at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	DEM	ELP	UP	RTE	10	Run via siding or slower track due to N.A.R. Milepost, 1273, 1280	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 10 minutes on the Lordsburg Subdivision as it passed through Union Pacific’s fueling facility in Santa Teresa. Amtrak attributed the delay to a routing delay. Amtrak’s delay calculations do not account for Union Pacific’s changes to speed limits on its tracks through Santa Teresa. Union Pacific changed the speed through Santa Teresa when it expanded and modified the fueling facility nearly a decade ago. Amtrak did not make any adjustments in its schedule for these changes.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	DEM	ELP	UP	FTI	7	Follow UP 7504 E, Milepost, 1244.2, 1254	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 7 minutes on the Lordsburg Subdivision between points near Aden (MP 1247.6) and Afton (MP 1257.9). Amtrak attributed the delay to AMT2-21's following ILAMQB-21 (UP 7504). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Aden and Afton at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	ELP	XTS	UP	FTI	14	Meet up 5610, Milepost, 823, 823	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 14 minutes on the Valentine Subdivision at Alfalfa (MP 823.0). Amtrak attributed the delay to a meet between AMT2-21 and MEWWC-20 (UP 5610). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Alfalfa at the time of the delay.
{ {

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	ALP	SND	UP	FTI	27	Meet Siding, Altuda-SA 591, UP, UP 8764	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 27 minutes on the Sanderson Subdivision at Altuda. Amtrak attributed the delay to a meet between AMT2-21 and MEWTU-21 (UP 8734). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at Altuda at the time of the delay.
{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	XVL	ALP	UP	FTI	12	Meet up 7098, Milepost, 650, 650	El Paso Area/Valentine Subdivision
AMT2	9/21/2022	SWD	XVL	ALP	UP	FTI	4	Meet up 6845, Milepost, 654, 652	El Paso Area/Valentine Subdivision

According to Amtrak, on September 22, 2022, AMT2-21 was delayed for approximately 16 minutes on the Valentine Subdivision near Ryan (MP 650.8). Amtrak attributed the delay to meets between AMT2-21, a train with a consist that included locomotive UP 7098, and a train with a consist that included locomotive UP 6845. Amtrak’s reporting does not fully explain the cause of the delay, which only involved one other train, and Amtrak misidentified the locomotive on the freight train involved, which was MEWWC-21. {

}

The stringline graph below shows conditions near Ryan at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	XHT	SAS	UP	FTI	0	Cross over or go around Crossover main to main#2, Milepost w/Letters, SA 219, SA 211, UP 7119, UP	San Antonio Area/Del Rio Subdivision
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Amtrak did not record any delay for this event, so Union Pacific did not investigate it.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	SAS	XKY	UP	FTI	24	Cross Traffic UP5175, Control Point, CPSA204	San Antonio Area / Del Rio Subdivisio n
AMT2	9/21/2022	SWD	XKY	XKG	UP	FTI	57	Meet UP5175 blocking UP4697 into KIRBY. Had to wait for UP5175 to shove into track 61 to clear route for UP4697., UP4697, Control Point, CPSA197	San Antonio Area / Flatonia Subdivisio n

According to Amtrak, on September 23, 2022, AMT2-21 was delayed for approximately 24 minutes on the Del Rio Subdivision at CP SA204, and then 57 minutes on the Glidden Subdivision at Kirby. Amtrak attributed the first delay to cross traffic involving YSA81-22 (UP 5175), and the second delay to a meet between AMT2-21 and YSA81-22. Amtrak’s reporting was substantially correct. {

}

The stringline graphs below show conditions at CP SA204 at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	SAS	XKY	UP	RTE	10	Inability to contact dispatcher Control Point, sas depot	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on September 23, 2022, AMT2-21 was delayed for approximately 10 minutes on the Del Rio Subdivision at Amtrak's San Antonio station. Amtrak attributed the delay to an inability to contact the dispatcher. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	SAS	XKY	UP	DCS	10	Restrictive signal(s) from unknown cause Stop indication east end SAS station. 10minute hold per PTC restricted speed to mp 208, Stop, Control Point, east end sas station	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on September 23, 2022, AMT2-21 was delayed for approximately 10 minutes on the Del Rio Subdivision at Amtrak's San Antonio station. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay. However, Amtrak's description is consistent with Union Pacific's operating rules governing movement in certain circumstances.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	XKY	XKG	UP	FTI	1	Meet UP5591, Siding, NOLTE	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on September 23, 2022, AMT2-21 was delayed for approximately 1 minute on the Glidden Subdivision at Nolte. Amtrak attributed the delay to a meet between AMT2-21 and GSL2PH-20 (UP 5591). Amtrak's reporting was substantially correct. {
}

The stringline graph below shows conditions at Nolte at the time of the delay.
{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	XKG	XFA	UP	FTI	7	Meet UP7224, Siding, luling	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on September 23, 2022, AMT2-21 was delayed for approximately 7 minutes on the Glidden Subdivision at Luling. Amtrak attributed the delay to a meet between AMT2-21 and MEWMX-23 (UP 7224). Amtrak’s reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions at Luling at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	XFA	XEA	UP	FTI	4	Cross over or go around UP, Siding, weimar	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on September 23, 2022, AMT2-21 was delayed for approximately 4 minutes on the Glidden Subdivision at Weimar. Amtrak attributed the delay to AMT2-21's going around an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Weimar at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SWD	HOS	BMT	UP	RTE	20	Shove back to CHANEY st, Houston west belt, east belt, Beaumont subdivision Control Point, houston station	Houston Area/Terminal Subdivision
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According to Amtrak, on September 23, 2022, AMT2-21 was delayed for approximately 20 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-21's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SED	BMT	LCH	UP	FTI	19	Meet Siding, Connell, UP 3891 W	Houston Area/Lafayette Subdivision
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According to Amtrak, on September 23, 2022, AMT2-21 was delayed for approximately 19 minutes on the Lafayette Subdivision at Connell. Amtrak attributed the delay to a meet between AMT2-21 and MNOEW-23 (UP 3891). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Connell at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/21/2022	SED	XLL	XWB	UP	DCS	8	Restrictive signal(s) from known wayside signal failure Restricted speed on BN main, Restricting, Milepost w/Letters, XLL, XWB	New Orleans Public Belt
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According to Amtrak, on September 23, 2022, AMT2-21 was delayed for approximately 8 minutes on the Avondale Subdivision between Live Oak and West Bridge Junction. Amtrak attributed the delay to restrictive signals. Union Pacific has not been able to confirm the delay, which appears to involve operations over BNSF's main line between Live Oak and West Bridge Junction.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 09-25-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	XIC	YUM	UP	DCS	6	Restrictive signal(s) from unknown cause Red, Milepost, 695, 695	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on September 26, 2022, AMT2-25 was delayed for approximately 6 minutes on the Yuma Subdivision near Mesquite (MP 696.8). Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to verify the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	XIC	YUM	UP	FTI	15	Meet Milepost, 732, 732, ns 4454	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on September 26, 2022, AMT2-25 was delayed for approximately 15 minutes on the Gila Subdivision near Yuma (MP 732.4). Amtrak attributed the delay to a meet between AMT2-25 and MEWWC-23 (NS 4454). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions near Yuma at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	XIC	YUM	UP	FTI	101	Follow Milepost, 716, 732.7, up 6257	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on September 26, 2022, AMT2-25 was delayed for approximately 101 minutes on the Yuma Subdivision between points near Cactus (MP 714.9) and Yuma (MP 732.4). Amtrak attributed the delay to AMT2-25's following ILCG1-25 (UP 6257). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Cactus and Yuma at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	YUM	XZS	UP	FTI	14	Follow up, Milepost, 786, 792	Los Angeles Area/Gila Subdivision
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According to Amtrak, on September 26, 2022, AMT2-25 was delayed for approximately 14 minutes on the Gila Subdivision between points near Colfred (MP 785.2) and Mohawk (MP 796.3). Amtrak attributed the delay to AMT2-25's following an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Colfred and Mohawk at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	XZS	MRC	UP	FTI	9	Follow up, Milepost, 850, 876.8	El Paso Area/Gila Subdivision
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According to Amtrak, on September 26, 2022, AMT2-25 was delayed for approximately 9 minutes on the Gila Subdivision between points near Theba (MP 847.0) and Estrella (MP 876.2). Amtrak attributed the delay to AMT2-25's following an unidentified Union Pacific train. Amtrak's reporting was incorrect. {

}

The stringline graph below shows conditions between Theba and Estrella at the time.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	ELP	XTS	UP	FTI	30	Follow Control Point, SMALL, Control Point, XTS, Up7940	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 26, 2022, AMT2-25 was delayed for approximately 30 minutes on the Valentine Subdivision between Small and Sierra Blanca. Amtrak attributed the delay to AMT2-25's following MEPKB-26 (UP 7940). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at Sierra Blanca at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	ELP	XTS	UP	FTI	18	Meet Up, Control Point, xm q	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 26, 2022, AMT2-25 was delayed for approximately 18 minutes on the Valentine Subdivision at McNary. Amtrak attributed the delay to a meet between AMT2-25 and an unidentified Union Pacific train. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at McNary at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	ELP	XTS	UP	FTI	8	Meet up2597, Siding, Iser	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on September 26, 2022, AMT2-25 was delayed for approximately 8 minutes on the Valentine Subdivision at Iser. Amtrak attributed the delay to a meet between AMT2-25 and IDISI-25 (UP 2597). Amtrak’s reporting was substantially correct. {

}

The stringline graph below shows conditions at Iser at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	XVL	ALP	UP	FTI	21	Cross over or go around up8155, Control Point, Marfa	El Paso Area/Valentine Subdivision
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According to Amtrak, on September 26, 2022, AMT2-25 was delayed for approximately 21 minutes on the Valentine Subdivision at Marfa. Amtrak attributed the delay to AMT2-25's going around MEWTU-24 (UP 8155). Amtrak's reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions at Marfa at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	DRT	XPF	UP	FTI	15	Follow Other, 344.2, Control Point, SA340, UP8337	San Antonio Area/Del Rio Subdivision
AMT2	9/25/2022	SWD	DRT	XPF	UP	FTI	96	UP8058 had dragging equipment detector at 321.8. Other, 344.2, UP8058	San Antonio Area/Del Rio Subdivision

According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 111 minutes on the Del Rio Subdivision between Spofford (CP SA340) and Odlaw (MP 323.9). Amtrak attributed the delay to AMT2-25's following MEPEW-24 (UP 8337) and being blocked by IMQSA-25 (UP 8058), which was stopped because of a dragging equipment detector near Odlaw. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Spofford and Odlaw at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	XHT	SAS	UP	FTI	26	Follow Control Point, E. Noonan, Control Point, SA210, UP6344	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 26 minutes on the Del Rio Subdivision between Noonan and CP SA210. Amtrak attributed the delay to AMT2-25's following MEGAS-26 (UP 6344). {

}

The stringline graph below shows conditions between Noonan and CP SA210 at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	SAS	XKY	UP	FTI	56	Meet UP6177 shoving east at MP208, breaks stuck and had problems getting in the clear, UP6177, Control Point, sas depot	San Antonio Area / Del Rio Subdivision
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According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 56 minutes on the Del Rio Subdivision at Amtrak's San Antonio station. Amtrak attributed the delay to a meet between AMT2-25 and MHEMX-25 (UP 6177). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions near Amtrak's San Antonio station at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	SAS	XKY	UP	FTI	7	Meet UP5459, Milepost, 203.5, 203.5	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 7 minutes on the Del Rio Subdivision at CP SA203 (MP 203.5). Amtrak attributed the delay to a meet between AMT2-25 and MEWTU-26 (UP 5459). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions at CP SA203 at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	XKY	XKG	UP	FTI	8	Cross over or go around Siding, CIBOLO, UP2010	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 8 minutes on the Glidden Subdivision at Cibolo. Amtrak attributed the delay to AMT2-25's going around MEWTU-23 (UP 2010). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Cibolo at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	XKY	XKG	UP	FTI	18	Meet UP5361, Control Point, kingsbury	San Antonio Area/Flatonia Subdivision
------	-----------	-----	-----	-----	----	-----	----	---	---

According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 18 minutes on the Glidden Subdivision at Kingsbury. Amtrak attributed the delay to a meet between AMT2-25 and CCDSA9-22 (UP 5361). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Kingsbury at the time of the delay.

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PUBLIC – SUBJECT TO PROTECTIVE ORDER

AMT2	9/25/2022	SWD	XKG	XFA	UP	FTI	13	Meet UP7218, Siding, HARWOOD	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 13 minutes on the Glidden Subdivision at Harwood. Amtrak attributed the delay to a meet between AMT2-25 and IYCMX-25 (UP 7218). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Harwood at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	XFA	XEA	UP	FTI	40	Meet UP2607, Control Point, GLIDDEN	San Antonio Area/Flatonia Subdivision
------	-----------	-----	-----	-----	----	-----	----	---	---

According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 40 minutes on the Glidden Subdivision at Glidden. Amtrak attributed the delay to a meet between AMT2-25 and MEWWC-25 (UP 2607). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Glidden at the time of the delay.
{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	XEA	XRB	UP	FTI	5	Meet UP5494, Control Point, SA061	Houston Area/Glidden Subdivision
------	-----------	-----	-----	-----	----	-----	---	---	--

According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 5 minutes on the Glidden Subdivision at Lissie (CP SA061). Amtrak attributed the delay to a meet between AMT2-25 and MEWSA-27 (UP 5494). Amtrak’s reporting was substantially correct. {

}

The stringline graph below shows conditions at Lissie at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	XWJ	HOS	UP	RTE	2	Crossover(s) due to N.A.R. Crossover bissonnet 2 to 1, crossover eureka jct 1 to 2, M2, Milepost, 371.2, 366.6	Houston Area/Terminal Subdivision
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According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 2 minutes on the Houston Subdivision between Bissonnet (MP 391.2) and Eureka Junction (MP 366.2). Amtrak attributed the delay to a routing delay. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Bissonnet and Eureka Junction at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SWD	HOS	BMT	UP	RTE	20	Run via siding or slower track due to N.A.R. Shove to CHANEY and routed BMT sub, Control Point, beaumont sub	Houston Area/Terminal Subdivision
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According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 20 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-21's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SED	XLL	XWB	UP	DCS	6	Restrictive signal(s) from known wayside signal failure Restricted speed on BN main, Restricting, Milepost w/Letters, XLL, XWB	New Orleans Public Belt
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According to Amtrak, on September 28, 2022, AMT2-25 was delayed for approximately 6 minutes on the BNSF main line between Live Oak and West Bridge Junction. Amtrak attributed the delay to restrictive signals. Union Pacific has not been able to confirm the delay, which appears to involve operations over BNSF's main line between Live Oak and West Bridge Junction.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	SED	XWB	XWB	UP	FTI	11	Meet NS 4530 W, Control Point, XWB	New Orleans Public Belt
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According to Amtrak, on September 28, 2022, AMT2-25 was delayed for approximately 11 minutes on the Avondale Subdivision at West Bridge Junction. Amtrak attributed the delay to a meet between AMT2-25 and YAV24-27 (NS 4530). Amtrak's reporting does not fully explain the cause of the delay. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 10-05-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	ONA	PSN	UP	FTI	10	Meet UP7130 w, Control Point, SP548 Ordway	Los Angeles Area/Alhambra Subdivision
AMT2	10/05/2022	SWD	ONA	PSN	UP	FTI	22	Follow UP7444 e, Milepost, 541, 556	Los Angeles Area/Alhambra Subdivision

According to Amtrak, on October 6, 2022, AMT2-05 was delayed for approximately 32 minutes on the Yuma Subdivision between Loma Linda (MP 541.3) and Hinda (MP 556.8). Amtrak attributed the delay to AMT2-05's following ILBNS-05 (UP 7444), and then a meet between AMT2-05 and RWCWCG-05 (UP 7130). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Loma Linda and Hinda at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	XIC	YUM	UP	RTE	3	Crossover(s) due to N.A.R. TK1 to MT, Control Point, SP697 Mesquite	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on October 5, 2022, AMT2-05 was delayed for approximately 3 minutes on the Yuma Subdivision at Mesquite. Amtrak attributed the delay to the use of crossovers. Amtrak's reporting does not fully explain the cause of the delay. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	XZS	MRC	UP	FTI	9	Cross over or go around UP westbound, Control Point, SP876 Estrella, Control Point, SP887 Enid	El Paso Area/Gila Subdivision
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According to Amtrak, on October 6, 2022, AMT2-05 was delayed for approximately 9 minutes on the Gila Subdivision between Estrella and Enid. Amtrak attributed the delay to AMT2-05's going around an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Estrella and Enid at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	MRC	TUS	UP	DCS	2	Restrictive signal(s) from unknown cause Diverging Clear Stockham MT 1 - MT 2, Diverging Clear, Control Point, Stockham	El Paso Area/Gila Subdivision
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According to Amtrak, on October 6, 2022, AMT2-05 was delayed for approximately 2 minutes on the Gila Subdivision at Stockham. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	TUS	BEN	UP	FTI	66	Follow UP 6257 & UP 8839 E, Milepost, 1000, 1032	El Paso Area /Gila Subdivision
AMT2	10/05/2022	SWD	BEN	LDB	UP	FTI	8	Cross over or go around UP 6257 E, Milepost, 1032, 1044	El Paso Area /Lordsburg Subdivision

According to Amtrak, on October 6, 2022, AMT2-05 was delayed for approximately 74 minutes on the Lordsburg Subdivision between points near Vail Crossovers (MP 1000.1) and Sibyl (MP 1043.6). Amtrak attributed the delay to AMT2-05's following ILAMQB-05 (UP 6257) and MRVEP-04 (UP 8839), and then AMT2-05's going around ILAMQB-05 (UP 6257). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions between Vail Crossovers and Sibyl at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	LDB	DEM	UP	DCS	2	Restrictive signal(s) from unknown cause Diverging Clear, Control Point, Lisbon	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on October 6, 2022, AMT2-05 was delayed for approximately 2 minutes on the Lordsburg Subdivision at Lisbon. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay; however, AMT2-05 crossed from Main Track 1 to Main Track 2 at Lisbon for its station stop at Deming.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	ELP	XTS	UP	FTI	10	Meet up8471, Control Point, Clint	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on October 6, 2022, AMT2-05 was delayed for approximately 10 minutes on the Valentine Subdivision at Clint. Amtrak attributed the delay to a meet between AMT2-05 and IDISI-05 (UP 8471). Amtrak’s reporting does not fully explain the cause of the delay.

{

}

The stringline graph below shows conditions at Clint at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	ELP	XTS	UP	FTI	15	Follow up 273, Control Point, Alfalpa, Control Point, Rosedale	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on October 6, 2022, AMT2-05 was delayed for approximately 15 minutes on the Valentine Subdivision between Alfalfa and Rosedale. Amtrak attributed the delay to AMT2-05's following a freight train with a consist that included locomotive UP 273. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was YLP57-06. {

}

The stringline graph below shows conditions between Alfalfa and Rosedale at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	ELP	XTS	UP	FTI	8	Meet up7384, Control Point, Iser	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on October 6, 2022, AMT2-05 was delayed for approximately 8 minutes on the Valentine Subdivision at Iser. Amtrak attributed the delay to a meet between AMT2-05 and IMNSI-04 (UP 7384). Amtrak’s reporting was substantially correct. {

}

The stringline graph below shows conditions at Iser at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	XVL	ALP	UP	FTI	10	Meet up5725, Control Point, marfa	El Paso Area/Valentine Subdivision
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According to Amtrak, on October 6, 2022, AMT2-05 was delayed for approximately 8 minutes on the Valentine Subdivision at Marfa. Amtrak attributed the delay to a meet between AMT2-05 and a freight train with a consist that included locomotive UP 5725. Amtrak’s reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was ISALB-06. {

}

The stringline graphs below show conditions at Marfa at the time of the delay.
{ {

REDACTED – TO BE PLACED ON PUBLIC FILE

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	XLY	DRT	UP	FTI	106	Broke down freight UP 7955, Siding, Feeley	San Antonio Area/Sanderson Subdivision
AMT2	10/05/2022	SWD	DRT	XPF	UP	FTI	186	Broke down freight UP 9755, Siding, Del Rio	San Antonio Area/Del Rio Subdivision

According to Amtrak, on October 7, 2022, AMT2-05 was delayed for approximately 292 minutes on the Sanderson Subdivision between Feely and Del Rio. Amtrak attributed the delay to an incident involving a freight train with a consist that included locomotive UP 9755 or UP 7955. Amtrak's reporting was substantially correct; however, Amtrak misidentified the locomotive on the freight train involved, which was MEPEW-05. {

}

The stringline graphs below show conditions between Feely and Del Rio at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	DRT	XPF	UP	RTE	2	Went thru siding for cars Siding, Spofford	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on October 7, 2022, AMT2-05 was delayed for approximately 2 minutes on the Del Rio Subdivision at Spofford. Amtrak attributed the delay to AMT2-05's operating through the siding at Spofford around an unidentified cut of railcars on the main line. Union Pacific has not been able to confirm the short delay but has no reason to doubt this common use of rail infrastructure to address the need to provide both through and local service. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	DRT	XPF	UP	FTI	13	Meet UP 8221, Siding, Pinto	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on October 7, 2022, AMT2-05 was delayed for approximately 13 minutes on the Del Rio Subdivision at Pinto. Amtrak attributed the delay to a meet between AMT2-05 and ISALB-07 (UP 8221). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Pinto at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	XKY	XKG	UP	FTI	160	Meet Broke knuckle. Holding for repairs, Siding, NOLTE, UP8386, UP5362	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on October 7, 2022, AMT2-05 was delayed for approximately 160 minutes on the Glidden Subdivision at Nolte. Amtrak attributed the delay to meets between AMT2-05 and MEWWC-06 (UP 8386) and MHELFX-07 (UP 5362) after a train experienced a mechanical incident. Amtrak's reporting was substantially correct. {

}

The stringline graphs below show conditions at Nolte at the time of the delay.
{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	XKG	XFA	UP	FTI	10	Meet UP2679, Control Point, FLATONIA	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on October 7, 2022, AMT2-05 was delayed for approximately 10 minutes on the Glidden Subdivision at Flatonia. Amtrak attributed the delay to a meet between AMT2-05 and MEWEG-06 (UP 2679). Amtrak’s reporting was substantially correct. {

}

The stringline graph below shows conditions at Flatonia at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SWD	XEA	XRB	UP	FTI	8	Meet Control Point, EAST BERNARD, UP6399	Houston Area/Glidden Subdivision
------	------------	-----	-----	-----	----	-----	---	---	--

According to Amtrak, on October 6, 2022, AMT2-05 was delayed for approximately 8 minutes on the Glidden Subdivision at East Bernard. Amtrak attributed the delay to a meet between AMT2-05 and MEWTU-07 (UP 6399). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at East Bernard at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SED	XLL	XLL	UP	DCS	6	Restrictive signal(s) from unknown cause Stop, Control Point, XLL	New Orleans Public Belt
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According to Amtrak, on October 7, 2022, AMT2-05 was delayed for approximately 6 minutes on the Lafayette Subdivision at Live Oak. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SED	XLL	XWB	UP	DCS	6	Restrictive signal(s) from known wayside signal failure Restricted speed on BN main, Restricting, Milepost w/Letters, XLL, XWB	New Orleans Public Belt
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According to Amtrak, on October 7, 2022, AMT2-05 was delayed for approximately 6 minutes on the BNSF main line between Live Oak and West Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay, which appears to involve operations over BNSF's main line between Live Oak and West Bridge Junction.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SED	XWB	XWB	UP	DCS	1	Restrictive signal(s) from unknown cause Wait for signal to timeout, Stop, Control Point, XWB	New Orleans Public Belt
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According to Amtrak, on October 7, 2022, AMT2-05 was delayed for approximately 1 minute at West Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/05/2022	SED	XWB	XEB	UP	DCS	3	Restrictive signal(s) from unknown cause Restricting, Bridge, Huey P Long	New Orleans Public Belt
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According to Amtrak, on October 7, 2022, AMT2-05 was delayed for approximately 3 minutes between East Bridge Junction and West Bridge Junction. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 10-26-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	ONA	ONA	UP	FTI	8	Cross Traffic up8592E, Control Point, N. Ontario	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on October 27, 2022, AMT2-26 was delayed for approximately 8 minutes on the Alhambra Subdivision at North Ontario. Amtrak attributed the delay to cross traffic involving MWCLA-26 (UP 8592). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at North Ontario at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	ONA	PSN	UP	FTI	6	Cross Traffic up5480W, Control Point, Sierra AL534	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on October 27, 2022, AMT2-26 was delayed for approximately 6 minutes on the Alhambra Subdivision at Sierra. Amtrak attributed the delay to cross traffic involving a freight train with a consist that included locomotive UP 5480. Amtrak's reporting was incorrect.

}

The stringline graph below shows conditions at Sierra at the time.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XZS	MRC	UP	DCS	3	Restrictive signal(s) from unknown cause Approach/yellow, Milepost w/Letters, 897.0, 897.8	El Paso Area/Gila Subdivision
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According to Amtrak, on October 27, 2022, AMT2-26 was delayed for approximately 3 minutes on the Gila Subdivision near Maricopa (MP 898.6). Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm this delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	MRC	TUS	UP	FTI	9	Blocked from station track up xxxx e, Other, TUS	El Paso Area/Gila Subdivision
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According to Amtrak on October 27, 2022, AMT2-26 was delayed for approximately 9 minutes on the Gila Subdivision at Tucson. Amtrak attributed the delay to AMT2-26's being blocked from the station track at Tucson by an unidentified eastbound Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Tucson at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	TUS	BEN	UP	FTI	51	Meet Single tracking around up7755, up7482e, up8514e, up6633e, Control Point, cherry	El Paso Area/Gila Subdivision
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According to Amtrak, on October 27, 2022, AMT2-26 was delayed for approximately 51 minutes on the Gila Subdivision at Cherry Avenue. Amtrak attributed the delay to meets between AMT2-26 and several Union Pacific trains. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions on the Gila Subdivision at the time of the delay. {{

REDACTED – TO BE PLACED ON PUBLIC FILE

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	TUS	BEN	UP	RTE	21	Run via siding or slower track due to N.A.R. M2, Control Point, vail, Control Point, mescal	El Paso Area/Gila Subdivision
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According to Amtrak, on October 27, 2022, AMT2-26 was delayed for approximately 21 minutes on the Lordsburg Subdivision between Vail Crossovers (MP 1000.1) and Mescal (MP 1023.4). Amtrak attributed the delay to routing delay. Amtrak’s reporting does fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Vail Crossovers and Mescal at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	LDB	DEM	UP	RTE	4	Crossover(s) due to N.A.R. 1, 2, Control Point, lisbon, Control Point, tunis	El Paso Area/Lordsburg Subdivision
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According to Amtrak on October 27, 2022, AMT2-26 was delayed for approximately four minutes on the Lordsburg Subdivision between Lisbon and Tunis. Amtrak attributed the delay to AMT2-26's using crossovers. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Lisbon and Tunis at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	DEM	ELP	UP	RTE	9	Run via siding or slower track due to N.A.R. Control Point, w fuel, Control Point, e fuel	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on October 26, 2022, AMT2-26 was delayed for approximately 9 minutes on the Lordsburg Subdivision as it passed through Union Pacific's fueling facility in Santa Teresa. Amtrak attributed the delay to a routing delay. Amtrak's delay calculations do not account for Union Pacific's changes to speed limits on its tracks through Santa Teresa. Union Pacific changed the speed through Santa Teresa when it expanded and modified the fueling facility nearly a decade ago. Amtrak did not make any adjustments in its schedule for these changes.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	ELP	XTS	UP	FTI	7	Meet up2250, Control Point, lasca	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on October 27, 2022, AMT2-26 was delayed for approximately 7 minutes on the Valentine Subdivision at Lasca. Amtrak attributed the delay to a meet between AMT2-26 and ISALB-27 (UP 2550). Amtrak's reporting does not fully explain the cause of the delay.

}

The stringline graph below shows conditions at Lasca at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XVL	ALP	UP	FTI	13	Meet up5095, Siding, marfa	El Paso Area/Valentine Subdivision
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According to Amtrak, on October 27, 2022, AMT2-26 was delayed for approximately 13 minutes on the Valentine Subdivision at Marfa. Amtrak attributed the delay to a meet between AMT2-26 and a freight train with a consist that included locomotive UP 5095. Amtrak’s reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was MEWWC-26. {

}

The stringline graph below shows conditions at Marfa at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	ALP	SND	UP	FTI	8	Cross over or go around UP 9096, Siding, Lenox	San Antonio Area/Sanderson Subdivision
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According to Amtrak, on October 27, AMT2-26 was delayed for approximately 8 minutes on the Sanderson Subdivision at Lenox. Amtrak attributed the delay to AMT2-26's going around MEWTU-26 (UP 9096). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Lenox at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XLY	DRT	UP	DCS	21	Restrictive signal(s) from unknown cause Green signal dropped to red. Penalty brake application. Restricted speed to MP 388., Green , Red, Control Point, EE Amistad	San Antonio Area/Sanderson Subdivision
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According to Amtrak on October 28, 2022, AMT2-26 was delayed for approximately 21 minutes on the Sanderson Subdivision near Amistad (MP 390.4). Amtrak attributed the delay to a restrictive signal. Amtrak's reporting was substantially correct. AMT2-26 encountered a malfunctioning signal.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XPF	XHT	UP	FTI	3	Meet UP 4511, Control Point, EE Yucca	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on October 28, 2022, AMT2-26 was delayed for approximately 3 minutes on the Del Rio Subdivision at Yucca. Amtrak attributed the delay to a meet between AMT2-26 and a freight train with a consist that included locomotive UP 4511. Amtrak's reporting was substantially correct, but Amtrak misidentified the locomotive on the train involved, which was MEWWC-27. {

}

The stringline graph below shows the conditions at Yucca at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XPF	XHT	UP	FTI	7	Cross over or go around Siding, Anacacho, UP 5292	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on October 28, 2022, AMT2-26 was delayed for approximately 7 minutes on the Del Rio Subdivision at Anacacho. Amtrak attributed the delay to AMT2-26's going around ISALB-28 (UP 5292). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions at Anacacho at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XHT	SAS	UP	RTE	19	Line manual or spring switch Switch in hand for movement, Control Point, SA 210	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on October 28, 2022, AMT2-26 was delayed for approximately 19 minutes on the Del Rio Subdivision at CP SA210. Amtrak attributed the delay to the need to manually line the switch at the control point. Amtrak's reporting was substantially correct. {
}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XHT	SAS	UP	FTI	45	Cross over or go around UP 5734, UP 4264, UP 7830, Siding, Lacoste	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on October 28, 2022, AMT2-26 was delayed for approximately 45 minutes on the Del Rio Subdivision at Lacoste. Amtrak attributed the delay to AMT2-26's going around MNLEG-26 (UP 5734), RLDMEQ-27 (UP 7830), and a freight train with a consist that included locomotive UP 4264. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on one of the freight trains involved, which was GLDK3E-24.

{

}

The stringline graphs below show conditions at Lacoste at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	SAS	XKY	UP	FTI	18	Meet Wait for freight to pass to get authority onto mt1, up2553, Milepost, 209.13, 209.13	San Antonio Area/Del Rio Subdivision
AMT2	10/26/2022	SWD	SAS	XKY	UP	RTE	2	Waiting for authority onto mt1 Authority #5642 ok0920 sms, Milepost, 209.13, 209.13	San Antonio Area/Del Rio Subdivision

According to Amtrak, on October 28, 2022, AMT2-26 was delayed for approximately 20 minutes on the Del Rio Subdivision at San Antonio (MP 209.3). Amtrak attributed the delay to waiting for authority to move onto the main line and a meet between AMT2-26 and IHOSA-27 (UP 2553). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at San Antonio at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XKY	XKG	UP	DMW	6	Held for or routed around MW work or equipment Control Point, sa197, Control Point, sa196	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on October 28, 2022, AMT2-26 was delayed for approximately 6 minutes on the Glidden Subdivision at CP SA197 and Randolph (CP SA196). Amtrak attributed the delay to maintenance-of-way work. Amtrak’s reporting was substantially correct. {
}

The stringline graph below shows conditions between CP SA197 and Randolph at the time of the delay.
{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XKG	XFA	UP	FTI	5	Meet up7191, Control Point, sa129	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on October 28, 2022, AMT2-26 was delayed for approximately 5 minutes on the Glidden Subdivision at Waelder (CP SA129). Amtrak attributed the delay to a meet between AMT2-26 and MEWMX-28 (UP 7191). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Waelder at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XKG	XFA	UP	FTI	113	Follow Held at sa153 for train ahead having mechanical problems, up4264, Control Point, sa153, Control Point, sa144	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on October 28, 2022, AMT2-26 was delayed for approximately 113 minutes on the Glidden Subdivision between Luling (CP SA153) and Harwood (CP SA144). Amtrak attributed the delay to AMT2-26's following and holding for a train experiencing mechanical issues. Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions between Luling and Harwood at the time of the delay. {{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XKG	XFA	UP	FTI	5	Cross over or go around up9065, Control Point, sa165, Control Point, sa161	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on October 28, 2022, AMT2-26 was delayed for approximately 5 minutes on the Glidden Subdivision at Kingsbury (CP SA165). Amtrak attributed the delay to AMT2-26's going around UEAEBH-18 (UP 9065). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Kingsbury at the time of the delay.
{

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	XEA	XRB	UP	FTI	9	Follow up8590, Control Point, sa071, Control Point, sa063	Houston Area/Glidden Subdivision
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According to Amtrak, on October 28, 2022, AMT2-26 was delayed for approximately 9 minutes on the Glidden Subdivision between Eagle Lake (CP SA071) and Lissie (CP SA063). Amtrak attributed the delay to AMT2-26's following RMEGO-26 (UP 8590). Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions between Eagle Lake and Lissie at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SWD	HOS	BMT	UP	RTE	29	Routed BMT sub unable to make scheduled runtime Other, hos- bmt	Houston Area/Terminal Subdivision
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According to Amtrak, on October 27, 2022 AMT2-26 was delayed for approximately 29 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-26's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SED	BMT	LCH	UP	DCS	18	Restrictive signal(s) from unknown cause Flagged past red. Restricted speed., Stop, Control Point, cplf259	Houston Area/Lafayette Subdivision
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According to Amtrak on October 28, 2022, AMT2-26 was delayed for approximately 18 minutes on Lafayette Subdivision at Francis (CPLF259). Amtrak attributed the delay to a restrictive signal. Amtrak's reporting was substantially correct. {
}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SED	XLL	XWB	UP	FTI	42	Cross Traffic up7478, Control Point, 010	New Orleans Public Belt
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According to Amtrak, on October 29, 2022, AMT2-26 was delayed for approximately 42 minutes on the Avondale Subdivision at West Bridge Junction (CP L010). Amtrak attributed the delay to cross traffic involving GLXNWW-29 (UP 7478). Amtrak's reporting does not fully explain the cause of the delay. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	10/26/2022	SED	XLL	XWB	UP	RTE	7	Restricted speed. Unable to make scheduled run time. Other, avondale	New Orleans Public Belt
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According to Amtrak, on October 29, 2022, AMT2-26 was delayed for approximately 7 minutes on the BNSF main line between Live Oak and West Bridge Junction. Amtrak attributed the delay to a speed restriction. Union Pacific has not been able to confirm the delay, which appears to involve operations over BNSF's main line between Live Oak and West Bridge Junction.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2 12-07-22

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	ONA	PSN	UP	FTI	72	Waiting for a patch for UP 3826. 3826, Milepost, 524, 524, UP	Los Angeles Area/Alhambra Subdivision
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According to Amtrak, on December 8, 2022, AMT2-07 was delayed for approximately 72 minutes on the Alhambra Subdivision near Guasti (MP 524.7). Amtrak attributed the delay to AMT2-07's waiting for a relief crew for a freight train with a consist that included locomotive UP 3826. Amtrak's reporting does not fully explain the cause of the delay, and Amtrak misidentified the locomotive on the freight train involved, which was LOA44-07. {

}

The stringline graph below shows conditions near Guasti at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	YUM	XZS	UP	FTI	14	Meet 9099, Control Point, Aztec, UP	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on December 8, 2022, AMT2-07 was delayed for approximately 14 minutes on the Gila Subdivision at Aztec. Amtrak attributed the delay to a meet between AMT2-07 and ISALB-06 (UP 9099). Amtrak’s reporting was substantially correct. {

}

The stringline graph below shows conditions at Aztec at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	YUM	XZS	UP	FTI	14	Meet 8653, Control Point, Mohawk, UP	Los Angeles Area/Yuma Subdivision
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According to Amtrak, on December 8, 2022, AMT2-07 was delayed for approximately 14 minutes on the Gila Subdivision at Mohawk. Amtrak attributed the delay to a meet between AMT2-07 and ZG4CI-06 (UP 8653). Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Mohawk at the time of the delay.

{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	XZS	MRC	UP	DMW	6	Broken rail Control Point, Shawmut	El Paso Area/Gila Subdivision
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According to Amtrak on December 8, 2022, AMT2-07 was delayed for approximately 6 minutes on the Gila Subdivision at Shawmut. Amtrak attributed the delay to a broken rail. Amtrak's reporting was substantially correct. {
}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	XZS	MRC	UP	FTI	18	Meet UP, Milepost, 850.8, 850.8, UP	El Paso Area/Gila Subdivision
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According to Amtrak, on December 8, 2022, AMT2-07 was delayed for approximately 18 minutes on the Gila Subdivision near Theba (MP 847.0). Amtrak attributed the delay to a meet between AMT2-07 and two unidentified Union Pacific trains. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graphs below show conditions near Theba at the time of the delay.

{{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	TUS	BEN	UP	DCS	2	Restrictive signal(s) from unknown cause Diverging Clear, Control Point, Vail	El Paso Area/Gila Subdivision
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According to Amtrak, on December 8, 2022, AMT2-07 was delayed for approximately 2 minutes on the Lordsburg Subdivision at Vail Crossovers. Amtrak attributed the delay to a restrictive signal. Union Pacific has not been able to confirm the delay.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	LDB	DEM	UP	FTI	2	Cross over or go around UP, Control Point, Lisbon	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on December 8, 2022, AMT2-07 was delayed for approximately 2 minutes on the Lordsburg Subdivision at Lisbon. Amtrak attributed the delay to AMT2-07's going around an unidentified Union Pacific train. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows conditions at Lisbon at the time of the delay.
{{

}}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	DEM	ELP	UP	RTE	6	Run via siding or slower track due to N.A.R. Milepost, 1273, 1280	El Paso Area/Lordsburg Subdivision
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According to Amtrak, on December 8, 2022, AMT2-07 was delayed for approximately 6 minutes on the Lordsburg Subdivision as it passed through Union Pacific's fueling facility in Santa Teresa. Amtrak attributed the delay to a routing delay. Amtrak's delay calculations do not account for Union Pacific's changes to speed limits on its tracks through Santa Teresa. Union Pacific changed the speed through Santa Teresa when it expanded and modified the fueling facility nearly a decade ago. Amtrak did not make any adjustments in its schedule for these changes.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	ELP	XTS	UP	DMW	120	Waiting for MW clearance Track repair. J Hight, Control Point, lasca	El Paso Area/Lordsburg Subdivision
AMT2	12/07/2022	SWD	ELP	XTS	UP	FTI	20	Meet Control Point, lasca, up	El Paso Area/Lordsburg Subdivision

According to Amtrak, on December 8, 2022, AMT2-07 was delayed for approximately 140 minutes on the Valentine Subdivision at Lasca. Amtrak attributed the delay to damaged tracks and a meet between AMT2-07 and an unidentified Union Pacific train. Amtrak's reporting was substantially correct. {

}

The stringline graphs below show conditions at Lasca at the time of the delay.
{

REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	SAS	XKY	UP	FTI	3	Follow BN6514, Milepost, 203, 201	San Antonio Area/Del Rio Subdivision
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According to Amtrak, on December 9, 2022, AMT2-07 was delayed for approximately 3 minutes on the Del Rio Subdivision between points near CP SA203 (MP 203.5) and Kirby (MP 201.4). Amtrak attributed the delay to AMT2-07's following QCDCWJ-09 (BNSF 6514). Amtrak's reporting was substantially correct. {

}

The stringline graph below shows conditions between CP SA203 and Kirby at the time of the delay.

{{

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	XKY	XKG	UP	DMW	3	Held for or routed around MW work or equipment Siding, Cibolo	San Antonio Area/Flatonia Subdivision
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According to Amtrak on December 9, 2024, AMT2-07 was delayed for approximately 3 minutes on the Glidden Subdivision at Cibolo. Amtrak attributed the delay to maintenance-of-way work. Amtrak's reporting was substantially correct. {

}

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	XKY	XKG	UP	FTI	14	Meet UP7765, Siding, Nolte	San Antonio Area/Flatonia Subdivision
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According to Amtrak, on December 9, 2022, AMT2-07 was delayed for approximately 14 minutes on the Glidden Subdivision at Nolte. Amtrak attributed the delay to a meet between AMT2-07 and MEWMX-05 (UP 7765). Amtrak's reporting does not fully explain the cause of the delay.

}

The stringline graph below shows conditions at Nolte at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	XEA	XRB	UP	FTI	9	Cross over or go around UP3087, Siding, East Bernard	Houston Area/Glidden Subdivision
AMT2	12/07/2022	SWD	XEA	XRB	UP	FTI	90	Hold for UP3087 train separation. UP3087, Control Point, SA061	Houston Area/Glidden Subdivision

According to Amtrak, on December 9, 2022, AMT2-07 was delayed for approximately 99 minutes on the Glidden Subdivision at East Bernard. Amtrak attributed the delay to a train separation and AMT2-07's going around MEWEG-05 (UP 3087). Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graph below shows conditions at East Bernard at the time of the delay.
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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SWD	HOS	BMT	UP	RTE	27	Routed to BMT via Beaumont Sub. Other, Beaumont Sub	Houston Area/Terminal Subdivision
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According to Amtrak, on December 9, 2022, AMT2-07 was delayed for approximately 27 minutes on the Beaumont Subdivision. Amtrak attributed the delay to AMT2-07's use of the Beaumont Subdivision. Union Pacific operates directionally between Beaumont and Houston. Union Pacific generally uses the Beaumont Subdivision for eastbound traffic and the Houston Subdivision for westbound traffic to improve the performance of trains, including Amtrak trains moving in both directions, by reducing delays from meets.

The stringline graphs below show conditions on the Beaumont Subdivision and Houston Subdivision at the time of the delay.

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REDACTED – TO BE PLACED ON PUBLIC FILE

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SED	BMT	LCH	UP	FTI	19	Meet up 4048 west, Other, sta 14	Houston Area/Lafayette Subdivision
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According to Amtrak, on December 9, 2022, AMT2-07 was delayed for approximately 19 minutes on the Lafayette Subdivision at Station 14. Amtrak attributed the delay to a meet between AMT2-07 and MLIEW-09 (UP 4048). Amtrak’s reporting does not fully explain the cause of the delay.
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The stringline graph below shows conditions at Station 14 at the time of the delay.
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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SED	XLL	XWB	UP	DCS	8	Restrictive signal Restrictive signal xll-cpl010, Control Point, xll	New Orleans Public Belt
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According to Amtrak, on December 9, 2022, AMT2-07 was delayed for approximately 8 minutes on the BNSF main line between Live Oak and West Bridge Junction. Amtrak attributed the delay to restrictive signals. Union Pacific has not been able to confirm the delay, which appears to involve operations over BNSF's main line between Live Oak and West Bridge Junction.

REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2	12/07/2022	SED	XLL	XWB	UP	FTI	31	Meet up 5411, Control Point, cpl010	New Orleans Public Belt
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According to Amtrak, on December 10, 2022, AMT2-07 was delayed for approximately 31 minutes at West Bridge Junction. Amtrak attributed the delay to a meet between AMT2-07 and YAV26-09 (UP 5411). Amtrak's reporting does not fully explain the cause of the delay. {

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