

304387

ENTERED
Office of Proceedings
April 22, 2022
Part of
Public Record



Brotherhood of Locomotive Engineers and Trainmen,
Division of the Teamsters Rail Conference
Surface Transportation Board
Docket No. EP 770

**BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN,
A DIVISION OF THE TEAMSTERS RAIL CONFERENCE**

SURFACE TRANSPORTATION BOARD

**“URGENT ISSUES IN FREIGHT RAIL SERVICE”
APRIL 26 and 27, 2022**

The following comments are filed on behalf of the Brotherhood of Locomotive Engineers and Trainmen (BLET). The BLET is the oldest trade union in North America, which was founded in 1863 and represents nearly 33,000 active engineers and trainmen members. BLET is also a Division and the founding member of the Teamsters Rail Conference.

The ongoing problems that plague our Nation’s rail service are clearly the result of railroad business models that were implemented in the last decade; however, this crisis has been decades in the making. In 1980, two significant pieces of legislation were signed into law – the Federal Railroad Safety Authorization Act of 1980 (FRSAA) and the Staggers Rail Act of 1980, which deregulated the railroad industry. The Staggers Rail Act allowed railroads to raise rates and abandon “unprofitable” branch lines, which triggered a tidal wave of railroad mergers and spin-offs. In 1980 there were 40 Class I railroads. Less than 20 years later, those 40 railroads had been consolidated into seven Class I railroads: CSX and Norfolk Southern (NS) control traffic east of Chicago; Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) control traffic west of Chicago; and Canadian Pacific (CP), Canadian National (CN), and Kansas City Southern (KCS) operate north and south throughout the Midwest. Within the last decade, due to a lack of real competition and insufficient oversight, these railroads largely have been seized by speculators and hedge fund investors and now operate as duopolies, if not monopolies in some cases, across the U.S. In the process, customer service, safety, and employment standards have

collapsed, as there are no longer identifiable service standards to which the railroads can be held in the fulfillment of their common carrier obligation. This culture of profits over safety, profits over customer service, and profits over the lives of railroad workers have been publicly exposed as the railroad network no longer has the elasticity to absorb any of the day in and day out challenges long known to exist in the railroad industry. For too long, the Class I Carriers have been given a pass on how negatively their business models are impacting the supply chain as the Nation claws its way out of the pandemic. The STB must address this situation now.

To be clear, today's rail service problems were not caused by the pandemic, nor can the Class I Carriers legitimately blame other elements of the supply chain for the inept management of their operations. In truth, the core of the Nation's supply chain issues are the direct result of a business model known as Precision Scheduled Railroading ("PSR") and its offshoots. The PSR operational model seeks to aggressively and continuously cut costs. One way to cut costs is to slash employee headcounts. Another is to reduce locomotive and car fleets to the minimum size required to maintain operations. Yet a third is to defer maintenance on infrastructure and equipment. All of these examples of PSR underlie the urgent issues that the Board is studying today.

With respect to employment levels:

1. Attached as Exhibit 1 are graphical representations depicting the data from STB Form M-350 reporting headcounts for BNSF, CSX, NS, and UP for the period from January 2015 through November 2019. In January 2015, the headcount for train and engine service employees on those railroads was 67,088. One year later, in January 2016, the headcount stood at 55,905 after the railroads eliminated 11,183 jobs.

2. Attached as Exhibit 2 are graphical representations depicting the data from STB Form M-350 reporting headcounts for these same railroads for the period from December 2019 through March 2022. In February 2020 — before the COVID-19 Pandemic was declared by the World Health Organization — the Carriers eliminated another 9,369 train and engine jobs.

3. Attached as Exhibit 3 are graphical representations depicting the elimination of over 35% of the train and engine service workforce from January 2015 through January 2022. The graphs plot the monthly headcounts shown in Exhibits 1 and 2 for Group L 600 as a percentage reduction over the period, starting at 100% in January 2015.

In sum, the Big Four railroads — BNSF, CSX, NS, and UP — have eliminated a total of 24,663 train and engine service employees over the past seven years. They abolished over 35% of their operating employees since January 2015. While the railroads attempt to blame current rail service problems on crew availability, the fact of the matter is that the carriers' own shortsightedness and, frankly, greed are at the root of the current manpower issues and crew shortages, which developed long before the COVID pandemic declaration in March 2020.

Indeed, treating crewmembers as disposable has led to an unprecedented number of veteran employees leaving the railroad industry in mid-career. The constant abuse, draconian attendance policies, and willful abrogation of agreement provisions have caused a significant number of our members, many with more than 20 years in the industry, to simply walk out the door. Many of these men and women gave up previous careers to hire on the railroad, and some moved their families across the country to join the railroad only to be furloughed.

Unsurprisingly, when these members are recalled to work, many simply refuse to return to this type of horrendous treatment.

Attached as Exhibit 4 is a letter from a former BLET member, a third-generation railroader, who was hired by CSX in September 2014 and then laid off less than a year later in the fall of 2015. The furlough lasted nearly two years. In 2017, the member then quit the job that supported him and his family during the furlough and returned to the railroad, only to be laid off a second time, just one month later.

Attached as Exhibit 5 is a similar scenario described by a former member who was hired by CSX in 2013 and furloughed in January 2016. He relocated to St. Louis to work for the railroad, then moved back to Toledo in September 2017 to continue working for CSX. This member quit CSX in 2017 and described it as the “[b]est decision [he] ever made.” These are just two of hundreds of examples showing that what was once a highly sought-after career has become part of an event referred to as the Great Resignation.

The Carriers also continue struggling to hire new employees. The railroads’ new hire training programs are lengthy and rigorous. The training process takes a minimum of three to four months to complete. BLET participation in the new hire training process on certain properties, long a core ingredient, has been abandoned by the railroads in many places.

The current manpower shortage certainly could and should have been avoided. However, the Carriers’ PSR railroad business philosophy of extreme “leanness” means furloughing employees to rock-bottom staffing and forcing the remaining employees to work without scheduled days off, without paid sick days, and without access to true FMLA leave. The specific

goal of PSR in this regard is to ensure that the work that should be done by a larger workforce is done by a small, but harried workforce.

The Carriers' continuous mismanagement of their undersized workforce is also a major factor in the current rail service problems. Train and engine service employees working in through freight service are often required to stay away from home for more than 24 hours before working home. Attached as Exhibit 6 is a letter from all four BLET General Chairmen on CSX to CSX Labor Relations. The letter confirms that it is common for crews to layover between 20 and 30 hours at their away-from-home terminal. Attached as Exhibit 7 describes an incident in Florence, South Carolina where a CSX train crew was on duty for 23 hours and 30 minutes. The crew tied up at 0045 and then spent nearly 12 hours waiting and searching for an available hotel room under the direct orders of CSX management. This is a direct result of PSR, as the railroads eliminated the positions that were tasked with balancing the number of pool crews at each terminal. Now our members oftentimes are gone for more than 40 hours, and then that same employee may very well only be home for 12 hours before being required to work again. This documented example is from the CSX but the very same conditions exist on all of the other Carriers as well.

Making matters worse are train lineups created by the railroads, which theoretically indicate an estimated time when the employee would return to work, based on the train traffic that was planned to operate over the segment of the railroad. These lineups are paramount to crews being rested when called to perform service. Attached as Exhibit 8 is one snapshot that exemplifies the impact of lineups on our members on all railroads. This particular document is but one example and was reported as a safety hotline issue by a UP employee that speaks directly to this longstanding issue. The statement reads, "I am called for 2105 on a train that was never

on the lineup. I stood to go to work around 0530 and have not slept. I am going to work tired and this is obviously extremely dangerous. How am I supposed to be rested for this call when I had no clue I was going to work tonight?”. The response from UP managers, “Please plan to be called anytime. Thanks.” Do you feel safe with fatigued employees operating trains loaded with hazardous chemicals through your communities?

There is a common misconception that the term Precision Scheduled Railroading actually means that operating employees have schedules; that is just not true. The employees that work road service pools and extra boards are required to be available 24 hours a day, seven days per week for a call for duty with one and a half to two hours’ notice. On UP multiple issues exist where the Carrier refuses to add employees when clear agreement language mandates those additions. The result is fewer engineers working more and generating disputes that never existed before. BNSF has made working as an engineer and conductor extremely undesirable by consolidating pools to protect in multiple directions, stretching the limits of the true territorial qualification every day. The employees who enjoyed regular time at home between trips before consolidation are now required to work every trip after only the minimum federal off-duty time.

Some believe this is all part of a grand scheme to win government backing for cutting the size of crews on freight trains in half, by deliberately understaffing on such a scale that massive delays will occur unless engineer-only trains are dispatched. Whether that is true or not, the Nation’s regulators and legislators must take the steps necessary to protect the supply chain, and in the end, these Class I Carriers from their own greed-based decisions. All of these Class I railroads must once again be more closely regulated because they have subordinated service, safety, and employment obligations to the short-term economic interests of the speculators and the hedge funds.

But crew shortages are just a small piece of a much larger problem with PSR. The Carriers have abandoned a customer service, a pro-growth business model in exchange for a short-term growth Wall Street model. This is evident in the Carrier's continuous cost-cutting measures. Railroads are running trains with typical lengths in excess of three miles (15,000-17,000 ft.) and those trains often weigh 20,000 tons or more. NS's Premium Intermodal trains 201/202 operating between Croxton, New Jersey and Atlanta, Georgia average between 10,000 and 15,000 feet daily. With the additional weight added these trains that used to operate at 60 MPH cannot maintain maximum speed. Attached as Exhibit 9 is a list of the 10 longest trains operated by CSX in the first quarter of 2022. These mega-trains are unsafe, cause major delays, and multiple wrecks have occurred, including one that killed two of our members because a brake failure was compounded by a train that was so excessively long that a loss of communication between the Engineer and the emergency brake feature of the end-of-train device occurred. Delays also occur when mechanical failures happen as a result of excessive in-train forces due to train length, which drastically reduces velocity.

Excessively long trains frequently cause traffic jams in yards and major terminals that were not built to accommodate these lengths. They also cause significant dispatching problems on main tracks. Train Dispatchers use sidings to route trains to pass one another in the single-track territory, which is the configuration on most routes. However, sidings were not built to accommodate two to three mile long trains. Thus, every opposing train must take a siding and wait for the long train to pass its location. And, if two of these behemoths are routed toward each other, one of them will have to remain in the terminal until the other one arrives, essentially shutting down the entire line except for one train.

In addition to these over-the-road delays, excessively long trains also directly hurt shippers in other ways. Trains that exceed the capacity of a yard are sent to the next terminal or a section is set off on the line of road. In the process, cars destined for a shipper serviced by the smaller yard are sent on to the next destination, only to be returned many hours — or even days — later. All of this is compounded by the fact that all the Class I's eliminated hump yards, yard crews, and local road switchers that service these customers. Local jobs that service these smaller customers had their trains built and blocked prior to PSR. Now, on Carriers such as NS, crews are commonly instructed to build local freight traffic off the mainline which is time-consuming and results in a delay in spotting the cars at the customer's facility. In effect, railroads are discouraging servicing smaller shippers simply for the sake of faster terminal to terminal times. This impacts cars delivered to the customers. Exhibit 10 is a graph of UP's key Operating Indicators. The last graph labeled Manifest Trip Plan Compliance identifies that only 50% of cars were delivered as originally scheduled on a seven-day run rate through April 14, 2022.

The outline of the delays caused by PSR can be found in Exhibit 11. This table is an overview of the delays that shippers, consumers, and our members experienced in the first quarter of 2022, in which CSX experienced a 21% increase in revenue.

Numerous other delays occur daily due to Carrier fuel conservation restrictions driven by the PSR priority of profit over everything else. Attached as Exhibit 12 is BNSF's Airbrake and Train Handling Rules Section 106.7, titled *Speed Reduction for Fuel Conservation*. Section 106.7 restricts the use of the throttle on trains that do not have a priority symbol, such as a "Z" symbol. A locomotive throttle has eight power notches, in addition to the Idle position. Under this rule, the throttle on a non-priority train with "5/50" restrictions cannot exceed Notch 5 if the

train is traveling over 50 MPH. This means the only time the train can exceed 50 MPH is when it is operating on a terrain that will allow it to roll up to a faster speed, regardless of what the maximum authorized speed of the track is. Following trains also can only move as fast as the train they are following. Thus, when a priority train gets behind one of these 5/50 trains, they are essentially a 5/50 train until the train ahead is stopped and the priority train can get around it. Purposely slowing trains creates congestion. Congestion causes a greater number of crews to expire on the hours of service, requiring a larger number of relief crews, and Carrier-created crew shortages routinely leave trains standing between terminals for hours, if not days. And one can only imagine what happens on the railroad when one of the trains ahead is limited to the “0/40” restriction.

On April 9, 2022, BNSF made changes to the throttle limitations, but only for 15 days, and only after the notice for the STB’s hearing was issued. It takes very little detective work to see the shell game being played with the supply chain. To illustrate those changes, attached as Exhibit 13 are documents showing train profiles¹ from before April 9, 2022, and after April 9, 2022. These documents illustrate a Q (intermodal) train, an H (manifest), and a G (Grain) train. Each of these trains before April 9 were scheduled with extremely low horsepower per ton (HPT). Immediately after the STB announcement to hold a public hearing, the fuel conservation technology software for these same trains was programmed to reflect a boost from 1.0HPT to an extreme 4.0HPT. The trains were not equipped with more locomotives to reach higher speeds; rather, the artificial restrictions that slowed these trains were significantly eased. Attached as Exhibit 14 is an email, dated April 19, 2022, explaining these changes to HPT and throttle restrictions by BNSF Director of Train Handling Duke Remington, and further explained by

¹ Train Profile Documents showing the change in Horse Power Per Ton as well as throttle restrictions being lifted.

Road Foreman of Engines Blake Jenniges. These changes are not coincidental. At the bottom of the email, you will see that the changes are only temporary, and are scheduled to expire shortly after this hearing concludes. This is a perfect example of how the railroad acts when someone is watching and when no one is watching. This is what results from a lack of oversight. Therefore, the outcome of this hearing will have everything to do with how BNSF operates moving forward.

Since this hearing was announced, the BLET has received a huge outpouring of information from members wanting to submit written testimony and comments, but who fear retaliation from Carriers. Now, if this was a hearing on rail safety being conducted by the Federal Railroad Administration or the Department of Transportation, such a fear would be groundless because railroad workers have whistleblower protections under Section 20109 of Title 49 of the United States Code for providing information in a railroad safety investigation. The same is true regarding matters of rail security involving the Department of Homeland Security. However, these whistleblower protections are not available to railroad workers who come forward with information relevant to your investigations. The BLET believes these protections should be extended to assist the Board in its work, and we would ask that you consider supporting an amendment to Section 20109 to make that happen.

In closing, the Railway Labor Act (RLA) was passed almost 100 years ago with one of its primary purposes being to prevent disruptions to interstate commerce arising from labor disputes. The RLA all but eliminated the ability of Rail Labor to strike except under very narrow and defined conditions. Instead, a binding arbitration dispute resolution process was created to stop those sporadic and disruptive strikes. Class I carriers routinely abuse the RLA as they impose draconian policy after draconian policy, counting on legal action to prevent job actions. As a result, there is now a movement afoot that truly believes that the time has come to amend

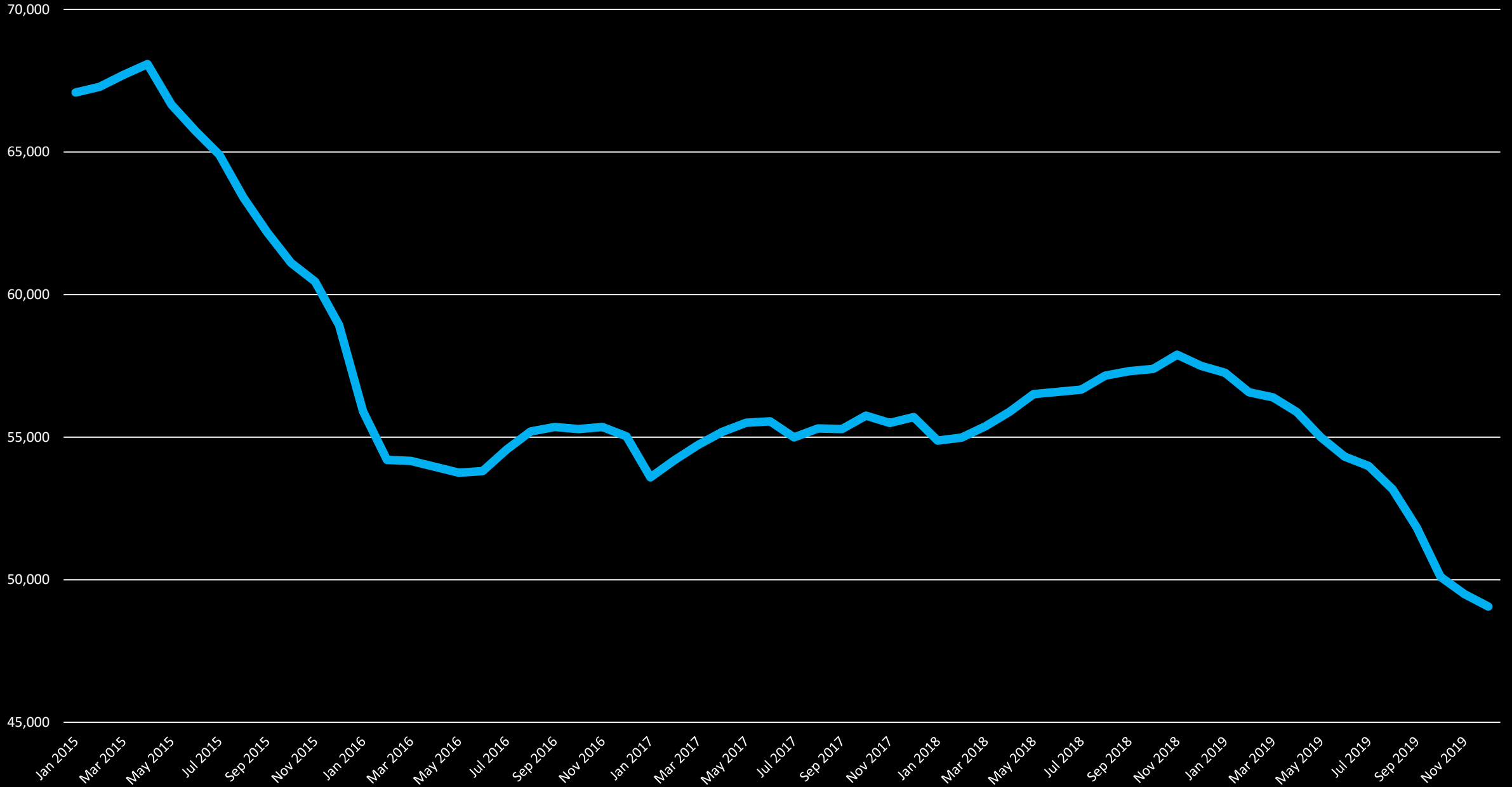
the RLA to allow Rail Workers to strike much like they are allowed under the National Labor Relations Act. While the Carriers opine that the workers might negatively impact the supply chain if they were given these rights, we come before this Board seeking to prevent the railroads from doing the very same thing, interrupting that same interstate commerce. Testimony today exhibited the evidence that is indisputable that the PSR business model that each Class I has chosen to implement has severely impacted their employees, their customers, and the Nation. The industry is at a tipping point in its ability to provide the service to maintain a fluid supply chain. The Class I Carriers will undoubtedly paint a very different picture by selective use of their data. The facts they'll present may be true but you won't get the whole truth, and that would lead you to an incorrect conclusion. The reality is that the service disruptions that are being experienced were and are self-imposed by the Carriers themselves. To protect Interstate Commerce the industry must be appropriately regulated. Carriers have proven that left to their own devices, they will act only to satisfy hedge fund investors' need for ever-increasing profits, which will slow the supply chain further and indefinitely. Stability can be improved by limiting train length, defining crew size, mandating quality of life improvements that will retain current employees and attract new ones, and requiring the maintenance of the infrastructure including yards that have been idled. This can only be accomplished by the STB, FRA, and Congress working to promote these measures that will preserve this industry throughout the 21st Century. This Organization desires a healthy and profitable industry. While the industry appears profitable, that profit is not grounded in service and growth. The myth of PSR has severely damaged the health of the industry. No action that Labor recommends today will have the dire consequences for shippers and the Nation that we see every day from the Carriers' narrow focus on profit over service to our Nation, their customers, and the well-being of their employees.

Exhibit 1

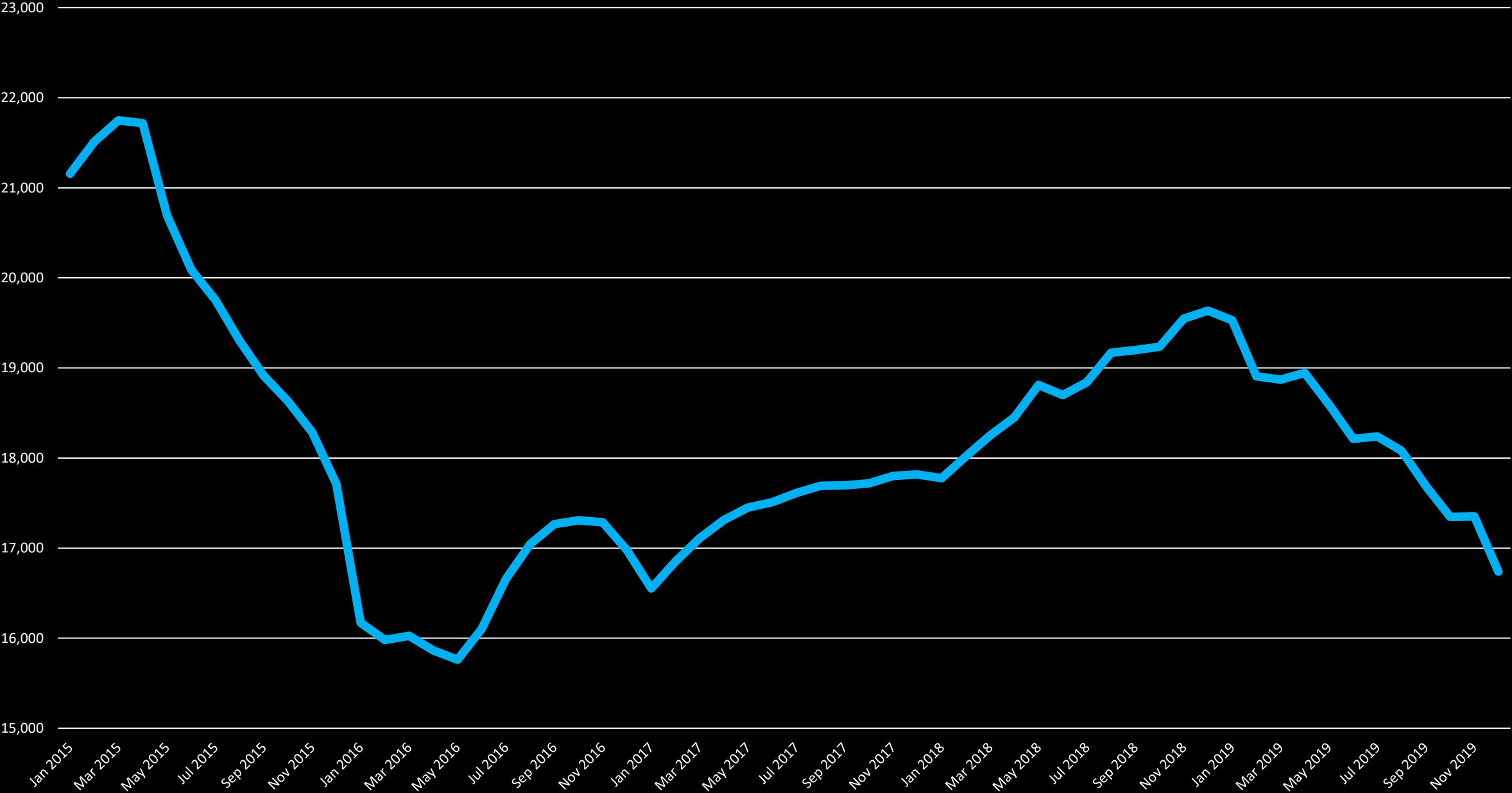
Impact of Precision Scheduled Railroading (PSR)

January 2015 through November 2019

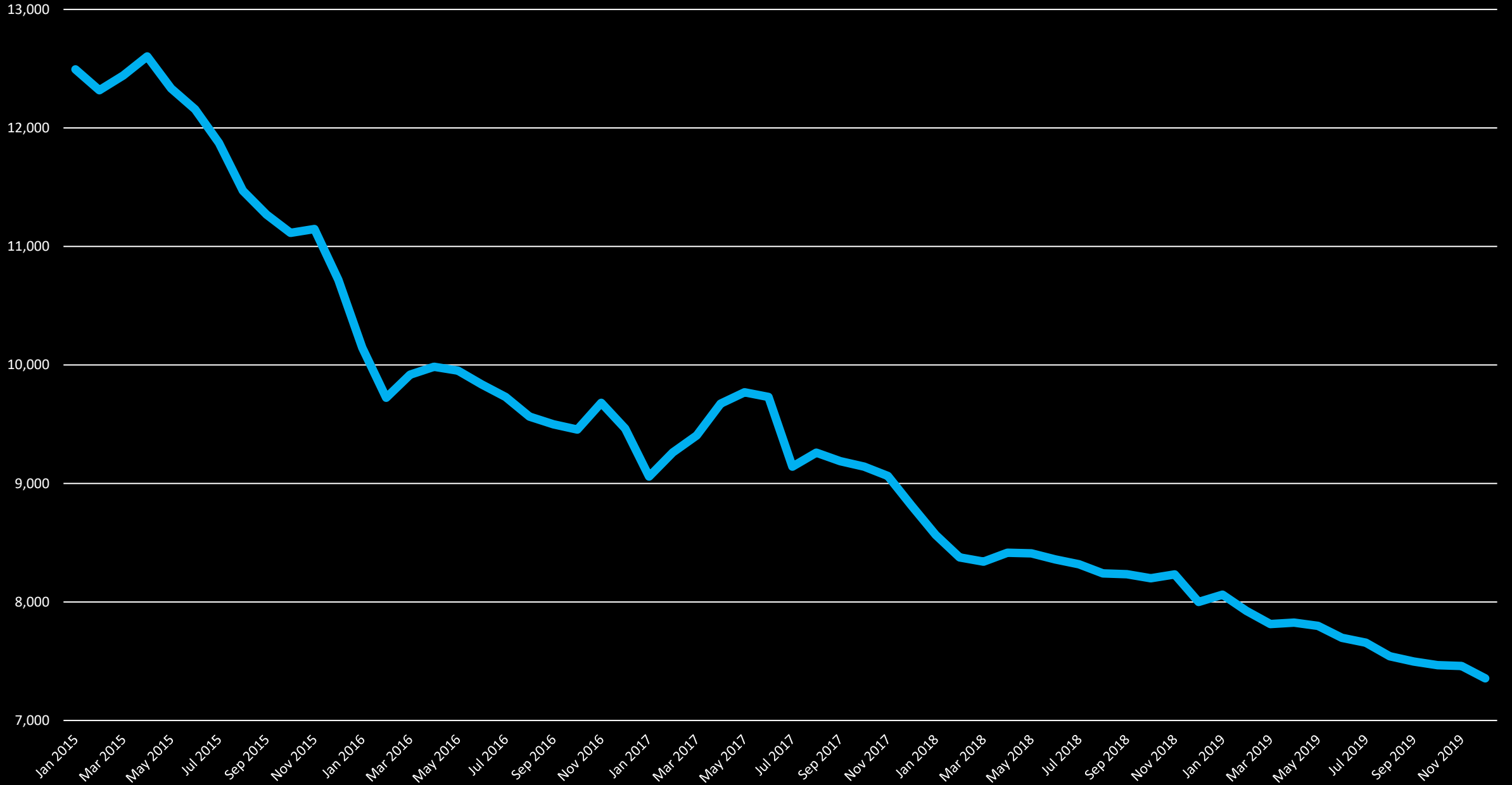
Big Four



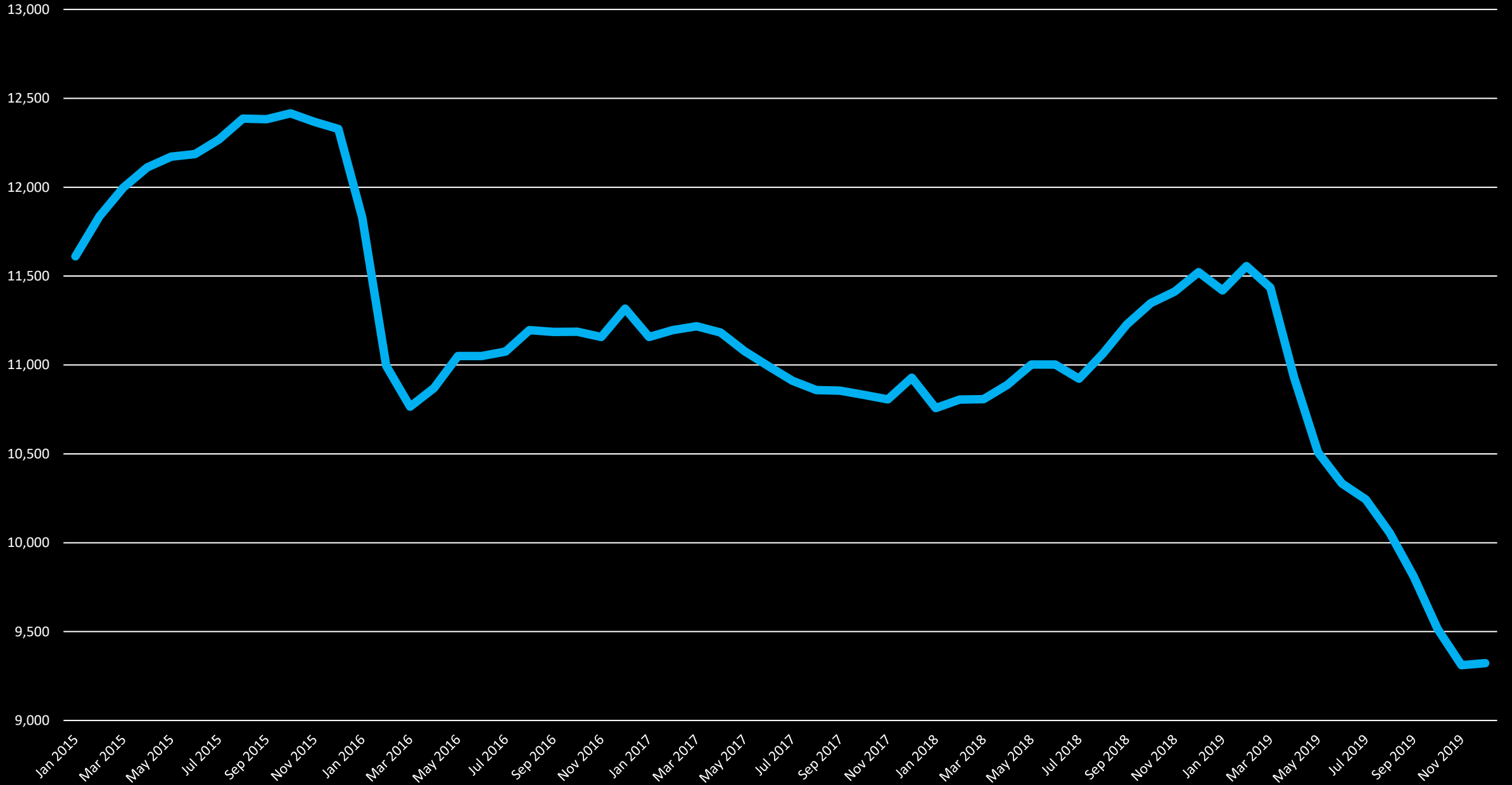
BNSF



CSX



NS



UP

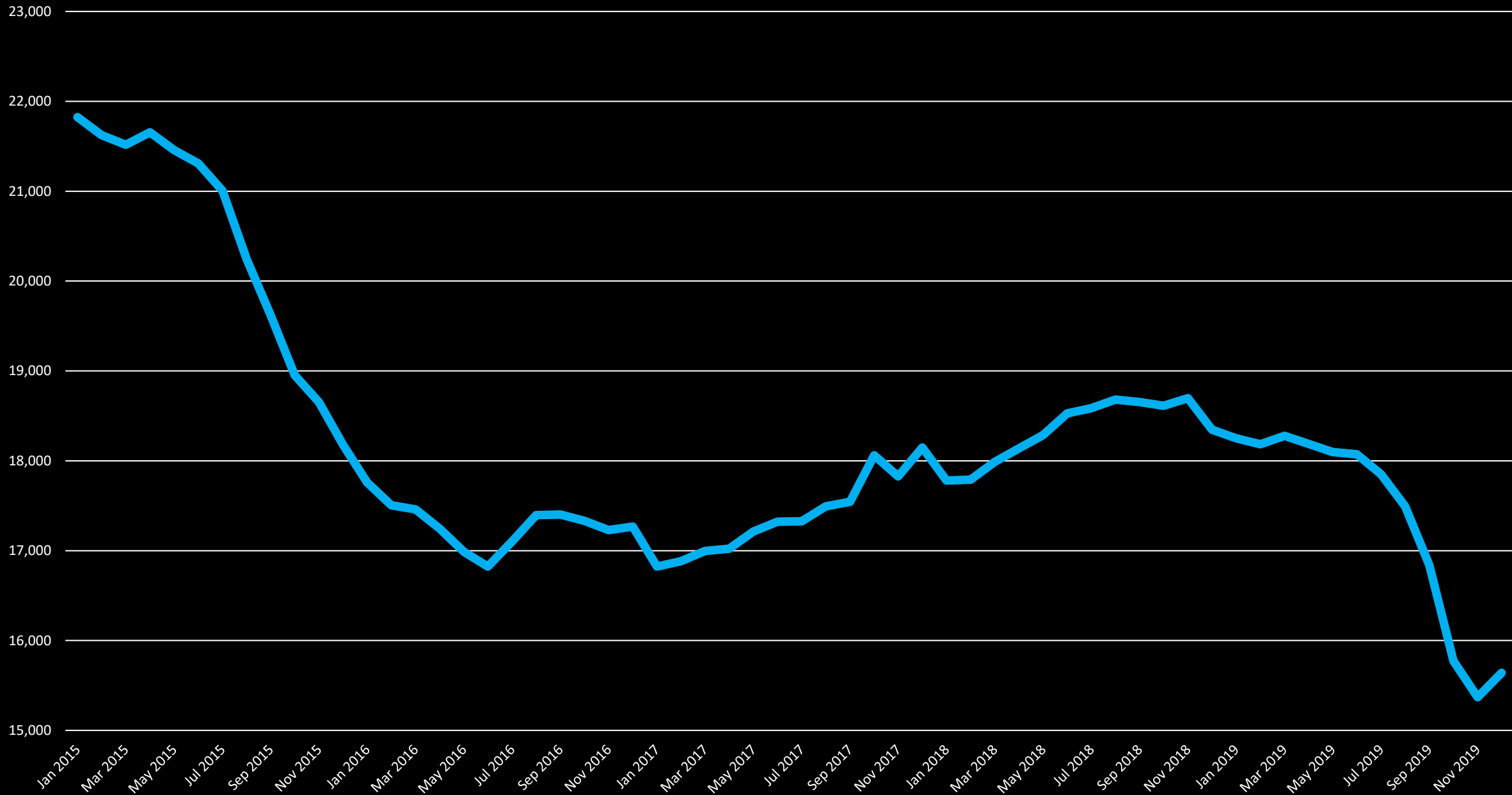
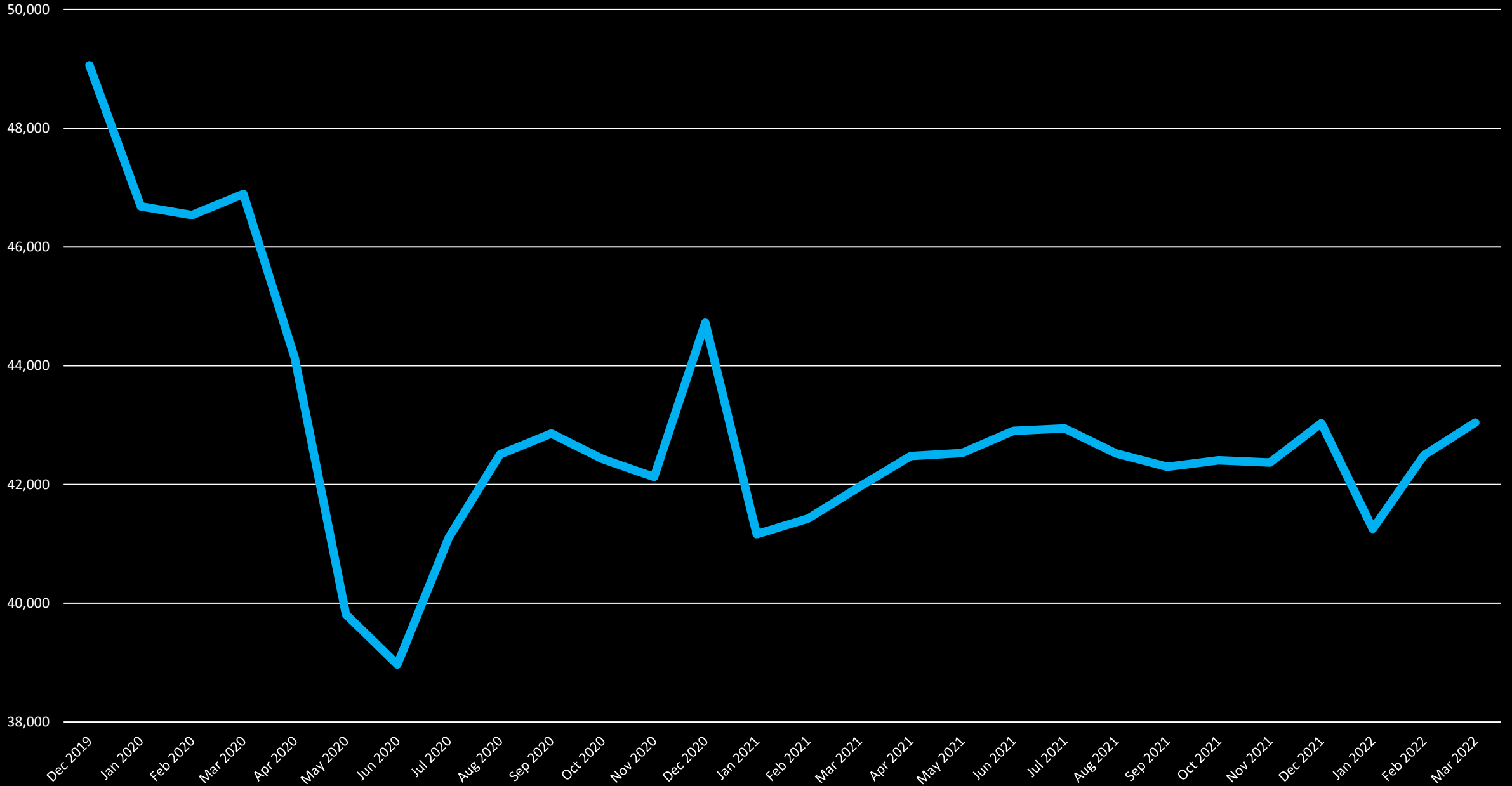


Exhibit 2

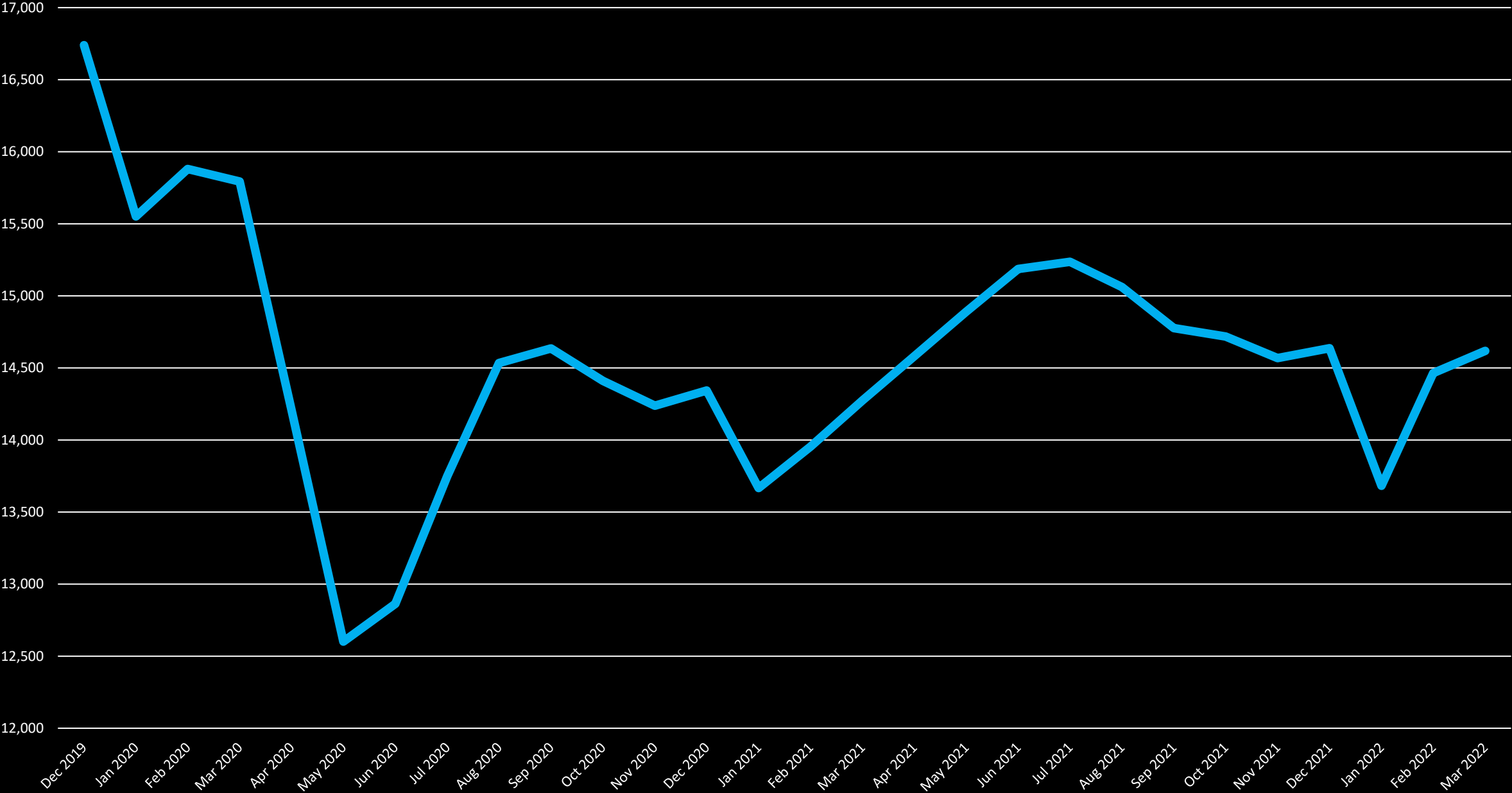
Impact of COVID-19 Pandemic

December 2019 through March 2022

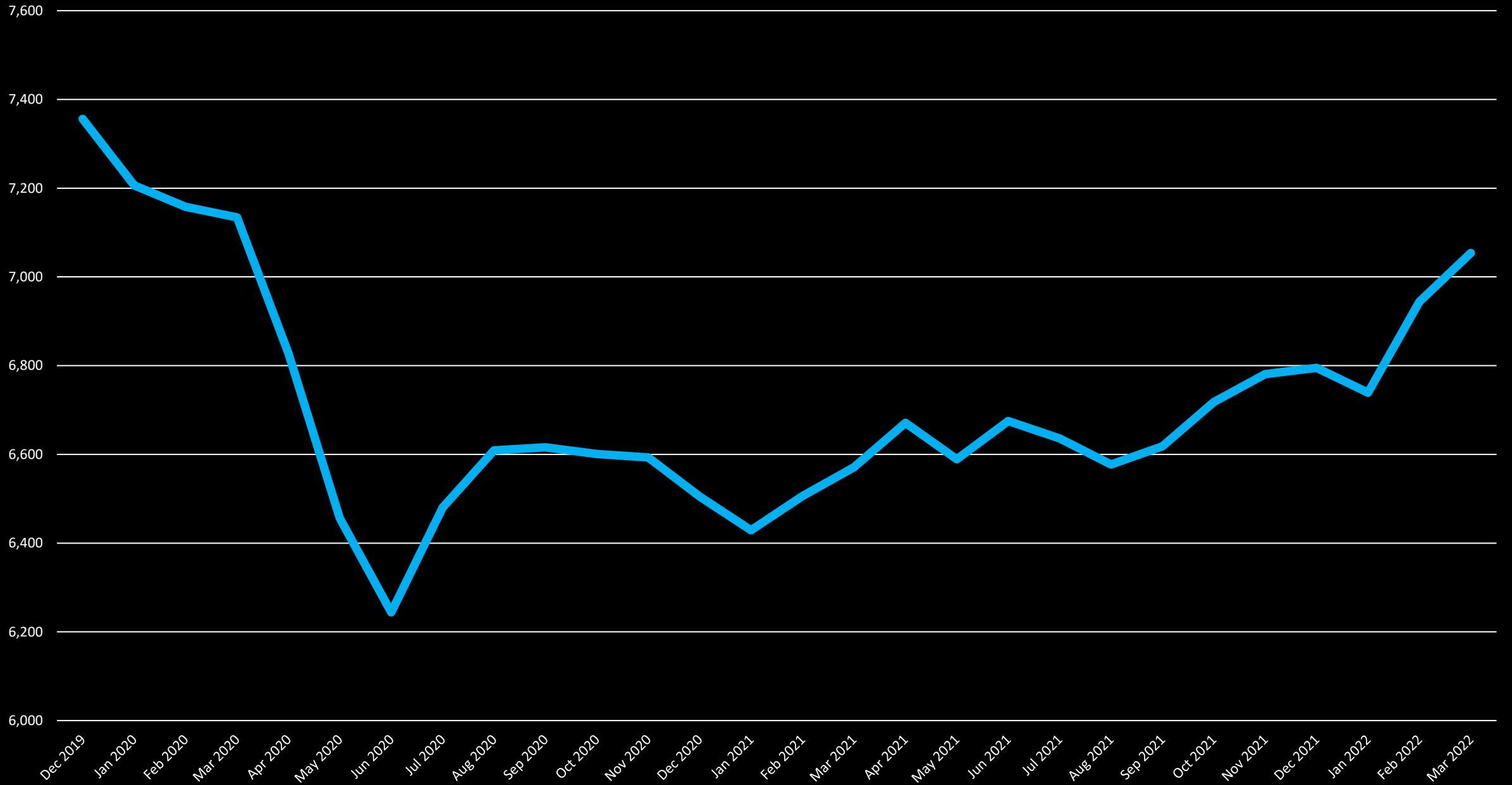
Big Four



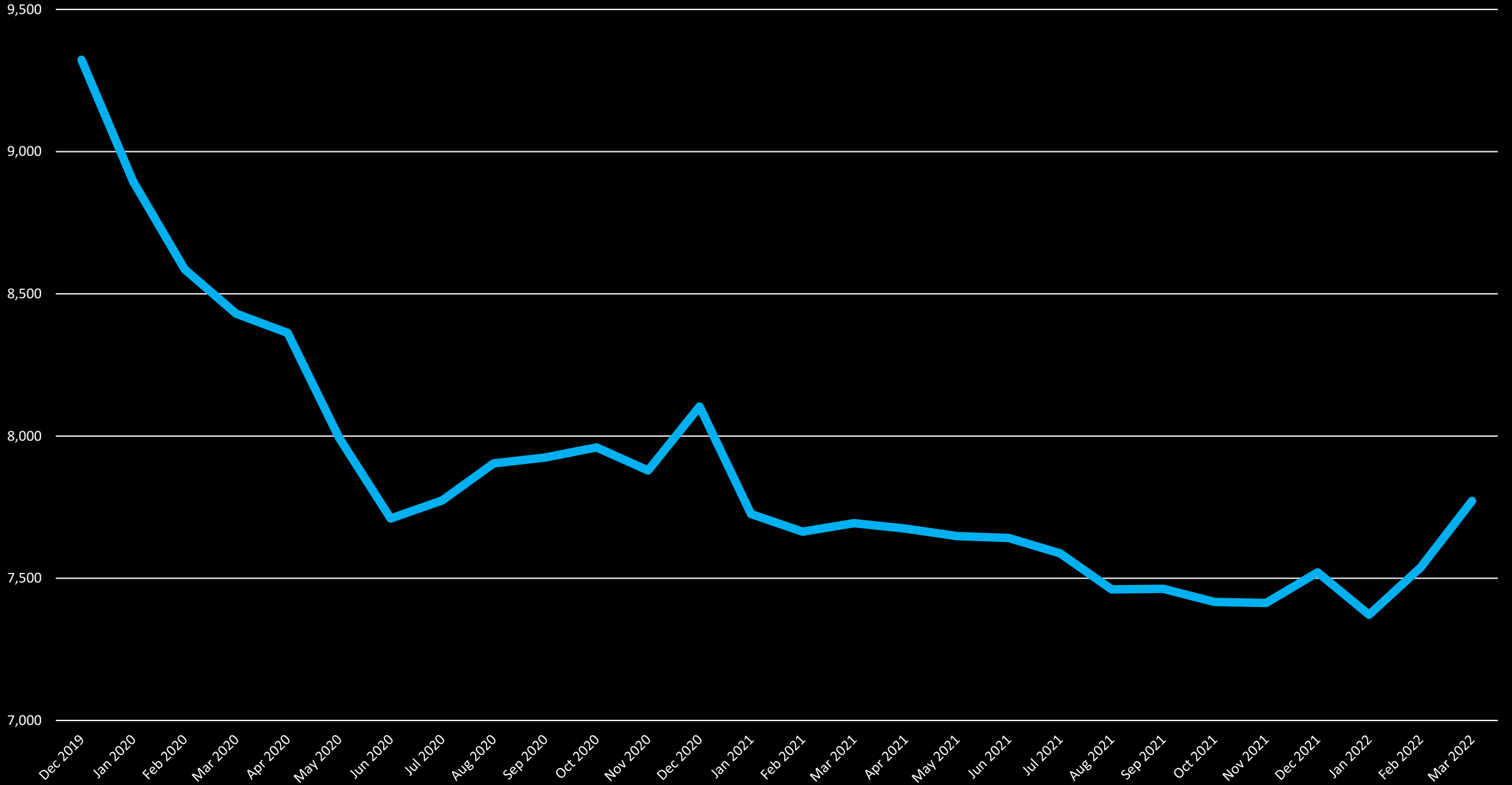
BNSF



CSX



NS



UP

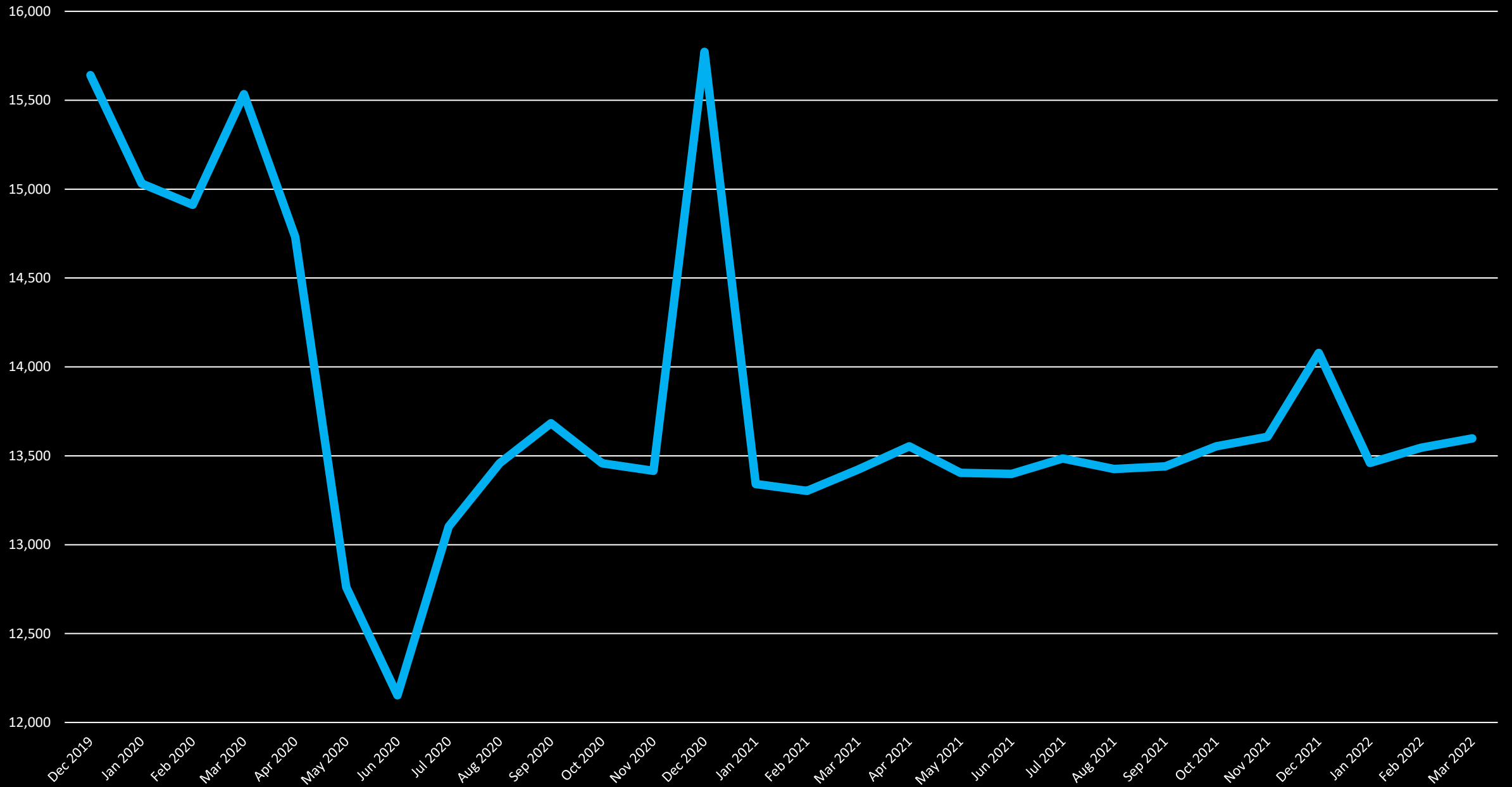


Exhibit 3

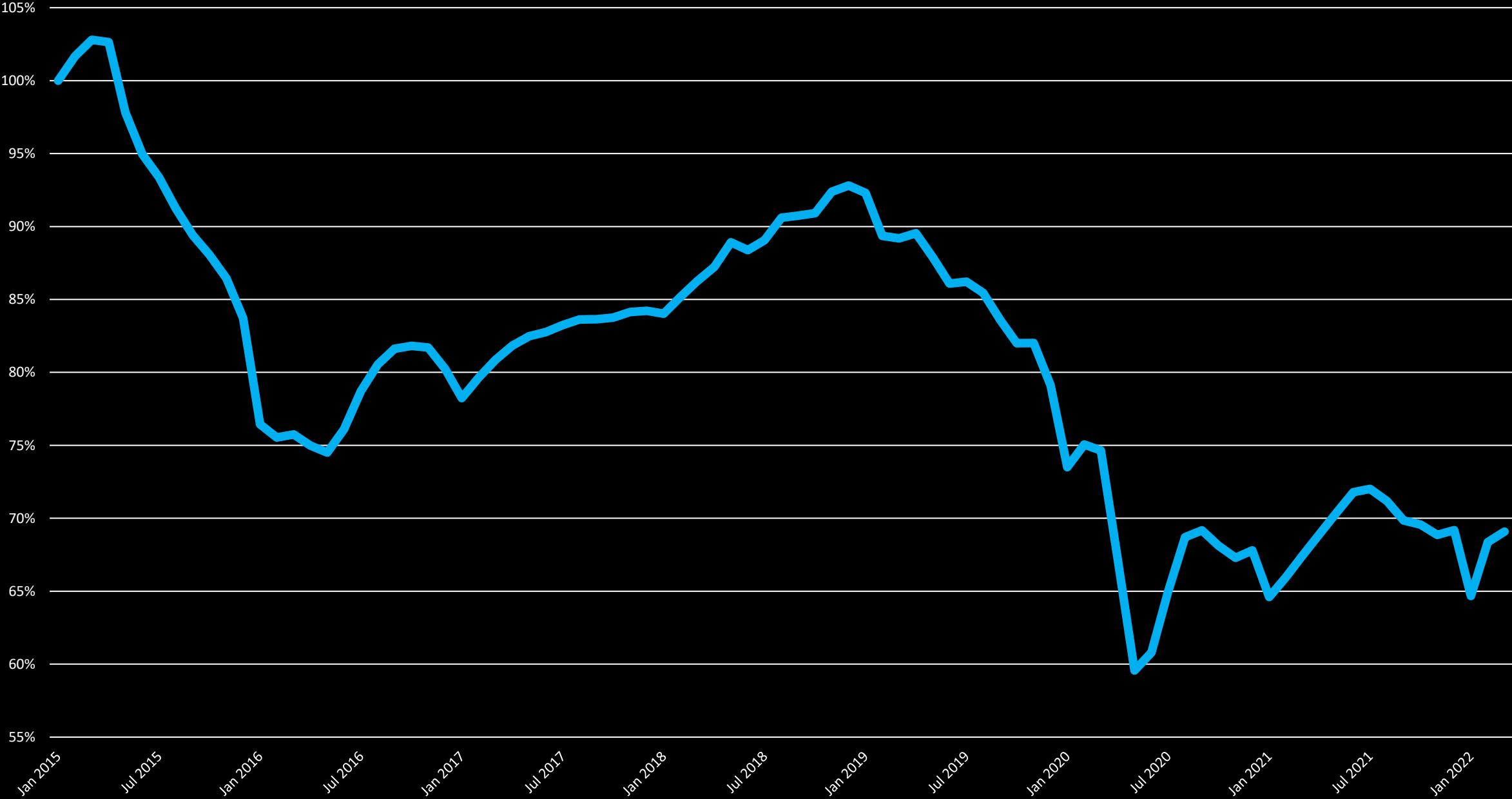
Combined Impact of PSR and COVID-19 Pandemic

January 2015 through January 2022
(percentage change, January 2015 = 100%)

Big Four



BNSF



CSX



NS



UP



Exhibit 4

To whom it may concern,

K. J. Mathena (273367)
Conductor Walbridge, OH
Hired out September 2014 and left August 2018'.

I was a 3rd generation railroader before I left CSX. I hired out with CSX in September 2014 and worked out of Walbridge, Ohio. I was laid off for more than half my time during the four years. I worked from Sept 2014 till the fall of 2015 and was then laid off. I did not receive any railroad unemployment due to the lack of time required to receive RR unemployment by about a week. Therefore, being there so long, I was also unable to receive state unemployment. I was left unemployed by CSX until 2017. I quit the job I was working to return to CSX. I worked for about a month and then CSX laid me right back off. During these two layoffs, he was denied multiple transfers to lima, and claims for lower seniority working and being rejected. I was finally brought back beginning of 2018, went through, retrained on all yard jobs, and took a couple of Detroit trains to qualify. I worked until August of 2018 as the 2nd bottom man to hold in Walbridge and was constantly bumped or displaced. I decided to leave the company as this was beginning to be a struggle to make a living and a career. I couldn't work or stay working, amongst the constant threat of trainmasters watching my every move, searching for discipline violations. I very much enjoyed my job and would have never left if CSX knew how to treat their employees who all but give up their lives to work for them.

Sincerely,
KJ Mathena 273367

Exhibit 5

J. V Rivera

To whom it may concern;

I was hired in 2013 in Toledo, Ohio, and worked in the yard and the road. I was furloughed in January of 2016 and spent a few months waiting to get called back. When I realized it wouldn't happen, I had to go to Rose Lake in east St. Louis to chase work. We kept losing trains out there, and it wasn't looking good to be able to hold there, so I came back to Toledo in September 2017. I could only hold the road job on the weekends and was acquiring points for not marking up, but I could only keep the road on the weekends. I did not want to go into the yard because management always tried to fire you. I did not have any incidents on my record, and I received both of my new hire bonuses, which wasn't very common. I was offered a steady job with regular hours to move back to Texas, and I jumped at the opportunity. Quitting CSX in October of 2017. Best decision I ever made!

Johnnie Rivera

Exhibit 6



Brotherhood of Locomotive Engineers & Trainmen
A Division of the Rail Conference
International Brotherhood of Teamsters

Gary Best

General Chairman, CSXT-E Lines

Patrick Driscoll

General Chairman, CSXT-N District

Keith Kerley

General Chairman, CSXT-W Lines

W. P. Lyons

General Chairman, CSXT-N Lines

March 21, 2022

Mr. John Johnson, AVP
CSXT Labor Relations
500 Water Street, 6th Floor J-455
Jacksonville, FL 32202

RE: Single System Agreement (SSA) Article 78, Paragraph A, Section 1 and Article 79

Dear Sir:

In accordance with Article 32, Paragraph B, 2, of CSXT Labor Agreement 1-023-07, please consider this as notification that the General Chairmen signatory to this letter are informing you of a dispute concerning the above referenced Article and will provide you with our position, below, reflecting the interpretation/application of the same. Accordingly, please note that our position reflects the very intent and purpose of the referenced Article as originally composed in the 2007 SSA, as amended.

This dispute involves CSXT unilaterally establishing assignments with start times and calling windows without the concurrence of the General Chairman of jurisdiction in violation of Article 78, Paragraph A, Section 1 of the 2007 SSA. For ease of reference, Article 78, Paragraph A and Section 1 are reproduced below:

A. Assigned Service

This Article will govern the establishment of regular assignments. Assignments should address the needs of customer service in a cost efficient manner and provide a reasonable earning opportunity and assigned work schedules to the involved employees. The parties agree that neither party will unreasonably withhold concurrence on the establishment of regular assignments that meet the above mutually beneficial identified criteria. Assignments may be established using one of the following options:

Section 1 – Assigned Train Window

Upon discussion between the BLET Local Chairman and Division Management with concurrence of the General Chairman and HDO, a Regular Assignment may be established for Engineers to operate a

designated train within a window at the home and away from home terminal under the following conditions.

The reason the Agreement requires concurrence from the General Chairman for every assignment established by CSXT under Article 78 is so they can make sure the Engineer's assigned work schedule is reasonable. CSXT has unilaterally established assignments operating out of Florence, SC, Charlotte, NC, Casky, KY and Augusta, GA that have excessive layover at the away from home terminal. This creates an unreasonable hardship on the assigned Engineers who are forced to stay at the away from home lodging facility excessive amounts of time before their next call for duty.

Assignments that were unilaterally established by CSXT with excessive layover include the AT/GR-A1, CG/AT-A2, FL/FS-A3, FL/AU-LP, FL/CR-A2, and FL/FS-A1. These assignments are also in violation of Article 79 of the 2007 SSA, which states the following:

When additional regular runs are established/rearranged, the local representative of CSXT and the Local Chairman or Local Chairmen having jurisdiction shall arrange to meet for the purpose of grouping such runs consistent with seniority, with the understanding that CSXT reserves the right to place a schedule in effect to protect the service when no agreement is reached provided such arrangement does not create an unreasonable hardship on Engineers, i.e., excessive layover at the held away from home terminal.

The aforementioned assignments established without the General Chairman's concurrence have layover times between twenty (20) and thirty (30) hours. For example, the AT/GR-A1 assignment that works between Augusta, GA and Fairburn, GA has a start time of 16:00 at the home terminal and 06:30 at the away from home terminal. If the Engineer is called right on the start time at 16:00 out the home terminal and registers off duty at the away from home terminal twelve (12) hours later at 04:00, his start time for his next tour of duty doesn't even begin until twenty-six (26) hours and thirty (30) minutes later at 06:30. By the time the Engineer returns back home to Augusta, he is due to be called to go back to Fairburn shortly after he's rested. This is certainly not an assignment that has a reasonable work schedule when the majority of the Engineer's life is spent on a train or at the away from home terminal.

Allowing assignments with excessive layover to be established was never the intent of those who crafted Article 78 and is the very reason CSXT must get concurrence from the General Chairman before they are created with a start time and calling windows. It is obvious CSXT is attempting to avoid paying held away claims under Article 9 to unassigned Engineers by unilaterally establishing an assignment with the excessive layover. Since CSXT did not comply with Article 78, Paragraph A, Section 1 or Article 79, Engineers have been submitting held away claims for every minute they were held at the away from home terminal beyond fifteen (15) hours. Therefore, all held away claims

timely submitted should be put in line for payment due to CSXT violating Articles 78 and 79.

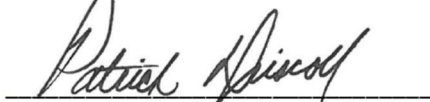
In conclusion, be assured that all we seek is compliance of the mutually agreed-to rule, nothing more... but certainly nothing less.

Please advise.

Respectfully,



Gary Best, General Chairman



Patrick Driscoll, General Chairman



Keith Kerley, General Chairman



W. P. Lyons, General Chairman

Exhibit 7

To whom it may concern

Engineer S. A. Brayboy, (539371), and Conductor T. L. Joyner, (211536), were called for train Q40108 on 04/08/2022 at 12:45 hours in Rocky Mount, NC. Upon arriving in Florence, SC, and tying up under the HOS law at 00:45 hours on 04/09/2022, the crew contacted the designated lodging facility and found no rooms available. They attempted to contact the Florence Chief Dispatcher, but could not reach him. They then contacted CMC and the Local MTO, but no hotels were found in Florence with room availability. Both crew members attempted to contact local hotels but could not get a room. They continued to communicate with CMC and local management until CMC finally told them around 03:30 hours that they would have to taxi to Thomasville, NC, for a room at the Country Inn & Suites. The crew asked CMC to please ask the Chief if they could just DH home since Thomasville, NC is 140 miles from Florence, while Rocky Mount is only 175 miles, and the driving times are almost the same. CMC emailed the Chief and informed the Crew he had said to DH them back to Rocky Mount. However, before they could get off the phone, the Crew Caller said the Chief had been overridden by his boss. I assume that would be the NOM on duty that night. Mr. Brayboy and Mr. Joyner then had to wait for a taxi to get to Thomasville. When they arrived in Thomasville, the Country Inn & Suites would not accept their CLC card and said they didn't have any rooms. They then tried to call the Chief again but could not get him to answer, so they reached the first shift FA Dispatcher, who told them to come back to Florence. Mr. Brayboy and Mr. Joyner arrived back in Florence, got a room at the Fairfield Inn, and finally tied up at 12:15 hours. In total, they spent 23 hours and 30 minutes on-duty, operated Q40108 172 miles, taxied 140 from miles Florence to, Thomasville and then taxied 140 miles back from Thomasville to Florence. Once they tied up at 12:15 hours on 04/09, after spending 23 hours and 30 minutes On duty, they weren't rested for a call until 09:45 for 11:45 on 04/10.

This whole situation is entirely unacceptable and total mismanagement of workforce manpower. There is no reason to send a crew to a hotel 140 miles away when they could have DH home. Even if a room had been available in Thomasville, they would have had to DH 2 & 1/2 hours back to Florence when called for work. The DH time from Rocky Mount to Florence is only 3 hours. Managements decisions or lack thereof created a crew availability issue.

Furthermore, the RSIA only allows T&E employees 30 hours of Limbo time in a calendar month. All the needless taxiing used up 11 hours and 30 minutes of the crew's 30-hour monthly maximum. Mr. Brayboy already had 7 hours of Limbo time before this incident is; therefore, only 11 hours and 30 minutes away from reaching the monthly maximum.

With the issues of Crew availability CSX is already facing, I am sure you will agree that managements decisions or lack thereof created a crew availability issue. This was not beneficial for anyone, and terrible managerial decision making is commonplace at CSX. Please review and advise what will be done to prevent this type of thing from happening in the future. I look forward to your response.

Chris Hyde
Vice General Chairman, BLET Eastern Lines
Local Chairman, BLET Div. 314 - Rocky Mount, NC
252-903-3089

Exhibit 8



Safety Hotline Issue Requires Attention for Issue #...

ID:1500

Train Line-up/=TL

17

Description

I am called for 2105 on a train that was never on the lineup. I stood to go to for around 0530 and have not slept. I am going to work tired and this is obviously extremely dangerous. How am I supposed to be rested for this call when I had no clue I was going to work tonight? This is a recurring issue that appears no one seems to want to address.

Resolution

When there are variability issues on the service unit, we have to use second crews, E moves. ETC . Please plan to be called anytime. thanks *** Paul L Martinez *** : *** Comment Added at 04/18/22 07:03 AM ***

Issue Details

Close

Flag

Delete

Print

Exhibit 9

CSXT 10 Longest Trains in First Quarter of 2022

LENGTH IN FEET	TOTAL CARS	LOADED CARS	EMPTY CARS	TONS	DEPARTING LOCATION	TRAIN ID
24,138	377	329	48	40,181	SOUTH SCHENECTADY, NY	Q364
22,908	291	175	116	27,273	BRENTWOOD, TN	Q524
22,395	438	0	438	23,906	TOANO, VA	E208
21,990	158	102	56	12,708	CORAL RIDGE, KY	I142
21,536	227	0	227	11,815	WORTHVILLE, KY	Q205
21,192	217	109	108	17,841	MONTGOMERY, AL	Q646
21,162	325	157	168	24,833	LIMA, OH	Q560
21,013	311	14	297	12,289	CARTERSVILLE, GA	Q580
20,805	105	105	0	27,192	WAMPUM, PA	X137
20,281	166	119	47	15,937	NEWBURGH, NY	I168

Data from CSXT Gateway

Exhibit 10

Key Operating Indicators

through April 14, 2022

"Current" = 7-day run rates

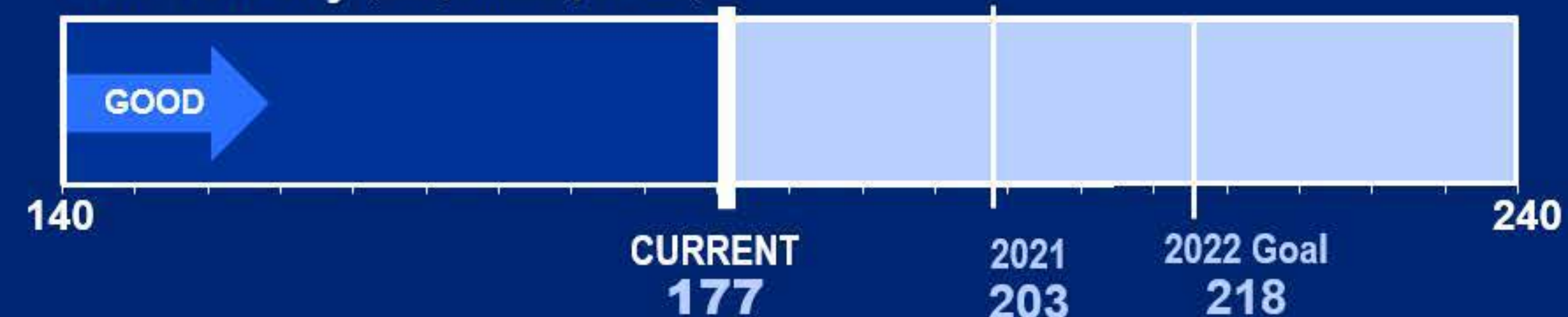
7-day Carloadings

158,044

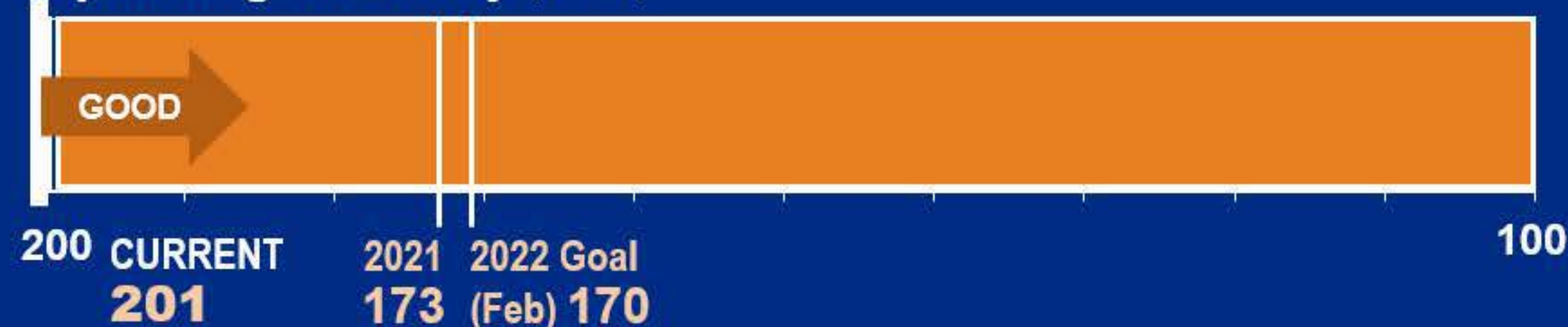
Employee Safety (reportable injuries per 200k work hours)



Car Velocity (daily miles per car)



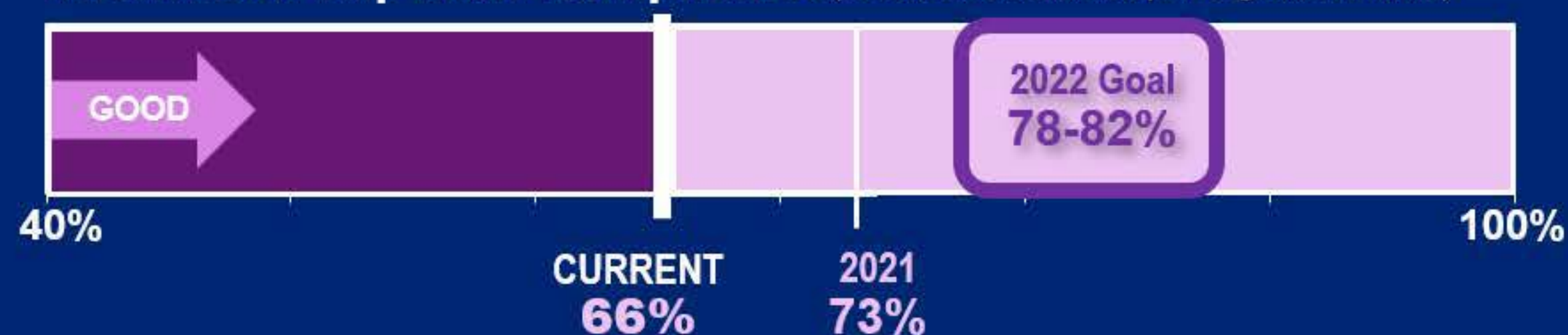
Operating Inventory (000's)



Locomotive Productivity (gross ton miles divided by horsepower days)



Intermodal Trip Plan Compliance (% of boxes delivered per original schedule)



Manifest Trip Plan Compliance (% of cars delivered per original schedule)

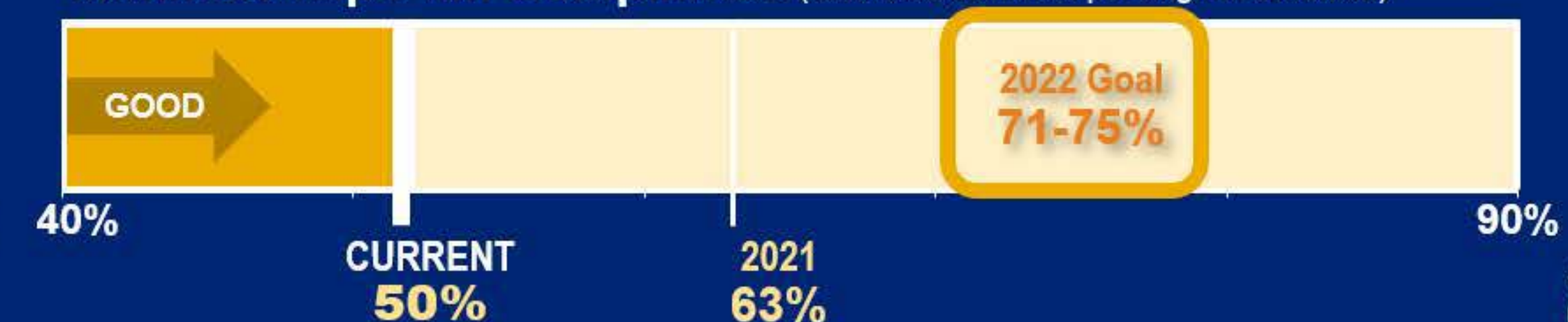


Exhibit 11

CSXT – First Quarter 2022		
<u>RELEVANT INFORMATION</u>	<u>Delay/Hours</u>	<u>Delay/Days</u>
REST DELAYS CREW BALANCING	3188	133
REST DELAYS NO CREW AVAILABLE	91957	3832
TRAIN DELAYS WAITING ON POWER	11828	493
DELAYS FOR TRAIN SPACING	22865	953
DELAYS FOR TRIP OPTIMIZER	254	11
STALLED TRAIN DELAYS	648	27
DELAYS DUE TO ENGINE FAILURE	3303	138
POWER AVAILABILITY DELAYS	11828	493
ALL CSXT DELAYS	234696	9779
AVERAGE TRAIN LENGTH	UP 120.49% SINCE 2016	
VELOCITY	DOWN 22.07% SINCE 2019	
TONNAGE	UP 125.53% SINCE 2016	
CARS PER TRAIN	UP 117.52% SINCE 2016	
ON-TIME ORIGINATIONS	DOWN 26.19% SINCE 2019	
ON-TIME ARRIVALS	DOWN 28.92% SINCE 2019	
ACTIVE TRAIN &ENGINE HEADCOUNT	DOWN 43.1% SINCE 2012	

Exhibit 12

106.7 Speed Reduction for Fuel Conservation

- *If actual HPT exceeds scheduled HPT after isolation instructions are followed, a train may receive additional throttle limiting instructions listed on the Train Profile. These instructions may limit throttle to notch 5, 6 or 7 without going below scheduled HPT.*

A train may exceed the above throttle limitations only when at least one of the following conditions applies:

- *Train is a passenger train, or an F symbol freight train*
- *Train is utilizing Trip Optimizer in Auto Control*
- *Speed is below 15 MPH while on an ascending grade*
- *Expedited Service Banner appears on the Train Profile*

- *Trains must not exceed power throttle 5 when operating at a speed above 50 MPH on any subdivision (5/50).*

All non-Z symbols using Trip Optimizer in Auto Control may automatically adhere to power throttle 5 limit when operating at a speed above 50 MPH.

A train may exceed 5/50 only when at least one of the following conditions applies:

- *Train is a Z symbol freight train, a passenger train, or an F symbol freight train*
- *Expedited Service Banner appears on the Train Profile*
- *Train is utilizing Trip Optimizer in Auto Control*

- *On specific subdivisions, trains must not use power (Throttle Notch 1 - 8) when traveling at a speed over 40 MPH (0/40). Affected trains will be governed by instructions provided on the work order.*

A train may exceed 0/40 only when at least one of the following conditions applies:

- *Train is a D, F, O, Q, Z symbol train or light locomotive consist*
- *Train is operating in idle or dynamic brake*
- *Train is utilizing Trip Optimizer in Auto Control*

- *Geo Cars are exempt from all throttle restrictions.*

- *The NOC Remote RFE Desk may verbally exempt trains from speed reductions for fuel conservation (throttle limiting, 5/50, 0/40 and Trip Optimizer) based on the expedited service needs.*

Exhibit 13

B124555 B S JONES

TNMH0056

04/20/22 11:02:47

Train Profile for <H-GALKCK1-31A> Dpt <GALESBURG IL> 040122 081
(Tons per Operative Brake = 106.1)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING GALESBURG IL
>>>>> NO EXCEPTIONS <<<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING GALESBURG IL
>>>>> NO EXCEPTIONS <<<<<

Train H-GALKCK1-31A

TONS

```

135*      XX X XX XXXXXXXX XXXXXXXXXXXX X
131      XX X XXXXXXXXXXXX XXXXXXXXXXXX XX
110  XXX XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX      XXXXXX XXXX  XX
100  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX      XXXXXX XXXX  XX
 90  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX      XXXXXX XXXX  XX
 80  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX      XXXXXX XXXX  XX
 70  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX      XXXXXX XXXX  XX
 60  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX      XXXXXX XXXX  XX
 50  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX      XXXXXX XXXXX  XX
 45  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX      XXXXXX XXXXX  XX
 40  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX      XXXXXX XXXXX  XX
 30  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
 25  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
 22  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
TTON      1261      2654      4034      4845      5714      6592
LSAN SS S      SSSSSS SSSSSSSSS      S S      SS SS
EOC      EEEE EEE
TLTH      558      1049      1494      2078      2666      3178
SPEED

```

HIWI

```

135*      XX X      X X      X      X XX
131      X      XX X      XX X X      X      XXX XX X
110      X      XX X XXX XXXX XX      XXXX      XX X      XXXXX XXX XXX
100      X      XX X XXX XXXX XX      XXXX      XXXX X      XXXXX XXX XXX
 90      X      XX XXXXXXXXXXXX XX      XXXX      XXXX XX      XXXXX XXX XXX
 80      X      XX XXXXXXXXXXXX XX      XXXX      XXXX XX      XXXXX XXX XXX
 70      X      XX XXXXXXXXXXXX XX      XXXX      XXXX XX      XXXXX XXX XXX
 60      X      XX XXXXXXXXXXXX XX      XXXX      XXXX XX      XXXXX XXX XXX
 50      X      XX XXXXXXXXXXXX XX      XXXX      XXXX XX      XXXXX XXX XXX
 45      X      XX XXXXXXXXXXXX XX      XXXX      XX XXXX XX      XXXXX XXX XXX
 40      X      XX XXXXXXXXXXXX XX      XXXX      XX XXXX XX      XXXXX XXX XXX X
 30  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
 25  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
 22  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
TTON      7223      8462      9358      10078      11039      11989
LSAN SS L S S      L      S SSS      SSS      SSSSS S      SS
EOC      E      E EEEEE      E E EE      EE E
TLTH      3755      4411      4896      5529      6047      6628
SPEED

```

HIWI

```

135*      X          X  X          X  X  XXXX  X  X
131      X..      X X XX XXXXXXXX X X XX XXXX  XXXXX  XX X
110  XXXXX XXX  XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX
100  XXXXX XXX  XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX
90   XXXXX XXX  XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX
80   XXXXX XXX  XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX
70   XXXXX XXX  XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX
60   XXXXX XXX  XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX
50   XXXXX XXX  XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX
45   XXXXX XXX  XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX
40   XXXXX XXX  XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXX
30   XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXX
25   XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXX
22   XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXX
TTON      13072      14095      15415      16746      18094      18888
LSAN      SSSSSSSS SSSSSSSSSS SSSSSSSSSS SSSSSSSSSS SSSSSS
EOC      EE                                     EEE
TLTH      7185      7666      8097      8528      8959      9377
SPEED

```

HIWI

Above profile listed from HEAD END to REAR END
Tons per operative brake calculation is accurate only
if all air brake control values are cut in.

Seq	Loco	Loco	Dyn	Opr	R	Loco	Cum	Loc	Isolation	OB	
Num	Init	Numb Model	HP Avl	Dyn Brk	Brk	LXA P	Eqp A	Axl Tons	Dir	INB	
1	BNSF 5824%	ES44AC	4400	4400	10 EF+	Y Y	8+	6	210	EAST RUN	RUN
2	BNSF 7461%	ES44DC	4400	4400	8 EF+	Y Y	8+	12	210	EAST RUN	RUN
3	BNSF 5705%	AC4400CW	4400	4400	10 EF+	Y Y	8+	18	210	WEST RUN	RUN
4	UP 8917%	SD70AH	4300			N		24	214	DEAD	DEAD
5	BNSF 3779%	ET44C4	4400	4400	8 EF+	Y Y	8+	214	EAST RUN	RUN	
Totals			21900	17600							

All trains must be equipped with an operative event recorder.
If determined that it is not, for any reason, contact
Mechanical Help Desk, NOC - Ft Worth, and be governed by
instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
dynamic brakes have been reported as defective. This column
does not provide any information regarding dynamic brakes
that may be cut out to comply with dynamic brake axle
restrictions.

Totals - 139 Loads 19631 Tons 9635 Feet
45 Emptys 214 Isol**** 367 Loco
184 Cars 19845 Total Tons 10002 Total Length

Actual HpT = .8 (17600 HP/19845 to
Scheduled HpT = 1.2

**** Used to determine Hpt and is not to be used to determine train speed -
or for train makeup instructions

```

* * * * *
*               PTC Consist Information               *
*               Adjusted                               *
* Locomotive Count (NO DP)      :    5      ----- *
* Trailing Tonnage (CARS ONLY)  : 18888     ----- *
* Operative Brake Count        :   178     ----- *
* Axle Count (CARS ONLY)        :   348     ----- *
* Total Length                  : 10002     ----- *
* Loaded Car Count              :   133     ----- *
* Empty Car Count               :    45     ----- *
* * * * *

```

L Long (80 feet or longer)
 S Short (45 feet or less)
 A Articulated Multi-Platform
 N Non-Articulated Multi-Platform
 E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
 VTR - LIR reporting required if changing locomotive(s) isolation status
 to other than what is indicated above.
 INB = Inbound Isolation Status
 OB = Outbound Isolation Status
 RUN = Loco is ON-LINE for power - Run 1-8
 ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or
 may not be cut-in)
 DEAD = Loco is DEAD due to mechanical defect

Dyn Brk:

Dyn Brk Range: E - Extended N - Not equipped
 B - Basic D - Dynamic brake equipped, RANGE UNKNOWN
 S - Standard
 Dyn Brk System: F - Flat T - Tapered
 N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

Inspections for <H-GALKCK1-31A>

**** ATTENTION CONDUCTOR ****

<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or
 Class 1A, record that inspection information in TRAIN INSPECTION HISTORY
 section in the spaces provided (also report the inspection made by
 conductor for Class 1 or 1A via VTR). If inspection was not performed,
 contact your Dispatcher prior departure for guidance.

Location	Inspection Type	To Be Performed By
No inspections required.		

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS
----------	-----------------	---------	-----------	-------

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

+++++
90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

+++++

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT

Should additional air brake defects be discovered en route, note the defects on blank spaces provided and leave this document for relieving crew.

+++++

	Car	Car		Set	
Location/Comments <Milepost>	Date	Time	Init	Number	Defect Description Out
-----	-----	-----	-----	-----	-----

+++++

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

+++++

..... END OF REPORT

B124555 B S JONES

TNMH0056

04/20/22 11:03:30

Train Profile for <H-GALKCK1-01A> Dpt <GALESBURG IL> 040222 105
(Tons per Operative Brake = 91.0)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING GALESBURG IL
>>>>> NO EXCEPTIONS <<<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING GALESBURG IL
>>>>> NO EXCEPTIONS <<<<<

Train H-GALKCK1-01A

```
* * * * *
* Unless preempted by an individual car speed *
* restriction, noted above, this train is restricted *
* to 55 MPH due to intermodal equipment with empty *
* units without CCSB *
*
*                               L                               *
* Seq Init Number Knd  E Content      Speed      *
* 38  CW      1370 FM    E      55 MPH      *
* * * * *
```

TONS

```
135* XXXXXXXXXXXX      XXX XXXX XX      X X      X
131 XXXXXXXXXXXX      X X      XXX XXXX XX      X XXXX      X
110 XXXXXXXXXXXX XXXXX XXXX XXXXXXXXXXXX XX      X XXXX      X XX X
100 XXXXXXXXXXXX XXXXX XXXX XXXXXXXXXXXX XX      X XXXX      X XX X
90 XXXXXXXXXXXX XXXXX XXXX XXXXXXXXXXXX XX      X XXXX      X XX X
80 XXXXXXXXXXXX XXXXX XXXX XXXXXXXXXXXX XX      X XXXX      X XX X
70 XXXXXXXXXXXX XXXXX XXXX XXXXXXXXXXXX XX      X XXXX      X XX X
60 XXXXXXXXXXXX XXXXX XXXX XXXXXXXXXXXX XX      X XXXX      X XX X
50 XXXXXXXXXXXX XXXXX XXXX XXXXXXXXXXXX XX      X XXXX      X XX X X
45 XXXXXXXXXXXX XXXXX XXXX XXXXXXXXXXXX XX      X XXXX      X XX X X
40 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XX      X XXXX      X XXX X X
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XX XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
25 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
22 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX

TTON 1401      2570      3912      4542      5280      6023
LSAN      S      S S      L      S
EOC      EEEE E EEE EE      E      EE
TLTH 593      1111      1655      2242      2827      3451
SPEED
```

HIWI

```
135*      X      X XX X
131      X      X XX XX
110 XXXX X XX X      XXXXXXXX
100 XXXX X XX X      XXXXXXXX
90 XXXX X XX X      XXXXXXXX
80 XXXX X XX X      XXXXXXXX
70 XXXX X XX X      XXXXXXXX X
60 XXXX X XX X      XXXXXXXX X
50 XXXX X XX X      XXXXXXXX X
```

```

45  XXXX X XX X          XXXXXXXX X X
40  XXXX X XX X          X X XXXXXXXX XXXX
30  XXXXXXXXXXX XXXXXXXXXX X XXXXXXXX XXXXXXXX
25  XXXXXXXXXXX XXXXXXXXXX XXXXXXXXXX XXXXXXXX
22  XXXXXXXXXXX XXXXXXXXXX XXXXXXXXXX XXXXXXXX
TON  7011      7432      8568      8918
LSAN  SSS S          LAAAA
EOC   E            EEEEE
TLTH  3979      4563      5227      5800
SPEED

```

HIWI YYYYY

Above profile listed from HEAD END to REAR END
 Tons per operative brake calculation is accurate only
 if all air brake control values are cut in.

Seq	Loco	Loco	Dyn	Opr	R	LXA	P	Cum	Loc	Isolation	OB	
Num	Init	Numb Model	HP	Avl	HP Brk	Brk	Eqp	A	Axl	Tons	Dir	INB
1	BNSF	7953% ES44C4	4400	4400	8	EF+	Y	Y	8+	6	210	WEST RUN
2	BNSF	5304% C44-9W	4400	4400	8	EF+	Y	Y	8+	12	210	EAST RUN
3	CN	5603 SD70I	4000	4000	9	EF+	Y		7+	18	197	WEST RUN
Totals			12800	12800								

All trains must be equipped with an operative event recorder.
 If determined that it is not, for any reason, contact
 Mechanical Help Desk, NOC - Ft Worth, and be governed by
 instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
 dynamic brakes have been reported as defective. This column
 does not provide any information regarding dynamic brakes
 that may be cut out to comply with dynamic brake axle
 restrictions.

Totals - 58 Loads 9060 Tons 5843 Feet
 41 Emptys 0 Isol 219 Loco
 99 Cars 9060 Total Tons 6062 Total Length

Actual HpT = 1.4 (12800 HP/9060 ton)
 Scheduled HpT = 1.2

```

* * * * *
* PTC Consist Information *
* Adjusted *
* Locomotive Count (NO DP) : 3 ----- *
* Trailing Tonnage (CARS ONLY) : 8918 ----- *
* Operative Brake Count : 98 ----- *
* Axle Count (CARS ONLY) : 160 ----- *
* Total Length : 6062 ----- *
* Loaded Car Count : 57 ----- *
* Empty Car Count : 41 ----- *
* * * * *

```

L	Long (80 feet or longer)
S	Short (45 feet or less)
A	Articulated Multi-Platform
N	Non-Articulated Multi-Platform
E	End Of Car Cushioning

Loco Isolation:

```

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status
      to other than what is indicated above.
INB  = Inbound Isolation Status
OB   = Outbound Isolation Status
RUN  = Loco is ON-LINE for power - Run 1-8
ISO  = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or
      may not be cut-in)
DEAD = Loco is DEAD due to mechanical defect

```

Dvn Brk:

```

Dyn Brk Range:  E - Extended      N - Not equipped
                  B - Basic        D - Dynamic brake equipped, RANGE UNKNOWN
                  S - Standard
Dyn Brk System:  F - Flat         T - Tapered
                  N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

```

Inspections for <H-GALKCK1-01A>

***** ATTENTION CONDUCTOR *****

<<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or Class 1A, record that inspection information in TRAIN INSPECTION HISTORY section in the spaces provided (also report the inspection made by conductor for Class 1 or 1A via VTR). If inspection was not performed, contact your Dispatcher prior departure for guidance.

Location	Inspection Type	To Be Performed By
----------	-----------------	--------------------

No inspections required.

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic

records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT

Should additional air brake defects be discovered en route, note the defects on blank spaces provided and leave this document for relieving crew.

Location/Comments	<Milepost>	Date	Car Time	Car Init	Car Number	Set Defect	Description	Out
-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----	-----

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

.... END OF REPORT

B124555 B S JONES

TNMH0056

04/20/22 11:04:29

Train Profile for <H-GALKCK1-11A> Dpt <GALESBURG IL> 041222 051
(Tons per Operative Brake = 85.5)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING GALESBURG IL
>>>> NO EXCEPTIONS <<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING GALESBURG IL
>>>> NO EXCEPTIONS <<<<

Train H-GALKCK1-11A

* * * * *
* Train does not contain any intermodal *
* equipment with empty units without CCSB *
* * * * *

TONS

135*	XXXXXXXXXX	XXXXXXXXXX	XXX	XXXX X X	XX X X	
131	XXXXXXXXXX	XXXXXXXXXX	XXXXX	XXXX X XX	X XX X X	
110	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX XX XX	XXX X X	
100	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX XX XX	XXX X X	
90	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX XX XX	XXX X X	
80	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX XX XX	XXX X X	X
70	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX XX XXX	XXX X X	X
60	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX XX XXX	XXX X X	X
50	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX XX XXXXXXXX	X X	X
45	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX XX XXXXXXXX	X X	X
40	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	X XXXXXXXX	XX XXXXXXXX	X X
30	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX XXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX
TTON	1413	2817	3935	4892	5989	6587
LSAN SSS	SSSS	SSSSSSSS	SS	S		SS
EOC					E	E
TLTH	476	931	1489	2044	2617	3192
SPEED						

HIWI

135*	XXX			XX X		
131	XXX			XX X	X	
110	XXX XX		X	XX	XX X XX	
100	XXX XX		X	XX	XX X XXX	
90	XXX XX		X	XX	XX X XXXX	
80	XXX XX		X	XX	XX XXXXXXXX	
70	XXX XX		X	XX	XX XXXXXXXX	
60	XXX XX		X	XX	XX XXXXXXXX	
50	XXX XX		X	XX	XX XXXXXXXX	
45	XXXX XX		X	XX	XX XXXXXXXX	
40	XXXX XX X		X	XX	XX XXXXXXXX	
30	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
TTON	7439	7759	8214	8729	9313	10232
LSAN SS	LL	S	S			

EOC EEEEE E EE EE EE EEEEE
 TLTH 3814 4412 4991 5564 6208 6769
 SPEED

HIWI

135* X XXXXXXXX X
 131 X XXXXXXXX X
 110 X XXXXXXXX XXXXXX X
 100 X XXXXXXXX XXXXXX X
 90 X XXXXXXXX XXXXXX X
 80 X XXXXXXXX XXXXXX X
 70 X XXXXXXXX XXXXXX X
 60 X XXXXXXXX XXXXXX X
 50 X XXXXXXXX XXXXXX X
 45 X XXXXXXXX XXXXXX X X X
 40 X XXXXXXXX XXXXXXXX X X X X
 30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX X
 25 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX X
 22 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX X
 TTON 11515 12431 12883 12915
 LSAN SSSSSSSS SSS L AAA A
 EOC E E
 TLTH 7231 7763 8516 8618
 SPEED

HIWI

Above profile listed from HEAD END to REAR END

Tons per operative brake calculation is accurate only
 if all air brake control values are cut in.

Seq	Loco	Loco	Dyn	Opr	R	LXA	P	Cum	Loc	Isolation				
Num	Init	Numb Model	HP	Avl	HP Brk	Brk	Eqp	A	Axl	Tons	Dir	INB	OB	
1	BNSF	7209%	ES44DC	4400	4400	8	EF+	Y	Y	8+	6	210	EAST	RUN
2	BNSF	7206%	ES44DC	4400	4400	8	EF+	Y	Y	8+	12	210	WEST	RUN
3	BNSF	6588%	ES44C4	4400	4400	8	EF+	Y	Y	8+	18	210	WEST	RUN
Totals				13200	13200									

All trains must be equipped with an operative event recorder.
 If determined that it is not, for any reason, contact
 Mechanical Help Desk, NOC - Ft Worth, and be governed by
 instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
 dynamic brakes have been reported as defective. This column
 does not provide any information regarding dynamic brakes
 that may be cut out to comply with dynamic brake axle
 restrictions.

Totals - 80 Loads 12864 Tons 8618 Feet
 71 Emptys 0 Isol 219 Loco
 151 Cars 12864 Total Tons 8837 Total Length

Actual HpT = 1.0 (13200 HP/12864 to

Scheduled HpT = 4.0

```
*****
*                                     *
*               PTC Consist Information               *
*                                     *
*               Adjusted               *
*
*      Locomotive Count (NO DP)      :    3      ----- *
*      Trailing Tonnage (CARS ONLY)   : 12915     ----- *
*      Operative Brake Count         :   151     ----- *
*      Axle Count (CARS ONLY)         :   392     ----- *
*      Total Length                   :   8837     ----- *
*      Loaded Car Count               :    80     ----- *
*      Empty Car Count               :    71     ----- *
*****
```

L Long (80 feet or longer)
S Short (45 feet or less)
A Articulated Multi-Platform
N Non-Articulated Multi-Platform
E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status
to other than what is indicated above.
INB = Inbound Isolation Status
OB = Outbound Isolation Status
RUN = Loco is ON-LINE for power - Run 1-8
ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or
may not be cut-in)
DEAD = Loco is DEAD due to mechanical defect

Dyn Brk:

Dyn Brk Range: E - Extended N - Not equipped
B - Basic D - Dynamic brake equipped, RANGE UNKNOWN
S - Standard
Dyn Brk System: F - Flat T - Tapered
N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

Inspections for <H-GALKCK1-11A>

**** ATTENTION CONDUCTOR ****

<<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or
Class 1A, record that inspection information in TRAIN INSPECTION HISTORY
section in the spaces provided (also report the inspection made by
conductor for Class 1 or 1A via VTR). If inspection was not performed,
contact your Dispatcher prior departure for guidance.

Location	Inspection Type	To Be Performed By

No inspections required.		

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS
----------	-----------------	---------	-----------	-------

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT

Should additional air brake defects be discovered en route, note the defects on blank spaces provided and leave this document for relieving crew.

Location/Comments	<Milepost>	Date	Car Time	Car Init	Car Number	Car Defect	Set Description	Out
-------------------	------------	------	-------------	-------------	---------------	---------------	--------------------	-----

+++++

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

+++++

.... END OF REPORT

04/20/22 11:05:07

Train H-GALKCK1-10A

HIWI

```

135*      X
131      XX
110  XX  XXX          X          XX
100  XX  XXX          X          XX
 90  XX  XXX          X          XX
 80  XX  XXX          X          XX
 70  XX  XXX          XX         XX
 60  XX  XXX          XX         XX
 50  XX  XXX          XX         XX
 45  XX  XXX          XX         XX
 40  XX  XXX          XX         X  XX
 30  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXX XX XXXX
 25  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXX XX XXXX
 22  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXX
TTON      7736          8225          8514          8816
LSAN  SS      AAAA  AAAAAAAAA  L          S

```

EOC EEEE EEEEEEEEEEE
 TLTH 3917 4666 5206 5465
 SPEED

HIWI YYYY YYYYYYYY

Above profile listed from HEAD END to REAR END
 Tons per operative brake calculation is accurate only
 if all air brake control values are cut in.

Seq	Loco	Loco	Model	HP	Avl	HP	Brk	Opr	R	LXA	P	Cum	Axl	Tons	Dir	Isolation	OB
1	BNSF	8105%	ES44C4	4400	4400	8	EF+	Y	Y	8+	6	210	EAST	RUN	RUN		
2	BNSF	6549	ES44C4	4400	4400	8	EF+	Y	Y	8+	12	210	WEST	RUN	RUN		
3	BNSF	4122%	C44-9W	4400		8	EF+	N	Y	8+	18	210	EAST	DEAD	DEAD		
4	BNSF	5791%	ES44AC	4400		10	EF+	N	Y	8+	24	210	EAST	DEAD	DEAD		
5	BNSF	5680	AC4400CW	4400	4400	10	EF+	Y	Y	8+	30	210	WEST	RUN	RUN		
Totals				22000	13200												

BNQ 1312 >>>>>DPS<<<<<

All trains must be equipped with an operative event recorder.
 If determined that it is not, for any reason, contact
 Mechanical Help Desk, NOC - Ft Worth, and be governed by
 instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
 dynamic brakes have been reported as defective. This column
 does not provide any information regarding dynamic brakes
 that may be cut out to comply with dynamic brake axle
 restrictions.

Totals - 59 Loads 8835 Tons 5525 Feet
 35 Emptys 420 Isol**** 365 Loco
 94 Cars 9255 Total Tons 5890 Total Length

Actual HpT = 1.4 (13200 HP/9255 ton
 Scheduled HpT = 4.0

**** Used to determine Hpt and is not to be used to determine train speed -
 or for train makeup instructions

```

* * * * * PTC Consist Information *
*
* Locomotive Count (NO DP) : 5 Adjusted *
* Trailing Tonnage (CARS ONLY) : 8816 *
* Operative Brake Count : 94 *
* Axle Count (CARS ONLY) : 248 *
* Total Length : 5890 *
* Loaded Car Count : 59 *
* Empty Car Count : 35 *
* * * * *

```

L Long (80 feet or longer)

S	Short (45 feet or less)
A	Articulated Multi-Platform
N	Non-Articulated Multi-Platform
E	End Of Car Cushioning

Loco Isolation:

```

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status
      to other than what is indicated above.
INB  = Inbound Isolation Status
OB   = Outbound Isolation Status
RUN  = Loco is ON-LINE for power - Run 1-8
ISO  = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or
      may not be cut-in)
DEAD = Loco is DEAD due to mechanical defect

```

Dyn Brk:

```

Dyn Brk Range:  E - Extended      N - Not equipped
                 B - Basic        D - Dynamic brake equipped, RANGE UNKNOWN
                 S - Standard
Dyn Brk System:  F - Flat         T - Tapered
                 N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

```

Inspections for <H-GALKCK1-10A>

***** ATTENTION CONDUCTOR *****

<<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or Class 1A, record that inspection information in TRAIN INSPECTION HISTORY section in the spaces provided (also report the inspection made by conductor for Class 1 or 1A via VTR). If inspection was not performed, contact your Dispatcher prior departure for guidance.

Location	Inspection Type	To Be Performed By
----------	-----------------	--------------------

No inspections required.

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS
----------	-----------------	---------	-----------	-------

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

+++++
90 CFM Waiver train Docket Number FRA-2012-0091

(*) Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

+++++
+++++

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT
Should additional air brake defects be discovered
en route, note the defects on blank spaces
provided and leave this document for relieving crew.

+++++

Location/Comments	<Milepost>	Date	Car Time	Car Init	Car Number	Set Defect	Description	Out
-------------------	------------	------	----------	----------	------------	------------	-------------	-----

_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____

+++++

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

+++++

.... END OF REPORT

B124555 B S JONES

TNMH0056

04/20/22 11:07:20

Train Profile for <H-GALKCK1-06A> Dpt <GALESBURG IL> 040722 045
 (Tons per Operative Brake = 86.8)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING GALESBURG IL
 >>>>> NO EXCEPTIONS <<<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING GALESBURG IL
 >>>>> NO EXCEPTIONS <<<<<

Train H-GALKCK1-06A

* * * * *
 * Train does not contain any intermodal *
 * equipment with empty units without CCSB *
 * * * * *

TONS

135*	XXXXXX				X X XX	
131	XXXXXX				X X XX	
110	XXXXXXXXXX	XXXXXXXXXX	XX		XXXXX XXXXX	
100	XXXXXXXXXX	XXXXXXXXXX	XX	X X	XXXXX XXXXX	
90	XXXXXXXXXX	XXXXXXXXXX	XX	X XX	XXXXX XXXXX	
80	XXXXXXXXXX	XXXXXXXXXX	XX	X XX	XXXXX XXXXX	
70	XXXXXXXXXX	XXXXXXXXXX	XX	X XX	XXXXX XXXXX	
60	XXXXXXXXXX	XXXXXXXXXX	XX	X XX	XXXXX XXXXX	
50	XXXXXXXXXX	XXXXXXXXXX	XX	X XX	XXXXX XXXXX	
45	XXXXXXXXXX	XXXXXXXXXX	XX	X XX	XXXXX XXXXX	
40	XXXXXXXXXX	XXXXXXXXXX	X XX	X XX	XXXXX XXXXX	XX
30	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
TTON	1350	2492	3092	4029	4866	5217
LSAN	SSS	SSS S	SSSSSS	S		
EOC			E EE	EEEE		EE
TLTH	538	1039	1529	2100	2692	3301
SPEED						

HIWI

135*		XX		XX	XXX		XX
131		XX	X XXX	X XX	XXXX		XX
110		XX	XXXXXXXXXX	XXXXXX		XX XX	XXXX
100		XX	XXXXXXXXXX	XXXXXX		XX XX	XXXX
90		XX	XXXXXXXXXX	XXXXXX		XX XX	XXXX
80		XX	XXXXXXXXXX	XXXXXX		XX XX	XXXX
70		XX	XXXXXXXXXX	XXXXXX		XX XX	XXXX
60	XXXX X	XX	XXXXXXXXXX	XXXXXX		XX XX	XXXX
50	XXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX		XX XX	XXXX
45	XXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX		XX XX	XXXX
40	XXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX		XX XX	XXXX
30	XXXXX	XXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX	XXXXXXXXXX	XXXXXXXXXX
25	XXXXX	XXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
TTON	5669	6371	7706	8649	9153	10101	
LSAN	LLLL	LLLLLLLL	SSS SS SSS	SSSS	AAA	SS	L S

HIWI

HIWI

Totals -	89 Loads	13039 Tons	8716 Feet
	62 Emptys	214 Isol****	294 Loco

151 Cars 13253 Total Tons 9010 Total Length

Actual HpT = .9 (13100 HP/13253 to
Scheduled HpT = 1.2

**** Used to determine Hpt and is not to be used to determine train speed -
or for train makeup instructions

```
* * * * *
*               PTC Consist Information               *
*               Adjusted                               *
* -----Locomotive Count (NO DP)      :    4      ----- *
* -----Trailing Tonnage (CARS ONLY)   : 13103     ----- *
* -----Operative Brake Count         :   151     ----- *
* -----Axle Count (CARS ONLY)         :   354     ----- *
* -----Total Length                   :   9010     ----- *
* -----Loaded Car Count               :    89     ----- *
* -----Empty Car Count                :    62     ----- *
* * * * *
```

L Long (80 feet or longer)
S Short (45 feet or less)
A Articulated Multi-Platform
N Non-Articulated Multi-Platform
E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status
to other than what is indicated above.
INB = Inbound Isolation Status
OB = Outbound Isolation Status
RUN = Loco is ON-LINE for power - Run 1-8
ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or
may not be cut-in)
DEAD = Loco is DEAD due to mechanical defect

Dyn Brk:

Dyn Brk Range: E - Extended N - Not equipped
D - Dynamic brake equipped, RANGE UNKNOWN
S - Standard
Dyn Brk System: F - Flat T - Tapered
N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

Inspections for <H-GALKCK1-06A>

**** ATTENTION CONDUCTOR ****

REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or
Class 1A, record that inspection information in TRAIN INSPECTION HISTORY
section in the spaces provided (also report the inspection made by
conductor for Class 1 or 1A via VTR). If inspection was not performed,
contact your Dispatcher prior departure for guidance.

Location	Inspection Type	To Be Performed By
-----	-----	-----

No inspections required.

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT
Should additional air brake defects be discovered
en route, note the defects on blank spaces
provided and leave this document for relieving crew.

Location/Comments <Milepost>	Date	Car	Car	Set	Time	Init	Number	Defect	Description	Out
------------------------------	------	-----	-----	-----	------	------	--------	--------	-------------	-----

+++++

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

+++++

.... END OF REPORT

B124555 B S JONES

TNMH0051

04/20/22 13:09:32

Train Profile for <H-KCKBAR1-05A> Dpt <KANCITY KS> 040522 1151
(Tons per Operative Brake = 101.3)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING KANCITY KS
>>>>> NO EXCEPTIONS <<<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING KANCITY KS
>>>>> NO EXCEPTIONS <<<<<

Train H-KCKBAR1-05A

* * * * *
* Train does not contain any intermodal *
* equipment with empty units without CCSB *
* * * * *

TONS

135*	X	XX	XXXX				
131	X	X X X	XX	XXXX	XXXX	X	
110	XXXXXXXXXX	X X XX	XXXX	X	XXXXX	XXXXXXXX	X
100	XXXXXXXXXX	X X XX	XXXXXXXXXX	XXXX	XXXXX	XXXXXXXX	X
90	XXXXXXXXXX	X X XX	XXXXXXXXXX	XXXX	XXXXX	XXXXXXXX	X
80	XXXXXXXXXX	X X XX	XXXXXXXXXX	XXXX	XXXXX	XXXXXXXX	X
70	XXXXXXXXXX	X X XX	XXXXXXXXXX	XXXX	XXXXX	XXXXXXXX	XXXX
60	XXXXXXXXXX	X X XX	XXXXXXXXXX	XXXX	XXXXX	XXXXXXXX	XXXX
50	XXXXXXXXXX	X X XX	XXXXXXXXXX	XXXX	XXXXX	XXXXXXXX	XXXX
45	XXXXXXXXXX	XXXXX XX X	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXX XXXX	
40	XXXXXXXXXX	XXXXXXXX X	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXX XXXX	
30	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
TTON	1265	2078	3144	4262	5404	6004	
LSAN	S	S SS	SSS			L	
EOC	EEEEEE	E	EEEEEE	EEEE		E	
TLTH	622	1258	1786	2342	2967	3649	
SPEED							

HIWI

135*	XX	XXXXX XX X	XX XX	X			
131	XX	XXXXX XX X	XXXXXXXX	XXX XX			
110	XX	XXXXX XXXX	XXXXXXXXXX	XXX XXXX			
100	XX	XXXXX XXXX	XXXXXXXXXX	XXX XXXX			
90	XX	XXXXX XXXX	XXXXXXXXXX	XXX XXXX			
80	XX	X XXXXX XXXX	XXXXXXXXXX	XXX XXXX			
70	XX	XXXXX XXXXX	XXXX XXXX	XXXX XXXX	XXXX		
60	XXXXXXXXXX	XXXXX XXXX	XXXXXXXXXX	XXXX XXXX	XXXX		
50	XXXXXXXXXX	XXXXX XXXX	XXXXXXXXXX	XXXX XXXX	XXXXXXXXXX		
45	XXXXXXXXXX	XXXXX XXXX	XXXXXXXXXX	XXXX XXXX	XXXXXXXXXX		
40	XXXXXXXXXX	XXXXX XXXX	XXXXXXXXXX	XXXX XXXX	XXXXXXXXXX		
30	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXX XXXX	XXXXXXXXXX		
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX		
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX		
TTON	6857	8155	9376	10471	11045		
LSAN	LLLLLLLL	SSSSSS	LL L	S	L LLLLLAAAA		

EOC EEEEEEEE EE E E EEEEEEEEE
 TLTH 4522 5135 5690 6314 7074
 SPEED

HIWI YYY

Above profile listed from HEAD END to REAR END
 Tons per operative brake calculation is accurate only
 if all air brake control values are cut in.

Seq	Loco	Loco	HP	Avl	Opr Dyn	R Dyn	LXA	P	Cum	Loc	Isolation	OB
Num	Init	Numb	Model	HP	Brk	Brk	Eqp	A	Axl	Tons	Dir	INB
1	BNSF	5403%	C44-9W	4400	4400	8 EF+	Y	N	8+	6	210 WEST	RUN
2	BNSF	9204%	SD70ACE	4300	4300	10EF+	Y	Y	8+	12	210 EAST	RUN
3	BNSF	9369	SD70ACE	4300	4300	10EF+	Y	N	8+	18	210 EAST	RUN
4	BNSF	5497%	C44-9W	4400	4400	8 EF+	Y	Y	8+	210	EAST	RUN
Totals				17400	17400							

All trains must be equipped with an operative event recorder.
 If determined that it is not, for any reason, contact
 Mechanical Help Desk, NOC - Ft Worth, and be governed by
 instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
 dynamic brakes have been reported as defective. This column
 does not provide any information regarding dynamic brakes
 that may be cut out to comply with dynamic brake axle
 restrictions.

Totals - 91 Loads 11045 Tons 7074 Feet
 18 Emptys 0 Isol 294 Loco
 109 Cars 11045 Total Tons 7368 Total Length

Actual HpT = 1.5 (17400 HP/11045 to
 Scheduled HpT = 1.5

 * PTC Consist Information *
 * Adjusted *
 * Locomotive Count (NO DP) : 4 ----- *
 * Trailing Tonnage (CARS ONLY) : 11045 ----- *
 * Operative Brake Count : 109 ----- *
 * Axle Count (CARS ONLY) : 324 ----- *
 * Total Length : 7368 ----- *
 * Loaded Car Count : 91 ----- *
 * Empty Car Count : 18 ----- *

L Long (80 feet or longer)
 S Short (45 feet or less)
 A Articulated Multi-Platform
 N Non-Articulated Multi-Platform
 E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status
to other than what is indicated above.
INB = Inbound Isolation Status
OB = Outbound Isolation Status
RUN = Loco is ON-LINE for power - Run 1-8
ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or
may not be cut-in)
DEAD = Loco is DEAD due to mechanical defect

Dyn Brk:

Dyn Brk Range: E - Extended N - Not equipped
B - Basic D - Dynamic brake equipped, RANGE UNKNOWN
S - Standard
Dyn Brk System: F - Flat T - Tapered
N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

Inspections for <H-KCKBAR1-05A>

**** ATTENTION CONDUCTOR ****

<<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or
Class 1A, record that inspection information in TRAIN INSPECTION HISTORY
section in the spaces provided (also report the inspection made by
conductor for Class 1 or 1A via VTR). If inspection was not performed,
contact your Dispatcher prior departure for guidance.

Location	Inspection Type	To Be Performed By
----------	-----------------	--------------------

No inspections required.

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic
records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic
records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy

is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

+++++
90 CFM Waiver train Docket Number FRA-2012-0091

Train () has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

+++++

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT

Should additional air brake defects be discovered
en route, note the defects on blank spaces
provided and leave this document for relieving crew.

+++++

Location/Comments	<Milepost>	Date	Car Time	Car Init	Car Number	Set Defect	Set Description	Out
-------------------	------------	------	----------	----------	------------	------------	-----------------	-----

_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____

+++++

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

+++++

.... END OF REPORT

04/20/22 11:20:08

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING KANCITY KS
 >>>> NO EXCEPTIONS <<<<

Train H-KCKBAR1-06A

```

* * * * *
*      Train does not contain any intermodal      *
*      equipment with empty units without CCSB      *
* * * * *

```

```

TONS
135* XXX X XXX X X XXX X XX XX XXX XX X X
131 XXX X X XXX XXX XXX X XX XX XXX XX X X
110 XXX XX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXX X
100 XXX XX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXX X
90 XXX XX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXX X
80 XXX XX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXX X
70 XXXX XX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXX XXXX X
60 XXXX XX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
50 XXXX XX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
45 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
40 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
25 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
22 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX

TTON 951 2166 3531 4909 5964 6637
LSAN L SS LLL LL LLLLLLLLLL
EOC EEEE EE EEEEEEEEEEE
TLTH 664 1278 1839 2424 3185 4122
SPEED

```

HIWI

135*		X X	X		X		XX	X	X
131	X	X	XXX	XXXXXXX	X		X	XX	X X X
110	X	XX	XXXX	XXXXXXX	XXXXXXXXXXXX	XXX	XXX	X	XX X XXX
100	XX	XXXXXXXX	XXXXXX	XXXXXXXXXXXX	XXXXXXXXXX	XX		XX	X XXX
90	XXXXXXXXXXXX	XXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XX		XX	XXXXX	
80	XXXXXXXXXXXX	XXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XX		XX	XXXXX	
70	XXXXXXXXXXXX	XXX	XXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XX		XX	XXXXXXXX
60	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XX		XX	XXXXXXXX	
50	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XX		XX	XXXXXXXX	
45	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XX		XX	XXXXXXXX	
40	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XX		XX	XXXXXXXX	
30	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXX	XXXX	XXXXXXXX		
25	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXX	XXXX	XXXXXXXX		
22	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX		
TTON		7864	8932	10209	11328	12028	12976		
LSAN		LLLL			S		LLLLL		

EOC EEEEEEE EEEEE EE EEEEE E EE EEEE
 TLTH 4743 5432 5973 6588 7164 7886
 SPEED

HIWI

70 X XX
 60 XXXXXX
 50 XXXXXX
 45 XXXXXX
 40 XXXXXX
 30 XXXXXXXXXXXX X
 25 XXXXXXXXXXXX X
 22 XXXXXXXXXXXX X
 TTON 13548 13585
 LSAN LLLLLL
 EOC EEEEEEE
 TLTH 8681 8750
 SPEED

HIWI

Above profile listed from HEAD END to REAR END
 Tons per operative brake calculation is accurate only
 if all air brake control values are cut in.

Seq	Loco	Loco	HP	Avl	Opr	R	Cum	Loc	Isolation	OB				
Num	Init	Numb	Model	HP	Avl	Dyn	Dyn	LXA	P	Axl	Tons	Dir	INB	OB
1	BNSF	6882%	ES44C4	4400	4400	8	EF+	Y	Y	8+	6	210	WEST	RUN
2	CN	8102	SD70ACE	4300	4300	10	EF+	Y		8+	12	210	EAST	RUN
3	BNSF	5484%	C44-9W	4400	4400	8	EF+	Y	N	8+	18	210	EAST	RUN
4	BNSF	4205%	ES44C4	4400	4400	8	EF+	Y	Y	8+		214	EAST	RUN
5	BNSF	6417%	ES44AC	4400	4400	10	EF+	Y	Y	8+		210	WEST	RUN
Totals				21900	21900									

All trains must be equipped with an operative event recorder.
 If determined that it is not, for any reason, contact
 Mechanical Help Desk, NOC - Ft Worth, and be governed by
 instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
 dynamic brakes have been reported as defective. This column
 does not provide any information regarding dynamic brakes
 that may be cut out to comply with dynamic brake axle
 restrictions.

Totals - 114 Loads 13590 Tons 8750 Feet
 17 Emptys 0 Isol 367 Loco
 131 Cars 13590 Total Tons 9117 Total Length

Actual HpT = 1.6 (21900 HP/13590 to
 Scheduled HpT = 1.5

* * * * *

```

*               PTC Consist Information               *
*               Adjusted                               *
* Locomotive Count (NO DP)      :    5      ----- *
* Trailing Tonnage (CARS ONLY)   : 13585     ----- *
* Operative Brake Count        :   131     ----- *
* Axle Count (CARS ONLY)        :   320     ----- *
* Total Length                  :   9117     ----- *
* Loaded Car Count              :    114     ----- *
* Empty Car Count               :    17      ----- *
* * * * *

```

```

L Long (80 feet or longer)
S Short (45 feet or less)
A Articulated Multi-Platform
N Non-Articulated Multi-Platform
E End Of Car Cushioning

```

Loco Isolation:

```

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status
      to other than what is indicated above.
INB = Inbound Isolation Status
OB  = Outbound Isolation Status
RUN = Loco is ON-LINE for power - Run 1-8
ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or)
      may not be cut-in)
DEAD = Loco is DEAD due to mechanical defect

```

Dyn Brk:

```

Dyn Brk Range: E - Extended      N - Not equipped
                B - Basic         D - Dynamic brake equipped, RANGE UNKNOWN
                S - Standard
Dyn Brk System: F - Flat         T - Tapered
                N - Not equipped  D - Dynamic equipped, TYPE UNKNOWN

```

Inspections for <H-KCKBAR1-06A>

**** ATTENTION CONDUCTOR ****

<<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or Class 1A, record that inspection information in TRAIN INSPECTION HISTORY section in the spaces provided (also report the inspection made by conductor for Class 1 or 1A via VTR). If inspection was not performed, contact your Dispatcher prior departure for guidance.

Location	Inspection Type	To Be Performed By
----------	-----------------	--------------------

No inspections required.

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS
----------	-----------------	---------	-----------	-------

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT
Should additional air brake defects be discovered en route, note the defects on blank spaces provided and leave this document for relieving crew.

Location/Comments	<Milepost>	Date	Car Time	Car Init	Car Number	Set Defect	Set Description	Out
-------------------	------------	------	----------	----------	------------	------------	-----------------	-----

+++++

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

+++++

.... END OF REPORT

B124555 B S JONES

TNMH0051

04/20/22 13:09:02

Train Profile for <H-KCKBAR1-07A> Dpt <KANCITY KS> 040722 0713
(Tons per Operative Brake = 68.4)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING KANCITY KS
>>>>> NO EXCEPTIONS <<<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING KANCITY KS
>>>>> EXCEPTIONS NOTED <<<<<

Train H-KCKBAR1-07A

* * * * *
* Train does not contain any intermodal *
* equipment with empty units without CCSB *
* * * * *

TONS						
135*				X		
131				X		
110				X		
100				X		
90				X		
80				X		
70		XXXXXX		X		
60		XXXXXX		X	X	
50	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	X		XXX
45	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXX	XX	XXX
40	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XX	X XXX
30	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
TTON	533	1065	1698	2155	2612	3028
LSAN	AAAAAAAAAA	AAAAAAAAAA	AALLLLLL		S	
EOC	EEEEEEEEEE	EEEEEEEEEE	EEEEEEEE	E EE	EE	E
TLTH	727	1453	2298	3010	3604	4210
SPEED						

HIWI YYYYYYYYYY YYYYYYYYYY YY

135*		X	X	X X	XX	
131		XX	X	X X	XXXX	
110		XXXXXXXX	XXXXX	XXXX	XX	
100		XXXXXXXX	XXXXXXXXXX	XX		
90		XXXXXXXX	XXXXXXXXXX	XX		
80		XXXXXXXX	XXXXXXXXXX	XX	X	XXX
70		XXXXXXXX	XXXXXXXXXX	XXX	XXXXX	XXXX XXXXXXXXXXXX
60		XXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
50		XXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
45		XXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
40	X	XXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
30	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
TTON	3348	4459	5748	6564	7308	8063
LSAN			L	LLLLLLL	LLLLLLLLLL	LLLLLLLLLL

EOC E E EEEEEEE EEEEEEEEEEE EEEEEEEEEEE
 TLTH 4806 5402 5999 6883 7821 8759
 SPEED

HIWI

70 XXXXXXXXXXXX XXXXXXXXXXXX XX
 60 XXXXXXXXXXXX XXXXXXXXXXXX XX
 50 XXXXXXXXXXXX XXXXXXXXXXXX XX
 45 XXXXXXXXXXXX XXXXXXXXXXXX XX
 40 XXXXXXXXXXXX XXXXXXXXXXXX XX
 30 XXXXXXXXXXXX XXXXXXXXXXXX XX
 25 XXXXXXXXXXXX XXXXXXXXXXXX XX
 22 XXXXXXXXXXXX XXXXXXXXXXXX XX

TTON 8817 9563 9710
 LSAN LLLLLLLLLL LLLLLLLLLL LL
 EOC EEEEEEEEEEE EEEEEEEEEEE EE
 TLTH 9696 10634 10822
 SPEED

HIWI

Above profile listed from HEAD END to REAR END
 Tons per operative brake calculation is accurate only
 if all air brake control values are cut in.

Seq	Loco	Loco	HP	Avl	Opr	R	Dyn	LXA	P	Cum	Loc	Isolation	OB	
Num	Init	Numb	Model	HP	Avl	Dyn	Brk	Brk	Eqp	A	Axl	Tons	Dir	INB
1	BNSF	6866%	ES44C4	4400	4400	8	EF+	Y	Y	8+	6	210	WEST	RUN
2	BNSF	5430%	C44-9W	4400	4400	8	EF+	Y	N	8+	12	210	WEST	RUN
3	BNSF	3784%	ET44C4	4400	4400	8	EF+	Y	Y	8+	18	214	WEST	RUN
4	BNSF	5410%	C44-9W	4400	4400	8	EF+	Y	Y	8+		210	WEST	RUN
Totals				17600	17600									

BNQ 2555 >>>>>DPS<<<<<

All trains must be equipped with an operative event recorder.
 If determined that it is not, for any reason, contact
 Mechanical Help Desk, NOC - Ft Worth, and be governed by
 instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
 dynamic brakes have been reported as defective. This column
 does not provide any information regarding dynamic brakes
 that may be cut out to comply with dynamic brake axle
 restrictions.

Totals - 99 Loads 9641 Tons 10728 Feet
 42 Emptys 0 Isol 293 Loco
 141 Cars 9641 Total Tons 11021 Total Length

Actual HpT = 1.8 (17600 HP/9641 ton
 Scheduled HpT = 1.5

* Throttle Limitation: DO NOT EXCEED POWER THROTTLE 7.Effective HpT is 1.5.*

Effective HpT: Actual horsepower per ton when operating under instructed throttle limitation

* PTC Consist Information *
* Adjusted *
* -----Locomotive Count (NO DP) : 4 ----- *
* Trailing Tonnage (CARS ONLY) : 9710 ----- *
* Operative Brake Count : 142 ----- *
* Axle Count (CARS ONLY) : 422 ----- *
* Total Length : 11021 ----- *
* Loaded Car Count : 100 ----- *
* Empty Car Count : 42 ----- *

L Long (80 feet or longer)
S Short (45 feet or less)
A Articulated Multi-Platform
N Non-Articulated Multi-Platform
E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status to other than what is indicated above.
INB = Inbound Isolation Status
OB = Outbound Isolation Status
RUN = Loco is ON-LINE for power - Run 1-8
ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or may not be cut-in)
DEAD = Loco is DEAD due to mechanical defect

Dyn Brk:

Dyn Brk Range: E - Extended N - Not equipped
B - Basic D - Dynamic brake equipped, RANGE UNKNOWN
S - Standard
Dyn Brk System: F - Flat T - Tapered
N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

Inspections for <H-KCKBAR1-07A>

**** ATTENTION CONDUCTOR ****

<<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or Class 1A, record that inspection information in TRAIN INSPECTION HISTORY section in the spaces provided (also report the inspection made by conductor for Class 1 or 1A via VTR). If inspection was not performed, contact your Dispatcher prior departure for guidance.

Location Inspection Type To Be Performed By

No inspections required.

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

+++++
90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

+++++

+++++

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT

Should additional air brake defects be discovered
en route, note the defects on blank spaces
provided and leave this document for relieving crew.

+++++

Car Car Set
Location/Comments <Milepost> Date Time Init Number Defect Description Out

+++++

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

+++++

.... END OF REPORT

B124555 B S JONES

TNMH0056

04/20/22 11:20:31

Train Profile for <H-KCKBAR1-09A> Dpt <KANCITY KS> 040922 1700
(Tons per Operative Brake = 79.0)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING KANCITY KS
>>>>> NO EXCEPTIONS <<<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING KANCITY KS
>>>>> NO EXCEPTIONS <<<<<

Train H-KCKBAR1-09A

* * * * *
* Train does not contain any intermodal *
* equipment with empty units without CCSB *
* * * * *

TONS							
135*		X X		X	XX XX X	XX	X X
131	XXX	X X		XX	XX XXXX	XX	X X X
110	XXXX	X XX		XXX	XX XXXX XXXXX	XXX	X X X XXX
100	XXXX	X XX		XXX	XX XXXX XXXXX	XXX	X X X XXX
90	XXXX	X XX		XXX	XX XXXX XXXXX	XXX	XX XXX XXX
80	XXXX	X XX		XXX	XX XXXX XXXXX	XXX	XX XXX XXX
70	XXXX	X XX		XXX	XX XXXX XXXXX	XXX	XXX XXX XXX
60	XXXXX	X XX		XXX	XX XXXX XXXXX	XXX	XXXX X XXX XXX
50	XXXXXXXX	X XX		XXX	XX XXXX XXXXX	XXX	XXXX X XXX XXX
45	XXXXXXXXXX	XX XX		XXX	X XX XXXXXXXXXXXX	XXX	XXXXXXXX XXX XXX
40	XXXXXXXXXX	XX XXX	X	XXXXXXXX	XX XXXXXXXXXXXX	XXX	XXXXXXXX XXX XXX
30	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
TTON	927	1526	2415	3696	4610	5436	
LSAN L			SS		LL L		
EOC E	EE E E			EE E	EE EE	EE	
TLTH	688	1318	1942	2503	3235	3839	
SPEED							

HIWI

135*			X XX X		X	
131		XX	XXXX X		X	
110	X	XXX	X XXXXX X		XX	
100	X	XXX	XXXXXXXX X		XX	
90	X	XXX	XXXXXXXX X		XX	
80	X	XXX	XXXXXXXX X		XX	
70	X	XXX	XXXXXXXX X		XX	
60	X	XXX	XXXXXXXX X		XX	
50	X	XXX	XXXXXXXX X		XX	
45	XXXX XXXX		XXXXXXXX X		XX X X XXXXXX	
40	XXXXX XXXX		XXXXXXXX X		XX X XXXXXXXXXXX	
30	XXXXXXXXXX	XXXXX XXX	XXXXXXXXXX XXXXX	XX XX	XXXXXXXX XXXXXXXXXXXX	
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX XXXXX	XXXX	XXXXXXXXXX XXXXXXXXXXXX	
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX XXXXX	XXXX	XXXXXXXXXX XXXXXXXXXXXX	
TTON	5937	6571	7599	7988	8512	8970
LSAN		S	S S	S		

EOC E E EE
 TLTH 4486 5080 5646 6098 6719 7409
 SPEED

HIWI

135* X XXXX XX X
 131 XX XXXXXX XX X
 110 XXXXXXXXXXXX XXXX
 100 XXXXXXXXXXXX XXXX
 90 XXXXXXXXXXXX XXXX
 80 XXXXXXXXXXXX XXXX
 70 XXXXXXXXXXXX XXXX
 60 XXXXXXXXXXXX XXXX
 50 XXXXXXXXXXXX XXXX
 45 XXXXXXXXXXXX XXXXXXXXXXXX XXX
 40 XXXXXXXXXXXX XXXXXXXXXXXX XXX
 30 XXXXXXXXXXXX XXXXXXXXXXXX XXX
 25 XXXXXXXXXXXX XXXXXXXXXXXX XXX
 22 XXXXXXXXXXXX XXXXXXXXXXXX XXX
 TTON 10331 11164 11303
 LSAN SSSSSSSS S
 EOC
 TLTH 7872 8509 8716
 SPEED

HIWI

Above profile listed from HEAD END to REAR END
 Tons per operative brake calculation is accurate only
 if all air brake control values are cut in.

Seq	Loco	Loco		Opr	R	Loco									
Num	Init	Numb	Model	HP	Avl	HP	Brk	Dyn	Dyn	LXA	P	Cum	Loc	Isolation	OB
1	BNSF	4010%	C44-9W	4400	4400	8	EF+	Y	N	8+	6	210	WEST	RUN	RUN
2	BNSF	4445%	C44-9W	4400	4400	8	EF+	Y	N	8+	12	210	EAST	RUN	RUN
3	BNSF	7259%	ES44DC	4400	4400	8	EF+	Y	Y	8+	18	210	WEST	RUN	RUN
4	BNSF	7555%	ES44DC	4400	4400	8	EF+	Y	Y	8+		210	EAST	RUN	RUN
5	BNSF	7165%	ES44C4	4400	4400	8	EF+	Y	Y	8+		210	EAST	RUN	RUN
Totals				22000	22000										

All trains must be equipped with an operative event recorder.
 If determined that it is not, for any reason, contact
 Mechanical Help Desk, NOC - Ft Worth, and be governed by
 instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
 dynamic brakes have been reported as defective. This column
 does not provide any information regarding dynamic brakes
 that may be cut out to comply with dynamic brake axle
 restrictions.

Totals - 66 Loads 11328 Tons 8770 Feet
 77 Emptys 0 Isol 365 Loco
 143 Cars 11328 Total Tons 9135 Total Length

Actual HpT = 1.9 (22000 HP/11328 to
Scheduled HpT = 4.0

```
*****
*                               PTC Consist Information                               *
*                               Adjusted                                             *
* Locomotive Count (NO DP)      : 5      ----- *
* Trailing Tonnage (CARS ONLY)  : 11303  ----- *
* Operative Brake Count        : 143     ----- *
* Axle Count (CARS ONLY)        : 404     ----- *
* Total Length                  : 9135    ----- *
* Loaded Car Count              : 66      ----- *
* Empty Car Count               : 77      ----- *
*****
```

L Long (80 feet or longer)
S Short (45 feet or less)
A Articulated Multi-Platform
N Non-Articulated Multi-Platform
E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status
to other than what is indicated above.
INB = Inbound Isolation Status
OB = Outbound Isolation Status
RUN = Loco is ON-LINE for power - Run 1-8
ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or
may not be cut-in)
DEAD = Loco is DEAD due to mechanical defect

Dyn Brk:

Dyn Brk Range: E - Extended N - Not equipped
B - Basic D - Dynamic brake equipped, RANGE UNKNOWN
S - Standard
Dyn Brk System: F - Flat T - Tapered
Not equipped D - Dynamic equipped, TYPE UNKNOWN

Inspections for <H-KCKBAR1-09A>

**** ATTENTION CONDUCTOR ****

<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>

After inspection Completed, if inspection specified below is a Class 1 or
Class 1A, record that inspection information in TRAIN INSPECTION HISTORY
section in the spaces provided (also report the inspection made by
conductor for Class 1 or 1A via VTR). If inspection was not performed,
contact your Dispatcher prior departure for guidance.

Location	Inspection Type	To Be Performed By
----------	-----------------	--------------------

No inspections required.

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

+++++

90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

+++++

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT

Should additional air brake defects be discovered

en route, note the defects on blank spaces

provided and leave this document for relieving crew.

+++++

Location/Comments	<Milepost>	Date	Car	Car			Set
			Time	Init	Number	Defect	Description Out

+++++

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

+++++

.... END OF REPORT

04/20/22 11:19:23

HAZARDOUS TRAIN MAKEUP, VERIFIED BY SYSTEM DEPARTING KANCITY KS
 >>>> NO EXCEPTIONS <<<<

Train H-KCKBAR1-12A Departed SELIGMAN AZ 04/20/22 1000 146 hr 23 min Late

```

* * * * *
*   Train does not contain any intermodal   *
*   equipment with empty units without CCSB  *
* * * * *

```

TONS									
135*	XX			X X			X	X	
131	XX			X XXXXX X	X		X	X X	
110	X XX		XXX XXX	XXXXXXXXX	XXXXXXXXXXXXX	XX	XXXXXXXXX		
100	X XX		XXX XXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX			
90	X XX		XXX XXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX			
80	X XX		XXX XXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX			
70	X XXXXX	XXXXXXX	X XXX XX	XXX XXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX		
60	XXXXXXXXXX	X XXXXXXXX	X XXXXXXXX	XXX XXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	
50	XXXXXXXXXX	X XXXXXXXX	X XXXXXXXX	XXX XXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	
45	XXXXXXXXXXXXX	XXXXXXXXXX	XX XXXXXXXX	XXX XXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	
40	XXXXXXXXXXXXX	XXXXXXXXXX	XX XXXXXXXX	XXX XXX	XXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	
30	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	
25	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	
22	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	XXXXXXXXXXXXX	
TTON	870	1516	2369	3576	4878	6135			
LSAN	LLLLL	LLLLLLL L	LLLLLL						
EOC	EEEEEE	EEEEEEE E	EEEEEE	E EE		EE E			
TLTH	794	1667	2458	3027	3518	4154			
SPEED									

HIWI

135*	XXX	X	X	X	XXXXXXXX XX	XXX	XXX	XXXXXX	XXXXX	XX
131	XXXXX	XX	X	XX	XXXXXXXXXX XX	X	XXX	XXXXXXXXXXXX	XXXXXXXXXX	
110	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
100	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
90	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
80	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
70	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
60	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
50	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
45	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
40	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
30	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
25	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
22	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	
TTON	7480	8793	10172	11511	12922	14305				
LSAN		SSS	S							

HIWI

HIWI

HIWI

[illegible]

1	BNSF 7335% ES44DC	4400	4400	8	EF+	Y	Y	8+	6	210	WEST	RUN	RUN
2	BNSF 7366% ES44DC	4400	4400	8	EF+	Y	Y	8+	12	210	EAST	RUN	RUN
3	BNSF 7073% ES44C4	4400	4400	8	EF+	Y	Y	8+	18	210	WEST	RUN	RUN
4	BNSF 3962% ET44C4	4400	4400	8	EF+	Y	Y	8+		214	WEST	RUN	RUN
5	BNSF 7600% ES44DC	4400	4400	8	EF+	Y	Y	8+		210	WEST	RUN	RUN
6	BNSF 5132% C44-9W	4400	4400	8	EF+	Y	Y	8+		210	EAST	RUN	RUN
7	BNSF 7451% ES44DC	4400	4400	8	EF+	Y	Y	8+		210	WEST	RUN	RUN
8	BNSF 9382 SD70ACE	4300	4300	10	EF+	Y	N	8+		210	EAST	RUN	RUN
Totals		35100		35100									

All trains must be equipped with an operative event recorder.
 If determined that it is not, for any reason, contact
 Mechanical Help Desk, NOC - Ft Worth, and be governed by
 instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
 dynamic brakes have been reported as defective. This column
 does not provide any information regarding dynamic brakes
 that may be cut out to comply with dynamic brake axle
 restrictions.

Totals - 171 Loads 21872 Tons 11466 Feet
 14 Emptys 0 Isol 586 Loco
 185 Cars 21872 Total Tons 12052 Total Length

Actual HpT = 1.6 (35100 HP/21872 to
 Scheduled HpT = 4.0

```

*****
*               PTC Consist Information               *
*               Adjusted                               *
* -----Locomotive Count (NO DP)      :      8      ----- *
* -----Trailing Tonnage (CARS ONLY)   : 21905 ----- *
* -----Operative Brake Count         :    186 ----- *
* -----Axle Count (CARS ONLY)         :    744 ----- *
* -----Total Length                   : 12052 ----- *
* -----Loaded Car Count               :    171 ----- *
* -----Empty Car Count                :     15 ----- *
*****

```

L Long (80 feet or longer)
 S Short (45 feet or less)
 A Articulated Multi-Platform
 N Non-Articulated Multi-Platform
 E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
 VTR - LIR reporting required if changing locomotive(s) isolation status
 to other than what is indicated above.
 INB = Inbound Isolation Status
 OB = Outbound Isolation Status
 RUN = Loco is ON-LINE for power - Run 1-8
 ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or
 may not be cut-in)
 DEAD = Loco is DEAD due to mechanical defect

Dyn Brk:

Dyn Brk Range: E - Extended N - Not equipped
B - Basic D - Dynamic brake equipped, RANGE UNKNOWN
S - Standard

Dyn Brk System: F - Flat T - Tapered
N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

Inspections for <H-KCKBAR1-12A>

**** ATTENTION CONDUCTOR ****

<<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or Class 1A, record that inspection information in TRAIN INSPECTION HISTORY section in the spaces provided (also report the inspection made by conductor for Class 1 or 1A via VTR). If inspection was not performed, contact your Dispatcher prior departure for guidance.

Location Inspection Type To Be Performed By

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS
KANCITY, KS	Extended Haul	Chris Sanders	04/12/22 02:17	184
KANCITY, KS	Extended Haul	Daniel Goodman	04/12/22 02:17	184
KANCITY, KS	Extended Haul	Robert Harbour	04/12/22 02:17	184
KANCITY, KS	Extended Haul	Shawn Rendon	04/12/22 02:17	184
KANCITY, KS	Air Brake	Chris Sanders	04/12/22 02:17	184
KANCITY, KS	Air Brake	Daniel Goodman	04/12/22 02:17	184
KANCITY, KS	Air Brake	Robert Harbour	04/12/22 02:17	184
KANCITY, KS	Air Brake	Shawn Rendon	04/12/22 02:17	184

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy

is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

Extended Haul trains may operate under extended haul inspection FRA-2006-24812 waiver for 1702 miles.

90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT
Should additional air brake defects be discovered
en route, note the defects on blank spaces
provided and leave this document for relieving crew.

Location/Comments <Milepost>	Date	Car Time	Car Init	Car Number	Set Defect	Set Description	Out

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

.... END OF REPORT

B124555 B S JONES

TNMH0056

04/20/22 10:44:12

Train Profile for <Q-ALTSBD6-03L> Dpt <ALLIANCE TX> 040322 1725
(Tons per Operative Brake = 58.4)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING ALLIANCE TX
>>>> NO EXCEPTIONS <<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING ALLIANCE TX
>>>> NO EXCEPTIONS <<<<

Train Q-ALTSBD6-03L

* * * * *
* Train does not contain any intermodal *
* equipment with empty units without CCSB *
* * * * *

TONS

90	XX	XX				
80	XX XX	XX				
70	XXXXX	X X XX				
60	XXXXXXXXX	X X XXXXX				
50	XXXXXXXXXX	XXXXXXXX	XX XXXXXX	X X	XXXX	
45	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX	XXX X	XXXXXX XX XXX
40	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXX	XXX X	XXXXXXXXXX XX XXX
30	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
TTON	761	1397	1892	2405	2913	3332
LSAN	AAAA AA A A AA	AAAAA	NNNAA	AAA A AA	AAAAA	AAAAAAAAA
EOC			EE			
TLTH	944	1908	2873	3766	4729	5703
SPEED						

HIWI

70		XXX XXXX	
60	XX XXXX X	XXX XXXX	XXXX
50	XXX XXXXXX	XXXXXXXXXX	XXXX
45	XXXXXXXXXX	XXXXXXXXXX	XXXX
40	XXXXXXXXXX	XXXXXXXXXX	XXXX
30	XXXXXXXXXX	XXXXXXXXXX	XXXX
25	XXXXXXXXXX	XXXXXXXXXX	XXXX
22	XXXXXXXXXX	XXXXXXXXXX	XXXX
TTON	3945	4591	4907
LSAN	AA AAAA A	AAA AAAA	AAAA
EOC			
TLTH	6646	7600	8008
SPEED			

HIWI

Above profile listed from HEAD END to REAR END
Tons per operative brake calculation is accurate only
if all air brake control values are cut in.

Seq	Loco	Loco	HP	Dyn	Dyn	LXA	P	Cum	Loc	Isolation	OB
Num	Init	Numb Model		AvlHP	Brk	Brk	Eqp	A	Axl	Tons	Dir
1	BNSF	8284% ES44C4	4400	4400	8 EF+	Y	Y	8+	6	210	RUN RUN
2	BNSF	1046 C44-9W	4400		8 EF+	Y	N	8+	12	196	RUN****ISO
3	BNSF	6238% ES44AC	4400	4400	10 EF+	Y	Y	8+	18	210	RUN RUN
Totals			13200	8800							

BNQ 2742 >>>>>DPS<<<<<

All trains must be equipped with an operative event recorder.
If determined that it is not, for any reason, contact
Mechanical Help Desk, NOC - Ft Worth, and be governed by
instructions received.

The 'Opr.Dyn.Brk' column above indicates only whether or not
dynamic brakes have been reported as defective. This column
does not provide any information regarding dynamic brakes
that may be cut out to comply with dynamic brake axle
restrictions.

Totals - 84 Loads 4907 Tons 8008 Feet
0 Emptys 196 Isol**** 219 Loco
84 Cars 5103 Total Tons 8227 Total Length

Actual HpT = 1.7 (8800 HP/5103 tons)
Scheduled HpT = 1.0

**** Used to determine Hpt and is not to be used to determine train speed -
or for train makeup instructions

* Throttle Limitation: DO NOT EXCEED POWER THROTTLE 6.Effective HpT is 1.1.*

Effective HpT: Actual horsepower per ton when operating under instructed
throttle limitation

```

* * * * *
*               PTC Consist Information               *
*               Adjusted                               *
* Locomotive Count (NO DP)      :    3      ----- *
* Trailing Tonnage (CARS ONLY)  :  4907    ----- *
* Operative Brake Count        :    84      ----- *
* Axle Count (CARS ONLY)       :   288    ----- *
* Total Length                  :  8227    ----- *
* Loaded Car Count              :    74      ----- *
* Empty Car Count               :    10      ----- *
* * * * *

```

L Long (80 feet or longer)
S Short (45 feet or less)
A Articulated Multi-Platform
N Non-Articulated Multi-Platform
E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status
to other than what is indicated above.
INB = Inbound Isolation Status
OB = Outbound Isolation Status
RUN = Loco is ON-LINE for power - Run 1-8
ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or
may not be cut-in)
DEAD = Loco is DEAD due to mechanical defect

Dyn Brk:

Dyn Brk Range: E - Extended N - Not equipped
B - Basic D - Dynamic brake equipped, RANGE UNKNOWN
S - Standard
Dyn Brk System: F - Flat T - Tapered
N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

Inspections for <Q-ALTSBD6-03L>

**** ATTENTION CONDUCTOR ****

<<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or
Class 1A, record that inspection information in TRAIN INSPECTION HISTORY
section in the spaces provided (also report the inspection made by
conductor for Class 1 or 1A via VTR). If inspection was not performed,
contact your Dispatcher prior departure for guidance.

Location	Inspection Type	To Be Performed By
----------	-----------------	--------------------

No inspections required.

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic
records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic
records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

+++++
90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

+++++

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT

Should additional air brake defects be discovered en route, note the defects on blank spaces provided and leave this document for relieving crew.

+++++

Location/Comments <Milepost>	Date	Car Time	Car Init	Car Number	Set Defect	Set Description	Out
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

+++++

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

+++++

.... END OF REPORT

B124555 B S JONES

TNMH0056

04/20/22 10:44:38

Train Profile for <Q-ALTSBD6-04L> Dpt <ALLIANCE TX> 040422 1524
(Tons per Operative Brake = 56.4)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING ALLIANCE TX
>>>>> NO EXCEPTIONS <<<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING ALLIANCE TX
>>>>> NO EXCEPTIONS <<<<<

Train Q-ALTSBD6-04L

* * * * *
* Train does not contain any intermodal *
* equipment with empty units without CCSB *
* * * * *

TONS

70					XXXX XX	
60	XX XX		XXXXXXX	XXXXXXX	XXXXXXXXXX	
50	XXXXXX		XXXXXXX	XXXXXXX	XXXXXXXXXX	
45	XXXXXXXXXX XX XX	XX XX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
40	XXXXXXXXXX XX XX	XX XX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
30	XXXXXXXXXX XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
25	XXXXXXXXXX XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
22	XXXXXXXXXX XXXXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	
TTON	563	965	1369	1952	2550	3235
LSAN AA	AAAAAA AA AA AAAA	AA AA	AAAAAAA AA A	AAAAAA	AAAAA	AAAAA
EOC				EE		
TLTH	970	1909	2776	3743	4684	5705
SPEED						

HIWI

70	XX XX	XX XX	XX
60	XX XX	XXXXXX	XX XXXX
50	X	XX	XXXXXXXXXX XXXXXXXX
45	XXXX	XXX	XXXXXXXXXX XXXXXXXX
40	XXXX	XXX	XXXXXXXXXX XXXXXXXX
30	XXXXXXXXXX	XXXXXXXXXX	XXXXXXX
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXX
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXX
TTON	3740	4409	4903
LSAN	AAAAAAA	AA	AAAAAA AA AAAA
EOC			
TLTH	6652	7621	8309
SPEED			

HIWI

Above profile listed from HEAD END to REAR END
Tons per operative brake calculation is accurate only
if all air brake control values are cut in.

Opr

R

Loco

Seq	Loco	Loco	Dyn	Dyn LXA P	Cum	Loc	Isolation
Num	Init	Numb Model	HP Avl HP Brk	Brk Eqp A	Axl Tons	Dir	INB OB
1	BNSF	6682% ES44C4	4400 4400 8 EF+	Y Y 8+	6 210	RUN	RUN
2	BNSF	5221% C44-9W	4400 8 EF+	Y Y 8+	12 210	RUN***	ISO
3	BNSF	4111% C44-9W	4400 4400 8 EF+	Y Y 8+	18 210	RUN	RUN
Totals			13200 8800				

BNQ 46352 >>>>>DPS<<<<<

All trains must be equipped with an operative event recorder. If determined that it is not, for any reason, contact Mechanical Help Desk, NOC - Ft Worth, and be governed by instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not dynamic brakes have been reported as defective. This column does not provide any information regarding dynamic brakes that may be cut out to comply with dynamic brake axle restrictions.

Totals - 87 Loads 4903 Tons 8309 Feet
0 Emptys 210 Isol**** 219 Loco
87 Cars 5113 Total Tons 8528 Total Length

Actual HpT = 1.7 (8800 HP/5113 tons)
Scheduled HpT = 1.0

**** Used to determine Hpt and is not to be used to determine train speed - or for train makeup instructions

* Throttle Limitation: DO NOT EXCEED POWER THROTTLE 6. Effective HpT is 1.1.*

Effective HpT: Actual horsepower per ton when operating under instructed throttle limitation

```

* * * * *
*               PTC Consist Information               *
*               Adjusted                               *
* Locomotive Count (NO DP) : 3 ----- *
* Trailing Tonnage (CARS ONLY) : 4903 ----- *
* Operative Brake Count : 87 ----- *
* Axle Count (CARS ONLY) : 96 ----- *
* Total Length : 8528 ----- *
* Loaded Car Count : 57 ----- *
* Empty Car Count : 30 ----- *
* * * * *

```

L Long (80 feet or longer)
S Short (45 feet or less)
A Articulated Multi-Platform
N Non-Articulated Multi-Platform
E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status
to other than what is indicated above.

INB = Inbound Isolation Status

OB = Outbound Isolation Status

RUN = Loco is ON-LINE for power - Run 1-8

ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or
may not be cut-in)

DEAD = Loco is DEAD due to mechanical defect

Dyn Brk:

Dyn Brk Range: E - Extended N - Not equipped

B - Basic D - Dynamic brake equipped, RANGE UNKNOWN

S - Standard

Dyn Brk System: F - Flat T - Tapered

N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

Inspections for <Q-ALTSBD6-04L>

**** ATTENTION CONDUCTOR ****

<<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or
Class 1A, record that inspection information in TRAIN INSPECTION HISTORY
section in the spaces provided (also report the inspection made by
conductor for Class 1 or 1A via VTR). If inspection was not performed,
contact your Dispatcher prior departure for guidance.

Location	Inspection Type	To Be Performed By
----------	-----------------	--------------------

No inspections required.

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic
records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic
records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy
is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

+++++
90 CFM Waiver train Docket Number FRA-2012-0091

Train (1) has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

+++++
PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT
Should additional air brake defects be discovered
en route, note the defects on blank spaces
provided and leave this document for relieving crew.

+++++
Location/Comments <Milepost> Car Car Set
 Date Time Init Number Defect Description Out

+++++
SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

+++++
.... END OF REPORT

04/20/22 10:45:13

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING ALLIANCE TX
 >>>>> NO EXCEPTIONS <<<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING ALLIANCE TX
 >>>> NO EXCEPTIONS <<<<

```

* * * * *
*      Train does not contain any intermodal      *
*      equipment with empty units without CCSB      *
* * * * *

```

```

45  X  XXXX      XX XXXXXXXX X
40  X  XXXXXX    XX XXXXXXXX X
30  XXXXXXXXXXXX XXXXXXXXXXXX X
25  XXXXXXXXXXXX XXXXXXXXXXXX X
22  XXXXXXXXXXXX XXXXXXXXXXXX X
TTON          3798          4266          4313
LSAN  A  AAAAAA    AA AAAAAA  A
EOC                      EE
TLTH          6632          7627          7729
SPEED

```

Above profile listed from HEAD END to REAR END
Tons per operative brake calculation is accurate only
if all air brake control values are cut in.

[illegible]

```

-----
1  BNSF 8110% ES44C4    4400  4400 8 EF+    Y Y 8+  6 210    RUN    RUN
2  BNSF 7371% ES44DC    4400           8 EF+    Y Y 8+ 12 210    RUN****ISO
3  BNSF 7349% ES44DC    4400  4400 8 EF+    Y Y 8+ 18 210    RUN    RUN
Totals                13200  8800

```

BNQ 90178 >>>>>DPS<<<<<

All trains must be equipped with an operative event recorder.
 If determined that it is not, for any reason, contact
 Mechanical Help Desk, NOC - Ft Worth, and be governed by
 instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
 dynamic brakes have been reported as defective. This column
 does not provide any information regarding dynamic brakes
 that may be cut out to comply with dynamic brake axle
 restrictions.

```

-----
Totals -      81 Loads      4313 Tons      7729 Feet
           0 Emptys      210 Isol****  219 Loco
           81 Cars      4523 Total Tons 7948 Total Length

```

Actual HpT = 1.9 (8800 HP/4523 tons)
 Scheduled HpT = 1.0

**** Used to determine HpT and is not to be used to determine train speed -
 or for train makeup instructions

 * Throttle Limitation: DO NOT EXCEED POWER THROTTLE 5. Effective HpT is 1.0.*

Effective HpT: Actual horsepower per ton when operating under instructed
 throttle limitation

```

* * * * *
* PTC Consist Information *
* Adjusted *
* Locomotive Count (NO DP) : 3 ----- *
* Trailing Tonnage (CARS ONLY) : 4313 ----- *
* Operative Brake Count : 81 ----- *
* Axle Count (CARS ONLY) : 188 ----- *
* Total Length : 7948 ----- *
* Loaded Car Count : 44 ----- *
* Empty Car Count : 37 ----- *
* * * * *

```

L Long (80 feet or longer)
 S Short (45 feet or less)
 A Articulated Multi-Platform
 N Non-Articulated Multi-Platform
 E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
 VTR - LIR reporting required if changing locomotive(s) isolation status

DEAD = Loco is DEAD due to mechanical defect

N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

***** ATTENTION CONDUCTOR *****

<<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or Class 1A, record that inspection information in TRAIN INSPECTION HISTORY section in the spaces provided (also report the inspection made by conductor for Class 1 or 1A via VTR). If inspection was not performed, contact your Dispatcher prior departure for guidance.

No inspections required.

TRAIN INSPECTION HISTORY

[illegible]

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000

miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT
Should additional air brake defects be discovered
en route, note the defects on blank spaces
provided and leave this document for relieving crew.

Location/Comments	<Milepost>	Date	Car Time	Car Init	Car Number	Set Defect	Description	Out

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

.... END OF REPORT

B124555 B S JONES

TNMH0056

04/20/22 10:45:44

Train Profile for <Q-ALTSBD6-10L> Dpt <ALLIANCE TX> 041022 2050
(Tons per Operative Brake = 51.1)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING ALLIANCE TX
>>>> NO EXCEPTIONS <<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING ALLIANCE TX
>>>> NO EXCEPTIONS <<<<

Train Q-ALTSBD6-10L

* * * * *
* Train does not contain any intermodal *
* equipment with empty units without CCSB *
* * * * *

TONS

90	XX					
80	XX					
70	X	XX	XX			
60	X	XX XX	XXX XXX			
50	XXX	XX XX	XXX XXX XX XX	XXX	X XX XX	
45	XXX	XXXX XX XX	XXX XXXXXXXXXX X	XXXXXX	XXXX XXXXX	
40	XXX	XXXX XX XX	XXXX XXXXXXXXXX	XXXXXXX	XXXXXXXX	
30	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
25	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
22	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
TTON	510	1020	1484	2057	2533	3041
LSAN	AA	AAAA AAAAAAAA	AA AAA AAA AAA	AA AA	NNN AAAAA	AA AA AA
EOC			EE			
TLTH	918	1902	2846	3790	4653	5558
SPEED						

HIWI

60	XX	
50	XX XXXXX	XXX
45	XX XXXXX	XXXXXXX
40	XXXXXXXXXX	XXXXXXX
30	XXXXXXXXXX	XXXXXXX
25	XXXXXXXXXX	XXXXXXX
22	XXXXXXXXXX	XXXXXXX
TTON	3561	3935
LSAN	AA AAAAAA	NNNAA
EOC		
TLTH	6527	7113
SPEED		

HIWI

Above profile listed from HEAD END to REAR END
Tons per operative brake calculation is accurate only
if all air brake control values are cut in.

Seq	Loco	Loco	HP	Dyn	Opr	R	LXA	P	Cum	Loc	Isolation	OB
Num	Init	Numb	Model	Avl	HP	Brk	Brk	Eqp	A	Axl	Tons	Dir
1	BNSF	6996%	ES44C4	4400	4400	8 EF+	Y	Y	8+	6	210	WEST RUN
2	BNSF	7338%	ES44DC	4400		8 EF+	Y	Y	8+	12	210	WEST RUN****ISO
3	BNSF	7298%	ES44DC	4400		8 EF+	Y	Y	8+	18	210	WEST RUN****ISO
Totals				13200	4400							

BNQ 90182 >>>>>DPS<<<<<

All trains must be equipped with an operative event recorder.
If determined that it is not, for any reason, contact
Mechanical Help Desk, NOC - Ft Worth, and be governed by
instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
dynamic brakes have been reported as defective. This column
does not provide any information regarding dynamic brakes
that may be cut out to comply with dynamic brake axle
restrictions.

Totals - 77 Loads 3935 Tons 7113 Feet
0 Emptys 420 Isol**** 219 Loco
77 Cars 4355 Total Tons 7332 Total Length

Actual HpT = 1.0 (4400 HP/4355 tons)
Scheduled HpT = 1.0

***** Used to determine Hpt and is not to be used to determine train speed -
or for train makeup instructions

```

* * * * * PTC Consist Information *
* * * * * Adjusted *
* * * * * Locomotive Count (NO DP) : 3 *
* * * * * Trailing Tonnage (CARS ONLY) : 3935 *
* * * * * Operative Brake Count : 77 *
* * * * * Axle Count (CARS ONLY) : 308 *
* * * * * Total Length : 7332 *
* * * * * Loaded Car Count : 61 *
* * * * * Empty Car Count : 16 *
* * * * *

```

L Long (80 feet or longer)
S Short (45 feet or less)
A Articulated Multi-Platform
N Non-Articulated Multi-Platform
E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status
to other than what is indicated above.
INB = Inbound Isolation Status
OB = Outbound Isolation Status
RUN = Loco is ON-LINE for power - Run 1-8
ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or)

DEAD = Loco is DEAD due to mechanical defect

Dyn Brk Range: E - Extended N - Not equipped
 B - Basic D - Dynamic brake equipped, RANGE UNKNOWN
 S - Standard
 Dyn Brk System: F - Flat T - Tapered
 N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

***** ATTENTION CONDUCTOR *****

After inspection completed, if inspection specified below is a Class 1 or Class 1A, record that inspection information in TRAIN INSPECTION HISTORY section in the spaces provided (also report the inspection made by conductor for Class 1 or 1A via VTR). If inspection was not performed, contact your Dispatcher prior departure for guidance.

No inspections required.

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS
----------	-----------------	---------	-----------	-------

The originating Class 1 air brake test record is stored in the electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

+++++
90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

+++++

+++++

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT
Should additional air brake defects be discovered
en route, note the defects on blank spaces
provided and leave this document for relieving crew.

+++++

Location/Comments <Milepost>	Date	Car Time	Car Init	Car Number	Defect	Set Description	Out
------------------------------	------	-------------	-------------	---------------	--------	--------------------	-----

_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

+++++

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

+++++

.... END OF REPORT

B124555 B S JONES

TNMH0056

04/20/22 10:49:28

Train Profile for <Q-ALTSBD6-17L> Dpt <ALLIANCE TX> 041722 2050
(Tons per Operative Brake = 50.3)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING ALLIANCE TX
>>>>> NO EXCEPTIONS <<<<<

TRAIN PLACEMENT MAKEUP VERIFIED BY SYSTEM DEPARTING ALLIANCE TX
>>>>> NO EXCEPTIONS <<<<<

Train Q-ALTSBD6-17L Passed GRIFFITH AZ 04/20/22 0939 35 hr 15 min Late

* * * * *
* Train does not contain any intermodal *
* equipment with empty units without CCSB *
* * * * *

TONS

70			XX	XX		XX
60			XXXX	XXXX	XXXXX	X XX XX
50			XXXXXX	X XXXX	XXXXXX	XXXXXX XXX XXXX
45			XXXXXX	XX XXXXXXXXXXXX	XXXXXX	XXXXXXXXXX
40	XXXXXXXXXXXX	XXXX	XXXX	XXXXXX	XX XXXXXXXXXXXX	XXXXXX XXXXXXXXXXXX
30	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX
25	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX
22	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX
TTON	419	818	1346	2005	2527	3105
LSAN	AAAAAAAAAA	AAAAAAAAAA	AAAAAA	AAAA	AAAAA	AAAAAA AA AA AAAA
EOC						
TLTH	1023	2030	2949	3944	4939	5857
SPEED						

HIWI

60	XX	
50	XX	XX
45	XX	XXXXX
40	XXXXXXXXXX	XXXX XX
30	XXXXXXXXXX	XXXXXXXX
25	XXXXXXXXXX	XXXXXXXX
22	XXXXXXXXXX	XXXXXXXX
TTON	3596	3874
LSAN	AA AA	AAAA AA
EOC		
TLTH	6729	7417
SPEED		

HIWI

Above profile listed from HEAD END to REAR END
Tons per operative brake calculation is accurate only
if all air brake control values are cut in.

Seq	Loco	Loco	Opr	R	Loco
			Dyn	Dyn LXA P	Cum
					Loc Isolation

Num	Init	Numb	Model	HP	AvlHP	Brk	Brk	Eqp	A	Axl	Tons	Dir	INB	OB
1	BNSF	5336%	C44-9W	4400	4400	8	EF+	Y	N	8+	6	210	RUN	RUN
2	BNSF	8350%	ES44C4	4400	4400	8	EF+	N	Y	8+	12	210	RUN	RUN
3	BNSF	7255%	ES44DC	4400	4400	8	EF+	Y	Y	8+	18	210	RUN	RUN
4	BNSF	5046	C44-9W	4400	4400	8	EF+	Y	Y	8+	24	210	RUN	RUN
Totals				17600	17600									

BNQ 91187 >>>>>DPS<<<<<

All trains must be equipped with an operative event recorder.
If determined that it is not, for any reason, contact
Mechanical Help Desk, NOC - Ft Worth, and be governed by
instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not
dynamic brakes have been reported as defective. This column
does not provide any information regarding dynamic brakes
that may be cut out to comply with dynamic brake axle
restrictions.

Totals - 77 Loads 3874 Tons 7417 Feet
0 Emptys 0 Isol 292 Loco
77 Cars 3874 Total Tons 7709 Total Length

Actual HpT = 4.5 (17600 HP/3874 ton
Scheduled HpT = 4.0

```

* * * * *
*               PTC Consist Information               *
*               Adjusted                               *
* -----Locomotive Count (NO DP)      :    4      ----- *
* -----Trailing Tonnage (CARS ONLY)   :  3874     ----- *
* -----Operative Brake Count          :    77     ----- *
* -----Axle Count (CARS ONLY)         :   308     ----- *
* -----Total Length                   :   7709     ----- *
* -----Loaded Car Count                :    43     ----- *
* -----Empty Car Count                 :    34     ----- *
* * * * *

```

L Long (80 feet or longer)
S Short (45 feet or less)
A Articulated Multi-Platform
N Non-Articulated Multi-Platform
E End Of Car Cushioning

Loco Isolation:

**** Indicates change of isolation status required before departure.
VTR - LIR reporting required if changing locomotive(s) isolation status
to other than what is indicated above.
INB = Inbound Isolation Status
OB = Outbound Isolation Status
RUN = Loco is ON-LINE for power - Run 1-8
ISO = Loco is OFF-LINE for power - Run 1-8 (dynamic brakes may or
may not be cut-in)
DEAD = Loco is DEAD due to mechanical defect

Dyn Brk:

Dyn Brk Range: E - Extended N - Not equipped
 B - Basic D - Dynamic brake equipped, RANGE UNKNOWN
 S - Standard

Dyn Brk System: F - Flat T - Tapered
 N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

Inspections for <Q-ALTSBD6-17L>

**** ATTENTION CONDUCTOR ****

<<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>>

After inspection completed, if inspection specified below is a Class 1 or Class 1A, record that inspection information in TRAIN INSPECTION HISTORY section in the spaces provided (also report the inspection made by conductor for Class 1 or 1A via VTR). If inspection was not performed, contact your Dispatcher prior departure for guidance.

Location	Inspection Type	To Be Performed By
----------	-----------------	--------------------

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME/ID	DATE/TIME	#CARS
ALLIANCE, TX	Extended Haul	Air Brake B CROSS	04/17/22 10:30	47
ALLIANCE, TX	Extended Haul	Air Brake K TALLEY	04/17/22 10:30	47

Class 1 air brake test and ETD test information

The originating Class 1 air brake test record is stored in the electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY.

The intermediate Class 1A air brake test record is stored in the electronic records of Class 1A inspections on TRAIN INSPECTION HISTORY.

All Air Slips are stored electronically; contact the Mechanical Desk if a copy is requested by the FRA.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY

are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

90 CFM Waiver train Docket Number FRA-2012-0091

() Train has operated under the conditions of the 90 CFM Permanent waiver as outlined in Air Brake and Train Handling Rules.

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT

Should additional air brake defects be discovered en route, note the defects on blank spaces provided and leave this document for relieving crew.

Location/Comments <Milepost> Date Car Time Car Set

Location/Comments <Milepost>	Date	Car Time	Car Init	Car Number	Set Defect	Description	Out

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION FOR INFORMATIONAL PURPOSES ONLY.

..... END OF REPORT

Exhibit 14

From: Jenniges, Blake A <Blake.Jenniges2@BNSF.com>

Sent: Tuesday, April 19, 2022 6:56:33 PM

To: OPR DL Kansas Transportation <OPRDLKansasTransportation@BNSF.com>; Everett Parks <elp@blet299.com>; Michael Sable <zippy3803@sbcglobal.net>; Philip Taylor <rrrphilip@outlook.com>; Troy Cavanaugh <troy.cavanaugh1@gmail.com>; bdgill67@gmail.com <bdgill67@gmail.com>; brucehinman@icloud.com <brucehinman@icloud.com>; mike@smart1313.com <mike@smart1313.com>; mc.peninger@sutv.com <mc.peninger@sutv.com>; blet574gabel@gmail.com <blet574gabel@gmail.com>; smarttd477@gmail.com <smarttd477@gmail.com>; BLETdiv64@icloud.com <BLETdiv64@icloud.com>; Tapp, Randell S <Randell.Tapp@BNSF.com>; Mueller, Kenneth R <Kenneth.Mueller2@BNSF.com>; Shinliver, Stuart N <Stuart.Shinliver2@BNSF.com>; Eaton, Brian N <Brian.Eaton@BNSF.com>; Gracy, Justin M <Justin.Gracy@BNSF.com>; Gales, Shawn D <Shawn.Gales@BNSF.com>; thpggriffit@gmail.com <thpggriffit@gmail.com>; Jerry Harris <jerry@smart1313.com>; blet502vlc <blet502vlc@gmail.com>; joshlaw133@gmail.com <joshlaw133@gmail.com>; blet75lc@gmail.com <blet75lc@gmail.com>; smart020zlc <smart020zlc@outlook.com>; martinezseane <martinezseane@yahoo.com>; smarttd477@gmail.com <Smart0945Lc@outlook.com>; Smart0945Lc@outlook.com <Smart0945Lc@outlook.com>; smart0945lc <smart0945lc@outlook.com>; JustinDayBNSF@yahoo.com <JustinDayBNSF@yahoo.com>; blet107lc@hotmail.com <blet107lc@hotmail.com>

Subject: FW: C/E Trains

All,

Sending out to a big audience here, so ask that if you have questions to direct them to your Sr. TM/RFE or myself vs. replying all. Thank you

C & E trains - Effective immediately and for the next 15 days we will be adjusting the operating plan around HPT and Throttle Limiting for all C & E trains.

As Duke notates below all WO's will reflect a scheduled HPT of 4.0 for E & C trains.

- *** WE will need to be mindful of power configurations (ex. 2x2 empties) as it MAY show RUN on the WOs for all 4 units, but as outlined in SSI 47 A. with RPA specific to Empty Bulk Commodity trains R/E DP is set to 8 RPA

Exemptions – WO's will provide instructions for train crews - *(LCs if seeing different, please escalate to Sr. TM/RFE or myself ASAP, if crew is not able to work through RFE Desk or DS).*

- Throttle Limiting under ABTH 106.7
- 0/40 and 5/50 will be lifted
- TO settings to be adjusted to match HPT / Throttle limiting exemptions

This adjustment is a result of some of the feedback from the South Loop team members. Along with an effort to regain velocity with our coal sets and drive up our average loadings per day. We will need everyone to do their part with **SAFELY** increasing MPD (mile per day), so good FINALS which in-turn naturally reduces the ITDs, which reduces relief crews (taking care of our people) and drives the MPD / Velocity upwards.

Let's showcase what we can do on the KANSAS Division to SAFELY improve our SERVICE with the Coal Network!

Thank you

Blake

From: Remington, John R <John.Remington2@BNSF.com>

Sent: Tuesday, April 19, 2022 4:46 PM

To: OPR DL Operating Practices SOP <OPRDLOperatingPracticesSOP@BNSF.com>; OPR DL NOC RFE <OPRDLNOCRFE@BNSF.com>

Cc: Keady, Douglas G <Douglas.Keady@bnsf.com>

Subject: C/E Trains

All,

We have adjusted the scheduled HPT for all C and E trains across the system to 4.0. The trains workorders will instruct the crews they are exempt from throttle limiting under ABTH 106.7. In addition we have also lifted 0/40 and 5/50 along with making adjustments to Trip Optimizer. We will keep this in place for the next 15 days.

Thanks,

DUKE REMINGTON | Director Train Handling | ✉ John.Remington2@bnsf.com | 📞 Office 817-352-1278 | 📞 Cell 913-433-6264 |