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SELECT HOST-RESPONSIBLE DELAYS OF 90-MINUTES OR MORE

The following pages contain Union Pacific’s narrative explanations of the root causes of the “Select Host-Responsible Delays of 90 Minutes or More” listed in Part II of the Appendix to the Board’s order served February 13, 2024, where the “Host RR” was identified as “UP.”

Union Pacific is also providing documents containing supporting information referenced in the narratives. The documents can be found in files identified by the Amtrak train designation (*i.e.*, AMT1-xx or AMT2-xx) and train date.

Each separate narrative starts with a table identifying the delay in question based on information provided in Part II of the Appendix to the Board’s order served February 13, 2023, supplemented by information contained in a workboard provided by the Investigation Liaison for Docket No. 42175 titled “Dec. ID# 52048 Docket No. 42175 Director of OPR Order – Appendix Part I and Part II.xlsx,” which includes Amtrak’s stated “Delay Reason.” In the “Delay Reason,” Amtrak often notes the lead locomotive number for the freight trains involved in delays. In the narratives below, when referring to Amtrak’s “Delay Reason,” Union Pacific substitutes the train designation for the locomotive number.

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



The types of trains most commonly seen in the stringline graphs, aside from the *Sunset Limited* (AMTK), are manifest trains (M), standard intermodal trains (I), premium intermodal (Z), local trains (L), work trains (W), and non-UP trains (Q). Blue boxes on the stringline graphs

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identify times and locations when maintenance-of-way personnel have been given authority to work on or near the tracks.

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

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AMT1-12 11/12/2021	XIJ	XIJ	UP	FTI	123	Meet Control Point, XIJ, Freight congestion ahead; Freight train clearing on LCH sub, NS 4150	Gulf Division/ Lafayette Subdivision
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On November 13, 2021, AMT1-12 was delayed for approximately 123 minutes on the Lafayette Subdivision at Iowa Junction. Amtrak attributed the delay to freight congestion caused in part by MEWLI-12. Amtrak’s reporting was substantially correct. {

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The stringline graph below shows conditions on the Lafayette Subdivision before and after AMT1-12 met MEWLI-12 at Iowa Junction.

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AMT1-21 11/21/2021	BMT	HOS	UP	FTI	173	Blocked from station track up6731, Control Point, lf365, Other, hos depot	Houston Area/Terminal Subdivision
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On November 22, 2021, AMT1-21 was delayed for approximately 173 minutes on the Houston Subdivision near Maury Street. Amtrak attributed the delay to the station track being blocked by MEWMX-22. {

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The stringline graph below shows AMT1-21 and other westbound trains affected by the incident. {{

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AMT1-26 11/26/2021	BMT	HOS	UP	FTI	96	Follow Freight train went into Emergency at Dayton had to follow them to Fauna to get around them, BNSF6623, Control Point, Dayton	Houston Area/Terminal Subdivision
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On November 27, 2021, AMT1-26 was delayed for approximately 96 minutes on the Houston Subdivision near Dayton Yard. Amtrak attributed the delay to AMT1-26's following BNSF trackage rights train QIJSJ-25, which had experienced an incident. Amtrak's reporting was substantially correct. {

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The stringline graph below shows AMT1-25 stopping behind QIJSJ-25 and later overtaking QIJSJ-25 at Fauna Siding.

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AMT1-21 1/21/2022	ALP	XVL	UP	FTI	108	Meet Inbound Up crew hrs of services. Wait for outbound from alp. Up 6337 fouling., Up6337, Siding, Ryan	El Paso Area/ Valentine Subdivision
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On January 23, 2022, AMT1-21 was delayed for approximately 108 minutes on the Valentine Subdivision near Ryan. Amtrak attributed the delay to a meet between AMT1-21 and MSTKB-22, which had tied down because its crew reached their hours-of-service limit. Amtrak's reporting was substantially correct. {

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The stringline graph below shows AMT1-21 stopped because of MSTKB-22. {{

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AMT1-01 2/01/2022	XHT	XPF	UP	FTI	240	Meet Siding, Hacienda, UP 8154 East	San Antonio Area/Del Rio Subdivision
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On February 3, 2022, AMT1-01 was delayed for approximately 240 minutes on the Del Rio Subdivision near Hacienda. Amtrak attributed the delay to a meet between AMT1-01 and MEGSA-02. Amtrak’s reporting was not entirely accurate and does not fully explain the cause of the delay. {

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The stringline graph below shows MEGSA-02 and AMT1-01 stopped at Inge. {{

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AMT1-22 2/22/2022	SAS	XHT	UP	FTI	116	UP 5859 needed help getting over a hill. UP 8937 helped. Control Point, SA243, UP5859	San Antonio Area/Del Rio Subdivision
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On February 24, 2022, AMT1-22 was delayed for approximately 116 minutes on the Del Rio Subdivision at Noonan. Amtrak attributed the delay to an incident involving MNLEG-22. Amtrak's reporting was substantially correct. {

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The stringline graph below shows AMT1-22 stopping behind MNLEG-22 and later passing MEWTU-23.

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AMT1-15 3/15/2022	BMT	HOS	UP	DCS	136	CTC system failure Problems with CTC dual control switches, Control Point, LF 364	Houston Area/Terminal Subdivision
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On March 16, 2022, AMT1-15 was delayed for approximately 136 minutes on the Houston Subdivision near Carr Street Junction. Amtrak attributed the delay to a failure of Union Pacific's CTC system. Amtrak's reporting was substantially correct. {

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AMT1-25 3/25/2022	BMT	HOS	UP	FTI	124	Follow from Langham Road to siding China UP (6822 was having engine problems), UP 6822, Control Point, Langham Road	Houston Area/Terminal Subdivision
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On March 26, 2022, AMT1-25 was delayed for approximately 124 minutes on the Houston Subdivision just west of Beaumont. Amtrak attributed the delay to AMT1-25's following MLKEW-25, which was having engine problems. Amtrak's reporting was substantially correct.

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The stringline graph below shows AMT1-25 stopped behind MLKEW-25 near Beaumont, then progressing to China Siding, waiting for the route ahead to clear, then following RPAME-23 until it could pass.

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AMT1-27 3/27/2022	BMT	HOS	UP	FTI	122	Follow Dispatcher let 10k+ train out of BMT yard in front of us, up8150, Other, bmt depot, Control Point, lf359	Houston Area/Terminal Subdivision
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On March 28, 2022, AMT1-27 was delayed for approximately 122 minutes on the Houston Subdivision in Beaumont Yard. Amtrak attributed the delay to a dispatching decision to allow MLKEW-28 to leave Beaumont ahead of AMT1-27. Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graph below shows AMT1-25 arriving in Beaumont long after MLKEW-28, then following MLKEW-28.

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AMT1-05 4/05/2022	LCH	BMT	UP	FTI	105	Meet Siding, brimstone, kcs 4782 east	Houston Area/ Lafayette Subdivision
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On April 6, 2022, AMT1-05 was delayed for approximately 105 minutes on the Lafayette Subdivision at Brimstone. Amtrak attributed the delay to a meet between AMT1-05 and MBTLK-06. Amtrak’s reporting does not fully explain the cause of the delay. {

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The stringline graph below shows MBTLK-06 departed from Beaumont almost an hour before AMT1-05 departed from Iowa Junction, and Union Pacific held AMT1-05 and QIJDYJ-05 at Brimstone after MBTLK-06 had passed Echo Siding.

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AMT1-19 4/19/2022	LDB	BEN	UP	FTI	107	Meet Control Point, tully, up7867e, up7443e	El Paso Area/ Lordsburg Subdivision
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On April 21, 2022, AMT1-19 was delayed for approximately 107 minutes on the Lordsburg Subdivision at Tully. Amtrak attributed the delay to a meet between AMT1-19 and two eastbound trains, MTUEP-21 and ILBHO-20. Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graph below shows AMT1-19 (moving from top left to bottom right) stopping short of MEWWC-19 for the meet with MTUEP-21 and ILBHO-20.

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AMT1-26 4/26/2022	XVL	XTS	UP	FTI	100	Cross over or go around up 8483, Control Point, malley	El Paso Area/ Valentine Subdivision
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On April 28, 2022, AMT1-26 was delayed for approximately 100 minutes on the Valentine Subdivision near Mallie. Amtrak attributed the delay to a need to go around ILBNS-26 at Mallie. Amtrak's reporting was not entirely accurate and does not fully explain the cause of the delay. {

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The stringline graph below shows AMT1-26 stopping at Mallie behind IDISI-25, then again at Lasca as Union Pacific sorted out the large number of trains impacted by the incident.

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AMT1-24 6/24/2022	SND	ALP	UP	FTI	98	Follow UP5730, Control Point, Snd, Control Point, Rosenfeld	San Antonio Area/ Sanderson Subdivision
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On June 26, 2022, AMT1-24 was delayed approximately 98 minutes on the Sanderson Subdivision near Rosenfeld. Amtrak attributed the delay to AMT1-24's following ISASI-26. Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graph below shows AMT1-24 catching up to ISASI-26 and then both trains stopping to change crews.

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AMT1-08 7/08/2022	XEA	XFA	UP	FTI	182	Cross Traffic Train switching out engines and cars on main track ahead of us, up5705, Control Point, sa120	San Antonio Area/Flatonia Subdivision
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On July 9, 2022, AMT1-08 was delayed for approximately 182 minutes on the Glidden Subdivision near Flatonia. Amtrak attributed the delay to switching being conducted on the main line by MEWSA-09. {

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The stringline graph below shows AMT1-08 stopping behind MEWSA-09, which had been in the area long before AMT1-08 arrived, then passing MEWSA-09 once it cleared the main line. {{

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AMT1-19 7/19/2022	SAS	XHT	UP	FTI	130	Meet UP 7414 flagged past SA260 to set cars in siding at Hondo, UP7414, UP7057, Siding, Medina	San Antonio Area/Del Rio Subdivision
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On July 21, 2022, AMT1-19 was delayed for approximately 130 minutes on the Del Rio Subdivision at Medina. Amtrak attributed the delay to a meet between AMT1-19 and MEPKB-19, which was setting out equipment on a siding. Amtrak's reporting was substantially correct.

}

The stringline graph below shows AMT1-19 arriving at Hondo after MEPKB-19 stopped on the main line to set out a unit at Hondo Siding.

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AMT1-12 8/12/2022	XFA	XKG	UP	FTI	180	Follow NS 4141, Control Point, Harwood, Control Point, Kingsbury	San Antonio Area/Flatonia Subdivision
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On August 13, 2022, AMT1-12 was delayed for approximately 180 minutes on the Glidden Subdivision near Harwood. Amtrak attributed the delay to AMT1-12's following MEWWC-12.
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The stringline graph below shows AMT1-12 arriving in the area well after MEWWC-12 had stopped, and it shows Union Pacific advanced AMT1-12 ahead of other impacted trains.
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AMT1-19 8/19/2022	ALP	XVL	UP	FTI	141	Meet Wait for up 6337 e set out bad order car @ Ryan, up6337, Control Point, Marfa	El Paso Area/ Valentine Subdivision
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On August 21, 2022, AMT1-19 was delayed for approximately 141 minutes on the Valentine Subdivision at Marfa. Amtrak attributed the delay to an incident involving MEPKB-20. Amtrak's reporting was substantially correct. {

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The stringline graph below shows AMT1-19 stopping on this single-track segment after MEPKB-20 stopped and was setting out the bad order car.

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AMT1-07 10/07/2022	XTS	ELP	UP	FTI	97	Hold due to freight derailment up8133, Control Point, XTT	El Paso Area/ Lordsburg Subdivision
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On October 9, 2022, AMT1-07 was delayed for approximately 97 minutes on the Valentine Subdivision at Iser. Amtrak attributed the delay to a derailment involving MEWWC-07. Amtrak’s reporting was substantially correct. {

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The stringline graph below shows Union Pacific advanced AMT1-07 as close to the incident as possible and moved AMT1-07 before a Z-train that was also delayed by the incident. {{

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AMT1-08 11/08/2022	XTS	ELP	UP	FTI	111	Meet Control Point, mcnary, up5803e	El Paso Area/ Lordsburg Subdivision
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On November 10, 2022, AMT1-08 was delayed for approximately 111 minutes on the Valentine Subdivision near McNary. Amtrak attributed the delay to a meet between AMT1-08 and MWCFW-03. {

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The string graph below shows MWCFW-03 stopped long before AMT1-08 was in the area, and it shows Union Pacific advancing AMT1-08 as close as possible to where MWCFW-03 stopped and moving AMT1-08 ahead of IDISI-08 once the main line was cleared.

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AMT1-11 11/11/2022	XEA	XFA	UP	FTI	171	Meet Train busted a knuckle on track ahead of us. Then expired on hours of service, up6388, Control Point, sa089	San Antonio Area/Flatonia Subdivision
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On November 12, 2022, AMT1-11 was delayed for approximately 171 minutes on the Glidden Subdivision near Glidden. Amtrak attributed the delay to an incident involving RBMIB-11. Amtrak's reporting was substantially correct. {

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The stringline graph below shows AMT1-11 arriving in the area and stopping after RBMIB-11 stopped.

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AMT1-15 11/15/2022	XFA	XKG	UP	FTI	105	Follow Train ahead set off dragging detector. Waited while they inspected. Picked up it's conductor and shoved back to the next road crossing. Then followed train, up6838, Control Point, sa131, Control Point, sa165	San Antonio Area/Flatonia Subdivision
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On November 16, 2022, AMT1-15 was delayed for approximately 105 minutes on the Glidden Subdivision near Waelder. Amtrak attributed the delay to an incident involving MEWRV-16. Amtrak's reporting was substantially correct. {

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The stringline graph below shows MEWRV-16 was in the area well ahead of AMT1-15 when the incident occurred, and it shows AMT1-15 passing MEWRV-16 at Kingsbury after meeting GEGCWJ-16 at Luling.

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AMT1-29 11/29/2022	XHT	XPF	UP	FTI	120	Follow Blocked by CN 8815 East which was stopped by detector. Hold for inspection of their equipment. Following UP 8515., UP 8515 west, CN 8815 east, Control Point, EE INGE	San Antonio Area/Del Rio Subdivision
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On December 1, 2022, AMT1-29 was delayed for approximately 120 minutes on the Del Rio Subdivision near Inge. Amtrak attributed the delay to an incident involving WBKELZ-26. Amtrak's reporting was substantially correct. {

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The stringline graph below shows AMT1-29 stopping behind ISALB-01, then passing ISALB-01 and meeting MEGSA-30.

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AMT2-10 11/10/2021	HOS	BMT	UP	FTI	102	Blocked from station track up5810, up5624, Control Point, h441, Other, bmt depot	Houston Area/Terminal Subdivision
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On November 12, 2021, AMT2-10 was delayed for approximately 102 minutes on the Beaumont Subdivision near Amtrak's Beaumont Station. Amtrak attributed the delay to AMT2-10's being blocked from the station track at Beaumont by MSALIB-11 and MAGLI-11. Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graph below shows AMT2-10 waiting behind MSALIB-11 and MAGLI-11. It does not show the KCS train because KCS was not required to provide Union Pacific with a symbol for trains that do not operate on Union Pacific-owned track.

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AMT2-14 11/14/2021	MRC	TUS	UP	FTI	122	Follow UP, Control Point, CP Stockham	El Paso Area/Gila Subdivision
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On November 15, 2021, AMT2-14 was delayed approximately 122 minutes on the Gila Subdivision near Stockham. Amtrak attributed the delay to AMT2-14's following an eastbound freight train. {

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The stringline graph below shows ILBDI-14 and AMLEP-13 moving well ahead of AMT2-14 until they had to wait for ISILB1-15 to depart from Tucson.

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AMT2-31 12/31/2021	XVL	ALP	UP	FTI	109	Meet Up crew @ alp depot waiting for van transport to train alp hold out, Up2729e, Control Point, PAISANO	El Paso Area/ Valentine Subdivision
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On January 1, 2022, AMT2-31 was delayed by approximately 109 minutes on the Valentine Subdivision at Paisano. Amtrak attributed the delay to a meet with MEWWC-31, which was tied down on the main line waiting for a crew. Amtrak's reporting was substantially correct.

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The stringline graph below shows MEWWC-31 had tied down long before AMT2-31 entered the area, and it shows the trains meeting at Paisano.

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AMT2-19 1/19/2022	ALP	SND	UP	DMW	96	MOW overstay Fmn DIXON Causing Freight and Pax delays. All freight delays to Amtk 2 acct Fmn DIXON working beyond time, Milepost w/Letters, 603, 554	San Antonio Area/ Sanderson Subdivision
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On January 20, 2022, AMT2-19 was delayed for approximately 96 minutes on the Sanderson Subdivision near Strobel. Amtrak attributed the delay to an overstay of a maintenance-of-way crew. Amtrak's reporting was substantially correct. {

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The stringline graph below shows AMT2-19 stopped because of the maintenance window and overtaking MWCEW-18 and ILBHO-18 once the main line was reopened.

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AMT2-28 1/28/2022	SND	XLY	UP	DMW	300	Hold for defect repair Impassable Broken rail resulting in rescue of freight crews. Shuffle between mp 466 and 478 to pick up crews UP 8166, 9132, 8575, Milepost, 493, 466	San Antonio Area/ Sanderson Subdivision
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On January 29 and 30, 2022, AMT2-28 was delayed for approximately 300 minutes on the Sanderson Subdivision near Shaw. Amtrak attributed the delay to a broken rail. Amtrak's reporting was substantially correct. {

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The stringline graph below shows AMT2-28 and other trains that were stopped because of the broken rail near Shaw.

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AMT2-06 3/06/2022	XWB	XWB	UP	FTI	130	Meet UP 6220 W stopped in the plant., Control Point, L 010, UP 6220 W, NS 4197 W	New Orleans Public Belt
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On March 8, 2022, AMT2-06 was delayed for approximately 130 minutes near West Bridge Jct. Amtrak reporting suggest the delay was caused by a meet with YAV24-09 (a transfer job that had UP 6220 in its engine consist during the relevant period) or YAV26-08 (a transfer job that had NS 4197 in its engine consist during the relevant period). Union Pacific is continuing to investigate conditions near the Huey P. Long Bridge that may have contributed to the delay. {

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AMT2-27 3/27/2022	HOS	BMT	UP	FTI	140	Follow KCS 4671, Control Point, Hull, Control Point, Elizabeth	Houston Area/Terminal Subdivision
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On March 29, 2022, AMT2-27 was delayed for approximately 140 minutes on the Beaumont Subdivision near Workman. Amtrak attributed the delay to AMT2-27's following 2MRNWAJ-27. However, Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graph below shows AMT2-27 catching up to 2MRNWAJ-27, which had entered the area well ahead of AMT2-27 but stopped to recrew near Workman.

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AMT2-01 5/01/2022	BMT	LCH	UP	FTI	280	Disabled freight train went into emergency — possibly a DPU issue. We are stopped at MP 236., UP 7495 E, Control Point, LF 234	Houston Area/ Lafayette Subdivision
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On May 2, 2022, AMT2-01 was delayed for approximately 280 minutes on the Lafayette Subdivision near Edgerly. Amtrak attributed the delay to an incident involving MLDLI-30. Amtrak’s reporting was substantially correct. {

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The stringline graph below shows AMT2-01 stopped behind MLDLI-30, then passing what remained of MLDLI-30 at Brimstone.

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AMT2-20 5/20/2022	XIC	YUM	UP	FTI	106	Meet Freight coming from Yuma Yard, 8120, 7178, Control Point, cactus, Control Point, araz	Los Angeles Area/Yuma Subdivision
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On May 21, 2022, AMT2-20 was delayed for approximately 106 minutes on the Yuma Subdivision near Yuma. Amtrak attributed the delay meets between AMT2-20 and two trains, ZAILC-16 and IG1LA-16. (Amtrak misidentified the lead locomotive on ZAILC-16.)

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The stringline graph below shows AMT2-20 stopped near Clyde, behind ILBG4-20 and MRVEP-19, for meets with ZAILC-19 and IG1LA-16, as well AMT2-20's subsequent meets with and passes of other trains before and after its station stop at Yuma.

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AMT2-10 6/10/2022	YUM	XZS	UP	FTI	91	Meet up, Control Point, Welton	Los Angeles Area/Yuma Subdivision
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On June 11, 2022, AMT2-10 was delayed for approximately 91 minutes on the Gila Subdivision near Wellton. Amtrak attributed the delay to a meet between AMT2-10 and a westbound freight train. Amtrak’s reporting does not fully explain the cause of the delay. {

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The stringline graph below shows MFWWC-08 stopped, which backed up several trains behind that were moving toward their crew change point at Yuma.

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AMT2-12 6/12/2022	ALP	SND	UP	FTI	145	Meet Siding, Lennox, UP6500	San Antonio Area/ Sanderson Subdivision
AMT2-12 6/12/2022	ALP	SND	UP	FTI	195	Meet Control Point, SA592, UP7334	San Antonio Area/ Sanderson Subdivision

On June 14, 2022, AMT2-12 was delayed for approximately 340 minutes on the Sanderson Subdivision near Altuda. Amtrak attributed the delay to meets between AMT2-12 and MEWWC-12 and MEWTU-12. Amtrak's reporting does not fully explain the cause of the delay.

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The stringline graph below shows MEWWC-12 stopping on the main line, MEWTU-12 stopping to assist MEWWC-12, AMT2-12 stopping ahead of MEWWC-12, and then AMT2-12 advancing before stopping again in preparation for its meet with MEWTU-12.

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AMT2-24 8/24/2022	ONA	PSN	UP	FTI	100	Follow Stopped held at mp 537.3 for 60+ minutes following to Hinda, up 8545, Milepost, 537.3, 556.8	Los Angeles Area/ Alhambra Subdivision
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On August 25, 2022, AMT2-24 was delayed for approximately 100 minutes on the Alhambra and Yuma Subdivisions between Pepper and Hinda. Amtrak attributed the delay to AMT2-24's following MWCBS-24. Amtrak's reporting does not fully explain the cause of the delay. {

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The stringline graph below shows AMT2-24 following MWCBS-24 near West Colton Yard as five trains were moving west on this double-track segment, then passing MWCBS-24 at the first available opportunity.

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AMT2-23 9/23/2022	XIC	YUM	UP	FTI	124	UP5990e crew dead on HOS blocking the MT. Waiting for patch crew to move set. UP5990 e, Control Point, SP707 E Clyde	Los Angeles Area/Yuma Subdivision
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On September 24, 2022, AMT2-23 was delayed for approximately 124 minutes on the Yuma Subdivision at Clyde. Amtrak attributed the delay to AMT2-23's being blocked by MWCEP-23 after that train's crew reached their hours-of-service limit. Amtrak's reporting was substantially correct. {

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The stringline graph below shows MWCEP-23 stopped near Clyde well ahead of AMT2-23's arrival in the area, the other eastbound and westbound trains that also stopped, and AMT2-23's pass of MWCEP-23 east of its station stop at Yuma. {{

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AMT2-28 9/28/2022	XTS	XVL	UP	FTI	133	Meet Air promblems, up7749, Control Point, collado	El Paso Area/ Valentine Subdivision
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On September 29, 2022, AMT2-28 was delayed for approximately 133 minutes on the Valentine Subdivision at Collado. Amtrak attributed the delay to an incident involving MEWWC-24. Amtrak’s reporting was substantially correct. {

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The stringline graph below shows MEWWC-24 stopped near Collado long before AMT2-28 arrived in the area.

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AMT2-07 10/07/2022	XHT	SAS	UP	PTI	131	Wait for station track Amtk 1, Siding, Cadet	San Antonio Area/Del Rio Subdivision
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On October 9, 2022, AMT2-07 was delayed for approximately 131 minutes on the Del Rio Subdivision near Amtrak's San Antonio station. As Amtrak's reporting indicates, the delay occurred because AMT1-07 was occupying the station track when AMT2-07 arrived. {

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AMT2-21 10/21/2022	XZS	MRC	UP	FTI	93	Meet Control Point, bosque, 2587	El Paso Area/Gila Subdivision
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On October 22, 2022, AMT2-21 was delayed for approximately 93 minutes on the Gila Subdivision near Bosque. Amtrak attributed the delay to a meet between AMT2-21 and ISILB4-21. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows AMT2-21 stopped at Bosque for its meet with ISILB4-21. It also shows ILBG3-21 and AMLEGR-21 stopped on Track 2 near Estrella.
{}

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2-21 10/21/2022	XKG	XFA	UP	FTI	92	Meet UP5465, UP5488, Siding, Harwood	San Antonio Area/Flatonia Subdivision
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On October 23, 2022, AMT2-21 was delayed for approximately 92 minutes on the Glidden Subdivision at Harwood. Amtrak attributed the delay to meets between AMT2-21 and ASPLD-22 and MEWWC-22. Amtrak’s reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows the delays to multiple trains caused by RMEBD-21, the meet between AMT2-21 and ASPLD-22 at Harwood, and the meet between AMT2-21 and MEWWC-22, once MEWWC-22 was again underway.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2-06 11/06/2022	ONA	PSN	UP	FTI	90	Follow All stopped behind 8020 on mt2 waiting for westbound freight to clear. Followed 8020 all the way to E.Garnett., UP8020, Milepost, 552.8, 588.3	Los Angeles Area/ Alhambra Subdivision
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On November 7, 2022, AMT2-06 was delayed for approximately 90 minutes on the Yuma Subdivision between Hinda and Garnet. Amtrak attributed the delay to a combination of westbound freight traffic and AMT2-06's following ILBHO-06. Amtrak's reporting does not fully explain the cause of the delay. {

}

The stringline graph below shows ISILB3-06 stopped between Banning and Beaumont, and shows ILBHO-06 and AMT2-06 waiting for meets with ZAILA-05 and MFWLB-04.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2-06 11/06/2022	XKG	XFA	UP	FTI	155	Meet UP6009 had broken air pipe at cpsa138, HARWOOD siding was full so held out at Luling until repairs were made and could get by us, UP6009, Siding, LULING	San Antonio Area/Flatonia Subdivision
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On November 8, 2022, AMT2-06 was delayed for approximately 155 minutes on the Glidden Subdivision at Luling. Amtrak attributed the delay to an incident involving MEWRV-06. Amtrak's reporting was substantially correct. {

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The stringline graph below shows MEWRV-06 stopping near Harwood, and it shows AMT2-06 meeting MEWRV-06 at Luling and passing MEGLI-07 at Harwood.

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REDACTED – TO BE PLACED ON PUBLIC FILE

AMT2-09 11/09/2022	SAS	SAS	UP	PTI	99	Blocked from station track Up special train parked in depot blocking tracks. Required to wait until they left to board passengers and depart, up8630, Other, sas depot, UP8630, Other, SAS	San Antonio Area/Del Rio Subdivision
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On November 11, 2022, AMT2-09 was delayed for approximately 99 minutes on the Del Rio Subdivision near the San Antonio station. Amtrak attributed the delay to AMT2-09's being blocked by a Union Pacific special train parked at the station. Amtrak's reporting does not fully explain the cause of the delay. {

} AMT2-09 should not have been in San Antonio at that time. AMT2-09 was scheduled to arrive in San Antonio at 2:50 am and depart at 4:25 am. AMT2-09 was running only 16 minutes late when it departed from El Paso. However, as can be seen in Amtrak's reporting, excerpted below, between El Paso and San Antonio, AMT2-09 experienced three hours of third-party delay, including 150 minutes of delay associated with vehicle strikes, and 30 minutes of delay when U.S. Customs and Border Patrol removed 10 individuals who boarded the train at El Paso. As a result, AMT2-09 arrived at San Antonio after the special train occupied the station track.

ELP	XTS	UP	3rd	POL	120	Issue with automatic road crossing protection Comply with procedure XG mp 794. Instructed by up to hold sdg before rd crossing. Unnecessary delay with up decision on towing truck obscuring tracks for route. Severe delay., Milepost, 794, 794, Police hold due to vehicle strike
ELP	XTS	UP	3rd	TRS	30	Vehicle on track ahead Hold @ Clint for AMTK 1 vehicle strike@xtt, Control Point, Xtt
XV L	ALP	UP	Host	FTI	13	Follow up7919, Control Point, xvl, Control Point, ryan
ALP	ALP	UP	Amt	SYS	8	Re-crew / job briefing Other, Alpine stn
SND	XLY	UP	Host	DSR	2	Per bulletin Milepost, 488.65, 488.15, 30, m
XLY	DRT	UP	Amt	OTH	5	Lost time - N.A.R. Insufficient run time
DRT	DRT	UP	3rd	CUI	29	U.S. Border Patrol 10 individuals removed by Border Patrol. All boarded at ELP
ALP	SND	UP	Amt	SYS	3	Delay in Block Milepost, 607.3, 606.2
ALP	SND	UP	Host	FTI	4	Cross over or go around Siding 581.96 581.86 25 mph, Siding, Lenox, UP 8471
ALP	SND	UP	Host	DSR	1	Per bulletin Milepost, 559.45, 559.10, 30, m
DRT	XPF	UP	Host	FTI	6	Cross over or go around UP 7766, Siding, Amanda
XPF	XHT	UP	Host	FTI	3	Cross over or go around UP 9034, Siding, Yucca
XPF	XHT	UP	Host	DSR	2	Per bulletin Milepost, 319.25, 319.15, 40, m, Milepost, 277.75, 277.65, 60, m, Milepost, 263.5, 263.4, 70, m
XH T	SAS	UP	Host	DSR	7	Per bulletin Milepost, 258.10, 258.0, 70, m, Milepost, 242.25, 241.75, 30, m, Milepost, 232.60, 232.50, 60, m, Milepost, 228.25, 228.00, 60, m, Milepost, 227.55, 227.00, 60, m, Milepost, 223.6, 223.10, 45, m, Milepost, 219.80, 219.55, 30, m, Milepost, 214.7, 214.4, 15, m1, Milepost, 212.68, 212.63,
XH T	SAS	UP	Host	FTI	4	Follow BN 5533, Milepost, 250, 241
SAS	SAS	UP	Host	RTE	0	Waiting for authority onto mt1 authority #5938 ok 1048 rll Other, sas depot

REDACTED – TO BE PLACED ON PUBLIC FILE

SAS	SAS	UP	Host	PTI	99	Blocked from station track Up special train parked in depot blocking tracks. Required to wait until they left to board passengers and depart, up8630, Other, sas depot, UP8630, Other, SAS
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