

DATACORD 6000 (GE-AC4400)

COLLECTED ON: 10:15:22 01/31/17

EXTENDED LOG

LOCO NUMBER: 00009769

WHEEL DIAMETER: 39.000 INCH

TIME/DATE OFFSET: - 02:56:56 0 DAYS

COMMENTS: CP9769 Graph

LOG START 01/13/17

LOG END 01/31/17

CURRENT 01/31/17

04:50:44

RECORD 83558

DIST 3037.482

NET DIST 285.989

SPD 6.0

THR 0

DBN 1.0

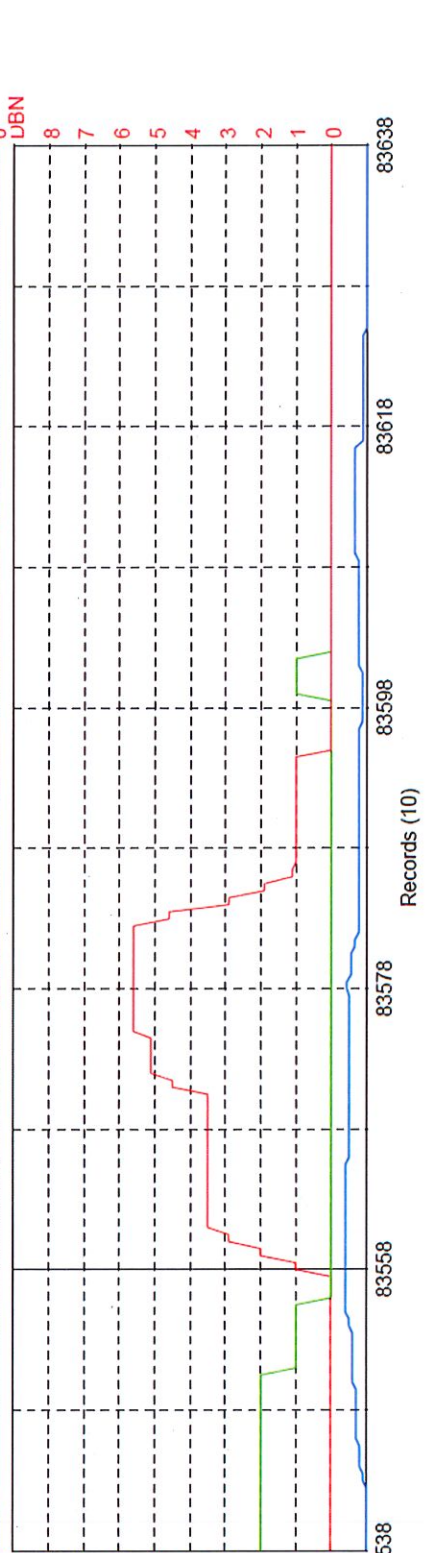
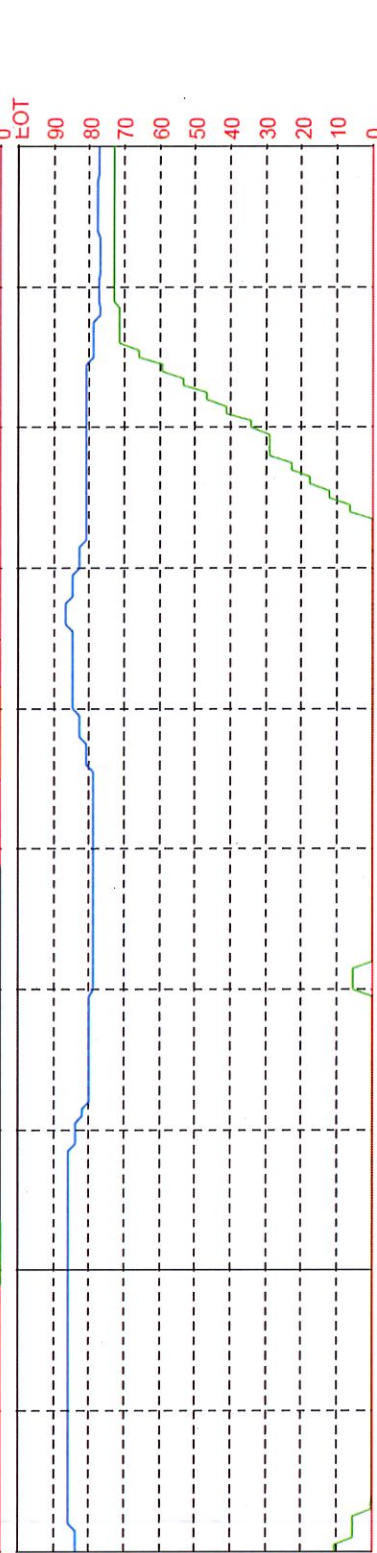
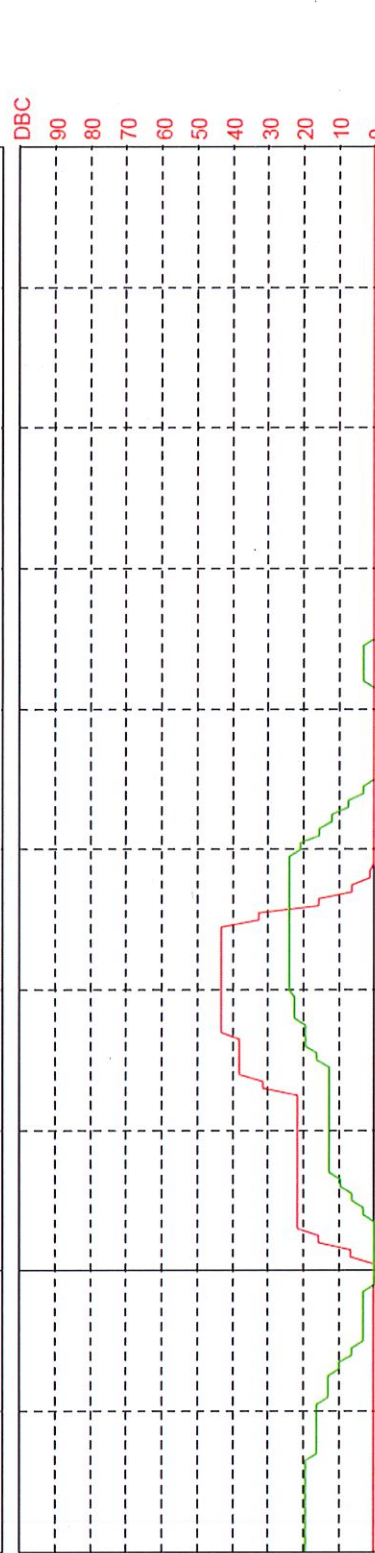
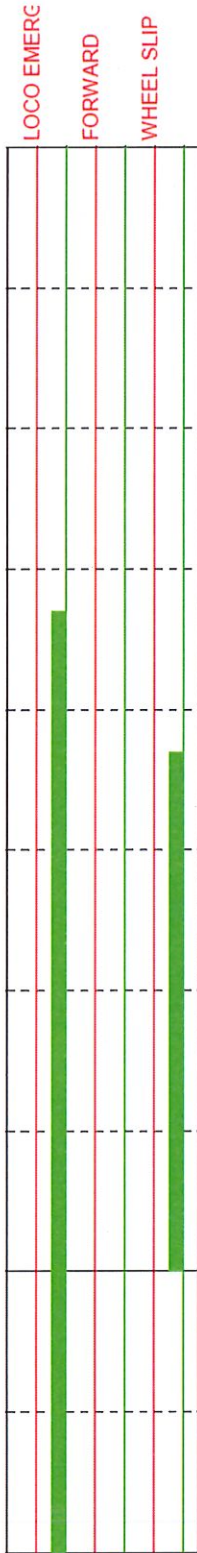
BP 86

BC 0

EOT 0

TE 0

DBC 0



83538 83558 83578 83618 83638

Records (10)

MSG*-IH*0322* * *Q133703*201701312036*
 Requested: -IH 0322 Q133703 201701312036 Option : 2
 Between 201701310000 And 201701312359
 For Train Id: MSKHK 30

AEI HISTORY

SITE NBR: 0322 CIRC-7: OK022 DESCRIPTION: Hinkle North
 CONSIST DETAILS BETWEEN 01/31/17 00:00 AND 01/31/17 23:59

| TRN SEQ# | TRAIN | ID | ENG/CARS | START DATE/TIME | CLEARED TIME | DIR |
|----------|-------|----|----------|-----------------|--------------|-----|
| 9530 | MSKHK | 30 | 002/061 | 01/31 1359 | 1401 | S |

AEI Message Received/Processin Rail Tags: G=60 L=1 R=2
 Train Identification NR:Locos and Car Sample all Asgnd to Same train
 /MSKHK/30
 Car Consist Comparison Car Consist: 0 Adds/0 Deletes/0 Moves
 Locomotive Consist Comparison Loco Consist: 0 Adds/0 Deletes/0 Moves
 Car Consist Update AEI and TCS Consists Matched
 Locomotive Consist Update AEI and TCS Consists Matched
 Working EOT Update UPRQ062286 (CT) PROCESSED DUE TO UNIT ADDITION
 : PICKUP = OT161
 Train Passing OK022 is not a reporting location
 Station Setout OX591/01311601/ MSKHK 30: Station Setout: 61
 Car s OK
 Consist Accuracy Measure Results
 Work Order Update Work Order: NOT DONES. 43 Processed OK / 0
 Faile
 d to Process

| TCS CONSIST | | | | | AEI CONSIST | | | | | | | | | |
|-------------------------|------|--------|-----|-----|-------------|------|--------|-----|-----|-----|-----|-----|-----|-----|
| ORG | UPD | | TAG | | AXL PLT | | | | | | | | | |
| SEQ | INIT | NUMBER | TYP | UPD | SEQ | INIT | NUMBER | STA | ORI | SPD | CNT | COD | ANT | ANT |
| 001 | CP | 009769 | | | 001 | CP | 009769 | R | A | 29 | 06 | 01 | 00 | 14 |
| 002 | CP | 008852 | | | 002 | CP | 008852 | G | B | 29 | 06 | 01 | 12 | 08 |
| DYL Data: Fuel HP Hours | | | | | | | | | | | | | | |
| | | | | | 3300 0 | | | | | | | | | |

| | | | | | | | | | | | | | | |
|-----|------|--------|--|--|-----|------|--------|---|---|----|----|----|----|----|
| 003 | MP | 722790 | | | 003 | MP | 722790 | G | B | 29 | 04 | 01 | 13 | 18 |
| 004 | CHTT | 721927 | | | 004 | CHTT | 721927 | G | A | 29 | 04 | 01 | 17 | 19 |
| 005 | CMO | 021752 | | | 005 | CMO | 021752 | G | A | 29 | 04 | 01 | 16 | 14 |
| 006 | CHTT | 721758 | | | 006 | CHTT | 721758 | G | A | 29 | 04 | 01 | 15 | 17 |
| 007 | CITX | 701176 | | | 007 | CITX | 701176 | G | B | 29 | 04 | 01 | 16 | 18 |

| | | | | | | | | | | | | |
|-----|------|--------|-----|------|--------|---|---|----|----|----|----|----|
| 008 | CMO | 020576 | 008 | CMO | 020576 | G | B | 29 | 04 | 01 | 18 | 19 |
| 009 | CMO | 022592 | 009 | CMO | 022592 | G | B | 29 | 04 | 01 | 15 | 14 |
| 010 | NCUX | 030538 | 010 | NCUX | 030538 | G | B | 29 | 04 | 01 | 12 | 16 |
| 011 | CMO | 063020 | 011 | CMO | 063020 | G | B | 29 | 04 | 01 | 17 | 17 |
| 012 | CHTT | 721958 | 012 | CHTT | 721958 | G | B | 29 | 04 | 01 | 16 | 16 |
| 013 | TTZX | 861960 | 013 | TTZX | 861960 | G | B | 29 | 04 | 01 | 19 | 19 |
| 014 | UTLX | 955393 | 014 | UTLX | 955393 | G | B | 29 | 04 | 01 | 17 | 17 |
| 015 | UP | 089821 | 015 | UP | 089821 | G | A | 29 | 04 | 01 | 14 | 18 |
| 016 | SP | 329713 | 016 | SP | 329713 | G | B | 29 | 04 | 01 | 18 | 19 |
| 017 | TBOX | 663865 | 017 | TBOX | 663865 | G | A | 29 | 04 | 01 | 20 | 23 |
| 018 | TTZX | 084703 | 018 | TTZX | 084703 | G | A | 28 | 04 | 01 | 18 | 19 |
| 019 | TBOX | 666884 | 019 | TBOX | 666884 | G | A | 28 | 04 | 01 | 20 | 22 |
| 020 | CHTT | 721511 | 020 | CHTT | 721511 | G | A | 28 | 04 | 01 | 15 | 12 |
| 021 | GACX | 006463 | 021 | GACX | 006463 | G | A | 28 | 04 | 01 | 20 | 17 |
| 022 | UP | 273749 | 022 | UP | 273749 | G | A | 28 | 04 | 01 | 18 | 19 |
| 023 | TTZX | 855144 | 023 | TTZX | 855144 | G | B | 28 | 04 | 01 | 18 | 22 |
| 024 | TTZX | 087043 | 024 | TTZX | 087043 | G | B | 28 | 04 | 01 | 18 | 18 |
| 025 | TTZX | 087019 | 025 | TTZX | 087019 | G | B | 28 | 04 | 01 | 22 | 23 |
| 026 | UP | 273590 | 026 | UP | 273590 | G | A | 28 | 04 | 01 | 20 | 22 |
| 027 | UP | 275317 | 027 | UP | 275317 | G | A | 28 | 04 | 01 | 18 | 18 |
| 028 | NS | 469282 | 028 | NS | 469282 | G | B | 28 | 04 | 01 | 17 | 22 |
| 029 | AOK | 120080 | 029 | AOK | 120080 | G | B | 28 | 04 | 01 | 21 | 21 |
| 030 | AOK | 120058 | 030 | AOK | 120058 | G | A | 28 | 04 | 01 | 21 | 21 |
| 031 | NS | 470089 | 031 | NS | 470089 | L | A | 28 | 04 | 01 | 21 | 00 |
| 032 | UP | 369125 | 032 | UP | 369125 | G | A | 28 | 04 | 01 | 20 | 22 |
| 033 | AOK | 120117 | 033 | AOK | 120117 | G | A | 28 | 04 | 01 | 19 | 20 |
| 034 | AOK | 120090 | 034 | AOK | 120090 | G | B | 28 | 04 | 01 | 20 | 20 |
| 035 | TTZX | 087057 | 035 | TTZX | 087057 | G | B | 28 | 04 | 01 | 18 | 21 |
| 036 | UP | 274258 | 036 | UP | 274258 | G | B | 28 | 04 | 01 | 18 | 19 |
| 037 | TTZX | 084437 | 037 | TTZX | 084437 | G | A | 28 | 04 | 01 | 19 | 21 |
| 038 | TTZX | 863553 | 038 | TTZX | 863553 | G | B | 28 | 04 | 01 | 17 | 19 |
| 039 | NOKL | 734425 | 039 | NOKL | 734425 | G | A | 28 | 04 | 01 | 20 | 17 |
| 040 | TTZX | 086384 | 040 | TTZX | 086384 | G | B | 28 | 04 | 01 | 19 | 18 |
| 041 | TTZX | 861142 | 041 | TTZX | 861142 | G | B | 28 | 04 | 01 | 20 | 19 |
| 042 | TTZX | 087429 | 042 | TTZX | 087429 | G | B | 28 | 04 | 01 | 22 | 21 |
| 043 | TTZX | 086455 | 043 | TTZX | 086455 | G | B | 28 | 04 | 01 | 20 | 18 |
| 044 | TTZX | 084412 | 044 | TTZX | 084412 | G | B | 28 | 04 | 01 | 21 | 19 |
| 045 | UP | 273101 | 045 | UP | 273101 | G | A | 28 | 04 | 01 | 15 | 18 |
| 046 | TTZX | 865074 | 046 | TTZX | 865074 | G | B | 28 | 04 | 01 | 16 | 17 |
| 047 | TTZX | 864863 | 047 | TTZX | 864863 | G | B | 28 | 04 | 01 | 19 | 17 |
| 048 | TBOX | 675048 | 048 | TBOX | 675048 | G | A | 29 | 04 | 01 | 18 | 18 |
| 049 | AOK | 120015 | 049 | AOK | 120015 | G | A | 29 | 04 | 01 | 18 | 19 |
| 050 | AOK | 120129 | 050 | AOK | 120129 | G | A | 29 | 04 | 01 | 18 | 18 |
| 051 | AOK | 120075 | 051 | AOK | 120075 | G | B | 29 | 04 | 01 | 19 | 19 |
| 052 | TTGX | 942729 | 052 | TTGX | 942729 | G | B | 29 | 04 | 01 | 16 | 18 |
| 053 | TTGX | 988604 | 053 | TTGX | 988604 | G | B | 29 | 04 | 01 | 20 | 17 |
| 054 | TTGX | 942256 | 054 | TTGX | 942256 | G | B | 29 | 04 | 01 | 16 | 13 |
| 055 | CNA | 704582 | 055 | CNA | 704582 | G | B | 29 | 04 | 01 | 16 | 16 |
| 056 | TTGX | 706914 | 056 | TTGX | 706914 | G | A | 29 | 04 | 01 | 17 | 17 |

| | | | | | | | | | | | | |
|-----|------|--------|-----|------|--------|---|---|----|----|----|----|----|
| 057 | NKCR | 007424 | 057 | NKCR | 007424 | G | A | 29 | 04 | 01 | 17 | 17 |
| 058 | TTGX | 941808 | 058 | TTGX | 941808 | R | B | 29 | 04 | 01 | 16 | 00 |
| 059 | TTGX | 256141 | 059 | TTGX | 256141 | G | B | 29 | 04 | 01 | 16 | 16 |
| 060 | TTGX | 971982 | 060 | TTGX | 971982 | G | B | 29 | 04 | 01 | 16 | 18 |
| 061 | TTZX | 865007 | 061 | TTZX | 865007 | G | A | 29 | 04 | 01 | 14 | 15 |
| 062 | TTZX | 861062 | 062 | TTZX | 861062 | G | A | 29 | 04 | 01 | 09 | 15 |
| 063 | UP | 274206 | 063 | UP | 274206 | G | A | 29 | 04 | 01 | 14 | 15 |

063 UPRQ 062286 U 0 00 00 10 00

UNION PACIFIC RAILROAD COMPANY
TRAIN LIST ISSUE NO. 1

TRAIN/JOB: MSKHK 30 NAME:
CNDR: J SCHNEIDER ENGR: (b) (6), (b) (7)(C) C/F 01/30 2041
SECONDARY TRAIN ID: FDSPFL M TRAIN DIRECTION OUT OF OT161 : SOUTH
29-LOADS 32-MTYS 4896-GTONS CAR LENGTH: 4565-FT TRAIN LENGTH: 4713-FT
HAZARDOUS MATERIAL IN TRAIN YES TRAIN WGT: 5316-TN
RAIL SECURITY SENSITIVE MATERIAL SHIPMENTS NONE
FORM 8620 PLACEMENT ERRORS NO
SSI ITEM 5 PLACEMENT ERRORS/WARNINGS NO
TRAIN LENGTH EXCEPTION NO
TRAIN HAS HIGH / WIDE SHIPMENTS NO
LEAD LOCOMOTIVES ENERGY MANAGEMENT SYSTEM NONE
LEAD LOCOMOTIVE IS PTC EQUIPPED NO

SSI MAXIMUM SPEED (UNLESS OTHERWISE RESTRICTED) IS AS FOLLOWS:
MAXIMUM SPEED * 50 * MPH BETWEEN OT161 AND OX591 LOWEST CAR SPEED
BE FURTHER GOVERNED BY MAXIMUM SPEEDS: TONS PER OPERATIVE BRAKE (TPOB)
ITEM #2F OR SUBDIVISION TIMETABLE SI-12

TRAIN IS TO BE OPERATED ACCORDING TO * MANIFEST * TRAIN REQUIREMENTS

| ST | LOCOMOTIVE | PU | SO | AC | EA | EA | AC | PVCAHECDASD | LEN | WGT | | | | |
|---------|------------|------|-------|-------|----|----|----------|-------------|-----|------|-------------|----|-----|-----|
| CD | INT' | NUMB | CIRC7 | CIRC7 | D | DC | MODEL-# | PW | DB | AX | CCACCMSP/TB | DP | FT | TN |
| X | CP | 9769 | OT161 | | F | AC | AC4400CW | 12.1 | 7.8 | 6 | .YYY...6.4F | | 74 | 210 |
| X | CP | 8852 | OT161 | | B | AC | ES44AC | 12.1 | 9.8 | 6 | .YYY...6.3F | | 74 | 210 |
| TOTALS: | | | | | | | | | | 24.2 | 17.6 | 12 | 148 | 420 |

END TRAIN UNITS STATUS
NONE REPORTED

***** DUE TO ROUTE POWER REQUIREMENTS AND FUEL CONSERVATION EFFORTS *****
***** ISOLATE / SHUT DOWN / BRING ON-LINE THE FOLLOWING LOCOMOTIVE(S) *****
***** IN ACCORDANCE WITH ABTH RULE 31.8.7 *****
***** WEATHER AND CONDITIONS PERMITTING *****

***** CHECK TO BE SURE CONSIST IS CONFIGURED AS SHOWN ABOVE AT OT161 *****
***** NOT PULLED USING =ID *****

***** $\frac{4896}{\text{TRAIN TONNAGE}} / \frac{430}{\text{TPA LIMIT}} = \frac{11.4}{\text{TOTAL EPA NEEDED}}$ *****

***** STEP 1: DETERMINE MINIMUM NUMBER OF LOCOMOTIVE(S) WHICH ARE NEEDED *****
***** TO HANDLE TRAIN TONNAGE WITHOUT EXCEEDING CREW TPA LIMIT. *****

***** STEP 2: VERIFY CORRECT EPA IS ONLINE FOR ROUTE BY RECALCULATING TPA. *****

***** $\frac{\text{TRAIN TONNAGE}}{\text{TOTAL EPA}} = \text{ACTUAL TPA}$ (430 CREW TPA LIMIT) *****

***** STEP 3: CONFIRM TPA DOES NOT EXCEED CREW TPA LIMIT. *****

TRAIN LIMITS BETWEEN OT161 AND OX591
 TPA LIMIT IS 430, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 493
 STANDARD STRENGTH COUPLER LIMIT IS 12384
 HIGH STRENGTH COUPLER LIMIT IS 16888
 TERRITORY CODE OTHER THAN H OR L

4896 TPA TONNAGE INCLUDES ISOLATED LOCOMOTIVES, IF ANY
 203 TONS PER EQUIVALENT POWERED AXLE - 24.2 EPA
 279 TONS PER EQUIVALENT DYNAMIC BRAKE AXLE - 17.6 EDDBA
 10 MAXIMUM EPA REAR HELPER
 MAX LIMITATION DUE TO RESTRICTED CAR SSI ITEM 5B

61 TOTAL NUMBER OF CARS/PLATFORMS
 61.00 TOTAL OPERATIVE-BRAKES
 80 AVERAGE G-TONS PER CAR OR PLATFORM
 81 TONS PER OPERATIVE BRAKE
 256 TOTAL AXLES, INCLUDING LOCOMOTIVES
 133 HEAVIEST CAR, NS 469282, SEQ 036
 5316 TOTAL GROSS TONS, CARS AND LOCOMOTIVES

 SUMMARY OF CAR TYPES

13 BOX CAR
 13 COVERED HOPPER
 24 FLAT CAR
 9 MULTI LEVEL AUTO RACK
 1 TANK CAR
 1 WORK EQUIPMENT

 INSPECTION LOCATIONS:

SPOKANE WA OT161 O - CLASS 1

 AIR BRAKE INSPECTIONS:

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

 EOT INSPECTION:

| NAME | LOCATION | ROAD | DATE | TIME: | EOT # |
|---|----------|------|------|-------|-------|
| ** INSPECTION INFORMATION IS NOT AVAILABLE ** | | | | | |

 BAD ORDER CAR FORM

CAR INITIAL & NUMBER:

INSPECTING RAILROAD:

NAME & JOB TITLE OF INSPECTOR:

NATURE OF DEFECT:

MOVEMENT RESTRICTIONS:

TO BE REPAIRED AT:

SIGNATURE OF INSPECTOR:

| EVENT | CITY/ST | STA/YD | MO-DA-YR-TIME | TIM DIF | LOADS | MTYS | CAR-TONS | TRN-LGTH |
|-------|---------|----------|---------------|---------|-------|------|----------|----------|
| CT | SPOKANE | WA OT161 | 01-30-17-2041 | | | | | |
| TD | SPOKANE | WA OT161 | 01-30-17-2145 | 45" | 29 | 32 | 4896 | 4713 |
| PA | FISLAKE | WA OK174 | 01-30-17-2245 | 45" | | | | |
| PA | JOSO | WA OK092 | 01-31-17-0203 | 44A | | | | |
| PA | AYEJCT | WA OK086 | 01-31-17-0213 | 43A | | | | |
| PA | PAGE | WA OK052 | 01-31-17-0350 | 59A | | | | |
| TA | WALLULA | WA OK031 | 01-31-17-0438 | 1'06A | 45 | 22 | 6625 | 5066 |
| TD | WALLULA | WA OK031 | 01-31-17-0439 | 2'05A | 58 | 36 | 8657 | 6665 |
| TA | WALJCT | WA OK029 | 01-31-17-0441 | 2'07A | 58 | 36 | 8657 | 6665 |

 SCH STATS 58LDS 36MTYS 8657TONS 6665FT

| | | | | | | | | |
|----|--------|----------|---------------|--|----|----|------|------|
| SD | WALJCT | WA OK029 | 01-31-17-0741 | | | | | |
| SA | HINKLE | OR OX591 | 01-31-17-0946 | | 58 | 36 | 8657 | 6665 |
| SS | HINKLE | OR OX591 | | | 58 | 36 | 8657 | 6517 |

CARS LISTED FROM REAR OF TRAIN

TRAIN/JOB-- MSKHK 30 WITH FOLLOWING CARS TA WALJCT WA TIME-- 01/31 0441

TIME TABLE SI-11 AND SI-12 RESTRICTED CARS

NO CARS ON TRAIN ARE ROUTE RESTRICTED FOR THIS SUBDIVISION.

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

| SEQ | EQUIPMT ID | KND | COMDTY | DESTN | ZTS/CARR | NXBLK | CITY/STATE | CONSIGNEE |
|--------------|-------------|---------------------|--------------------|--------|-----------|------------|-------------|---------------------|
| BLOCK-- | HNKL | OX591 | | 023 | | | | |
| 1 | UP 274206 | EFLG A | | OS037 | 84-712-55 | TRNT | ATHOL | ID IDAHO FOR |
| 61 | FROM HEAD | 50-MPH | 31-TONS | 81-FT | 1-P | | 1.00-BRK | 31-ATONS 81-AFT |
| | | CC CAR | IS MORE THAN 80 FT | | | | | |
| 2 | TTZX 861062 | EFLG C | | OK082 | GRNW | LEWS | CLARKSTONWA | GUY BEN LB |
| 60 | FROM HEAD | 50-MPH | 31-TONS | 80-FT | 1-P | | 1.00-BRK | 62-ATONS 161-AFT |
| 3 | TTZX 865007 | EFLG A | | OS012 | 81-742-00 | TRNT | VELOX | WA INLAND EMP |
| 59 | FROM HEAD | 50-MPH | 31-TONS | 80-FT | 1-P | | 1.00-BRK | 93-ATONS 241-AFT |
| BLOCK TOTALS | | 0 LOADS | | 3 MTYS | | 93 G-TONS | | 241 FEET |
| BLOCK-- | HKNA | OX591 | | 023 | | | | |
| M 4 | TTGX 971982 | EM22 A | | NX284 | | NPLE | NPLAEAST | NE AGENT |
| 58 | FROM HEAD | 70-MPH | 55-TONS | 94-FT | 1-P | | 1.00-BRK | 148-ATONS 335-AFT |
| | | CC CAR | IS MORE THAN 80 FT | | | | | |
| M 5 | TTGX 256141 | EM22 A | | NX284 | | NPLE | NPLAEAST | NE AGENT |
| 57 | FROM HEAD | 70-MPH | 50-TONS | 94-FT | 1-P | | 1.00-BRK | 198-ATONS 429-AFT |
| | | CC CAR | IS MORE THAN 80 FT | | | | | |
| M 6 | TTGX 941808 | EM22 A | | NX284 | | NPLE | NPLAEAST | NE AGENT |
| 56 | FROM HEAD | 70-MPH | 52-TONS | 94-FT | 1-P | | 1.00-BRK | 250-ATONS 523-AFT |
| | | CC CAR | IS MORE THAN 80 FT | | | | | |
| M 7 | NKCR 7424 | EM22 | | NX284 | | NPLE | NPLAEAST | NE AGENT |
| 55 | FROM HEAD | 70-MPH | 54-TONS | 94-FT | 1-P | | 1.00-BRK | 304-ATONS 617-AFT |
| | | CC CAR | IS MORE THAN 80 FT | | | | | |
| M 8 | TTGX 706914 | EM22 | | NX284 | | NPLE | NPLAEAST | NE AGENT |
| 54 | FROM HEAD | 70-MPH | 55-TONS | 94-FT | 1-P | | 1.00-BRK | 359-ATONS 711-AFT |
| | | CC CAR | IS MORE THAN 80 FT | | | | | |
| 9 | CNA 704582 | EM32 | | KY001 | | NPLE | FAIRFAX | KS GENERA MOT |
| 53 | FROM HEAD | 70-MPH | 48-TONS | 94-FT | 1-P | | 1.00-BRK | 407-ATONS 805-AFT |
| | | CC CAR | IS MORE THAN 80 FT | | | | | |
| M 10 | TTGX 942256 | EM22 A | | NX284 | | NPLE | NPLAEAST | NE AGENT |
| 52 | FROM HEAD | 70-MPH | 55-TONS | 94-FT | 1-P | | 1.00-BRK | 462-ATONS 899-AFT |
| | | CC CAR | IS MORE THAN 80 FT | | | | | |
| M 11 | TTGX 988604 | EM22 | | NX284 | | NPLE | NPLAEAST | NE AGENT |
| 51 | FROM HEAD | 70-MPH | 52-TONS | 94-FT | 1-P | | 1.00-BRK | 514-ATONS 993-AFT |
| | | CC CAR | IS MORE THAN 80 FT | | | | | |
| M 12 | TTGX 942729 | EM22 A | | NX284 | | NPLE | NPLAEAST | NE AGENT |
| 50 | FROM HEAD | 70-MPH | 55-TONS | 94-FT | 1-P | | 1.00-BRK | 569-ATONS 1087-AFT |
| | | CC CAR | IS MORE THAN 80 FT | | | | | |
| BLOCK TOTALS | | 0 LOADS | | 9 MTYS | | 476 G-TONS | | 846 FEET |
| BLOCK-- | HNKL | OX591 | | 023 | | | | |
| 13 | AOK 120075 | LBFO | PLYWOD | ZA003 | CN | NPLT | DETROIT | MI HOOVER TRE |
| 49 | FROM HEAD | 60-MPH | 129-TONS | 68-FT | 1-P | | 1.00-BRK | 698-ATONS 1155-AFT |
| | | UNLOAD AS PLACARDED | | | | | | |
| 14 | AOK 120129 | LBFO | PLYWOD | ZA003 | NS | NPLT | BUTNER | NC BLUELINK |
| 48 | FROM HEAD | 60-MPH | 128-TONS | 68-FT | 1-P | | 1.00-BRK | 826-ATONS 1223-AFT |
| | | UNLOAD AS PLACARDED | | | | | | |
| 15 | AOK 120015 | LBFO | PLYWOD | ZA003 | NS | NPLT | ROANOKE | VA LAWSON SON |
| 47 | FROM HEAD | 60-MPH | 129-TONS | 68-FT | 1-P | | 1.00-BRK | 955-ATONS 1291-AFT |
| | | UNLOAD AS PLACARDED | | | | | | |
| 16 | TBOX 675048 | LD6C | PLYWOD | ZA003 | NS | NPLT | ROANOKE | VA LAWSON SON |
| 46 | FROM HEAD | 60-MPH | 131-TONS | 68-FT | 1-P | | 1.00-BRK | 1086-ATONS 1359-AFT |
| | | UNLOAD AS PLACARDED | | | | | | |
| 17 | TTZX 864863 | LFLG | LUMBER | KP898 | 01-778-55 | RPYD | GRAJUNCTICO | BOISE CAS |
| 45 | FROM HEAD | 60-MPH | 121-TONS | 80-FT | 1-P | | 1.00-BRK | 1207-ATONS 1439-AFT |
| 18 | TTZX 865074 | LFLG | LUMBER | SP686 | 38-717-55 | ROSV | INDIO | CA BMC W LLC |
| 44 | FROM HEAD | 60-MPH | 126-TONS | 80-FT | 1-P | | 1.00-BRK | 1333-ATONS 1519-AFT |
| 19 | UP 273101 | LFLG | LUMBER | WD560 | 34-813-00 | RPYD | COLSPRINGCO | THOMPS SIT |
| 43 | FROM HEAD | 60-MPH | 124-TONS | 80-FT | 1-P | | 1.00-BRK | 1457-ATONS 1599-AFT |
| 20 | TTZX 84412 | LFLG | LUMBER | KP643 | DRIR DELY | RPYD | DENVER | CO CAPITA LBR |
| 42 | FROM HEAD | 60-MPH | 122-TONS | 80-FT | 1-P | | 1.00-BRK | 1579-ATONS 1679-AFT |
| 21 | TTZX 86455 | LFLG | LUMBER | UP067 | 46-754-55 | RPYD | HARDY | UT SUNROC |

| | | | | | | | | | |
|----|-------------|---------------------------|----------|-----------|------|------|-------------|------------|----------|
| 41 | FROM HEAD | 60-MPH | 122-TONS | 80-FT | 1-P | | 1.00-BRK | 1701-ATONS | 1759-AFT |
| 22 | TTZX 87429 | LFLG LUMBER | ZA003 | CSXT | | NPLT | ELSJCT | DE TAGUE | LBR |
| 40 | FROM HEAD | 60-MPH | 123-TONS | 80-FT | 1-P | | 1.00-BRK | 1824-ATONS | 1839-AFT |
| 23 | TTZX 861142 | LFLG LUMBER | KP643 | DRIR | DELY | RPYD | DENVER | CO BOISE | CAS |
| 39 | FROM HEAD | 60-MPH | 121-TONS | 80-FT | 1-P | | 1.00-BRK | 1945-ATONS | 1919-AFT |
| 24 | TTZX 86384 | LFLG LUMBER | WD635 | 32-740-55 | | RPYD | DENVER | CO DENVER | LBR |
| 38 | FROM HEAD | 60-MPH | 122-TONS | 80-FT | 1-P | | 1.00-BRK | 2067-ATONS | 1999-AFT |
| 25 | NOKL 734425 | EFLG U | OZ606 | OPR | DELY | ALBI | LIBERAL | OR RSG | FOR PR |
| 37 | FROM HEAD | 50-MPH | 31-TONS | 81-FT | 1-P | | 1.00-BRK | 2098-ATONS | 2080-AFT |
| | | CC CAR IS MORE THAN 80 FT | | | | | | | |
| 26 | TTZX 863553 | LFLG LUMBER | KP643 | DRIR | DELY | RPYD | DENVER | CO CAPITA | LBR |
| 36 | FROM HEAD | 60-MPH | 126-TONS | 80-FT | 1-P | | 1.00-BRK | 2224-ATONS | 2160-AFT |
| 27 | TTZX 84437 | LFLG LUMBER | ZA003 | CSXT | | NPLT | ELSJCT | DE TAGUE | LBR |
| 35 | FROM HEAD | 60-MPH | 122-TONS | 80-FT | 1-P | | 1.00-BRK | 2346-ATONS | 2240-AFT |
| 28 | UP 274258 | LFLG LUMBER | UP067 | 46-754-55 | | RPYD | HARDY | UT SUNROC | |
| 34 | FROM HEAD | 60-MPH | 126-TONS | 81-FT | 1-P | | 1.00-BRK | 2472-ATONS | 2321-AFT |
| | | CC CAR IS MORE THAN 80 FT | | | | | | | |
| 29 | TTZX 87057 | LFLG LUMBER | WD690 | 90-730-55 | | GRVR | GREELEY | CO BMC | |
| 33 | FROM HEAD | 60-MPH | 122-TONS | 80-FT | 1-P | | 1.00-BRK | 2594-ATONS | 2401-AFT |
| 30 | AOK 120090 | LBFO PLYWOD | ZS185 | IMRR | DELY | NPLT | SPRINGFIELD | ILLINO | MID |
| 32 | FROM HEAD | 60-MPH | 128-TONS | 68-FT | 1-P | | 1.00-BRK | 2722-ATONS | 2469-AFT |
| | | UNLOAD AS PLACARDED | | | | | | | |
| 31 | AOK 120117 | LBFO PLYWOD | ZA003 | CN | | NPLT | DETROIT | MI HOOVER | TRE |
| 31 | FROM HEAD | 60-MPH | 128-TONS | 68-FT | 1-P | | 1.00-BRK | 2850-ATONS | 2537-AFT |
| | | UNLOAD AS PLACARDED | | | | | | | |
| 32 | UP 369125 | LD6C PLYWOD | XG093 | NS | | NPLT | HUNTERSVINC | HUNTER | HAR |
| 30 | FROM HEAD | 60-MPH | 131-TONS | 68-FT | 1-P | | 1.00-BRK | 2981-ATONS | 2605-AFT |
| | | UNLOAD AS PLACARDED | | | | | | | |
| 33 | NS 470089 | LD6C PLYWOD | XG093 | NS | | NPLT | HUNTERSVINC | HUNTER | HAR |
| 29 | FROM HEAD | 60-MPH | 131-TONS | 70-FT | 1-P | | 1.00-BRK | 3112-ATONS | 2675-AFT |
| | | UNLOAD AS PLACARDED | | | | | | | |
| 34 | AOK 120058 | LBFO PLYWOD | ZA003 | CN | | NPLT | DETROIT | MI HOOVER | TRE |
| 28 | FROM HEAD | 60-MPH | 129-TONS | 68-FT | 1-P | | 1.00-BRK | 3241-ATONS | 2743-AFT |
| | | UNLOAD AS PLACARDED | | | | | | | |
| 35 | AOK 120080 | LBFO PLYWOD | ZA003 | CN | | NPLT | DETROIT | MI HOOVER | TRE |
| 27 | FROM HEAD | 60-MPH | 129-TONS | 68-FT | 1-P | | 1.00-BRK | 3370-ATONS | 2811-AFT |
| | | UNLOAD AS PLACARDED | | | | | | | |
| 36 | NS 469282 | LD6C PLYWOD | XG093 | NS | | NPLT | HUNTERSVINC | HUNTER | HAR |
| 26 | FROM HEAD | 60-MPH | 133-TONS | 68-FT | 1-P | | 1.00-BRK | 3503-ATONS | 2879-AFT |
| | | UNLOAD AS PLACARDED | | | | | | | |
| 37 | UP 275317 | LFLG LUMBER | UP067 | 46-754-55 | | RPYD | HARDY | UT SUNROC | |
| 25 | FROM HEAD | 60-MPH | 126-TONS | 81-FT | 1-P | | 1.00-BRK | 3629-ATONS | 2960-AFT |
| | | CC CAR IS MORE THAN 80 FT | | | | | | | |
| 38 | UP 273590 | LFLG LUMBER | A 218 | 14-109-55 | | NPLT | HOUSTON | TX HOME | DEP C |
| 24 | FROM HEAD | 60-MPH | 127-TONS | 80-FT | 1-P | | 1.00-BRK | 3756-ATONS | 3040-AFT |
| 39 | TTZX 87019 | LFLG LUMBER | WD640 | BNSF | DELY | RPYD | IRONDALE | CO HOME | DEPOT |
| 23 | FROM HEAD | 60-MPH | 127-TONS | 80-FT | 1-P | | 1.00-BRK | 3883-ATONS | 3120-AFT |
| 40 | TTZX 87043 | LFLG LUMBER | A 218 | 14-109-55 | | NPLT | HOUSTON | TX HOME | DEP C |
| 22 | FROM HEAD | 60-MPH | 127-TONS | 80-FT | 1-P | | 1.00-BRK | 4010-ATONS | 3200-AFT |
| 41 | TTZX 855144 | LFLG LUMBER | AX331 | 01-850-55 | | NPLT | SANANTONITX | HOME | DEP U |
| 21 | FROM HEAD | 60-MPH | 126-TONS | 80-FT | 1-P | | 1.00-BRK | 4136-ATONS | 3280-AFT |
| 42 | UP 273749 | LFLG LUMBER | ZA003 | CSXT | | NPLT | ROMULUS | MI HOME | DEPOT |
| 20 | FROM HEAD | 60-MPH | 126-TONS | 80-FT | 1-P | | 1.00-BRK | 4262-ATONS | 3360-AFT |
| 43 | GACX 6463 | EC5T | OK082 | GRNW | | LEWS | LEWISTON | ID CHS | PRIMEL |
| 19 | FROM HEAD | 60-MPH | 32-TONS | 61-FT | 1-P | | 1.00-BRK | 4294-ATONS | 3421-AFT |
| 44 | CHTT 721511 | EC5T | OK082 | GRNW | | LEWS | LEWISTON | ID COLUMB | GRA |
| 18 | FROM HEAD | 60-MPH | 32-TONS | 61-FT | 1-P | | 1.00-BRK | 4326-ATONS | 3482-AFT |
| 45 | TBOX 666884 | ED6C A | OK082 | GRNW | | LEWS | LEWISTON | ID CLEARW | PAP |
| 17 | FROM HEAD | 60-MPH | 39-TONS | 68-FT | 1-P | | 1.00-BRK | 4365-ATONS | 3550-AFT |
| 46 | TTZX 84703 | EFLG A | OK082 | GRNW | | LEWS | LEWISTON | ID IDAHO | FOR |
| 16 | FROM HEAD | 50-MPH | 32-TONS | 80-FT | 1-P | | 1.00-BRK | 4397-ATONS | 3630-AFT |
| 47 | TBOX 663865 | ED6C A | OK082 | GRNW | | LEWS | LEWISTON | ID CLEARW | PAP |
| 15 | FROM HEAD | 60-MPH | 40-TONS | 68-FT | 1-P | | 1.00-BRK | 4437-ATONS | 3698-AFT |
| 48 | SP 329713 | EYX A | OX691 | | | DALS | THEDALLESOR | TD50 | |
| 14 | FROM HEAD | 50-MPH | 31-TONS | 57-FT | 1-P | | 1.00-BRK | 4468-ATONS | 3755-AFT |
| 49 | UP 89821 | EC5T | OK082 | GRNW | | LEWS | LEWISTON | ID CHS | PRIMEL |

13 FROM HEAD 60-MPH 32-TONS 61-FT 1-P 1.00-BRK 4500-ATONS 3816-AFT
 LAST CONTAINED 0113710- WHEAT
 50 UTLX 955393 ET32 OS141 CPRS CPRS CLOBAR AB PETROG ENE
 12 FROM HEAD 50-MPH 50-TONS 68-FT 1-P 1.00-BRK 4550-ATONS 3884-AFT
 1/TK

 * DANGEROUS *

 EMERGENCY CONTACT:
 1-800-424-9300

RESIDUE: LAST CONTAINED
 UN1075
 LIQUEFIED PETROLEUM GAS
 (PROPANE)
 2.1
 ERP 2-0010-059
 18002650212
 PETROGAS ENERGY SERVICES
 12011 125 ST
 FORT SASKATCHEWA AB T8L4G
 SHIPPER CONTACT
 PETROGAS
 HAZMAT STCC = 4905421

51 TTZX 861960 EFLG A OZ512 EUGN EUGENE OR AGENT
 11 FROM HEAD 50-MPH 32-TONS 80-FT 1-P 1.00-BRK 4582-ATONS 3964-AFT
 BLOCK TOTALS 29 LOADS 10 MTYS 4013 G-TONS 2877 FEET
 BLOCK-- BLMR OK103 BLMR 005
 52 CHTT 721958 EC5T OK103 BLMR THORNTON WA PACIFI NW
 10 FROM HEAD 60-MPH 32-TONS 61-FT 1-P 1.00-BRK 4614-ATONS 4025-AFT
 LAST CONTAINED 0113710- WHEAT
 53 CMO 63020 EC5T OK103 BLMR MOCKONEMAWA PACIFI NW
 9 FROM HEAD 60-MPH 31-TONS 58-FT 1-P 1.00-BRK 4645-ATONS 4083-AFT
 LAST CONTAINED 0113710- WHEAT
 54 NCUX 30538 EC5T OK103 BLMR MOCKONEMAWA PACIFI NW
 8 FROM HEAD 60-MPH 32-TONS 61-FT 1-P 1.00-BRK 4677-ATONS 4144-AFT
 LAST CONTAINED 0113710- WHEAT
 55 CMO 22592 EC5T OK103 BLMR MOCKONEMAWA PACIFI NW
 7 FROM HEAD 60-MPH 30-TONS 56-FT 1-P 1.00-BRK 4707-ATONS 4200-AFT
 LAST CONTAINED 0113710- WHEAT
 56 CMO 20576 EC5T OK103 BLMR WILLADA WA WHITGRO
 6 FROM HEAD 60-MPH 31-TONS 61-FT 1-P 1.00-BRK 4738-ATONS 4261-AFT
 LAST CONTAINED 0113710- WHEAT
 57 CITX 701176 EC5T OK103 BLMR WILLADA WA WHITGRO
 5 FROM HEAD 60-MPH 32-TONS 61-FT 1-P 1.00-BRK 4770-ATONS 4322-AFT
 LAST CONTAINED 0113710- WHEAT
 58 CHTT 721758 EC5T OK103 BLMR MOCKONEMAWA PACIFI NW
 4 FROM HEAD 60-MPH 32-TONS 61-FT 1-P 1.00-BRK 4802-ATONS 4383-AFT
 59 CMO 21752 EC5T OK103 BLMR MOCKONEMAWA PACIFI NW
 3 FROM HEAD 60-MPH 31-TONS 61-FT 1-P 1.00-BRK 4833-ATONS 4444-AFT
 LAST CONTAINED 0113210- CORN
 60 CHTT 721927 EC5T OK103 BLMR THORNTON WA PACIFI NW
 2 FROM HEAD 60-MPH 32-TONS 61-FT 1-P 1.00-BRK 4865-ATONS 4505-AFT
 LAST CONTAINED 0113115- BARLEY
 61 MP 722790 EC4T OK103 BLMR MOCKONEMAWA PACIFI NW
 1 FROM HEAD 60-MPH 31-TONS 60-FT 1-P 1.00-BRK 4896-ATONS 4565-AFT
 LAST CONTAINED 0113710- WHEAT
 BLOCK TOTALS 0 LOADS 10 MTYS 314 G-TONS 601 FEET
 CAR-TOTALS 29 LOADS 32 MTYS 4896 G-TONS 4565 FEET 2666 N-TONS
 POWER BLOCK
 CP 008852
 CP 009769

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

TRAIN-- MSKHK 30
 050 FROM CAB/EOT UTLX955393 E 012 FROM HEAD
 *** ANTICIPATED PICKUP AT OK031 CGTX064456 E
 50-MPH 50-TONS 68-FT 1-P 1.00-BRK
 1/TK

 * DANGEROUS *
 RESIDUE: LAST CONTAINED
 UN1075

EMERGENCY CONTACT:

1-800-424-9300

LIQUEFIED PETROLEUM GASES
2.1
(PROPANE ODORANT 2.5KG
C ETHYL MERCAPTAN C)
ERP 2-0010-154
18002650212
PEMBINA INFRASTRUCTURE LO
56030 RG RD 220
REDWATER AB T0A2W
SHIPPER CONTACT
PEMBINA RESOURCE SERVICES (USA)
HAZMAT STCC = 4905421

COMMODITY NUMBER IS 4905421
PROPANE
DIVISION 2.1 (FLAMMABLE GAS)
UN1075

PROPANE IS A COLORLESS GAS WITH A FAINT PETROLEUM-LIKE ODOR. IT IS SHIPPED AS A LIQUEFIED GAS UNDER ITS VAPOR PRESSURE. FOR TRANSPORTATION IT IS ODORIZED. CONTACT WITH THE LIQUID CAN CAUSE FROSTBITE. IT IS EASILY IGNITED. ITS VAPORS ARE HEAVIER THAN AIR AND A FLAME CAN FLASH BACK TO THE SOURCE OF LEAK VERY EASILY. THIS LEAK CAN BE EITHER A LIQUID OR VAPOR LEAK. IT CAN ASPHYXIATE BY THE DISPLACEMENT OF AIR. UNDER PROLONGED EXPOSURE TO FIRE OR HEAT THE CONTAINERS MAY RUPTURE VIOLENTLY AND ROCKET.

IF MATERIAL ON FIRE OR INVOLVED IN FIRE
DO NOT EXTINGUISH FIRE UNLESS FLOW CAN BE STOPPED
USE WATER IN FLOODING QUANTITIES AS FOG
COOL ALL AFFECTED CONTAINERS WITH FLOODING QUANTITIES OF WATER
APPLY WATER FROM AS FAR A DISTANCE AS POSSIBLE
IF MATERIAL NOT ON FIRE OR NOT INVOLVED IN FIRE
KEEP SPARKS, FLAMES, AND OTHER SOURCES OF IGNITION AWAY
KEEP MATERIAL OUT OF WATER SOURCES AND SEWERS
ATTEMPT TO STOP LEAK IF WITHOUT UNDUE PERSONNEL HAZARD
USE WATER SPRAY TO KNOCK-DOWN VAPORS

PERSONNEL PROTECTION
AVOID BREATHING VAPORS
KEEP UPWIND
WEAR APPROPRIATE CHEMICAL PROTECTIVE GLOVES AND GOGGLES
DO NOT HANDLE BROKEN PACKAGES UNLESS WEARING
APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT
APPROACH FIRE WITH CAUTION

PROTECTIVE ACTIONS
CONSULT THE ERG FOR PROTECTIVE ACTION CONSIDERATIONS, INCLUDING: INITIAL ISOLATION OR EVACUATION DISTANCES AND SHELTER-IN-PLACE RECOMMENDATIONS
CONSULT THE ERG FOR PROTECTIVE ACTION CONSIDERATIONS, INCLUDING: INITIAL ISOLATION OR EVACUATION DISTANCES AND SHELTER-IN-PLACE RECOMMENDATIONS

FIRST AID RESPONSES
MOVE VICTIM TO FRESH AIR; SEEK MEDICAL ATTENTION IMMEDIATELY.
IF NOT BREATHING, GIVE ARTIFICIAL RESPIRATION.
IF BREATHING IS DIFFICULT, GIVE OXYGEN.
IN CASE OF FROSTBITE, THAW FROSTED PARTS WITH WATER.
KEEP VICTIM QUIET AND MAINTAIN NORMAL BODY TEMPERATURE.

COMPATIBLE PROTECTIVE EQUIPMENT CONSTRUCTION MATERIALS INCLUDE:
NEOPRENE
NITRILE RUBBER
POLYURETHANE
POLYVINYL CHLORIDE
VITON

*** ANTICIPATED PICKUP AT OK031 UTLX646101 L
60-MPH 125-TONS 42-FT 1-P 1.00-BRK
1/TC, 190325/LB
NA2448
* * * * *
SULFUR, MOLTEN
* * * * *
9

EMERGENCY CONTACT:
8004249300

PG III
TN=(SULFUR LIQUID)
SHIPPER CONTACT
CHEMTREC (CONTRACT # CCN 3076)
HAZMAT STCC = 4945770

*** ANTICIPATED PICKUP AT OK031 GATX007943 L
60-MPH 125-TONS 43-FT 1-P 1.00-BRK
1/TC, 190319/LB

* *

NA2448
SULFUR, MOLTEN
9

EMERGENCY CONTACT:
8004249300

PG III
TN=(SULFUR LIQUID)
SHIPPER CONTACT
CHEMTREC (CONTRACT # CCN 3076)
HAZMAT STCC = 4945770

*** ANTICIPATED PICKUP AT OK031 AMOX013177 L
60-MPH 126-TONS 42-FT 1-P 1.00-BRK
1/TC, 190316/LB

* *

NA2448
SULFUR, MOLTEN
9

EMERGENCY CONTACT:
8004249300

PG III
TN=(SULFUR LIQUID)
SHIPPER CONTACT
CHEMTREC (CONTRACT # CCN 3076)
HAZMAT STCC = 4945770

*** ANTICIPATED PICKUP AT OK031 UTLX646082 L
60-MPH 125-TONS 42-FT 1-P 1.00-BRK
1/TC, 190316/LB

* *

NA2448
SULFUR, MOLTEN
9

EMERGENCY CONTACT:
8004249300

PG III
TN=(SULFUR LIQUID)
SHIPPER CONTACT
CHEMTREC (CONTRACT # CCN 3076)
HAZMAT STCC = 4945770

COMMODITY NUMBER IS 4945770
SULFUR, MOLTEN
CLASS 9 (MISCELLANEOUS HAZARDOUS
MATERIAL)
NA2448

MOLTEN SULFUR IS ELEMENTAL SULFUR SHIPPED AT AN ELEVATED TEMPERATURE TO KEEP THE SULFUR IN A LIQUID STATE TO ALLOW FOR EASY LOADING AND UNLOADING. ONCE RELEASED, MOLTEN SULFUR WILL COOL RAPIDLY AND SOLIDIFY. IN ITS MOLTEN STATE, DIRECT CONTACT MAY RESULT IN THERMAL BURNS TO THE AFFECTED AREA. THE TEMPERATURE OF MOLTEN SULFUR IS SUFFICIENTLY HIGH THAT MANY SYNTHETIC PLASTIC OR RUBBER MATERIALS MAY MELT OR LOSE THEIR STRENGTH. PROTECTIVE EQUIPMENT DESIGNED FOR CHEMICAL EXPOSURE ONLY WILL NOT BE EFFECTIVE AGAINST THE THERMAL HAZARD FROM DIRECT CONTACT WITH MOLTEN SULFUR. MOLTEN SULFUR MAY EVOLVE SULFUR DIOXIDE GAS IF IGNITED. EXERCISE CAUTION IF WALKING ON THE SURFACE OF A SPILL DUE TO THE POTENTIAL FOR POCKETS OF MOLTEN SULFUR BELOW THE CRUST. DO NOT ATTEMPT TO REMOVE SULFUR IMPREGNATED CLOTHING BECAUSE OF THE DANGER OF TEARING FLESH IF A BURN HAS RESULTED.

IF MATERIAL ON FIRE OR INVOLVED IN FIRE
USE WATER IN FLOODING QUANTITIES AS FOG
COOL ALL AFFECTED CONTAINERS WITH FLOODING QUANTITIES OF WATER
APPLY WATER FROM AS FAR A DISTANCE AS POSSIBLE
IF MATERIAL NOT ON FIRE AND NOT INVOLVED IN FIRE
KEEP MATERIAL OUT OF WATER SOURCES AND SEWERS
BUILD DIKES TO CONTAIN FLOW AS NECESSARY
PERSONNEL PROTECTION
AVOID BREATHING VAPORS OR DUSTS

DO NOT HANDLE BROKEN PACKAGES UNLESS WEARING
APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT
IF CONTACT WITH THE MATERIAL ANTICIPATED,
WEAR APPROPRIATE CHEMICAL PROTECTIVE CLOTHING
WEAR POSITIVE PRESSURE SELF-CONTAINED BREATHING APPARATUS
WHEN FIGHTING FIRES INVOLVING THIS MATERIAL
APPROACH FIRE WITH CAUTION

FIRST AID RESPONSES

MOVE VICTIM TO FRESH AIR; CALL EMERGENCY MEDICAL CARE.
IN CASE OF CONTACT WITH MATERIAL, IMMEDIATELY FLUSH SKIN OR EYES WITH
RUNNING WATER FOR AT LEAST 15 MINUTES.
REMOVE AND ISOLATE CONTAMINATED CLOTHING AND SHOES AT THE SITE.

*** ANTICIPATED PICKUP AT OK031 TCIX175408 E

50-MPH 31-TONS 44-FT 1-P 1.00-BRK
1/TK

RESIDUE: LAST CONTAINED
UN1824

SODIUM HYDROXIDE SOLUTION
8

PG II
RQ (SODIUM HYDROXIDE)
CONTAINS NOT LESS THAN
48% WATER BY WEIGHT
TN=(LIQ CAU SODA-50)
SHIPPER CONTACT

CCN9368
HAZMAT STCC = 4935240

* DANGEROUS *

EMERGENCY CONTACT:
8004249300

COMMODITY NUMBER IS 4935240
SODIUM HYDROXIDE SOLUTION
CLASS 8 (CORROSIVE MATERIAL)
UN1824
ENVIRONMENTALLY HAZARDOUS SUBSTANCE (RQ-
5000 POUNDS (2270 KILOGRAMS))

SODIUM HYDROXIDE SOLUTION IS A THICK COLORLESS TO MILKY WHITE LIQUID. IT
IS SOLUBLE IN WATER AND WEIGHS MORE THAN WATER. CONTACT WITH THE MATERIAL
MAY CAUSE SEVERE IRRITATION TO SKIN, EYES, AND MUCOUS MEMBRANES. IT MAY BE
TOXIC BY INGESTION. IT IS CORROSIVE TO METALS AND TISSUE. IT WEIGHS 13
LBS./GAL.

IF MATERIAL ON FIRE OR INVOLVED IN FIRE

USE WATER SPRAY TO KNOCK-DOWN VAPORS
DO NOT GET WATER INSIDE OF CONTAINERS
NON-COMBUSTIBLE SUBSTANCE DOES NOT BURN BUT MAY DECOMPOSE UPON HEATING
TO PRODUCE CORROSIVE AND/OR TOXIC FUMES
CONTROL AND EXTINGUISH FIRES IMPINGING ON CONTAINERS USING SUITABLE AGENT

IF MATERIAL NOT ON FIRE OR NOT INVOLVED IN FIRE

KEEP MATERIAL OUT OF WATER SOURCES AND SEWERS
BUILD DIKES TO CONTAIN FLOW AS NECESSARY

PERSONNEL PROTECTION

AVOID BREATHING VAPORS OR DUSTS
AVOID BODILY CONTACT WITH THE MATERIAL
WEAR APPROPRIATE CHEMICAL PROTECTIVE GLOVES, BOOTS AND GOGGLES
DO NOT HANDLE BROKEN PACKAGES UNLESS WEARING
APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT
WASH AWAY ANY MATERIAL WHICH MAY HAVE CONTACTED THE BODY
WITH COPIOUS AMOUNTS OF WATER OR SOAP AND WATER
IF CONTACT WITH THE MATERIAL ANTICIPATED,
WEAR APPROPRIATE CHEMICAL PROTECTIVE CLOTHING

ENVIRONMENTAL CONSIDERATIONS - LAND SPILL

DIG A PIT, POND, LAGOON, HOLDING AREA
TO CONTAIN LIQUID OR SOLID MATERIAL
DIKE SURFACE FLOW USING SOIL, SAND BAGS,
FOAMED POLYURETHANE, OR FOAMED CONCRETE
ABSORB BULK LIQUID WITH FLY ASH OR CEMENT POWDER
NEUTRALIZE WITH VINEGAR OR OTHER DILUTE ACID

ENVIRONMENTAL CONSIDERATIONS - WATER SPILL
 NEUTRALIZE WITH DILUTE ACID
 ENVIRONMENTAL CONSIDERATIONS - AIR SPILL
 APPLY WATER SPRAY OR MIST TO KNOCK DOWN VAPORS
 FIRST AID RESPONSES
 MOVE VICTIM TO FRESH AIR; SEEK MEDICAL ATTENTION IMMEDIATELY.
 REMOVE AND ISOLATE CONTAMINATED CLOTHING AND SHOES AT THE SITE.
 IN CASE OF CONTACT WITH MATERIAL, IMMEDIATELY FLUSH SKIN OR EYES WITH
 RUNNING WATER FOR AT LEAST 20 MINUTES. REMOVE CONTACT LENSES
 IMMEDIATELY.
 KEEP VICTIM QUIET AND MAINTAIN NORMAL BODY TEMPERATURE.
 COMPATIBLE PROTECTIVE EQUIPMENT CONSTRUCTION MATERIALS INCLUDE:
 BUTYL RUBBER
 NEOPRENE
 CHLORINATED POLYETHYLENE
 VITON/BUTYL

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

TRAIN-- MSKHK 30
 3380-THERE ARE NO CARS ON THIS TRAIN WITH HIGH VALUE LOADS
 3392-END OF TRAIN LIST

 E N G I N E E R ' S C O P Y
 T R A I N L I S T I S S U E N O . 1

TRAIN/JOB: MSKHK 30 NAME: [REDACTED]
 CNDR: J SCHNEIDER ENGR: (b) (6), (b) (7)(C) C/F 01/30 2041
 SECONDARY TRAIN ID: FDSPFL M TRAIN DIRECTION OUT OF OT161 : SOUTH
 29-LOADS 32-MTYS 4896-GTONS CAR LENGTH: 4565-FT TRAIN LENGTH: 4713-FT

 HAZARDOUS MATERIAL IN TRAIN YES TRAIN WGT: 5316-TN
 RAIL SECURITY SENSITIVE MATERIAL SHIPMENTS NONE
 FORM 8620 PLACEMENT ERRORS NO
 SSI ITEM 5 PLACEMENT ERRORS/WARNINGS NO
 TRAIN LENGTH EXCEPTION NO
 TRAIN HAS HIGH / WIDE SHIPMENTS NO
 LEAD LOCOMOTIVES ENERGY MANAGEMENT SYSTEM NONE
 LEAD LOCOMOTIVE IS PTC EQUIPPED NO

 SSI MAXIMUM SPEED (UNLESS OTHERWISE RESTRICTED) IS AS FOLLOWS:
 MAXIMUM SPEED * 50 * MPH BETWEEN OT161 AND OX591 LOWEST CAR SPEED
 BE FURTHER GOVERNED BY MAXIMUM SPEEDS: TONS PER OPERATIVE BRAKE (TPOB)
 ITEM #2F OR SUBDIVISION TIMETABLE SI-12

TRAIN IS TO BE OPERATED ACCORDING TO * MANIFEST * TRAIN REQUIREMENTS

| ST | LOCOMOTIVE | PU | SO | AC | EA | EA | AC | PVCAHECDASD | LEN | WGT | |
|----|------------|------|-------|-------|------|----------|------|-------------|-------------|-------|-----|
| CD | INIT | NUMB | CIRC7 | CIRC7 | D DC | MODEL-# | PW | DB AX | CCACCMSPTTB | DP FT | TN |
| X | CP | 9769 | OT161 | | F AC | AC4400CW | 12.1 | 7.8 6 | .YYY...6.4F | 74 | 210 |
| X | CP | 8852 | OT161 | | B AC | ES44AC | 12.1 | 9.8 6 | .YYY...6.3F | 74 | 210 |

TOTALS: 24.2 17.6 12 148 420
 END TRAIN UNITS STATUS
 NONE REPORTED

 ***** DUE TO ROUTE POWER REQUIREMENTS AND FUEL CONSERVATION EFFORTS *****
 ***** ISOLATE / SHUT DOWN / BRING ON-LINE THE FOLLOWING LOCOMOTIVE(S) *****
 ***** IN ACCORDANCE WITH ABTH RULE 31.8.7 *****


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***** WEATHER AND CONDITIONS PERMITTING *****
***** CHECK TO BE SURE CONSIST IS CONFIGURED AS SHOWN ABOVE AT OT161 *****
***** NOT PULLED USING =ID *****
***** 4896 / 430 = 11.4 *****
***** TRAIN TONNAGE / TPA LIMIT = TOTAL EPA NEEDED *****
***** STEP 1: DETERMINE MINIMUM NUMBER OF LOCOMOTIVE(S) WHICH ARE NEEDED *****
***** TO HANDLE TRAIN TONNAGE WITHOUT EXCEEDING CREW TPA LIMIT. *****
***** STEP 2: VERIFY CORRECT EPA IS ONLINE FOR ROUTE BY RECALCULATING TPA. *****
***** TRAIN TONNAGE / TOTAL EPA = ACTUAL TPA (430 CREW TPA LIMIT) *****
***** STEP 3: CONFIRM TPA DOES NOT EXCEED CREW TPA LIMIT. *****
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TRAIN LIMITS BETWEEN OT161 AND OX591
TPA LIMIT IS 430, TPA LIMIT DUE TO LOCOMOTIVE FAILURE IS 493
STANDARD STRENGTH COUPLER LIMIT IS 12384
HIGH STRENGTH COUPLER LIMIT IS 16888
TERRITORY CODE OTHER THAN H OR L
4896 TPA TONNAGE INCLUDES ISOLATED LOCOMOTIVES, IF ANY
203 TONS PER EQUIVALENT POWERED AXLE - 24.2 EPA
279 TONS PER EQUIVALENT DYNAMIC BRAKE AXLE - 17.6 EDPA
10 MAXIMUM EPA REAR HELPER
MAX LIMITATION DUE TO RESTRICTED CAR SSI ITEM 5B

61 TOTAL NUMBER OF CARS/PLATFORMS
61.00 TOTAL OPERATIVE-BRAKES
80 AVERAGE G-TONS PER CAR OR PLATFORM
81 TONS PER OPERATIVE BRAKE
256 TOTAL AXLES, INCLUDING LOCOMOTIVES
133 HEAVIEST CAR, NS 469282, SEQ 036
5316 TOTAL GROSS TONS, CARS AND LOCOMOTIVES
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SUMMARY OF CAR TYPES
13 BOX CAR
13 COVERED HOPPER
24 FLAT CAR
9 MULTI LEVEL AUTO RACK
1 TANK CAR
1 WORK EQUIPMENT
-----

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INSPECTION LOCATIONS:
SPOKANE WA OT161 O - CLASS 1
-----

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AIR BRAKE INSPECTIONS:
NAME LOCATION ROAD DATE TIME: # CARS:
-----
** INSPECTION INFORMATION IS NOT AVAILABLE **
-----

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

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*****
EVENT CITY/ST STA/YD MO-DA-YR-TIME TIM DIF LOADS MTYS CAR-TONS TRN-LGTH
CT SPOKANE WA OT161 01-30-17-2041
TD SPOKANE WA OT161 01-30-17-2145 45" 29 32 4896 4713
PA FISLAKE WA OK174 01-30-17-2245 45"

```


| | | | | | | | |
|------------|----------|---------------|-------|----|----|------|------|
| PA JOSO | WA OK092 | 01-31-17-0203 | 44A | | | | |
| PA AYEJCT | WA OK086 | 01-31-17-0213 | 43A | | | | |
| PA PAGE | WA OK052 | 01-31-17-0350 | 59A | | | | |
| TA WALLULA | WA OK031 | 01-31-17-0438 | 1'06A | 45 | 22 | 6625 | 5066 |
| TD WALLULA | WA OK031 | 01-31-17-0439 | 2'05A | 58 | 36 | 8657 | 6665 |
| TA WALJCT | WA OK029 | 01-31-17-0441 | 2'07A | 58 | 36 | 8657 | 6665 |

SCH STATS 58LDS 36MTYS 8657TONS 6665FT

| | | | | | | | |
|-----------|----------|---------------|--|----|----|------|------|
| SD WALJCT | WA OK029 | 01-31-17-0741 | | | | | |
| SA HINKLE | OR OX591 | 01-31-17-0946 | | 58 | 36 | 8657 | 6665 |
| SS HINKLE | OR OX591 | | | 58 | 36 | 8657 | 6517 |

TO ENGINEER AND CONDUCTOR MSKHK 30 OUT OF OT161
 THE TONNAGE CHART BELOW IS A PROFILE OF YOUR TRAIN (OR PICKUP) OUT OF OT161
 50 MPH IS MAXIMUM SPEED 029 LOADS 032 EMPTIES 004896 TONS 04565 FT

| S/O | HLS | ACUM | ACUM | ACUM | TONS | SEQ | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 | 120 | 130 | 140 | 150 | |
|-------|-----|------|------|------|------|-----|--|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|--|
| OX591 | L | 81 | 256 | 1 | 31 | 1 | XXXXX | | | | | | | | | | | | | | |
| | L | 161 | 252 | 1 | 62 | 2 | XXXXX | | | | | | | | | | | | | | |
| | L | 241 | 248 | 1 | 93 | 3 | XXXXX | | | | | | | | | | | | | | |
| | L | 335 | 244 | 1 | 148 | 4 | XXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | |
| | L | 429 | 240 | 1 | 198 | 5 | XXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | |
| | L | 523 | 236 | 1 | 250 | 6 | XXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | |
| | L | 617 | 232 | 1 | 304 | 7 | XXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | |
| | L | 711 | 228 | 1 | 359 | 8 | XXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | |
| | L | 805 | 224 | 1 | 407 | 9 | XXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | |
| | L | 899 | 220 | 1 | 462 | 10 | XXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | |
| | L | 993 | 216 | 1 | 514 | 11 | XXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | |
| | L | 1087 | 212 | 1 | 569 | 12 | XXXXXXXXXXXXXXXXXX | | | | | | | | | | | | | | |
| 6 | L | 1155 | 208 | 1 | 698 | 13 | XX | | | | | | | | | | | | | | |
| 6 | L | 1223 | 204 | 1 | 826 | 14 | XX | | | | | | | | | | | | | | |
| 6 | L | 1291 | 200 | 1 | 955 | 15 | XX | | | | | | | | | | | | | | |
| 6 | L | 1359 | 196 | 1 | 1086 | 16 | XX | | | | | | | | | | | | | | |
| L | L | 1439 | 192 | 1 | 1207 | 17 | XX | | | | | | | | | | | | | | |
| L | L | 1519 | 188 | 1 | 1333 | 18 | XX | | | | | | | | | | | | | | |
| L | L | 1599 | 184 | 1 | 1457 | 19 | XX | | | | | | | | | | | | | | |
| L | L | 1679 | 180 | 1 | 1579 | 20 | XX | | | | | | | | | | | | | | |
| L | L | 1759 | 176 | 1 | 1701 | 21 | XX | | | | | | | | | | | | | | |
| L | L | 1839 | 172 | 1 | 1824 | 22 | XX | | | | | | | | | | | | | | |
| L | L | 1919 | 168 | 1 | 1945 | 23 | XX | | | | | | | | | | | | | | |
| L | L | 1999 | 164 | 1 | 2067 | 24 | XX | | | | | | | | | | | | | | |
| L | L | 2080 | 160 | 1 | 2098 | 25 | XXXXXX | | | | | | | | | | | | | | |
| L | L | 2160 | 156 | 1 | 2224 | 26 | XX | | | | | | | | | | | | | | |
| L | L | 2240 | 152 | 1 | 2346 | 27 | XX | | | | | | | | | | | | | | |
| L | L | 2321 | 148 | 1 | 2472 | 28 | XX | | | | | | | | | | | | | | |
| L | L | 2401 | 144 | 1 | 2594 | 29 | XX | | | | | | | | | | | | | | |
| 6 | L | 2469 | 140 | 1 | 2722 | 30 | XX | | | | | | | | | | | | | | |
| 6 | L | 2537 | 136 | 1 | 2850 | 31 | XX | | | | | | | | | | | | | | |
| 6 | L | 2605 | 132 | 1 | 2981 | 32 | XX | | | | | | | | | | | | | | |
| 6 | L | 2675 | 128 | 1 | 3112 | 33 | XX | | | | | | | | | | | | | | |
| 6 | L | 2743 | 124 | 1 | 3241 | 34 | XX | | | | | | | | | | | | | | |
| 6 | L | 2811 | 120 | 1 | 3370 | 35 | XX | | | | | | | | | | | | | | |
| 6 | L | 2879 | 116 | 1 | 3503 | 36 | XX | | | | | | | | | | | | | | |
| L | L | 2960 | 112 | 1 | 3629 | 37 | XX | | | | | | | | | | | | | | |
| L | L | 3040 | 108 | 1 | 3756 | 38 | XX | | | | | | | | | | | | | | |
| L | L | 3120 | 104 | 1 | 3883 | 39 | XX | | | | | | | | | | | | | | |
| L | L | 3200 | 100 | 1 | 4010 | 40 | XX | | | | | | | | | | | | | | |
| L | L | 3280 | 96 | 1 | 4136 | 41 | XX | | | | | | | | | | | | | | |
| L | L | 3360 | 92 | 1 | 4262 | 42 | XX | | | | | | | | | | | | | | |
| | | 3421 | 88 | 1 | 4294 | 43 | XXXXXX | | | | | | | | | | | | | | |
| | | 3482 | 84 | 1 | 4326 | 44 | XXXXXX | | | | | | | | | | | | | | |
| 6 | L | 3550 | 80 | 1 | 4365 | 45 | XXXXXXXXXX | | | | | | | | | | | | | | |
| L | L | 3630 | 76 | 1 | 4397 | 46 | XXXXXX | | | | | | | | | | | | | | |
| 6 | L | 3698 | 72 | 1 | 4437 | 47 | XXXXXXXXXX | | | | | | | | | | | | | | |

TO CONDUCTOR/FOREMAN: SCHNEIDER ON TRAIN/JOB: MSKHK 30
 ISSUING STATION/YARD: OT161 SPOKANE WA PRODUCED: 01/30 21:32 CT

TRAIN DIRECTION OUT OF OT161: SOUTH ATCS-WO
 TRAIN HAS NO RAIL SECURITY SENSITIVE MATERIAL SHIPMENTS

*** REFER TO CURRENT SYSTEM SPECIAL INSTRUCTIONS ITEM 15 ***
 *** FOR INSTRUCTIONS PRESCRIBING THE PROPER HANDLING ***
 *** OF YOUR WORK ORDER DOCUMENT. ***
 *** MAKE IT A SAFE DAY ***

* * * OT161 * * *

STATION/YARD PICKUP AT OT161

| YD | TRK | DIR | SEQ | EQUIP | ID | L/E | KND | COMDTY | WI | CIRC-7 | YT/ZTS/RD | YBLK/CUST | TIME | EX |
|----|-----|-------|-----|---------------------|--------|-----|-----|--------|----|--------|-----------|-----------|------|----|
| \ | ON | TRAIN | | UP | 274206 | E | FLG | | SO | OX591 | Y__T__S__ | TRNT | | |
| \ | ON | TRAIN | | TTZX | 861062 | E | FLG | | SO | OX591 | Y__T__S__ | LEWS | | |
| \ | ON | TRAIN | | TTZX | 865007 | E | FLG | | SO | OX591 | Y__T__S__ | TRNT | | |
| \ | ON | TRAIN | | TTGX | 971982 | E | M22 | | SO | OX591 | Y__T__S__ | NPLE | | |
| | ON | TRAIN | | TTGX | 256141 | E | M22 | | SO | OX591 | Y__T__S__ | NPLE | | |
| | ON | TRAIN | | TTGX | 941808 | E | M22 | | SO | OX591 | Y__T__S__ | NPLE | | |
| | ON | TRAIN | | NKCR | 7424 | E | M22 | | SO | OX591 | Y__T__S__ | NPLE | | |
| | ON | TRAIN | | TTGX | 706914 | E | M22 | | SO | OX591 | Y__T__S__ | NPLE | | |
| | ON | TRAIN | | CNA | 704582 | E | M32 | | SO | OX591 | Y__T__S__ | NPLE | | |
| | ON | TRAIN | | TTGX | 942256 | E | M22 | | SO | OX591 | Y__T__S__ | NPLE | | |
| | ON | TRAIN | | TTGX | 988604 | E | M22 | | SO | OX591 | Y__T__S__ | NPLE | | |
| | ON | TRAIN | | TTGX | 942729 | E | M22 | | SO | OX591 | Y__T__S__ | NPLE | | |
| | ON | TRAIN | | AOK | 120075 | L | BFO | PLYWOD | SO | OX591 | Y__T__S__ | NPLT | | |
| | | | | UNLOAD AS PLACARDED | | | | | | | | | | |
| | ON | TRAIN | | AOK | 120129 | L | BFO | PLYWOD | SO | OX591 | Y__T__S__ | NPLT | | |
| | | | | UNLOAD AS PLACARDED | | | | | | | | | | |
| | ON | TRAIN | | AOK | 120015 | L | BFO | PLYWOD | SO | OX591 | Y__T__S__ | NPLT | | |
| | | | | UNLOAD AS PLACARDED | | | | | | | | | | |
| | ON | TRAIN | | TBOX | 675048 | L | D6C | PLYWOD | SO | OX591 | Y__T__S__ | NPLT | | |
| | | | | UNLOAD AS PLACARDED | | | | | | | | | | |

| | | | | | | | | | | | | |
|----------|------|--------|---|-----|---------------------|----|-------|---|---|---|------|--|
| ON TRAIN | TTZX | 864863 | L | FLG | LUMBER | SO | OX591 | Y | T | S | RPYD | |
| ON TRAIN | TTZX | 865074 | L | FLG | LUMBER | SO | OX591 | Y | T | S | ROSV | |
| ON TRAIN | UP | 273101 | L | FLG | LUMBER | SO | OX591 | Y | T | S | RPYD | |
| ON TRAIN | TTZX | 84412 | L | FLG | LUMBER | SO | OX591 | Y | T | S | RPYD | |
| ON TRAIN | TTZX | 86455 | L | FLG | LUMBER | SO | OX591 | Y | T | S | RPYD | |
| ON TRAIN | TTZX | 87429 | L | FLG | LUMBER | SO | OX591 | Y | T | S | NPLT | |
| ON TRAIN | TTZX | 861142 | L | FLG | LUMBER | SO | OX591 | Y | T | S | RPYD | |
| ON TRAIN | TTZX | 86384 | L | FLG | LUMBER | SO | OX591 | Y | T | S | RPYD | |
| ON TRAIN | NOKL | 734425 | E | FLG | | SO | OX591 | Y | T | S | ALBI | |
| ON TRAIN | TTZX | 863553 | L | FLG | LUMBER | SO | OX591 | Y | T | S | RPYD | |
| ON TRAIN | TTZX | 84437 | L | FLG | LUMBER | SO | OX591 | Y | T | S | NPLT | |
| ON TRAIN | UP | 274258 | L | FLG | LUMBER | SO | OX591 | Y | T | S | RPYD | |
| ON TRAIN | TTZX | 87057 | L | FLG | LUMBER | SO | OX591 | Y | T | S | GRVR | |
| ON TRAIN | AOK | 120090 | L | BFO | PLYWOD | SO | OX591 | Y | T | S | NPLT | |
| | | | | | UNLOAD AS PLACARDED | | | | | | | |
| ON TRAIN | AOK | 120117 | L | BFO | PLYWOD | SO | OX591 | Y | T | S | NPLT | |
| | | | | | UNLOAD AS PLACARDED | | | | | | | |
| ON TRAIN | UP | 369125 | L | D6C | PLYWOD | SO | OX591 | Y | T | S | NPLT | |
| | | | | | UNLOAD AS PLACARDED | | | | | | | |
| ON TRAIN | NS | 470089 | L | D6C | PLYWOD | SO | OX591 | Y | T | S | NPLT | |
| | | | | | UNLOAD AS PLACARDED | | | | | | | |
| ON TRAIN | AOK | 120058 | L | BFO | PLYWOD | SO | OX591 | Y | T | S | NPLT | |
| | | | | | UNLOAD AS PLACARDED | | | | | | | |
| ON TRAIN | AOK | 120080 | L | BFO | PLYWOD | SO | OX591 | Y | T | S | NPLT | |
| | | | | | UNLOAD AS PLACARDED | | | | | | | |
| ON TRAIN | NS | 469282 | L | D6C | PLYWOD | SO | OX591 | Y | T | S | NPLT | |
| | | | | | UNLOAD AS PLACARDED | | | | | | | |
| ON TRAIN | UP | 275317 | L | FLG | LUMBER | SO | OX591 | Y | T | S | RPYD | |
| ON TRAIN | UP | 273590 | L | FLG | LUMBER | SO | OX591 | Y | T | S | NPLT | |
| ON TRAIN | TTZX | 87019 | L | FLG | LUMBER | SO | OX591 | Y | T | S | RPYD | |
| ON TRAIN | TTZX | 87043 | L | FLG | LUMBER | SO | OX591 | Y | T | S | NPLT | |
| ON TRAIN | TTZX | 855144 | L | FLG | LUMBER | SO | OX591 | Y | T | S | NPLT | |

| | | | | | | | | | | | | |
|----------|------|-----------|---|-----|--------|----|-------|------|---|---|------|--|
| ON TRAIN | UP | 273749 | L | FLG | LUMBER | SO | OX591 | Y | T | S | NPLT | |
| ON TRAIN | GACX | 6463 | E | C5T | | SO | OX591 | Y | T | S | LEWS | |
| ON TRAIN | CHTT | 721511 | E | C5T | | SO | OX591 | Y | T | S | LEWS | |
| ON TRAIN | TBOX | 666884 | E | D6C | | SO | OX591 | Y | T | S | LEWS | |
| ON TRAIN | TTZX | 84703 | E | FLG | | SO | OX591 | Y | T | S | LEWS | |
| ON TRAIN | TBOX | 663865 | E | D6C | | SO | OX591 | Y | T | S | LEWS | |
| ON TRAIN | SP | 329713 | E | YX | | SO | OX591 | Y | T | S | DALS | |
| ON TRAIN | UP | 89821 | E | C5T | | SO | OX591 | Y | T | S | LEWS | |
| ON TRAIN | UTLX | 955393 | E | T32 | | SO | OX591 | Y | T | S | CPRS | |
| | ** | DANGEROUS | | | | | ** | | | | | |
| ON TRAIN | TTZX | 861960 | E | FLG | | SO | OX591 | Y | T | S | EUGN | |
| ON TRAIN | CHTT | 721958 | E | C5T | | DL | OK103 | BLMR | | | | |
| ON TRAIN | CMO | 63020 | E | C5T | | DL | OK103 | BLMR | | | | |
| ON TRAIN | NCUX | 30538 | E | C5T | | DL | OK103 | BLMR | | | | |
| ON TRAIN | CMO | 22592 | E | C5T | | DL | OK103 | BLMR | | | | |
| ON TRAIN | CMO | 20576 | E | C5T | | DL | OK103 | BLMR | | | | |
| ON TRAIN | CITX | 701176 | E | C5T | | DL | OK103 | BLMR | | | | |
| ON TRAIN | CHTT | 721758 | E | C5T | | DL | OK103 | BLMR | | | | |
| ON TRAIN | CMO | 21752 | E | C5T | | DL | OK103 | BLMR | | | | |
| ON TRAIN | CHTT | 721927 | E | C5T | | DL | OK103 | BLMR | | | | |
| ON TRAIN | MP | 722790 | E | C4T | | DL | OK103 | BLMR | | | | |

=====
 * * * OK103 * * *

WORK ORDER - STATION/YARD PICKUP AT OK103 -DATE/TIME P/U MADE: _____

| YD | TRK | DIR | SEQ | EQUIP | ID | L/E | KND | COMDTY | WI | CIRC-7 | YT/ZTS/RD | YBLK/CUST | TIME | EX |
|----|-----|------|-----|-------|--------|-----|-----|--------|----|--------|-----------|-----------|------|------|
| 27 | 600 | W106 | 121 | MP | 723778 | L | C4T | BARLEY | SO | OX591 | Y | T | S | ROSV |
| 27 | 600 | W107 | 121 | CMO | 20130 | L | C5T | BARLEY | SO | OX591 | Y | T | S | ROSV |
| 27 | 600 | W108 | 121 | UP | 89467 | L | C5T | BARLEY | SO | OX591 | Y | T | S | ROSV |
| 27 | 600 | W109 | 121 | CHTT | 721109 | L | C5T | BARLEY | SO | OX591 | Y | T | S | ROSV |

| | | | | | | | | | | | | | | | |
|----|-----|------|-----|------|--------|---|-----|--------|----|-------|---|---|---|------|--|
| 27 | 600 | W110 | 121 | FCTX | 890 | L | C5T | BARLEY | SO | OX591 | Y | T | S | ROSV | |
| 27 | 600 | W111 | 121 | UP | 93375 | L | C5T | BARLEY | SO | OX591 | Y | T | S | LKYD | |
| 27 | 600 | W112 | 121 | CMO | 20000 | L | C5T | BARLEY | SO | OX591 | Y | T | S | LKYD | |
| 27 | 600 | W113 | 121 | CMO | 100302 | L | C5T | BARLEY | SO | OX591 | Y | T | S | LKYD | |
| 27 | 600 | W114 | 121 | CMO | 20478 | L | C5T | BARLEY | SO | OX591 | Y | T | S | LKYD | |
| 27 | 600 | W115 | 121 | FCTX | 1004 | L | C5T | BARLEY | SO | OX591 | Y | T | S | LKYD | |
| 27 | 600 | W116 | 121 | NDYX | 843305 | L | C5T | BARLEY | SO | OX591 | Y | T | S | LKYD | |
| 27 | 600 | W117 | 121 | NAHX | 61022 | L | C5T | BARLEY | SO | OX591 | Y | T | S | LKYD | |
| 27 | 600 | W118 | 121 | SSW | 78792 | L | C4T | BARLEY | SO | OX591 | Y | T | S | LKYD | |
| 27 | 600 | W119 | 121 | UP | 78366 | L | C4T | BARLEY | SO | OX591 | Y | T | S | LKYD | |
| 27 | 600 | W120 | 121 | CMO | 167166 | L | C5T | BARLEY | SO | OX591 | Y | T | S | LKYD | |
| 27 | 600 | W121 | 121 | UP | 89389 | L | C5T | BARLEY | SO | OX591 | Y | T | S | LKYD | |

I/C DL 010 CARS AT OK103 BLMR -DATE/TIME S/O MADE: _____

***** OK031 *****

WORK ORDER - STATION/YARD PICKUP AT OK031 -DATE/TIME P/U MADE: _____

| YD | TRK | DIR | SEQ | EQUIP | ID | L/E | KND | COMDTY | WI | CIRC-7 | YT/ZTS/RD | YBLK/CUST | TIME | EX |
|----|-----|------|-----|--------------|--------|-----|-----|--------|----|----------|-----------|-----------|------|------|
| 01 | 111 | N002 | 018 | TTZX | 85065 | E | FLG | | | SO OX591 | Y | T | S | SAPT |
| 01 | 111 | N003 | 018 | TTZX | 856154 | E | FLG | | | SO OX591 | Y | T | S | TRNT |
| 01 | 111 | N005 | 018 | CHVX | 890364 | E | CAL | | | SO OX591 | Y | T | S | NPLE |
| 01 | 111 | N006 | 018 | CPCX | 814100 | E | CAL | | | SO OX591 | Y | T | S | NPLE |
| 01 | 111 | N007 | 018 | UP | 98610 | E | C5H | | | SO OX591 | Y | T | S | NPLE |
| 01 | 111 | N008 | 018 | GACX | 2712 | E | C3L | | | SO OX591 | Y | T | S | SLCT |
| 01 | 111 | N009 | 018 | UTLX | 646101 | L | T12 | MSULFR | SO | OX591 | Y | T | S | POCA |
| | | | | ** | | | | | | ** | | | | |
| 01 | 111 | N010 | 018 | CGTX | 64456 | E | T32 | | | SO OX591 | Y | T | S | CPRS |
| | | | | ** DANGEROUS | | | | | | ** | | | | |
| 01 | 111 | N011 | 018 | GATX | 7943 | L | T12 | MSULFR | SO | OX591 | Y | T | S | SIMS |
| | | | | ** | | | | | | ** | | | | |
| 01 | 111 | N012 | 018 | AMOX | 13177 | L | T12 | MSULFR | SO | OX591 | Y | T | S | SIMS |
| | | | | ** | | | | | | ** | | | | |

* * * OX591 * * *

STATION/YARD SO 094 CARS AT OX591 -DATE/TIME S/O MADE: _____

YARD ___ TRACK ___ DIR _

WORK COMPLETED BY MSKHK 30 ON ___/___/___/___ AT _____ BY CONDR _____
MO DY HR MI STATION SIGNATURE

FAX RECEIVED BY NCSC ON ___/___/___/___ VERIFIED BY _____
MO DY HR MI NAME OF CONTACT

NOT DONE REASON AND SETOUT EXCEPTION CODES

- * BC PULLED CARS BLOCKED BY OTHER CAR
- * NY NOT AVAILABLE AT YARD
- BE BILLING ERROR/WRONG CUSTOMER
- * PS PAST STATION/CUSTOMER
- BO CAR(S) BAD ORDERED
- CE CUSTOMER EXCEPTION
- CR CUSTOMER REQUEST
- SB SUBSTITUTED ANOTHER CAR
- FS INDUSTRY TRACK/SPOT FULL
- ST SHORT ON TIME -- HOURS OF SERVICE
- IE INTERCHANGE EXCEPTION
- TB TRACK BLOCKED/OUT OF SERVICE
- WT WORK PERFORMED BY ANOTHER TRAIN

NOTE: * - NOT VALID AS A SETOUT EXCEPTION REASON

