

STB

FD

32760

10-1-97

D

182276

4/6

			IC	Open
			IC	Open
John Sullivan	504-734-0456		NOPB	Open
	504-733-4141		IC	Open
Jay A. Glazer	504-529-2761	504-523-1839	NOPB	Open
Deb Fayhart			IC	Open
			IC	Open
C. B. Crossley		504-733-7511	IC	Open
			NS	Open
Patrick DeVillier	504-286-2500		NOPB	Open
	504-897-4905		IC	Open
			IC	Open
	504-282-6426		NOPB	Open
	504-899-5657		NOPB	Open
	504-733-1483		NOPB	Open
Elaine			IC	Open
	504-529-2100		IC	Open
Neal Kaye			IC	Open
	504-587-1100		NS	Open
			NS	Open
	504-733-8572		IC	Open
			NS	Open
Lynette	504-733-5800		IC/KCS	Open
Jerry Lott	504-945-1118	504-945-1107	NS	Open
J T Conner	504-733-8155		IC	Open
	504-949-8341		NOPB	Open
			IC	Open
	504-529-2235		NOPB	Open
Steve Wayts	504-733-2300	504-733-2306	NOPB	Open
			IC	Open
Barbara Blank	504-733-4444	510-420-7172	NOPB	Open
			IC	Open
			NS	Open
	504-837-1500		IC	Open
	504-736-9578		IC	Open
			NS	Open
	504-733-1887		NOPB	Open
Rosalee Lopez		504-488-2640	NS	Open
Karen Sheehan			IC	Open
	504-523-6882		IC	Open
			IC	Open
	504-891-6300		NOPB	Open
			NS	Open
			NS	Open
	504-947-4215		NOPB	Open
			IC	Open
	504-943-1835		NOPB	Open
			IC	Open
Doug Crotty	504-837-9150	504-944-8593	NOPB	Open

	504-891-4677		NOPB	Open
	504-949-9801		NOPB	Open
	504-949-9270		NOPB	Open
	504-733-2244		NOPB	Open
Shiela	504-733-8575		IC	Open
Dan Housey Vice president	504-288-6361	504-282-6633	NOPB	Open
			IC	Open
	504-733-2811		NOPB	Open
	504-525-2702		NOPB	Open
	504-522-8886		NOPB	Open
	504-733-2200		NOPB	Open
	504-733-9039		NOPB	Open
Joan	504-733-0536	504-733-0523	IC	Open
	504-733-9700		NOPB	Open
	504-899-5691		NOPB	Open
	504-949-7511		NOPB	Open
	504-891-4677		NOPB	Open
Robert M. Landry	504-891-0001	504-528-3357	IC	Open
	504-245-1307		NOPB	Open
	504-945-4000		NOPB	Open
	504-949-8848		NOPB	Open
	504-524-6131		NOPB	Open
			IC	Open
	504-733-1112		NOPB	Open
Lou Rippner	504-733-4641	504- 733-7395	NOPB	Open
	504-733-5778		NOPB	Open
Dave Walker	504-831-9450	504- 831-2383	IC	Open
			NS	Open
	504-948-7992		NOPB	Open
	504-271-7214		NS	Open
	504-271-7214		NS	Open
Cheryl Welch	504-734-1322	504- 733-8336	NOPB	Open
Tom Ponthieux	504-734-7163		NOPB	Open
			NS	Open
	504-585-2000		NS	Open
	504-585-2365		NS	Open
	504-586-4804		NOPB	Open
			IC	Open
			IC/KCS	Open
	504-733-1954		NOPB	Open
John Wade			IC	Open
			IC	Open
	504-944-3371		NOPB	Open
	504-835-7300		NOPB	Open
Melvin Corley	504-524-6131	504- 539-5417	NOPB	Open
	504-733-9293		IC	Open
			IC	Open
	504-486-9198		NOPB	Open
	504- 581-4101		NOPB	Open
	504-245-1839		NOPB	Open
	504-245-1089		NOPB	Open

[illegible]

CUSTOMERS SERVED BY BNSF DIRECT

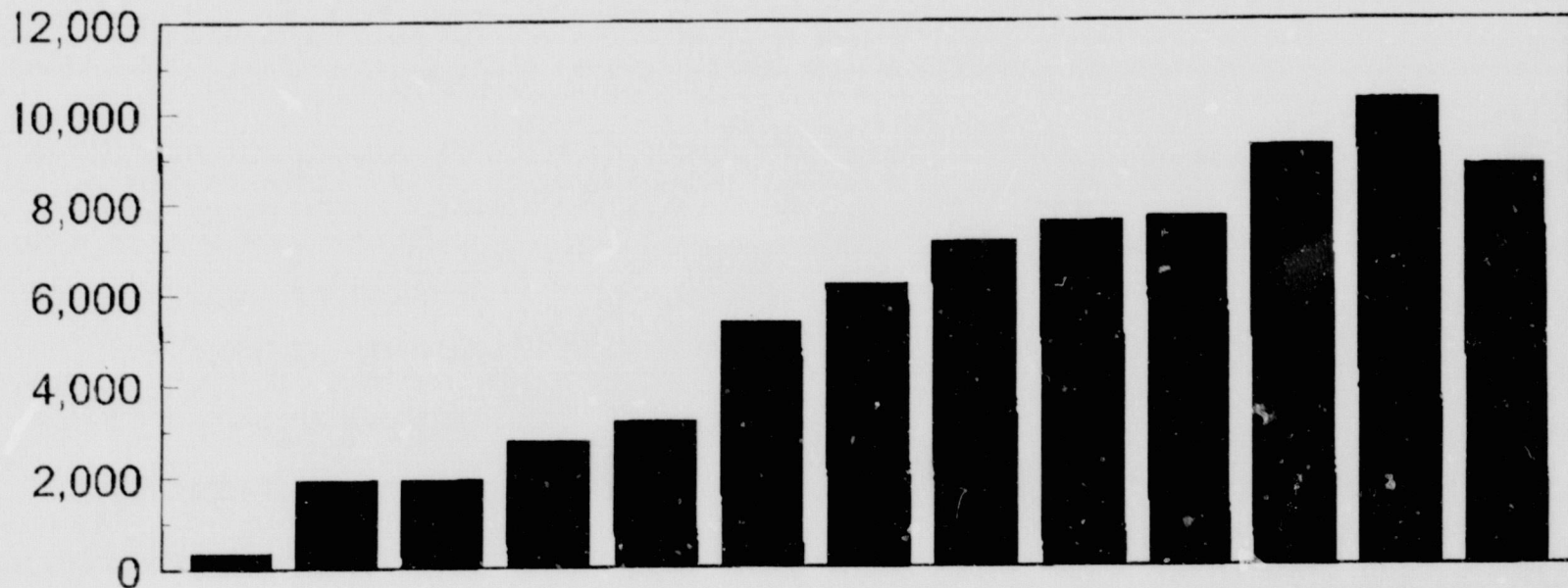
Record #	Customer	Physical Address	Station
	Tuboscope		Amelia
1052	Anchor Drilling	3669 Belview Front St	Berwick
1098	Baroid	3579 Belleview Front	Berwick
2084	Ico Tubular	P O Box 1349, Amelia, LA	Boeuf
	J Ray McDermott		Boeuf
2109	M I Drilling Fluids		Boeuf
1684	Pipe Distributors		Boeuf
2236	Tuboscope Vetco International	1844 Hwy 662 N	Boeuf
1592	Monsanto		Boutte
1996	Acadiana Scrap Salvage	E Mill	Crowley
1318	Falcon Rice Mill	600 S Ave D	Crowley
1347	Francis Drilling Fluids Limited	I-10 West Exit 76 Service	Crowley
1354	G H Seed	West Mill	Crowley
1418	Heiena Chemical	American Legion Drive	Crowley
1528	Liq Quick Fertilizer	West Mill	Crowley
2128	Riceland Foods (ADM)	613 W Mill St	Crowley
2227	Southwest Rice Mill Co Inc	Hwy 90 W at Roller Rd	Crowley
2229	Supreme Rice Mill Inc	W Mill Street Ave D	Crowley
1471	J & L Cameco		Jeanerette
2017	Broussard Rice Mill Inc		Mermentau
1659	Patterson Truck Lines		Morgan City
1700	Port of Morgan City		Morgan City
1865	Tenneco		Morgan City
2106	Lou Ana Foods	731 N Railroad Avenue	Opelousas
1705	Prairie Construction	Huntington Drive	Opelousas

State	Zip Code	Mail Address	Mail City	Mail State	Mail Zip Co
LA	70340	P O Box 859	Amelia	LA	70340
LA	70342				
LA	70342	P O Box 1675	Houston,	TX	77251
LA	70340	P O Box 1349	Morgan City	LA	70340
LA		P O Box 188	Morgan City	LA	70381
LA	70381	P O Box 1220	Amelia	LA	70340
LA	70381	P O Box 1477	Boeuf	LA	70381
LA		P O Box 859	Amelia	LA	70340
LA	70070	P O Box 174	Boutte	LA	70070
LA	70526				
LA	70526-560				
LA	70526				
LA	70526	PO Box 321	Crowley	LA	70527
LA	70526				
LA	70526				
LA	70526-550	P O Box 461	Crowley	LA	70527
LA	70526	P O Box 1443	Crowley	LA	70526
LA	70526	PO Drawer 490	Crowley	LA	70527
LA	70544	P O Box 620	Jeanerette	LA	70544
LA	70556	PO Box 160	Mermentau	LA	70556
LA	70381	P O Box 390	Morgan City	LA	70381
LA		PO Box 1460	Morgan City	LA	70381
LA					
LA	66235	PO Box 591	Opelousas	LA	70570
LA	70570				

Contact	Phone	Fax	Serving	Car Status
			BNSF	Direct
			ATSF	Direct
Dave Lipka Traffic Manager	281-871-5050	281-871-6002	ATSF	Direct
Wes Murphy			ATSF	Direct
Mike Crawford	504-631-8794	504-631-8527	BNSF	Direct
			ATSF	Direct
			ATSF	Direct
	504-631-0813		ATSF	Direct
			ATSF	Direct
Burgess Thomas	318-783-4621	318-783-4622	ATSF	Direct
Tom Dew	318-783-3825	318-783-1568	ATSF	Direct
	318-783-8685		ATSF	Direct
Michael K Hensgens, Wayne Hensgen	318-783-7762	318-783-9200	ATSF	Direct
	318-783-3565		ATSF	Direct
	318-783-1080		ATSF	Direct
Al Dore	318-783-3372	318-783-3670	ATSF	Direct
Mark Delahousay	318-788-2170	318-788-1005	ATSF	Direct
Mr Steve Hoffpauir	318-783-5222	318-783-3204	ATSF	Direct
			ATSF	Direct
Brian Broussard		318-824-8537	ATSF	Direct
Dale Young		504-856-6595	ATSF	Direct
Jerry Hoffpauir		504-385-1931	ATSF	Direct
			ATSF	Direct
Duane Miller	318-948-6561	318-942-8711	ATSF	Direct
	318-942-7204		ATSF	Direct

ATTACHMENT 10

Volumes Have Steadily Increased



	Sept 96	Oct 96	Nov 96	Dec 96	Jan 97	Feb 97	Mar 97	Apr 97	May 97	Jun 97	Jul 97	Aug 97	Sept 97*
Total	326	1,904	1,913	2,739	3,162	5,341	6,175	7,126	7,573	7,659	9,233	10,235	8,796

* Through Sept 25, 1997

ATTACHMENT 11

TRAIN VOLUME REPORTS

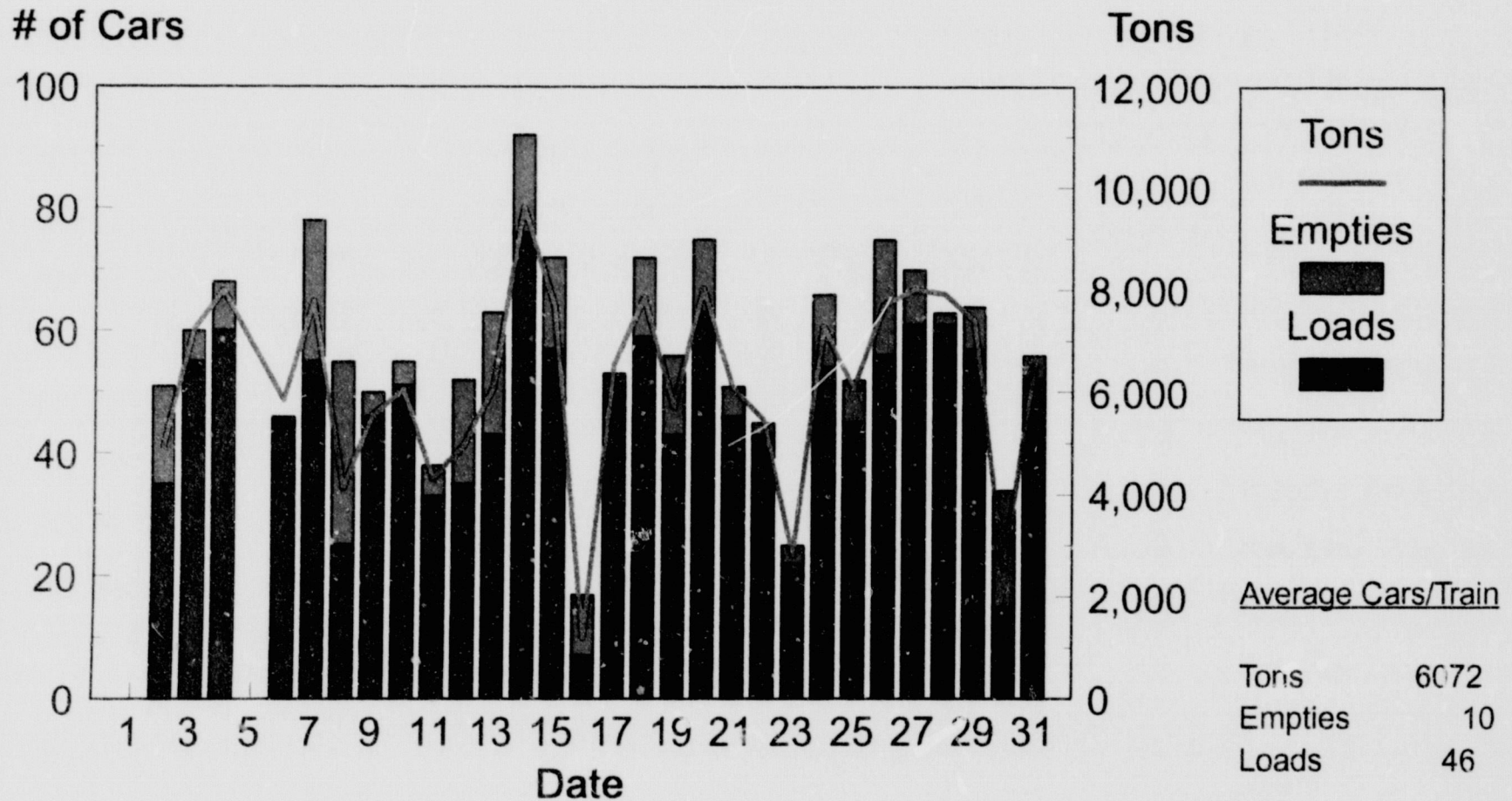
Third Quarter 1997

<u>Corridor</u>	<u>Lane</u>	<u>Train Symbol</u>
Gulf North	Houston-Memphis	H-HOUMEM
	Longview-Memphis	H-LGVMEM
	Memphis-Longview	H-MEMLGV
	Galesburg-Houston	H-GALHOU

H-HOUMEM

Arriving Memphis

July 1997



H-HOUMEM Arriving Memphis August 1997

of Cars

Tons

100

10,000

80

8,000

60

6,000

40

4,000

20

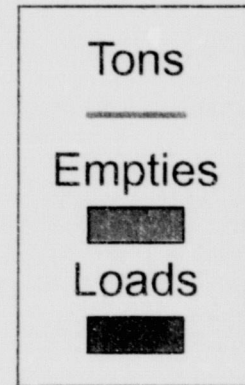
2,000

0

0

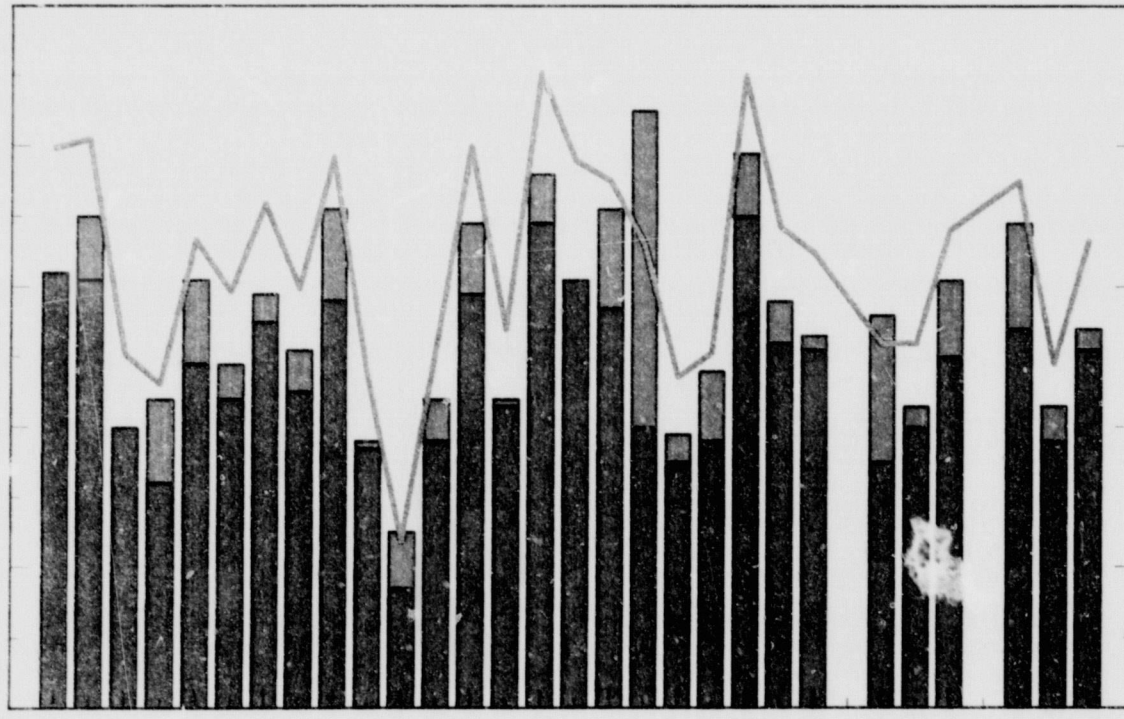
1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31

Date



Average Cars/Train

Tons	6531
Empties	10
Loads	49



H-HOUMEM Arriving Memphis September 1997

of Cars

Tons

80

10,000

60

8,000

40

6,000

20

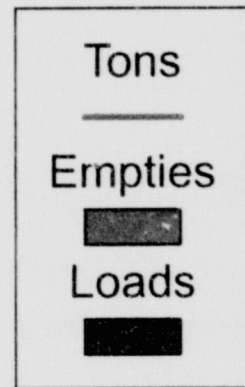
2,000

0

0

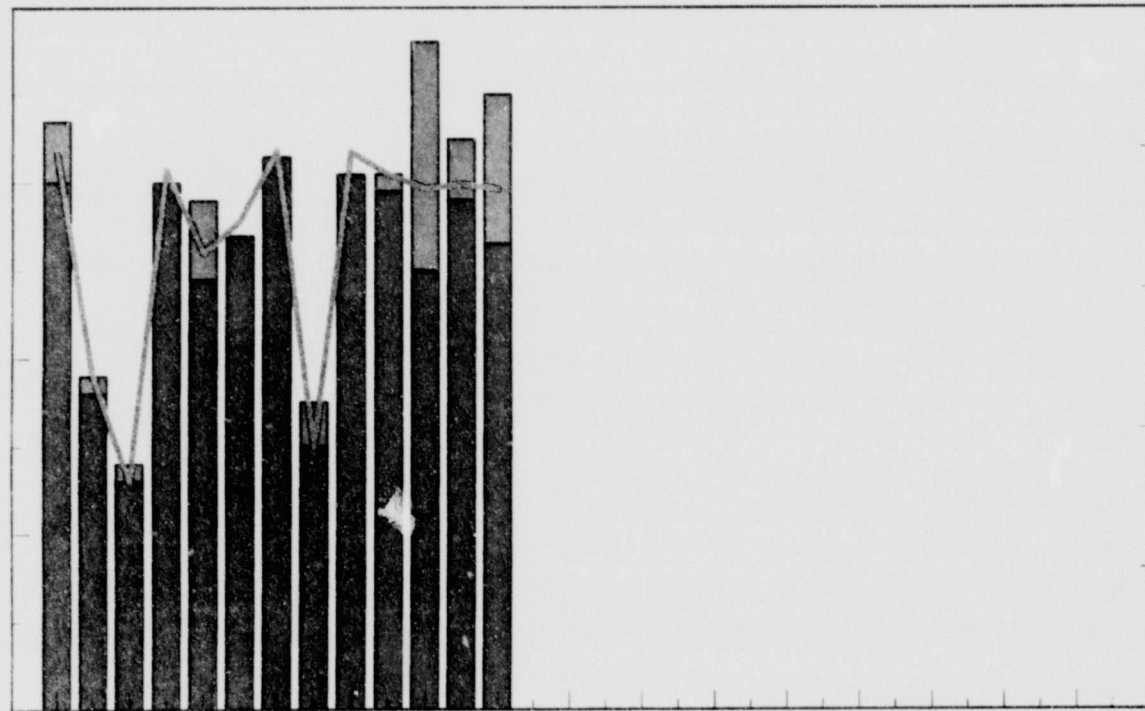
1 3 5 7 9 11 13 15 17 19 21 23 25 27 29

Date



Average Cars/Train

Tons	6873
Empties	5
Loads	52



H-LGV MEM

Arriving Memphis

July 1997

of Cars

100

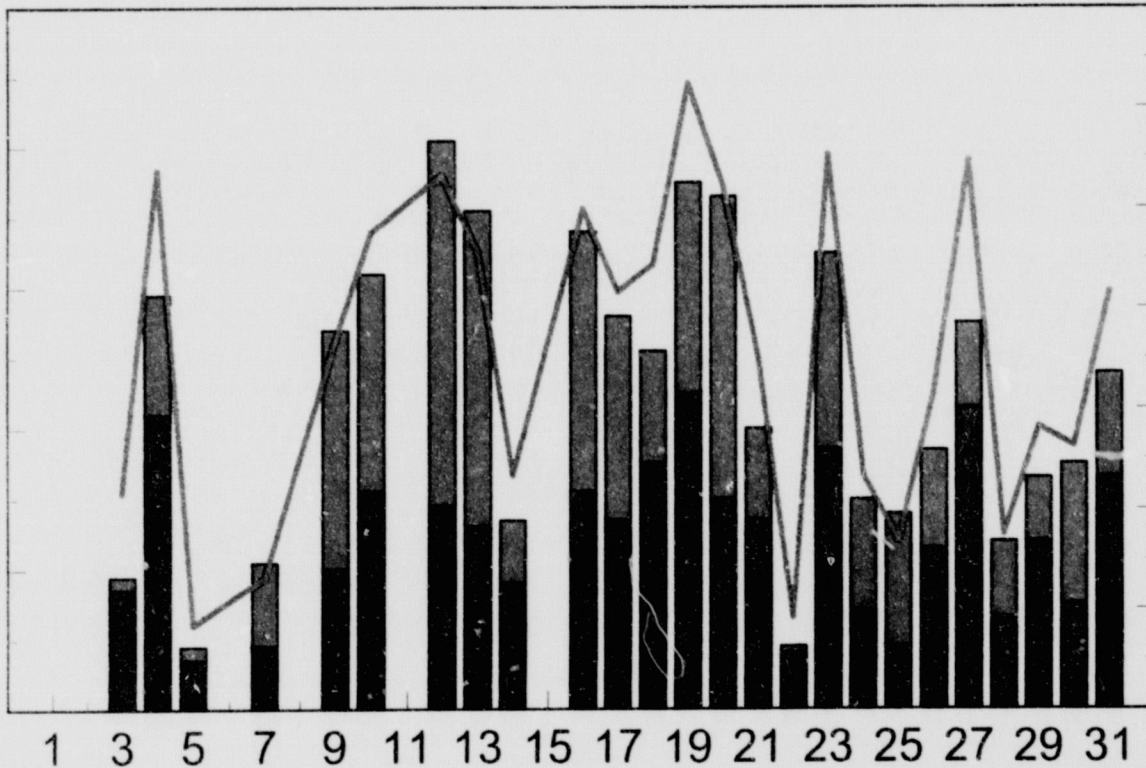
80

60

40

20

0



Date

Tons

7,000

6,000

5,000

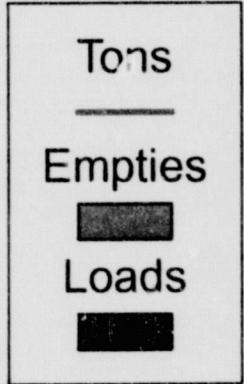
4,000

3,000

2,000

1,000

0



Average Cars/Train

Tons	3480
Empties	18
Loads	25

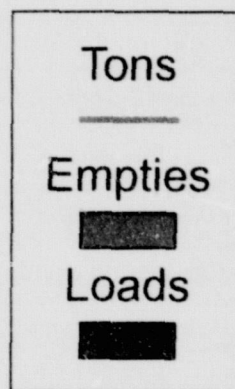
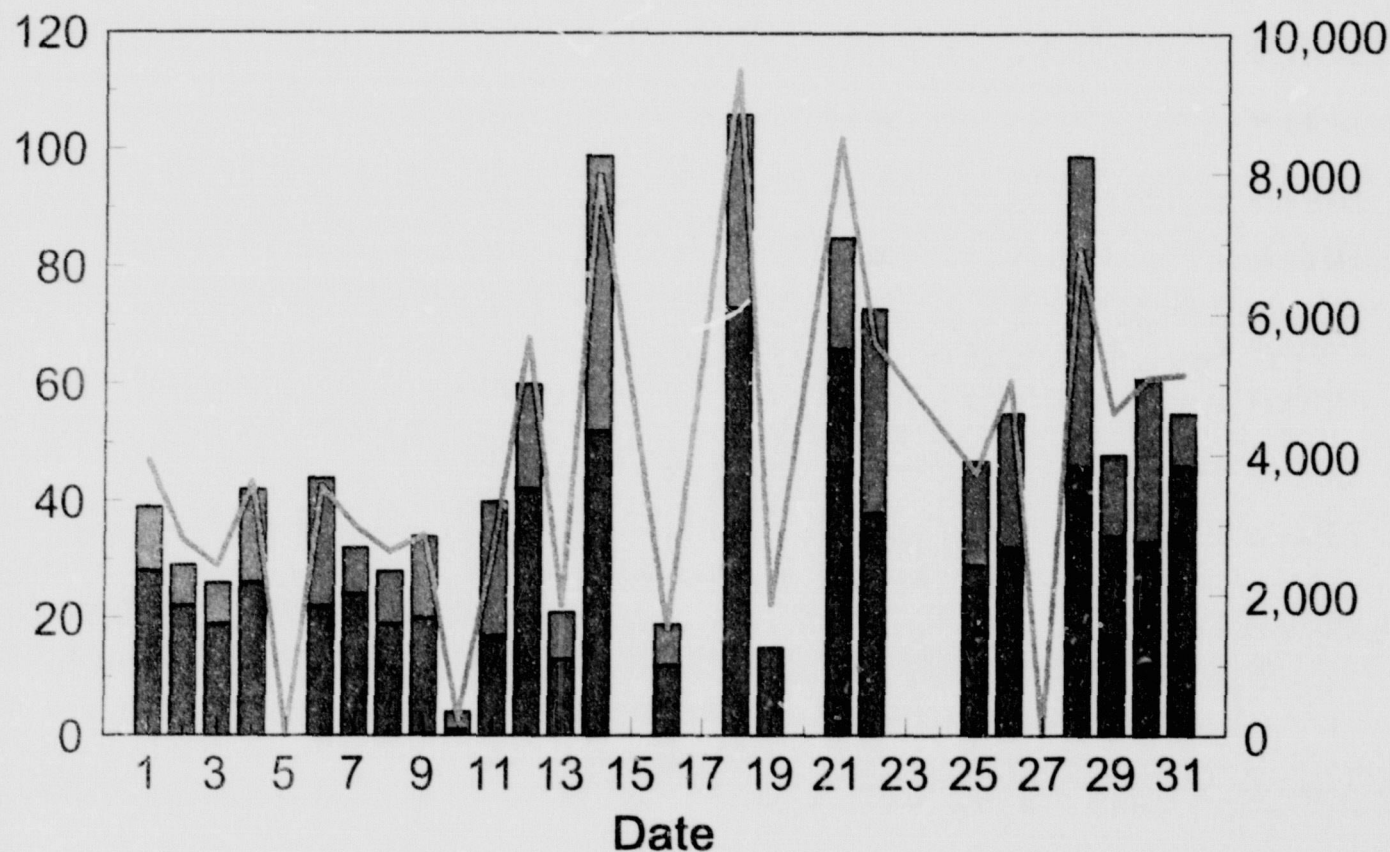
H-LGVMEM

Arriving Memphis

August 1997

of Cars

Tons



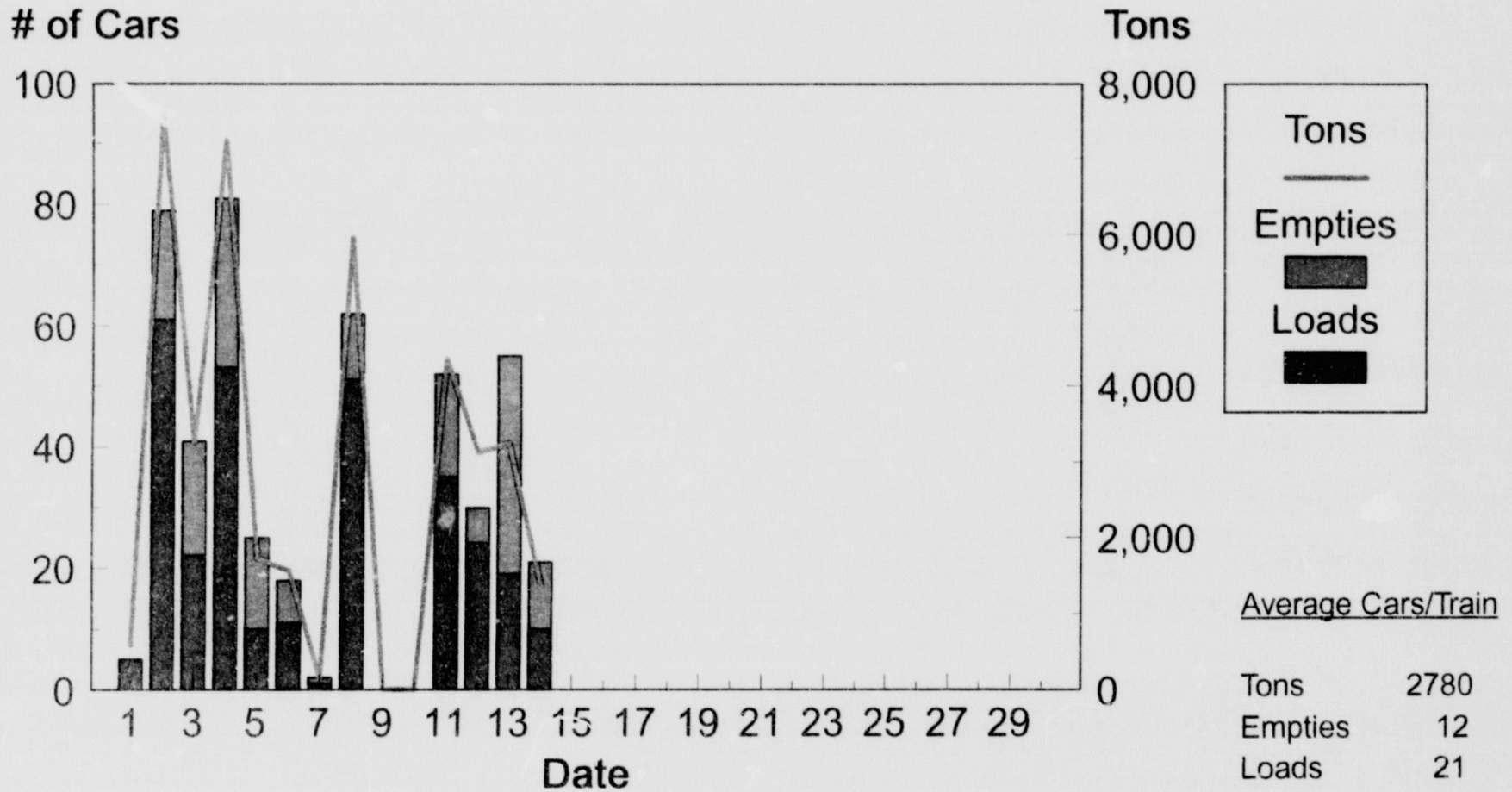
Average Cars/Train

Tons	5181
Empties	23
Loads	38

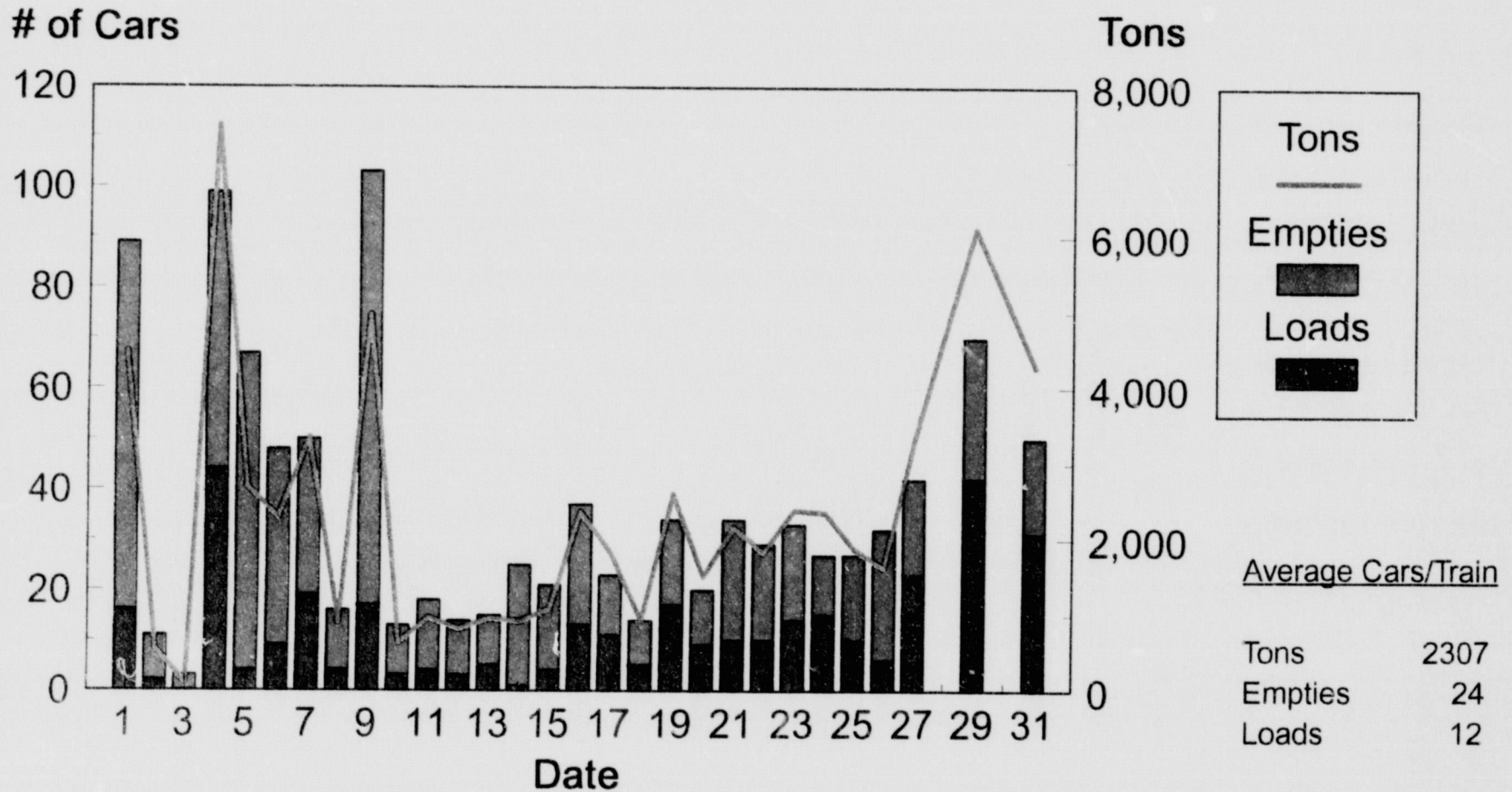
H-LGV MEM

Arriving Memphis

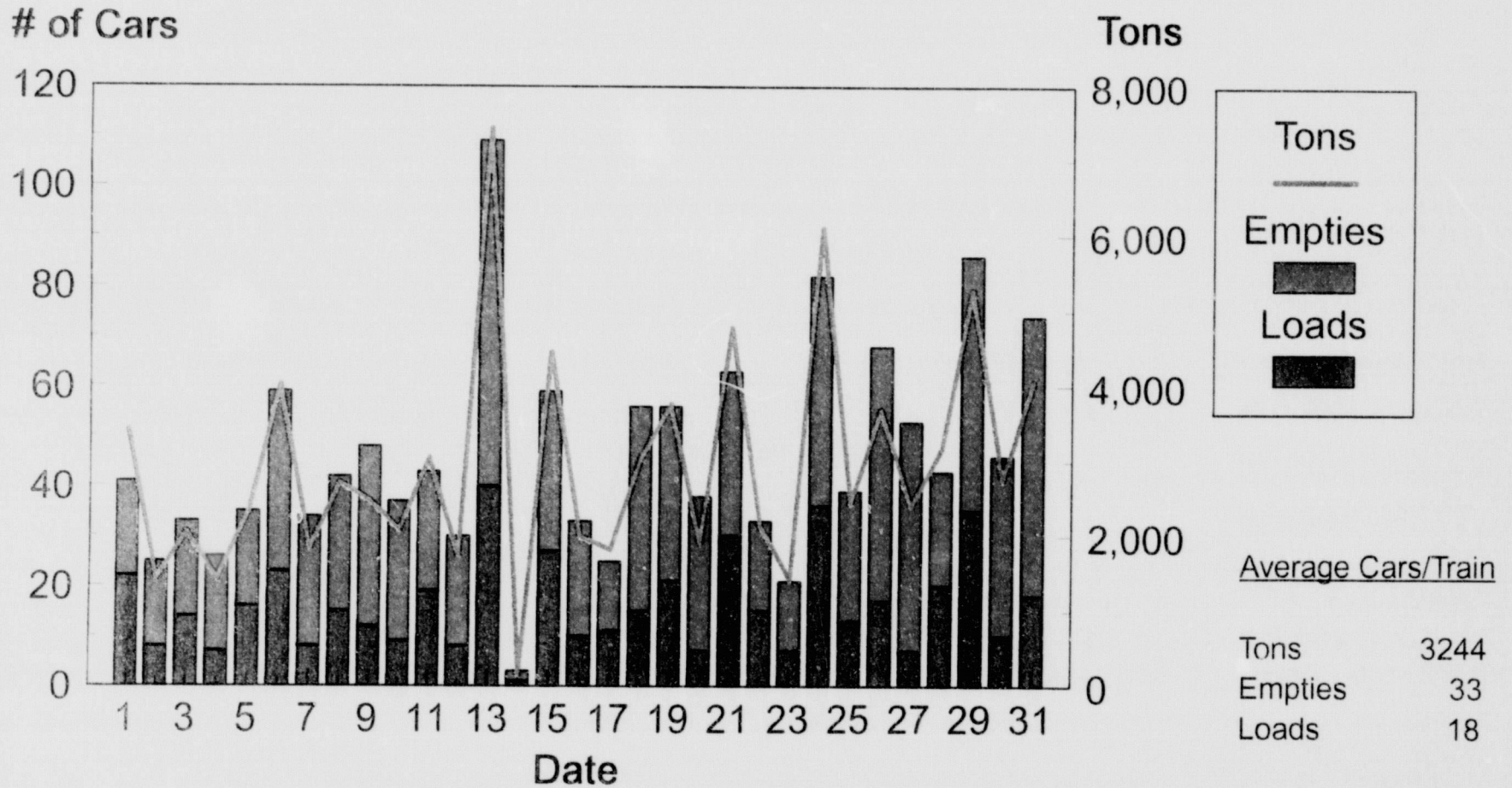
September 1997



H-MEMLGV Departing Memphis July 1997



H-MEMLGV Departing Memphis August 1997



H-MEMLGV Departing Memphis September 1997

of Cars

100

80

60

40

20

0



Tons

7,000

6,000

5,000

4,000

3,000

2,000

1,000

0

Tons

Empties

Loads

Average Cars/Train

Tons 3214

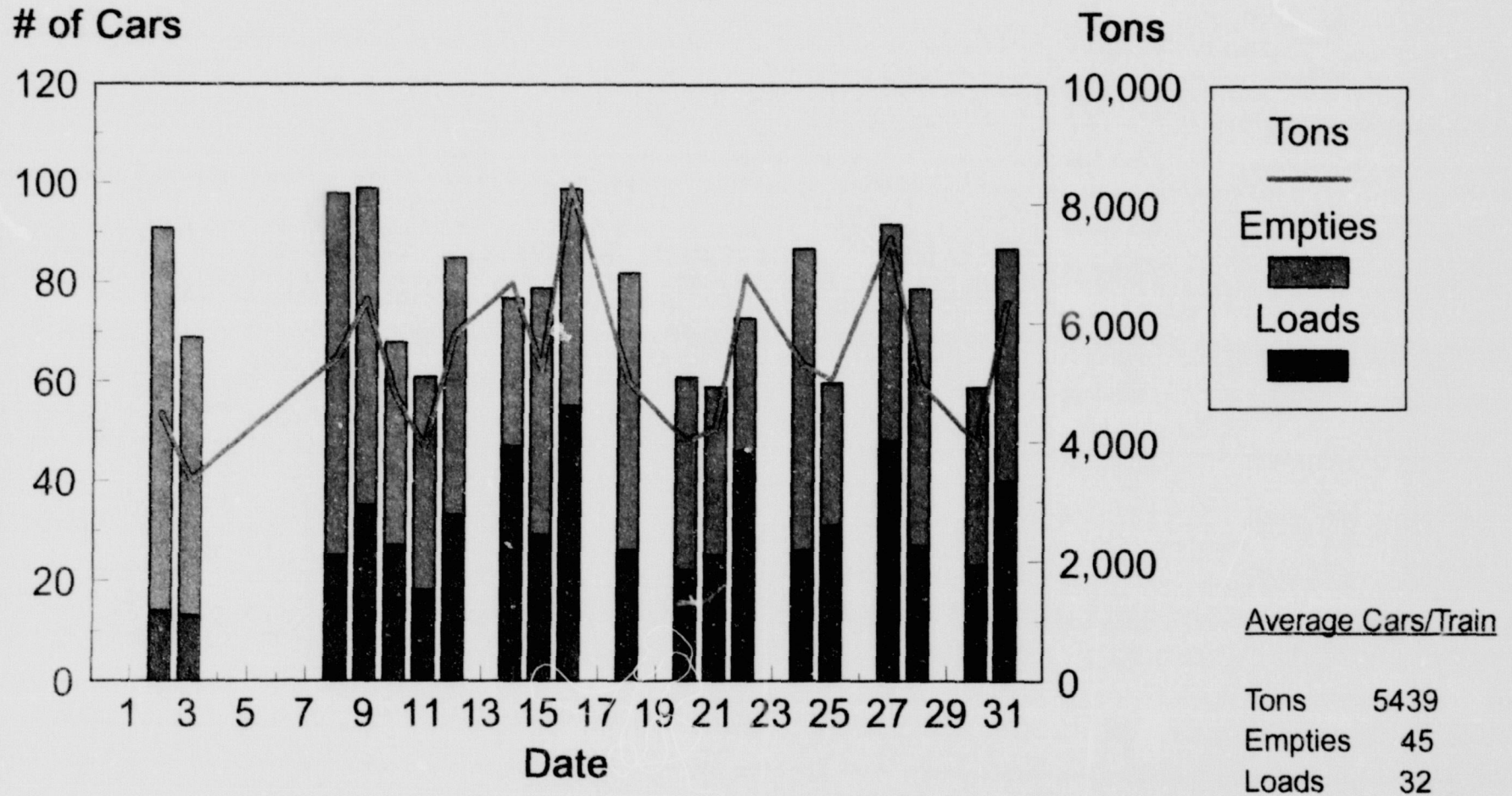
Empties 33

Loads 18

Date

1 3 5 7 9 11 13 15 17 19 21 23 25 27 29

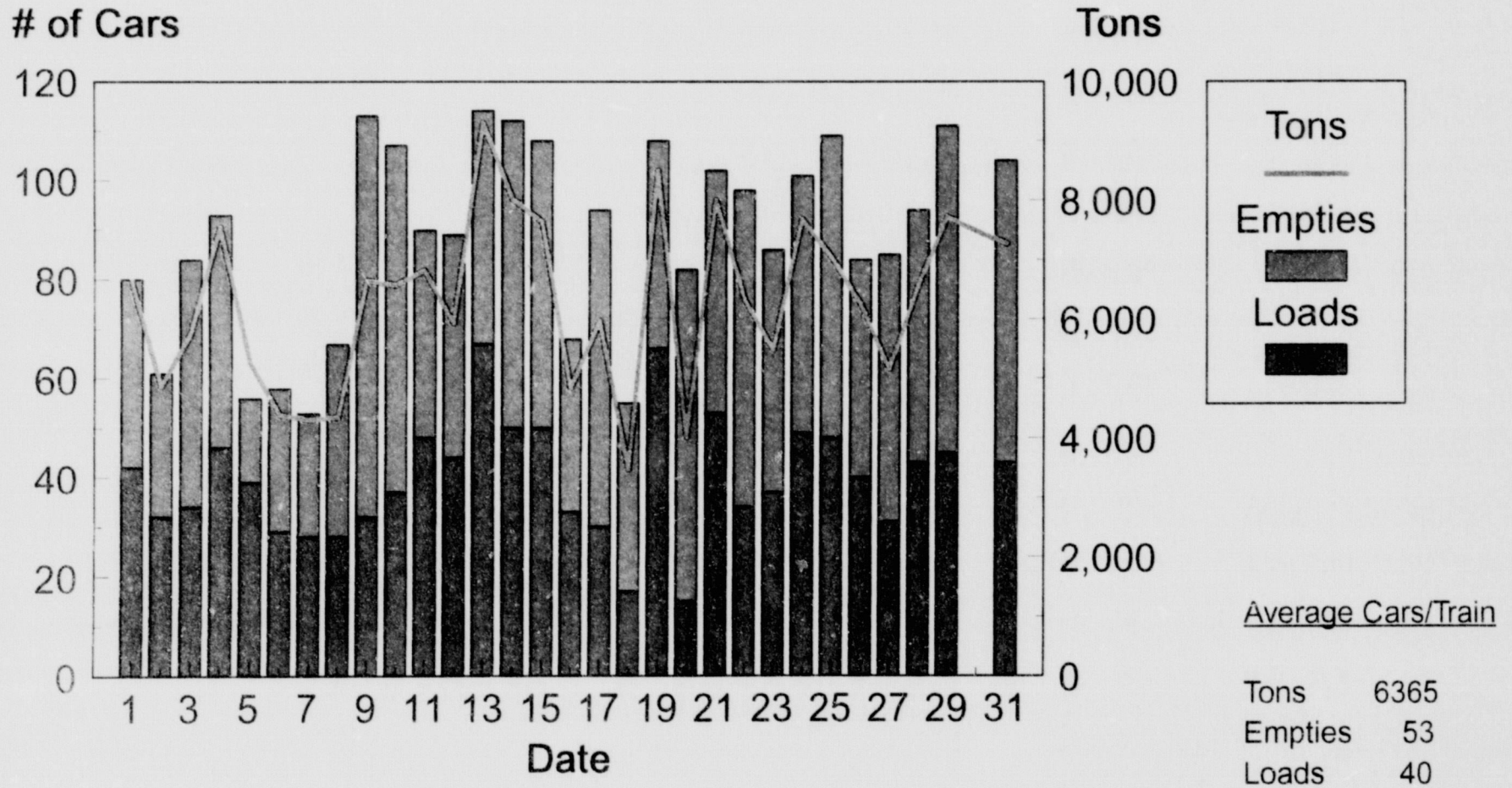
H-GALHOU Departing Galesburg July 1997



H-GALHOU

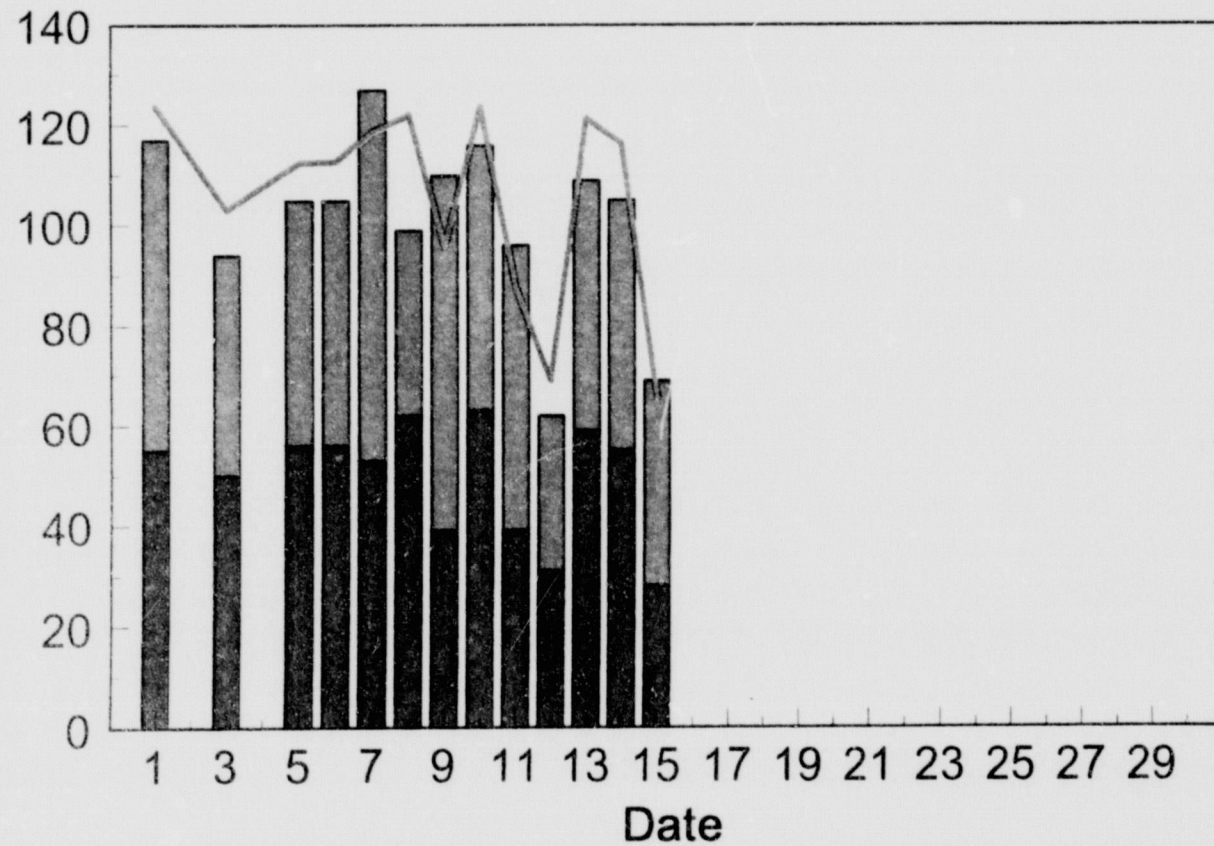
Departing Galesburg

August 1997



H-GALHOU Departing Galesburg September 1997

of Cars



Tons

10,000

8,000

6,000

4,000

2,000

0

Tons

Empties

Loads

Empties

Loads

Average Cars/Train

Tons 7524

Empties 51

Loads 50

ATTACHMENT 12

TRAIN VOLUME REPORTS

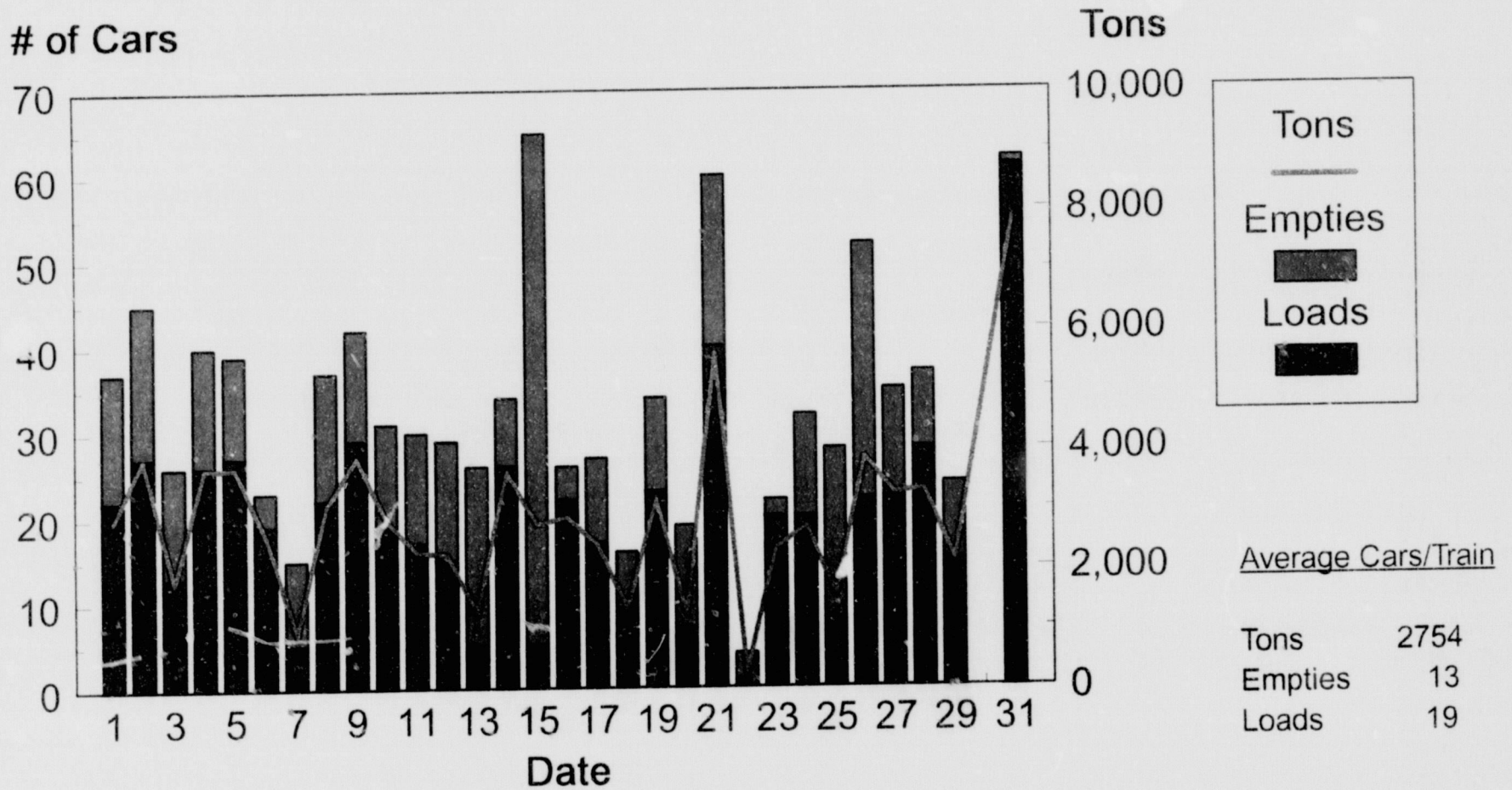
Third Quarter 1997

<u>Corridor</u>	<u>Lane</u>	<u>Train Symbol</u>
Gulf East	Silsbee-New Orleans	H-SSBNWO
	New Orleans-Silsbee	H-NWOSSB
	Houston-New Orleans	H-HOUNWO
	New Orleans-Clovis	P-NWOCLO
	Clovis-New Orleans	S-CLONWO
	Dayton-Houston	L-GFC0235

H-SSBNWO

Arriving Lafayette

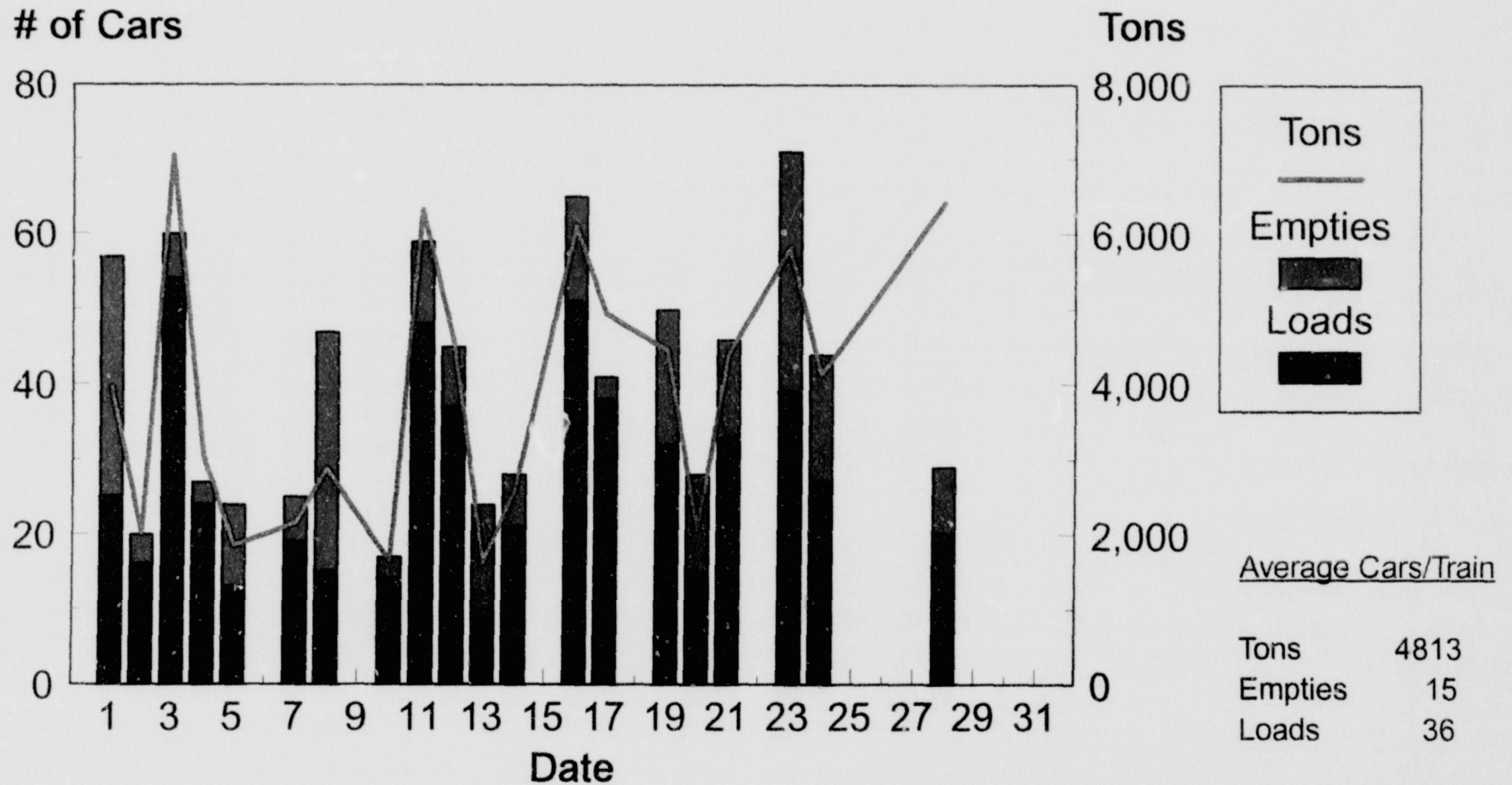
July 1997



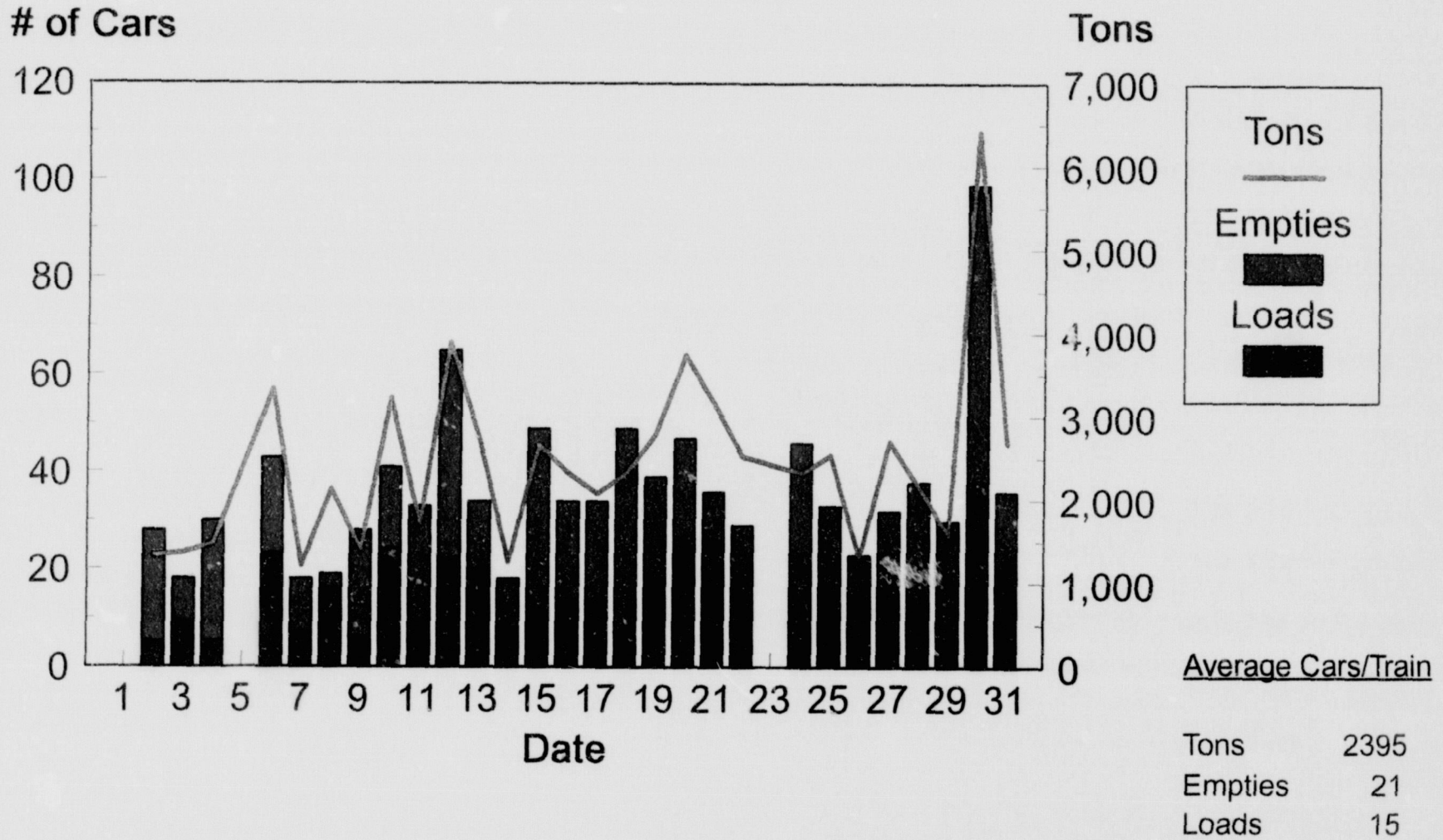
H-SSBNWO

Arriving Lafayette

August 1997



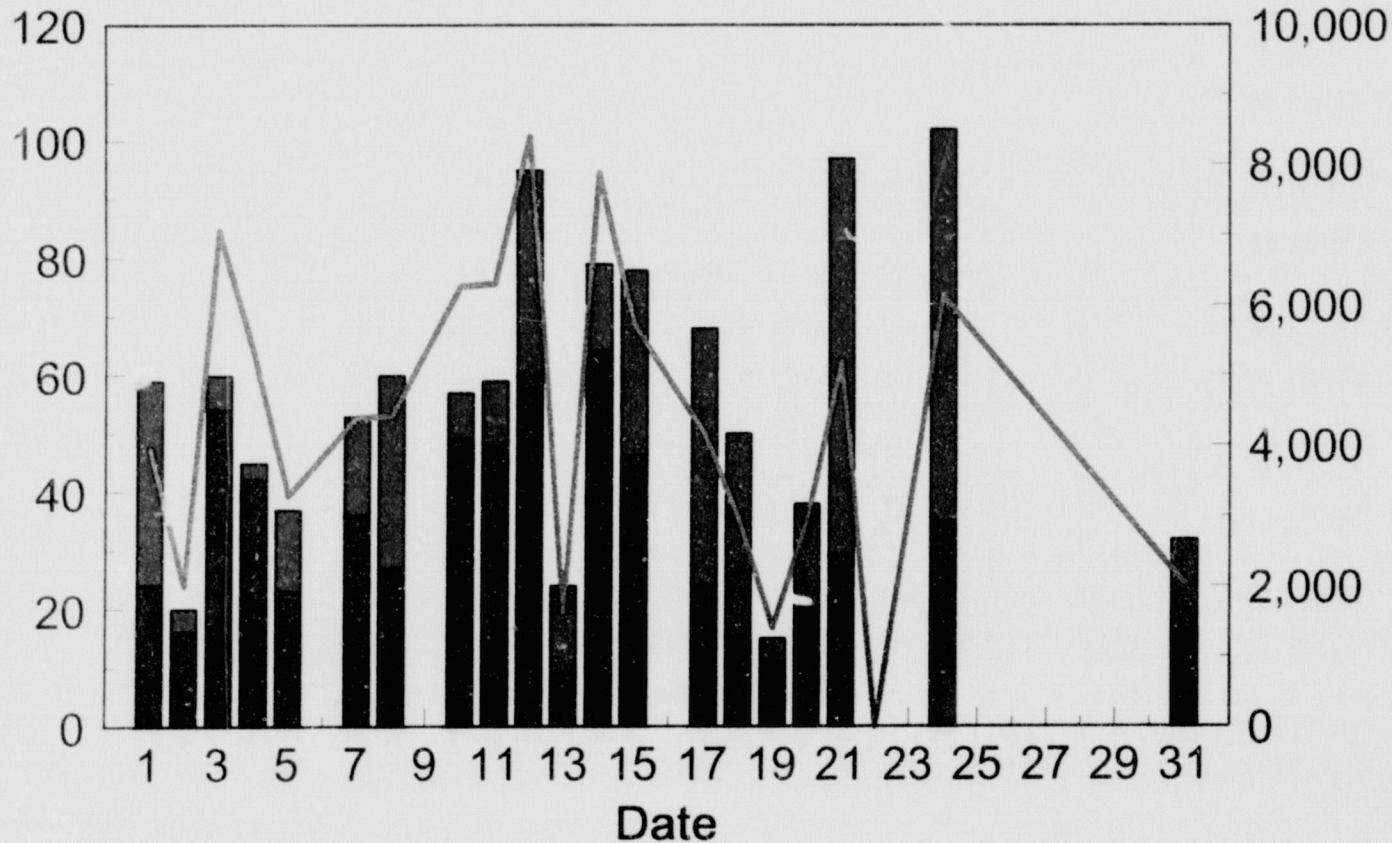
H-NWOSSB Departing Lafayette July 1997



H-NWOSSB Departing Lafayette August 1997

of Cars

Tons



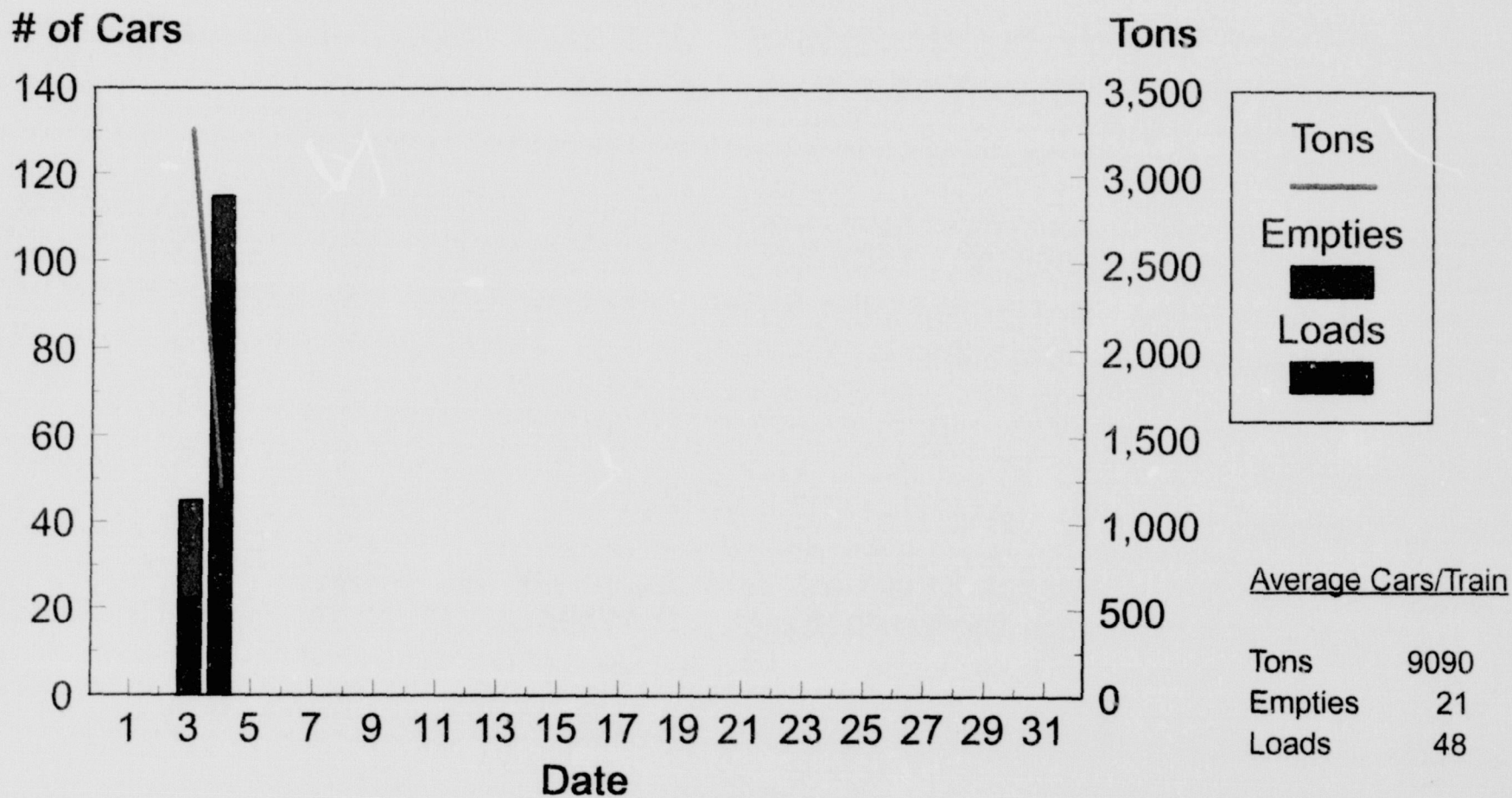
Average Cars/Train

Tons	3269
Empties	31
Loads	21

H-HOUNWO

Arriving Lafayette

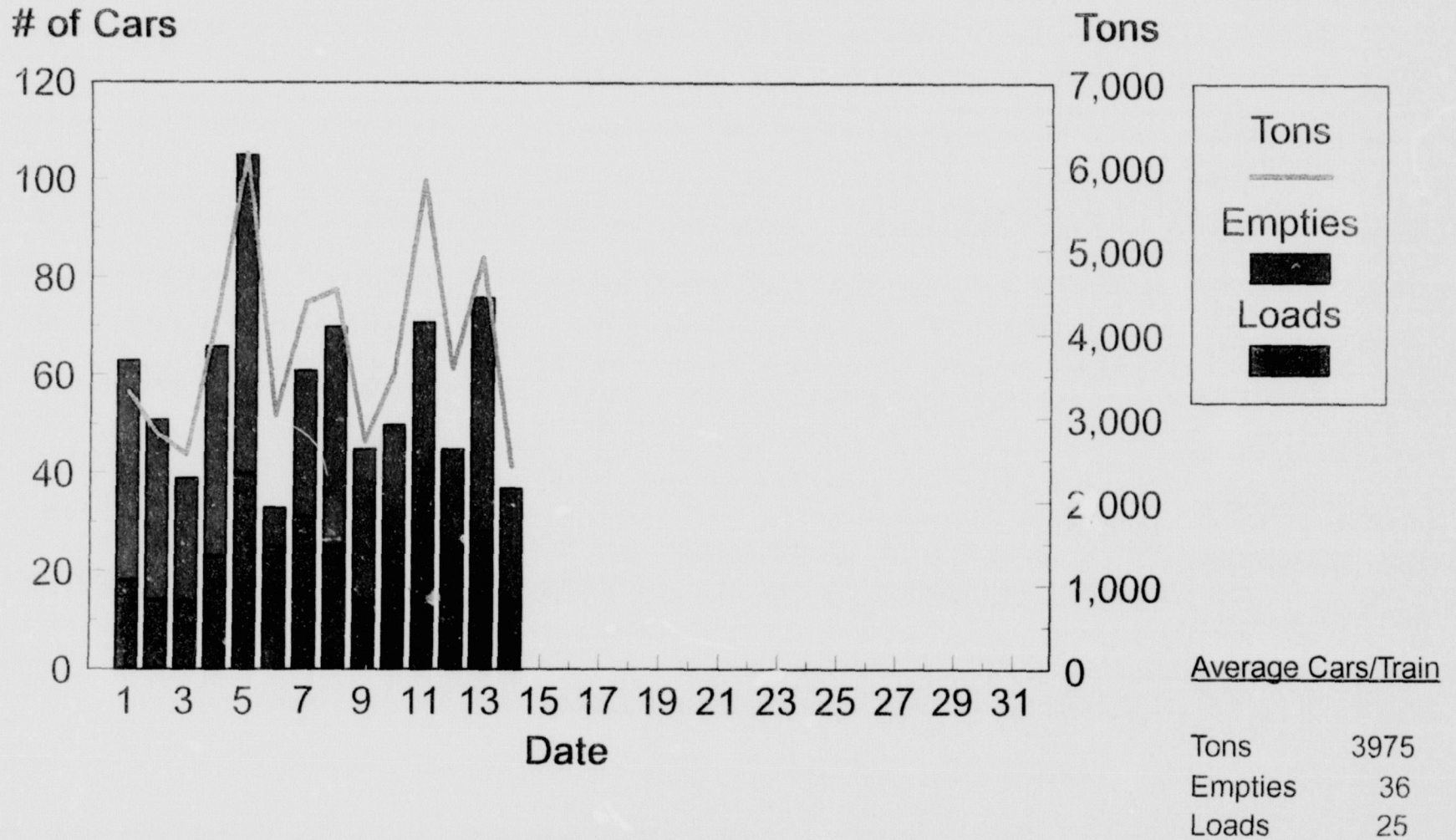
September 1997



H-NWOHOU

Departing Lafayette

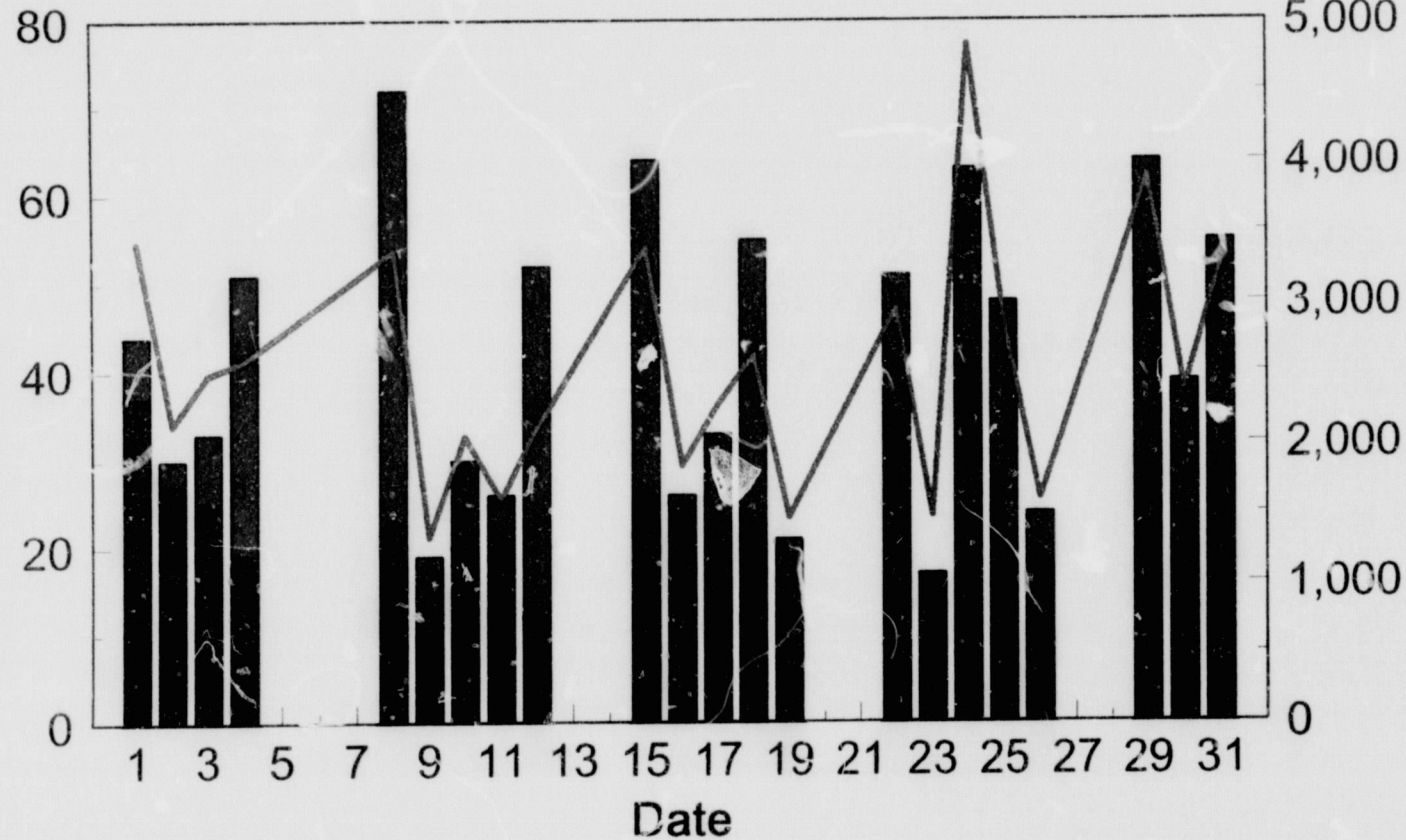
September 1997



P-NWOCLO
Depart Avondale
July 1997

of Cars

Tons

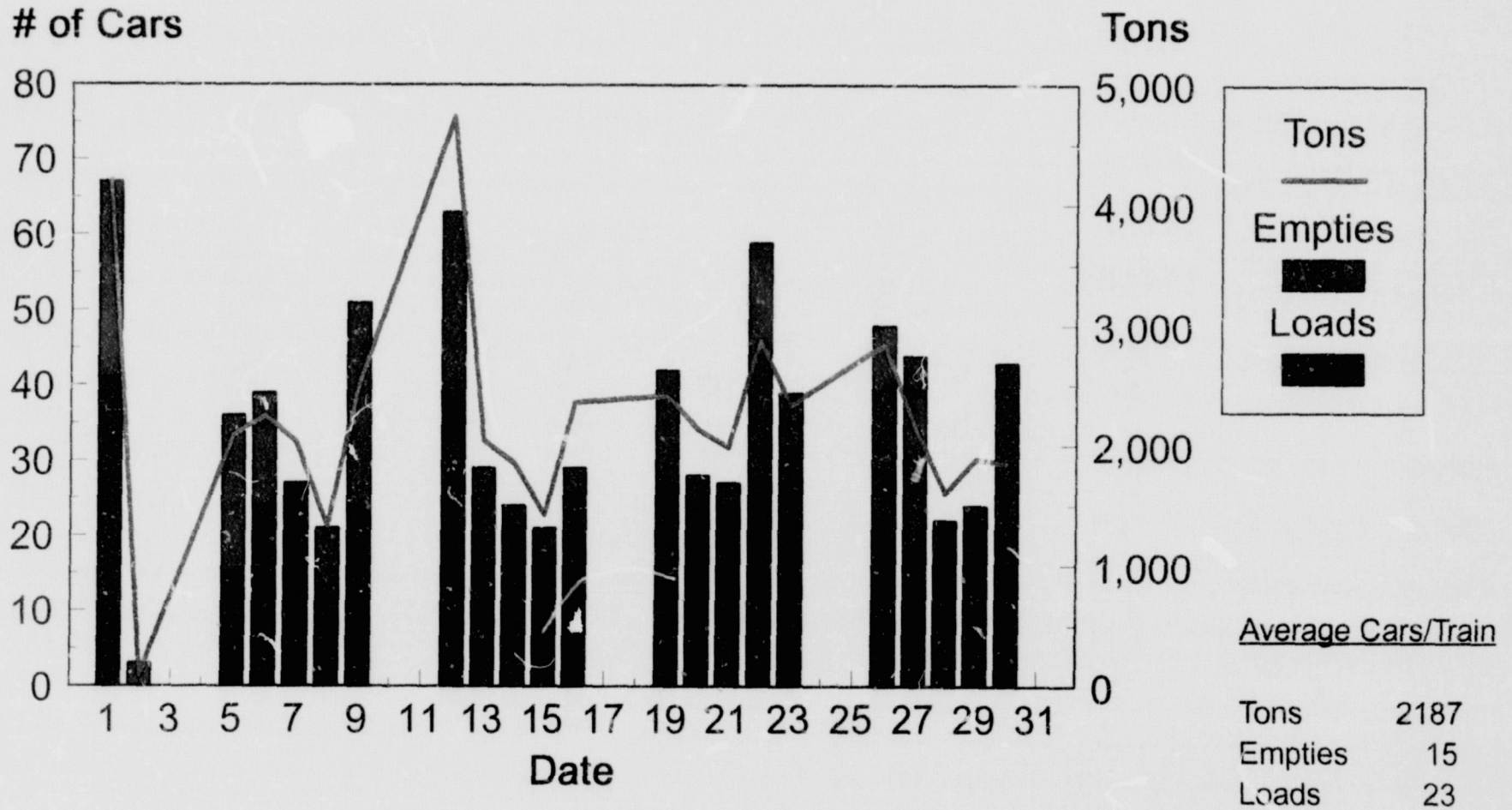


Tons
Empties
Loads

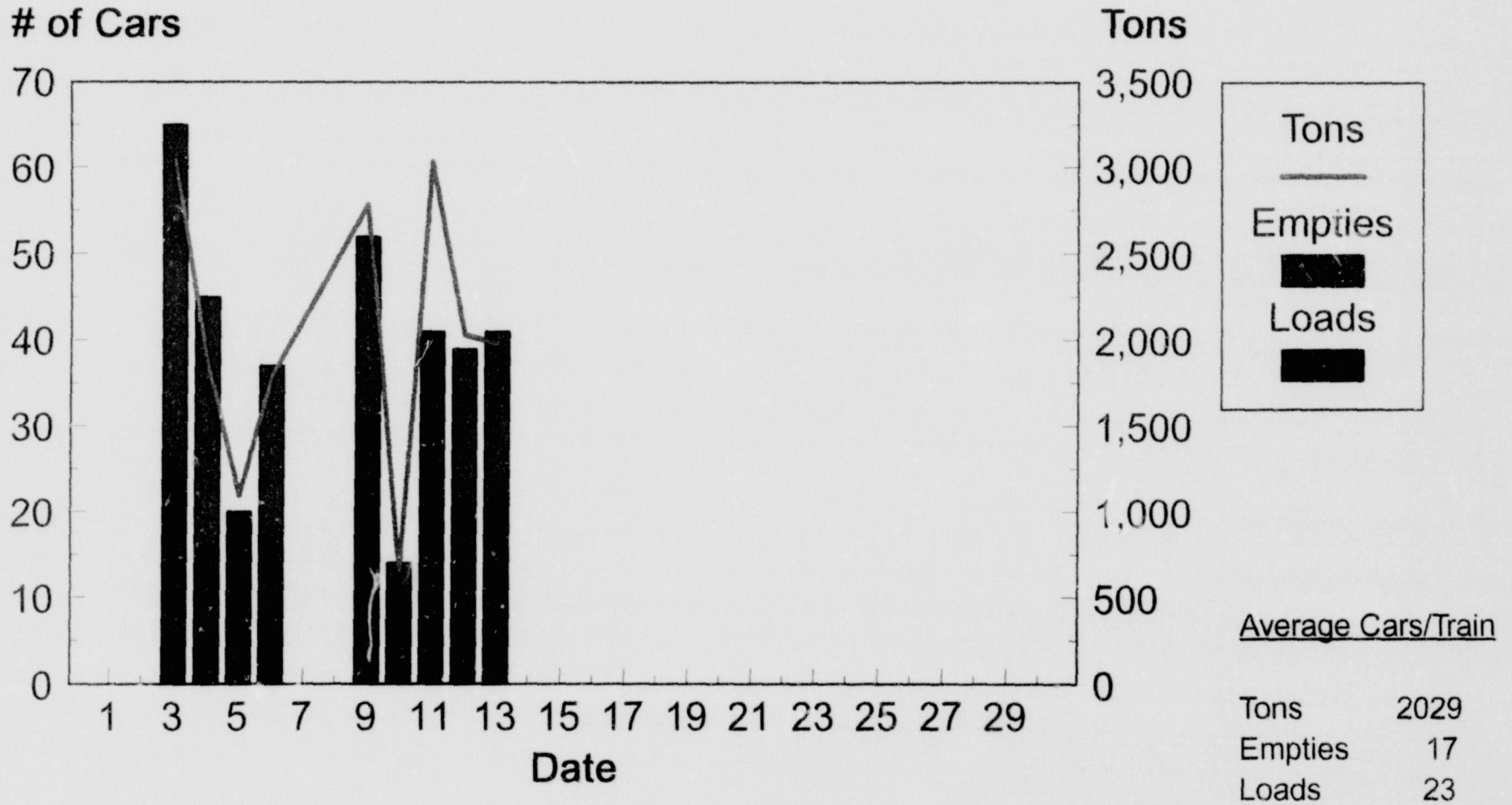
Average Cars/Train

Tons	2537
Empties	18
Loads	24

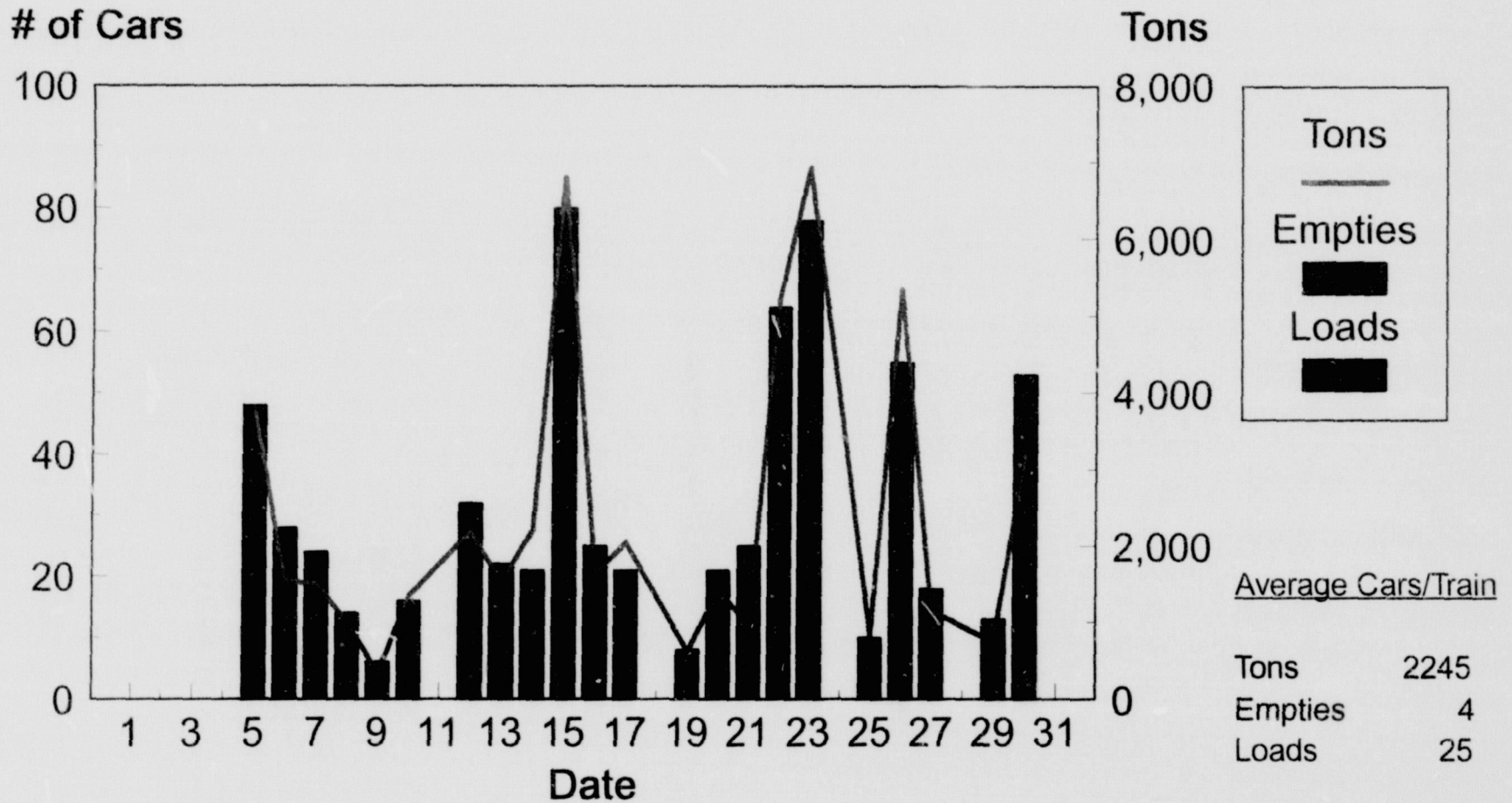
P-NWOCLO
Depart Avondale
August 1997



P-NWOCLO
Depart Avondale
September 1997



S-CLONWO
Arriving New Orleans
July 1997



S-CLONWO

Arriving New Orleans

August 1997

of Cars

Tons

100

10,000

80

8,000

60

6,000

40

4,000

20

2,000

0

0

1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31

Date

Tons

Empties

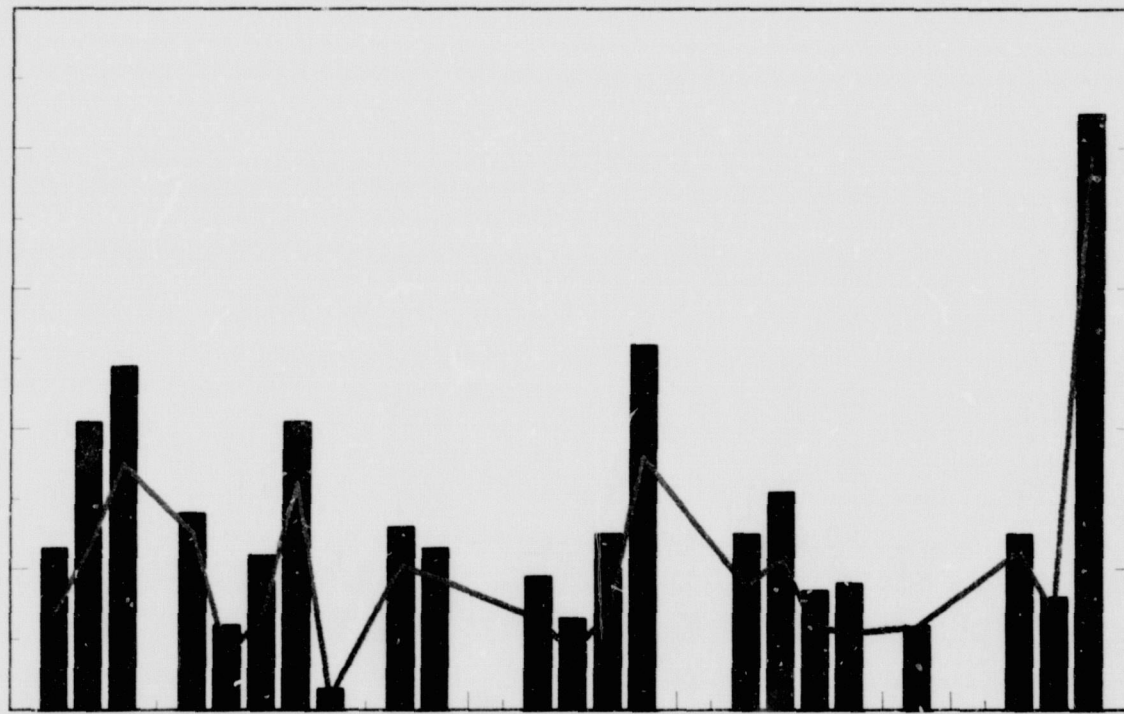
Loads

Average Cars/Train

Tons 2155

Empties 0

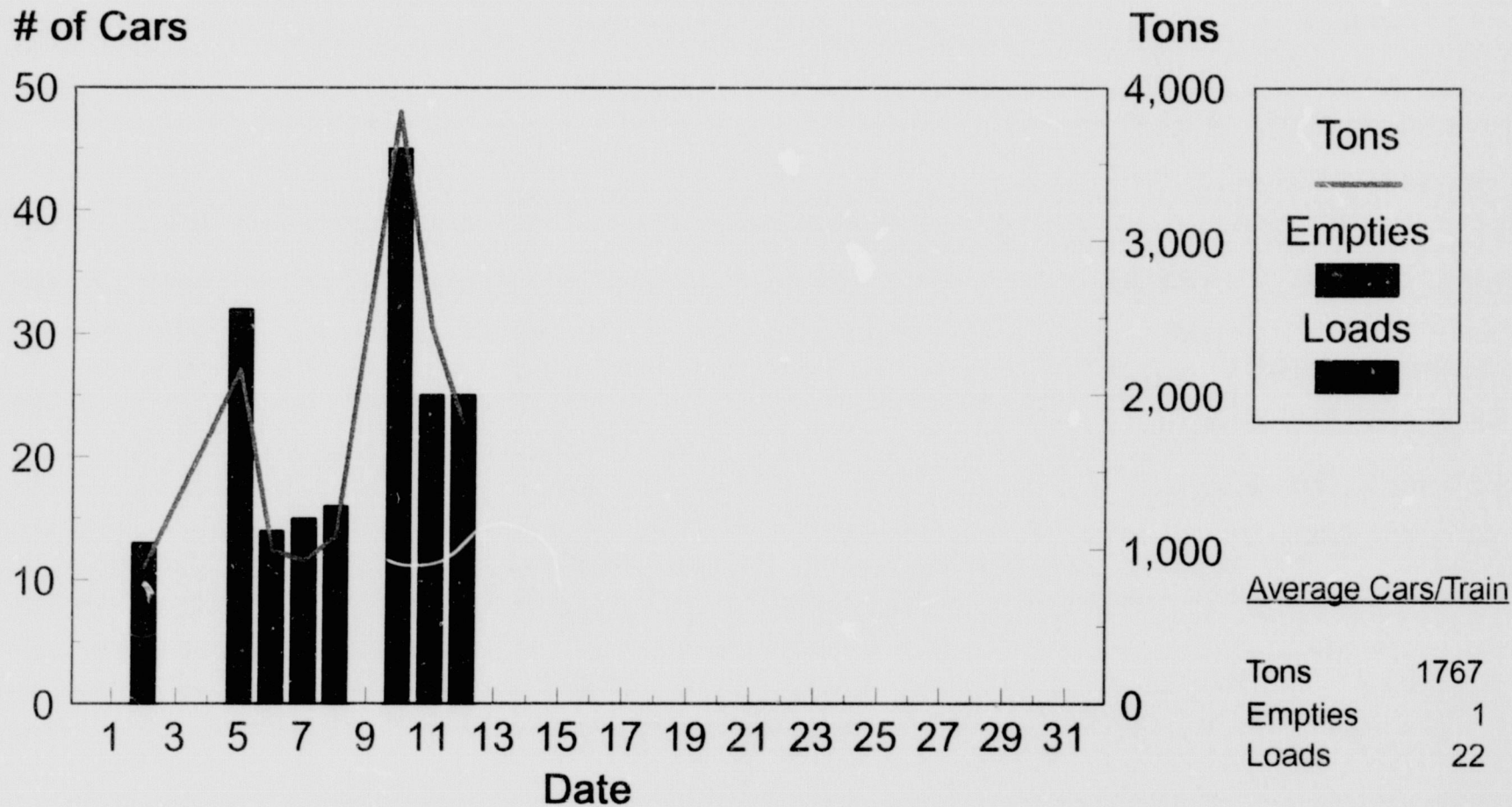
Loads 28



S-CLONWO

Arriving New Orleans

September 1997



STB

FD

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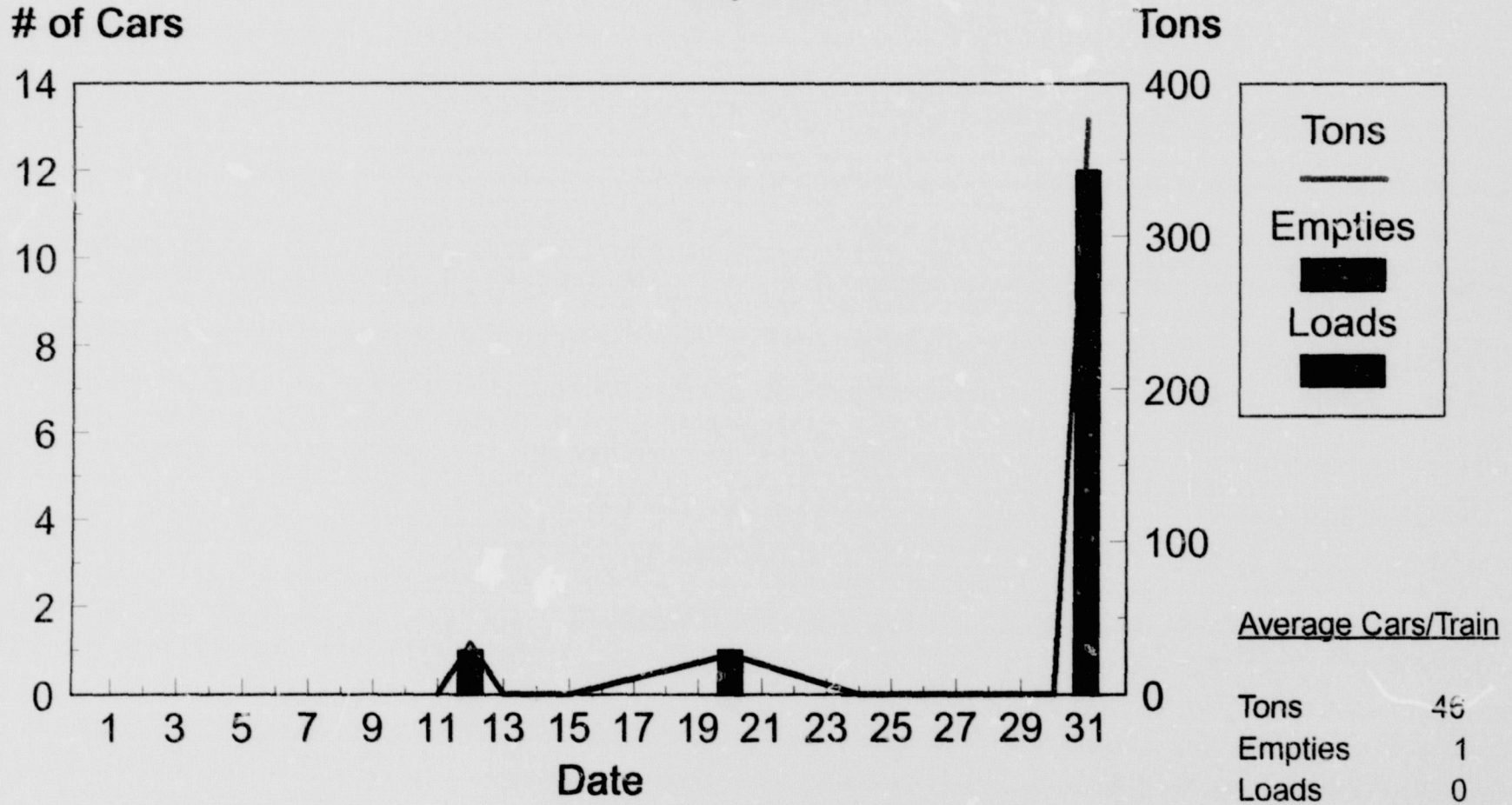
10-1-97

D

182276

5/6

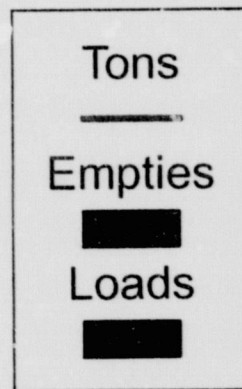
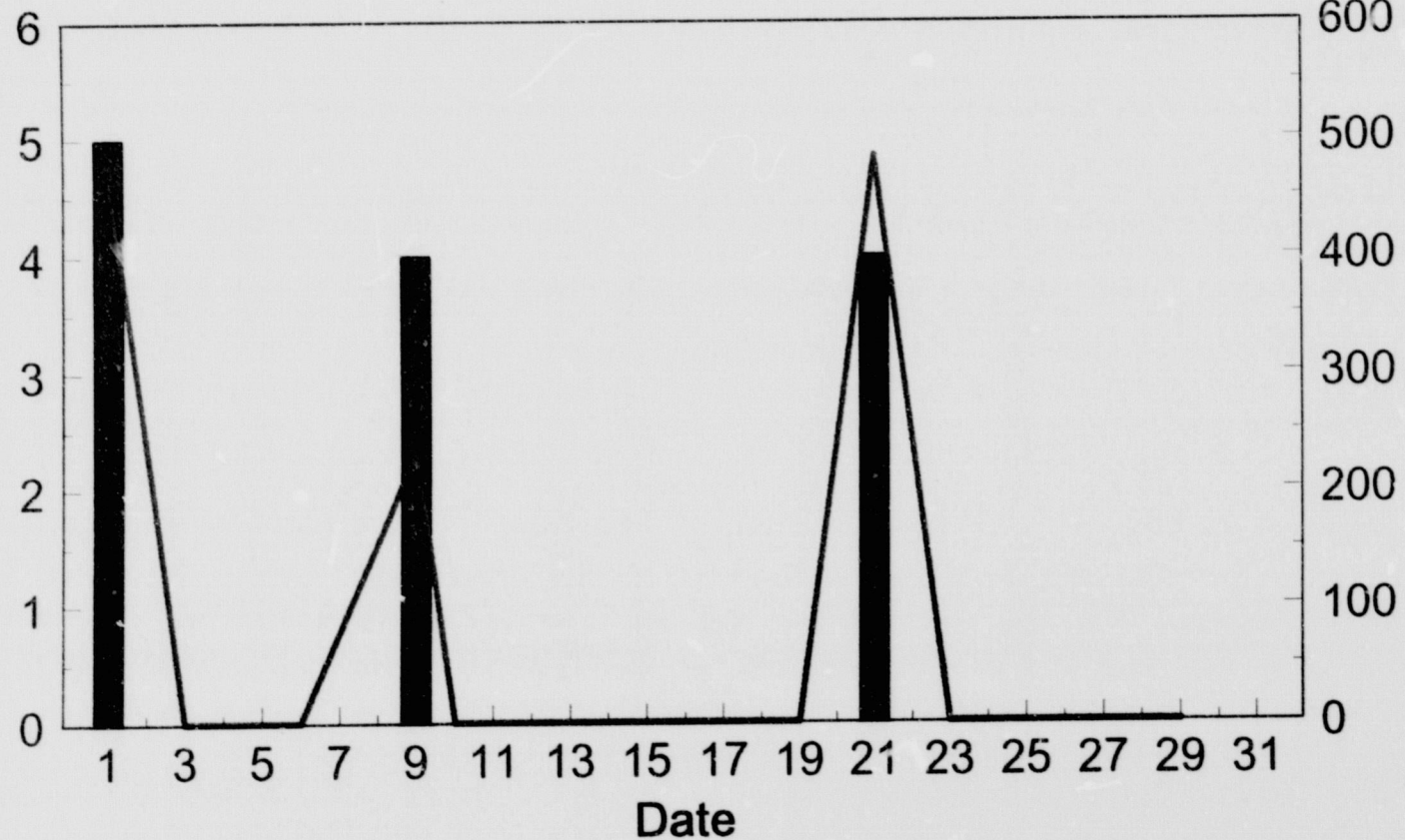
L-GFC0235
Departing Dayton Plasto
July 1997



L-GFC0235
 Departing Dayton Plasto
 August 1997

of Cars

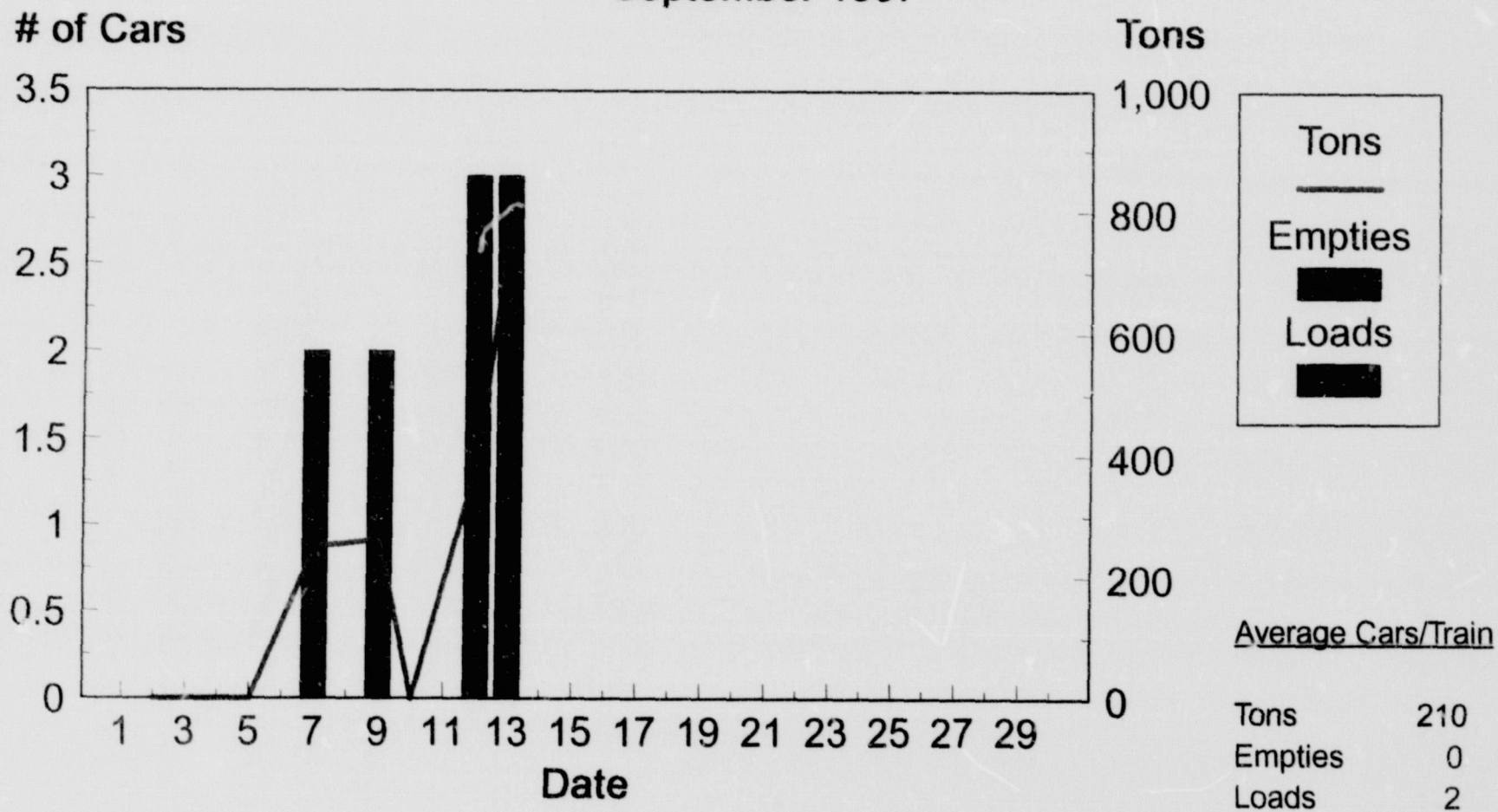
Tons



Average Cars/Train

Tons	81
Empties	0
Loads	1

L-GFC0235
 Departing Dayton Plasto
 September 1997



ATTACHMENT 13

TRAIN VOLUME REPORTS

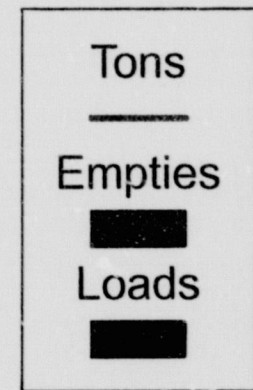
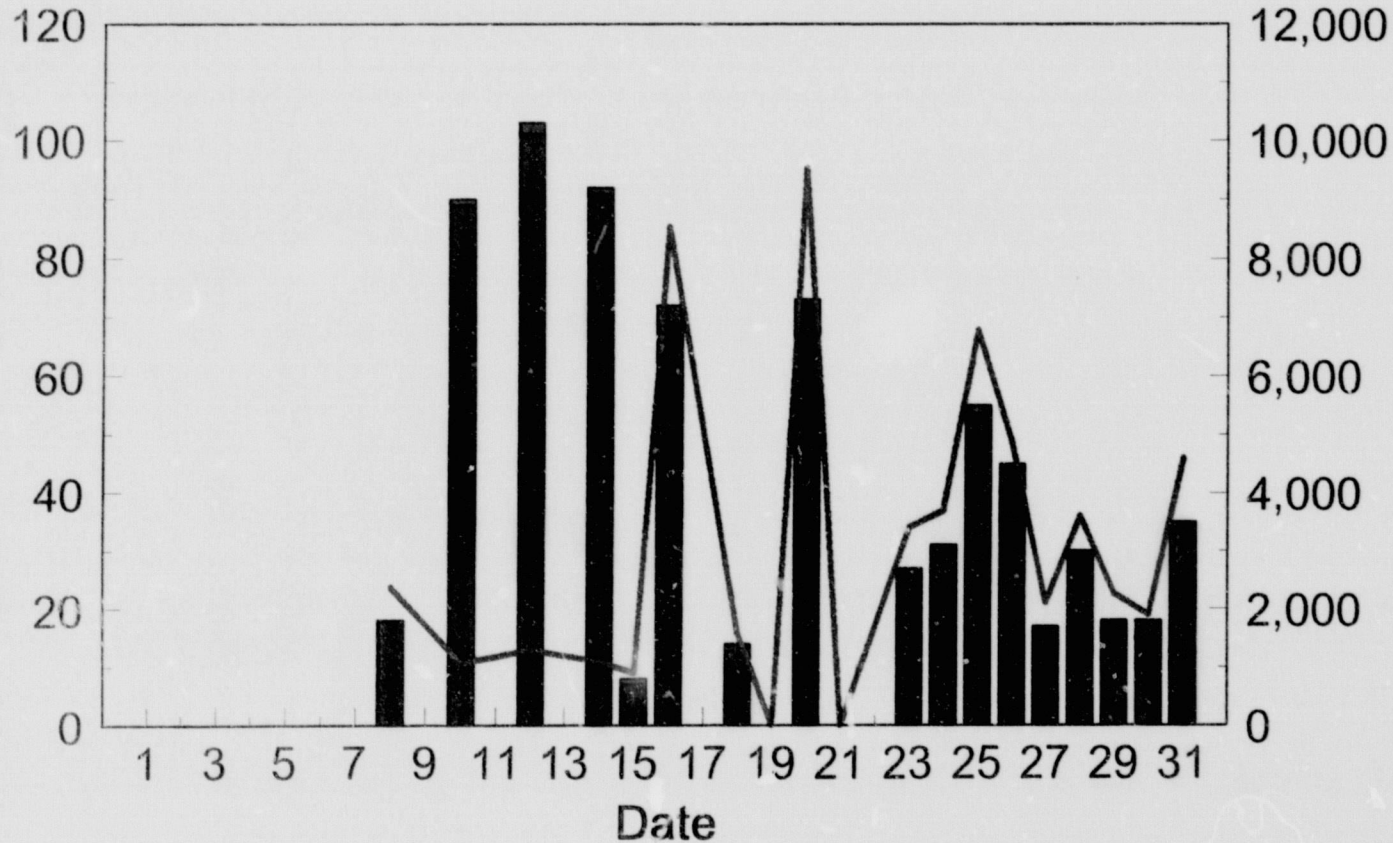
Third Quarter 1997

<u>Corridor</u>	<u>Lane</u>	<u>Train Symbol</u>
Gulf South	Temple-Corpus Christi Corpus Christi-Temple	H-TPLCPS H-CPSTPL

H-TPLCPS Departing Temple, TX July 1997

of Cars

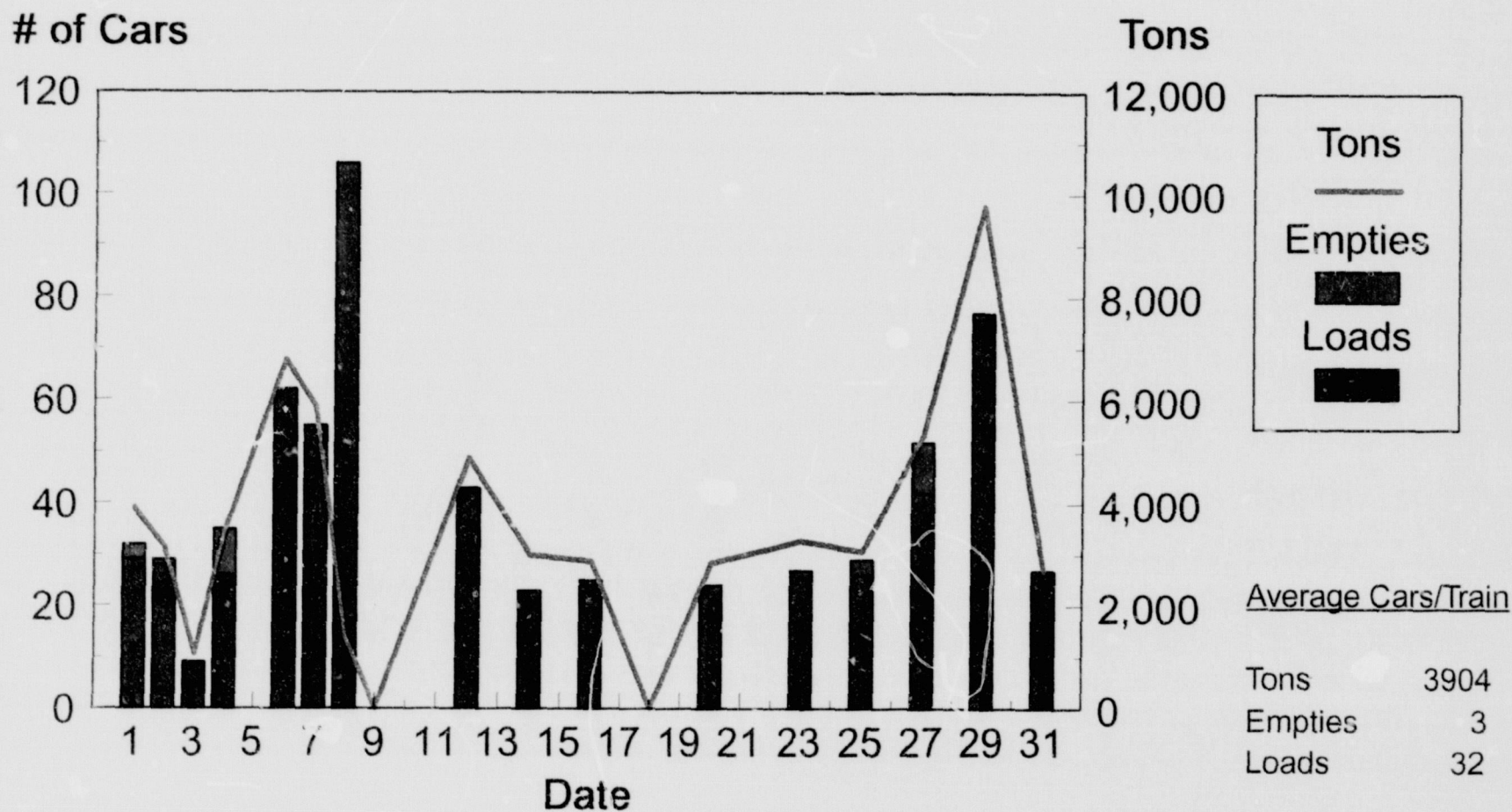
Tons



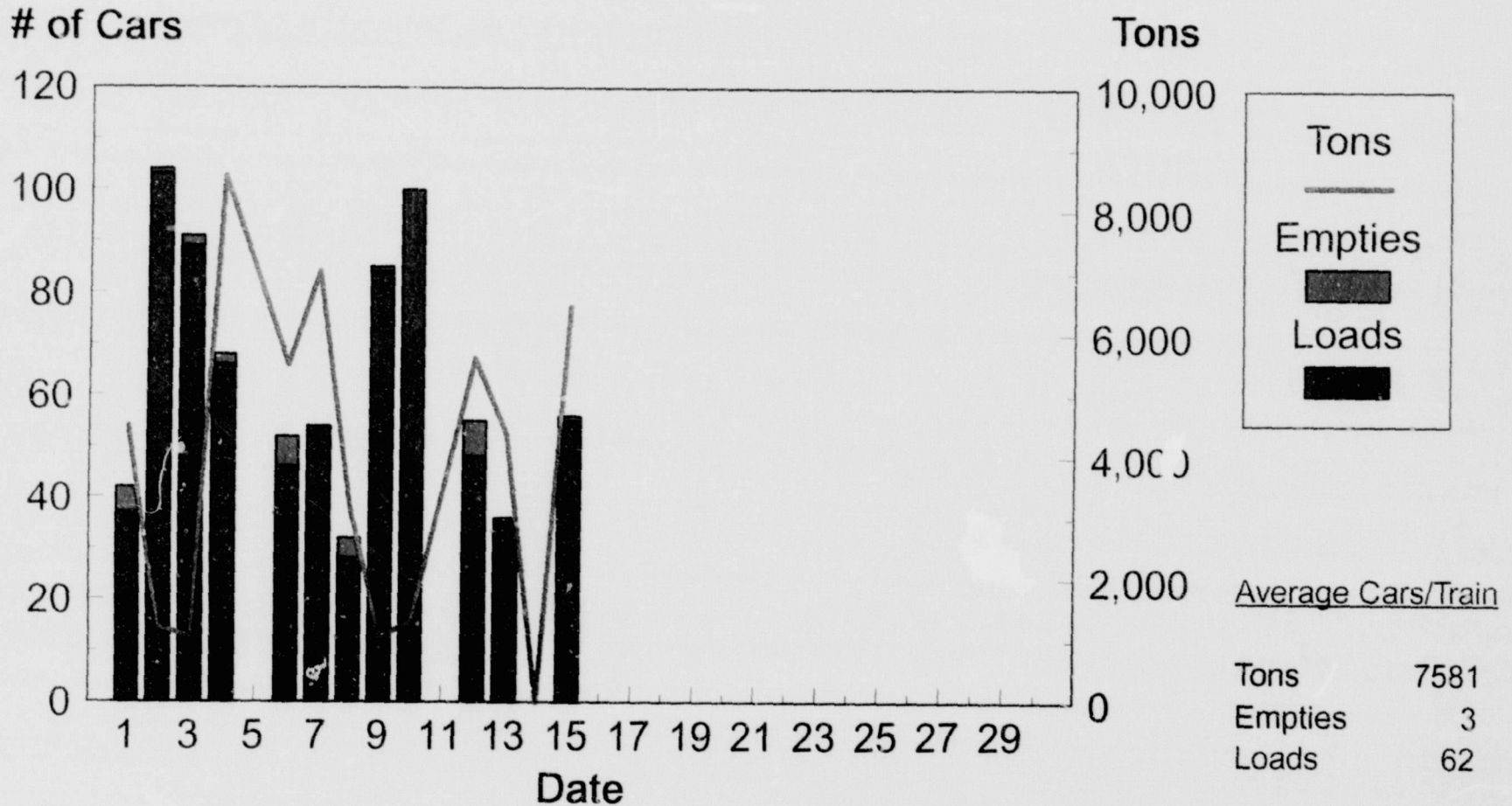
Average Cars/Train

Tons	1573
Empties	1
Loads	26

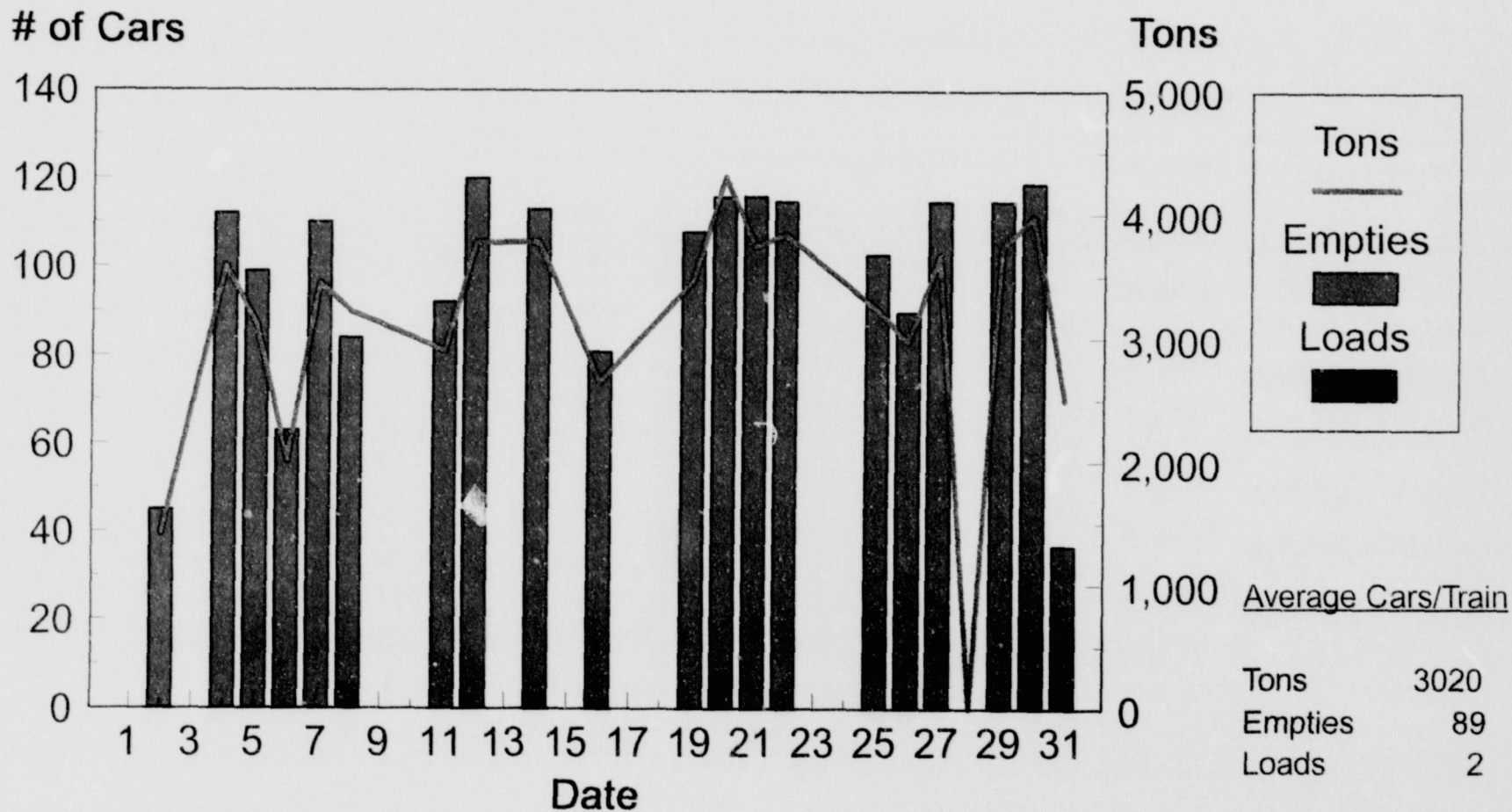
H-TPLCPS Departing Temple, TX August 1997



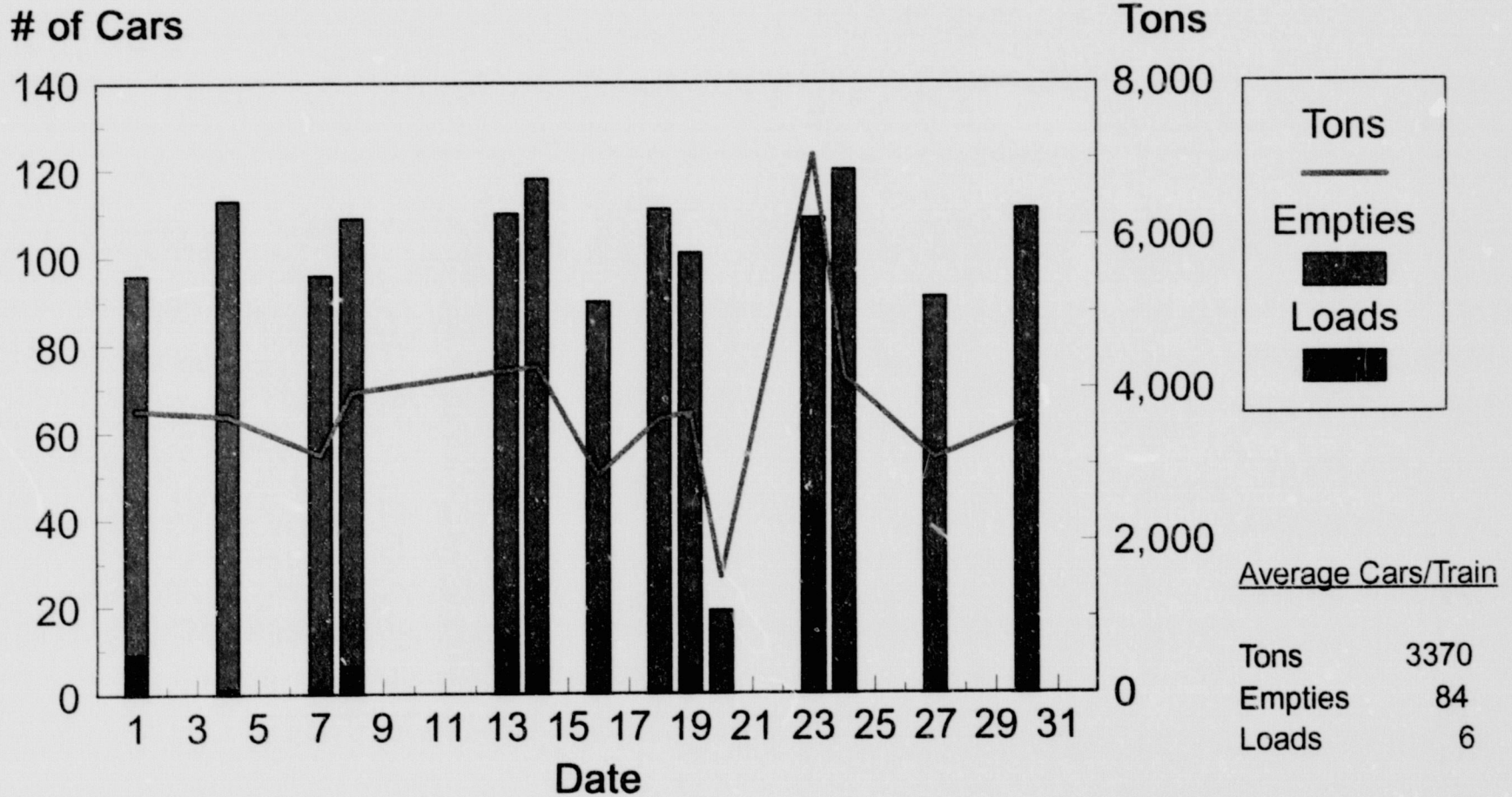
H-TPLCPS Departing Temple, TX September 1997



M-CPSTPL
Arriving Temple, TX
July 1997



M-CPSTPL
Arriving Temple, TX
August 1997

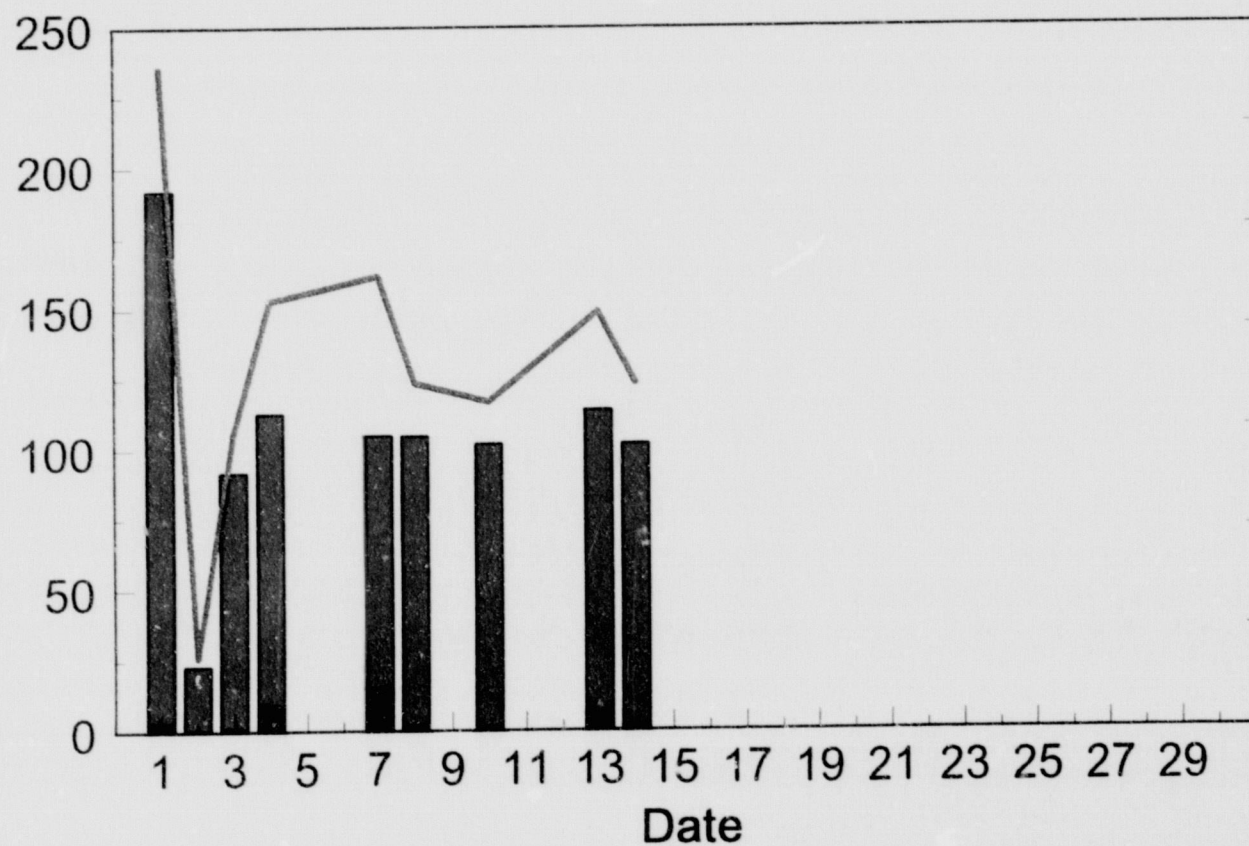


M-CPSTPL

Arriving Temple, TX

September 1997

of Cars



Tons

7,000

6,000

5,000

4,000

3,000

2,000

1,000

0

Tons

Empties

Loads

Average Cars/Train

Tons 4070

Empties 108

Loads 5

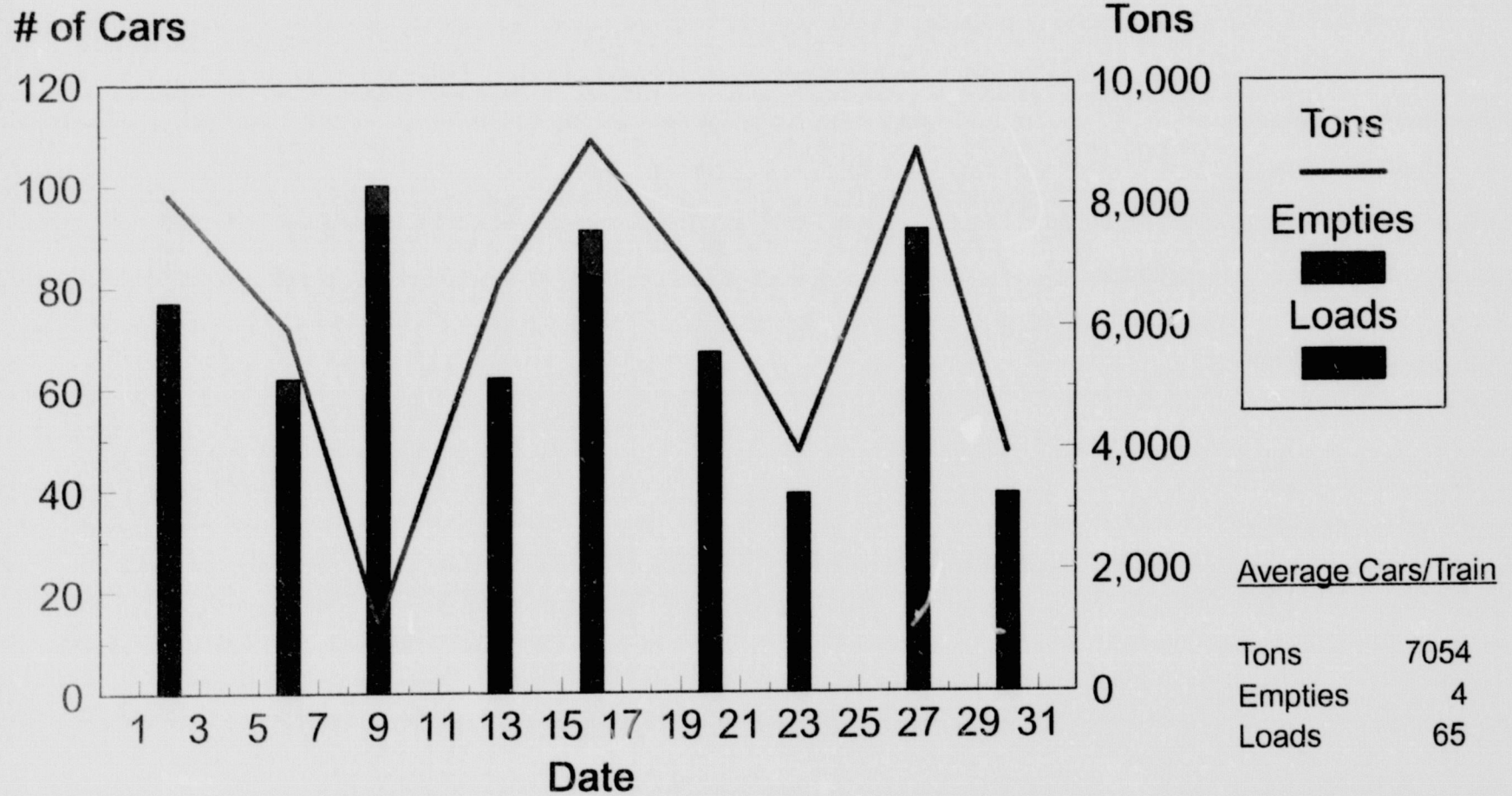
ATTACHMENT 14

TRAIN VOLUME REPORTS

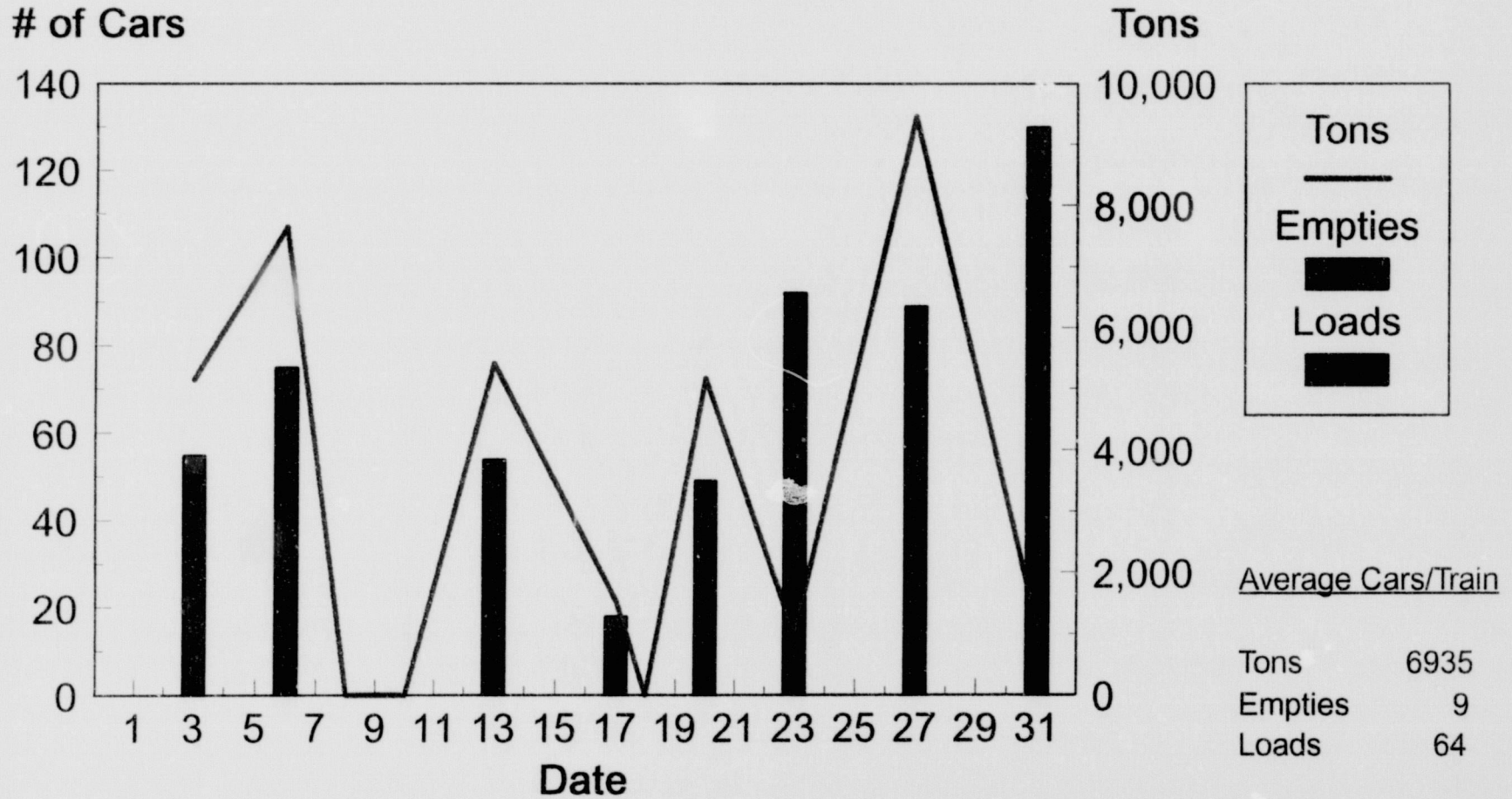
Third Quarter 1997

<u>Corridor</u>	<u>Lane</u>	<u>Train Symbol</u>
Eagle Pass	Temple-Eagle Pass	M-TPLEAP
	Eagle Pass-Temple	M-EAPTPL

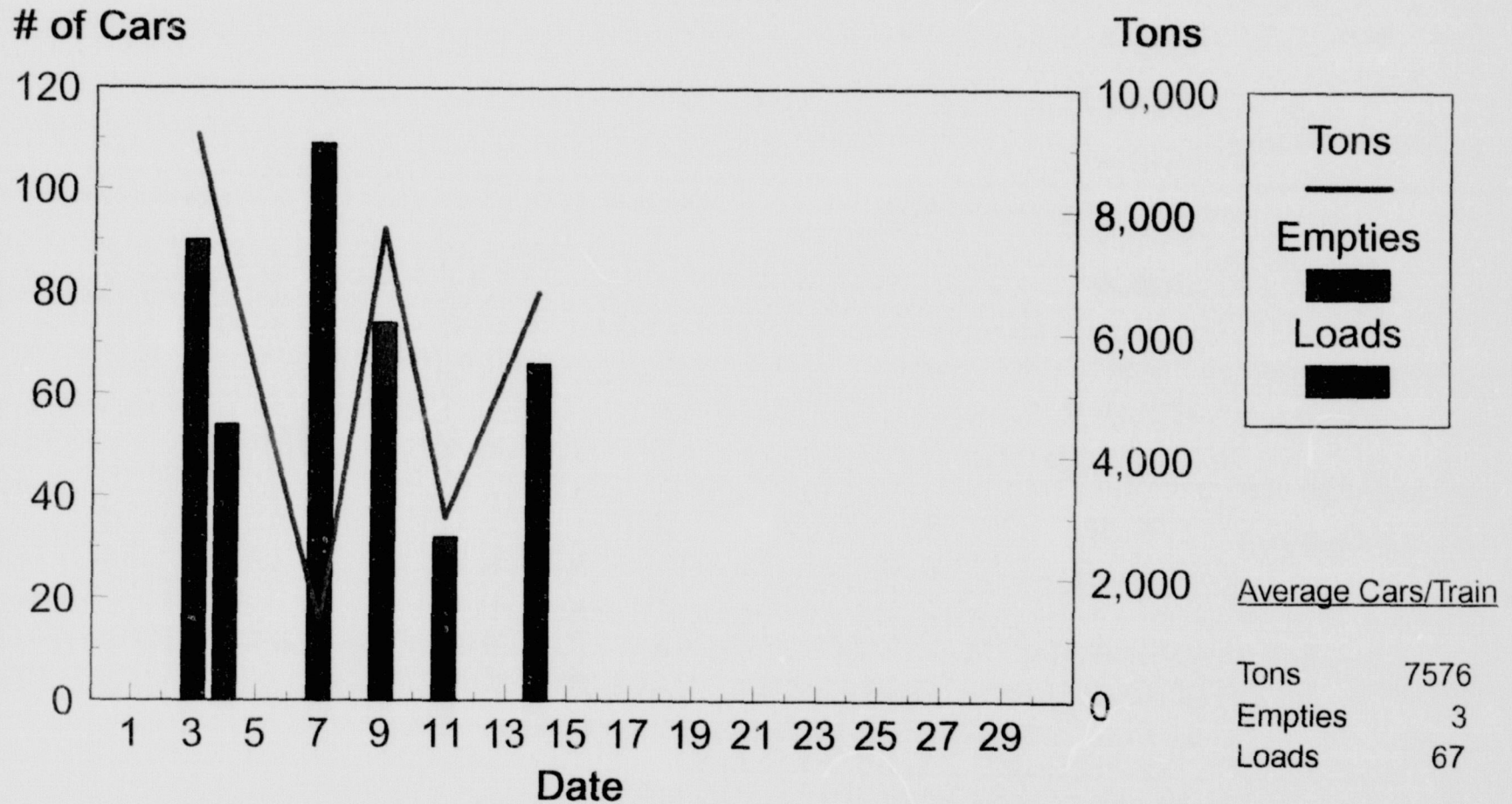
M-TPLEAP Departing Temple July 1997



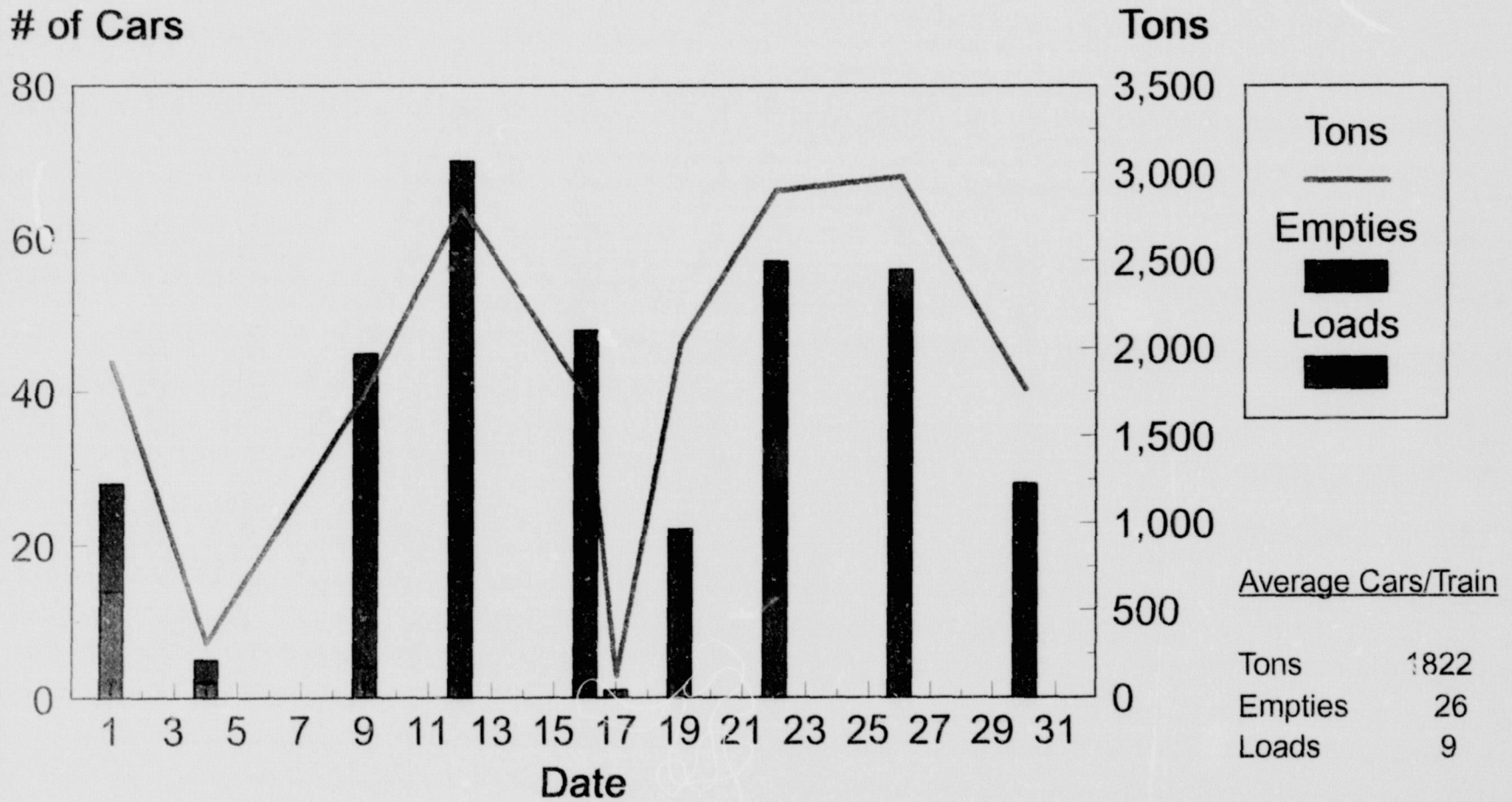
**M-TPLEAP
Departing Temple
August 1997**



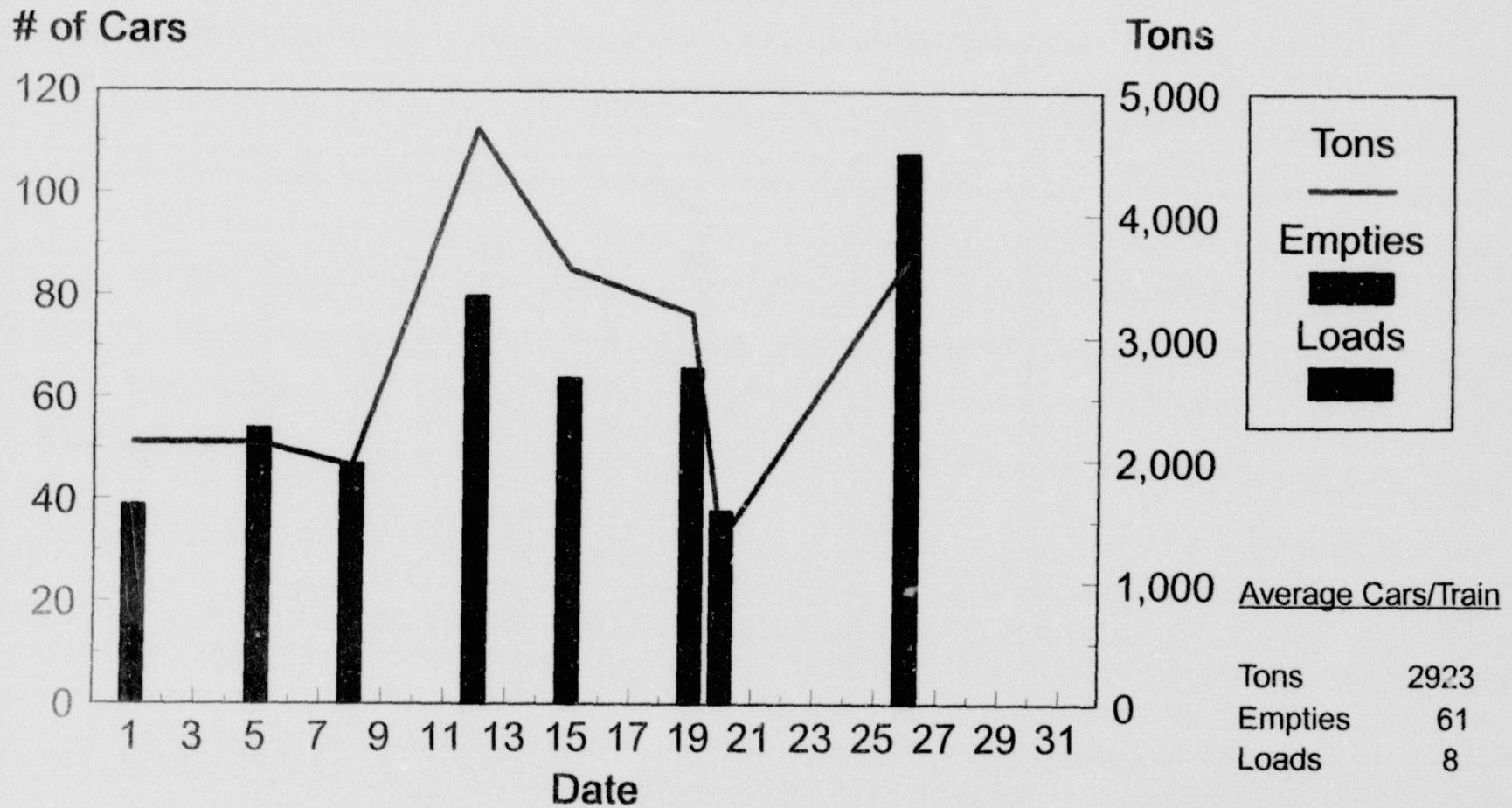
M-TPLEAP Departing Temple September 1997



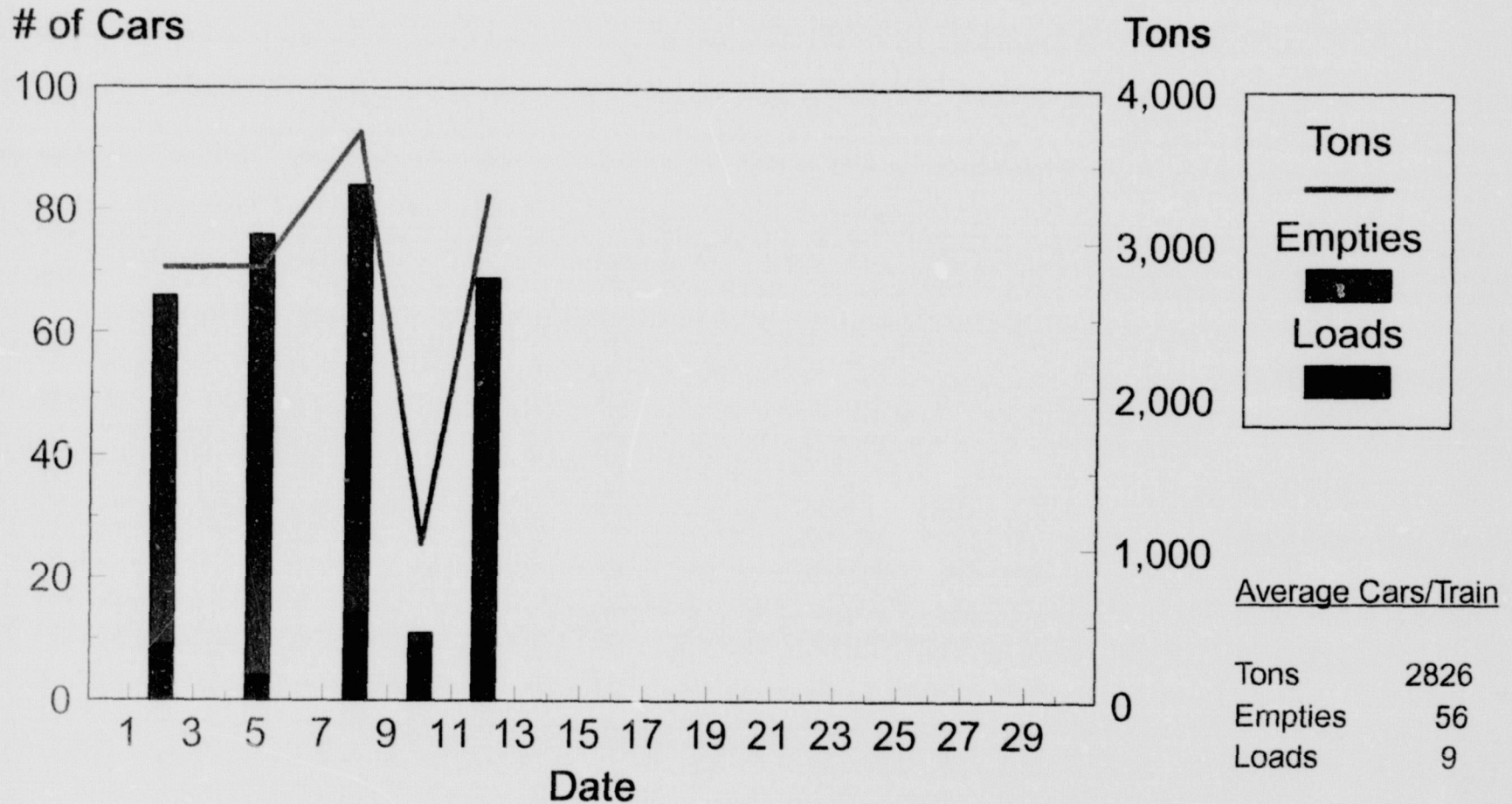
M-EAPTPL Arriving Temple July 1997



**M-EAPTPL
Arriving Temple
August 1997**



M-EAPTPL Arriving Temple September 1997



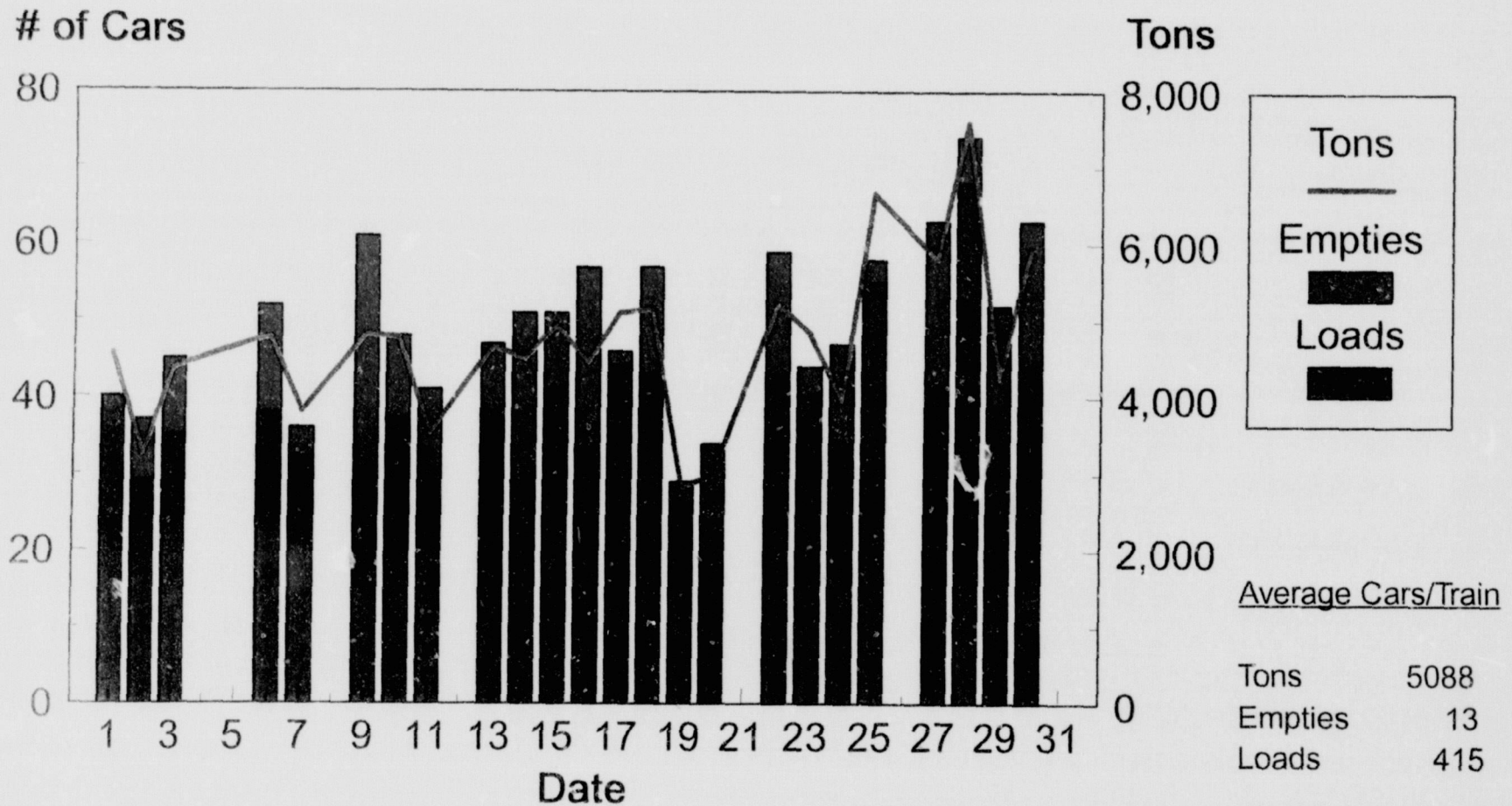
ATTACHMENT 15

TRAIN VOLUME REPORTS

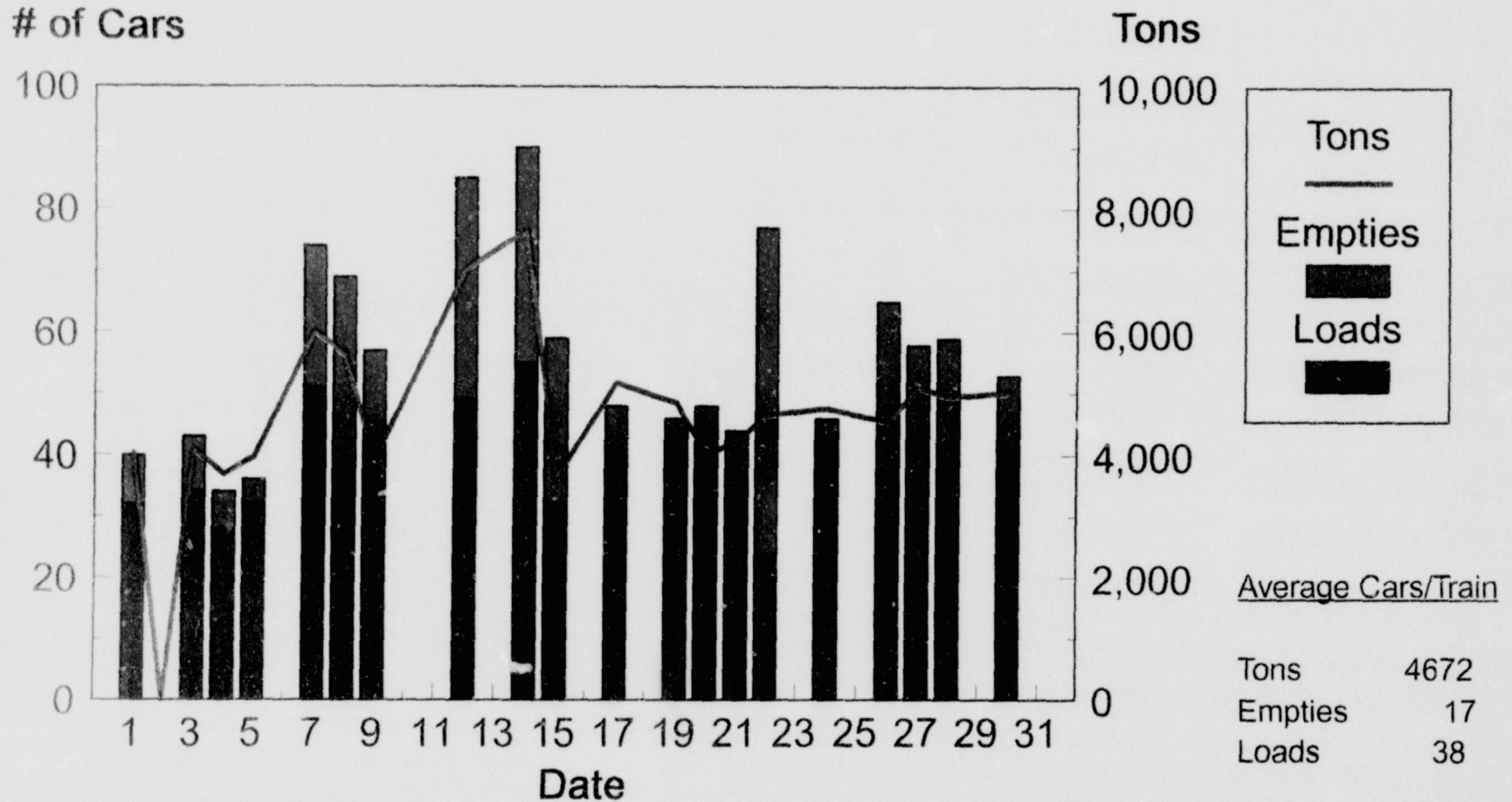
Third Quarter 1997

<u>Corridor</u>	<u>Lane</u>	<u>Train Symbol</u>
Central	Denver-Riverbank	M-DENRRB
	Riverbank-Denver	M-RRBDEN

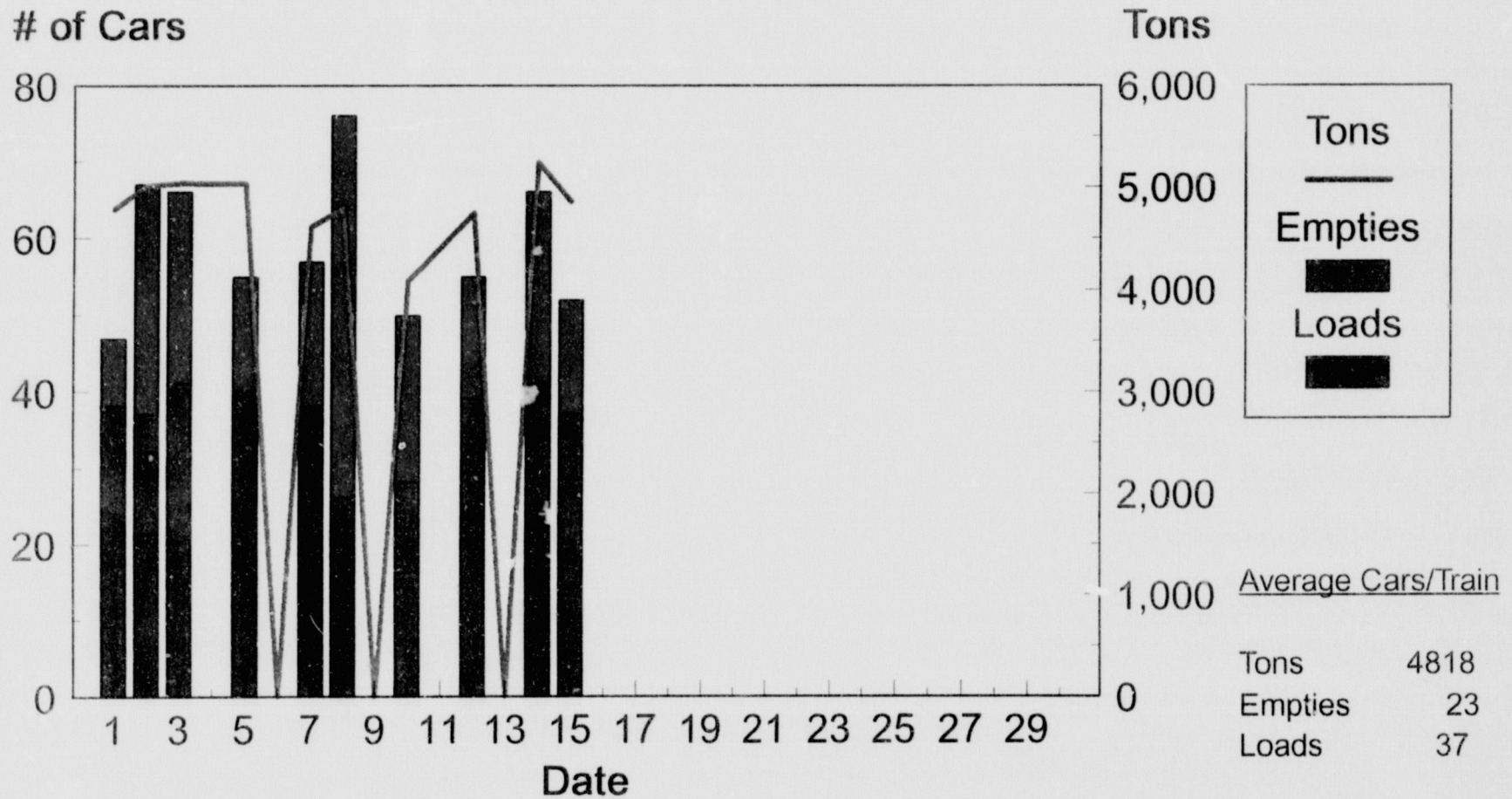
M-DENRRB
Departing Denver
July 1997



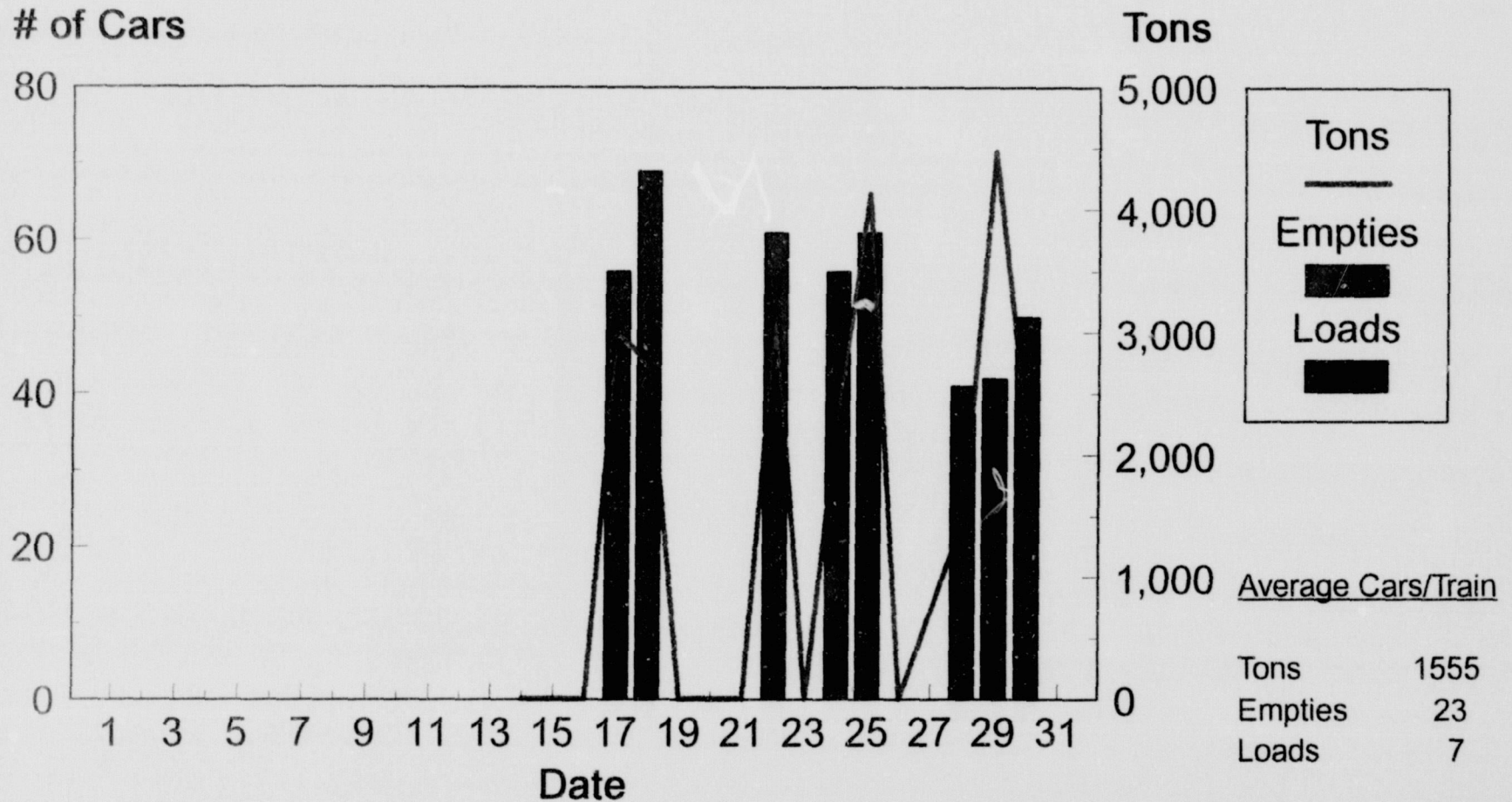
M-DENRRB August 1-17, 1997
M-DENSLC1 August 18-31, 1997
Departing Denver



M-DENSLC1
 Departing Denver
 September 1997



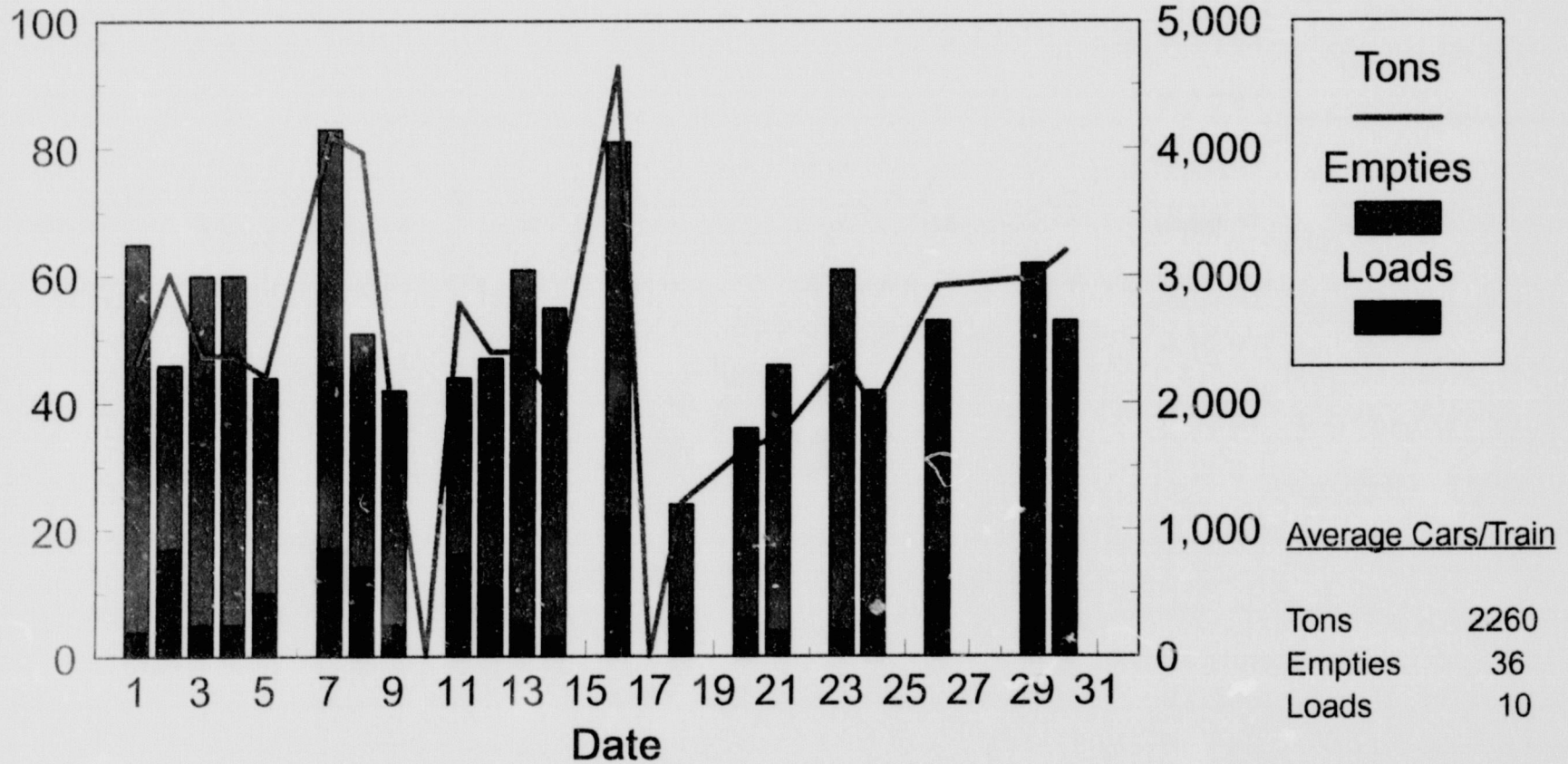
M-RRBDEN
Departing Riverbank
July 1997



M-RRBDEN
Departing Riverbank
August 1997

of Cars

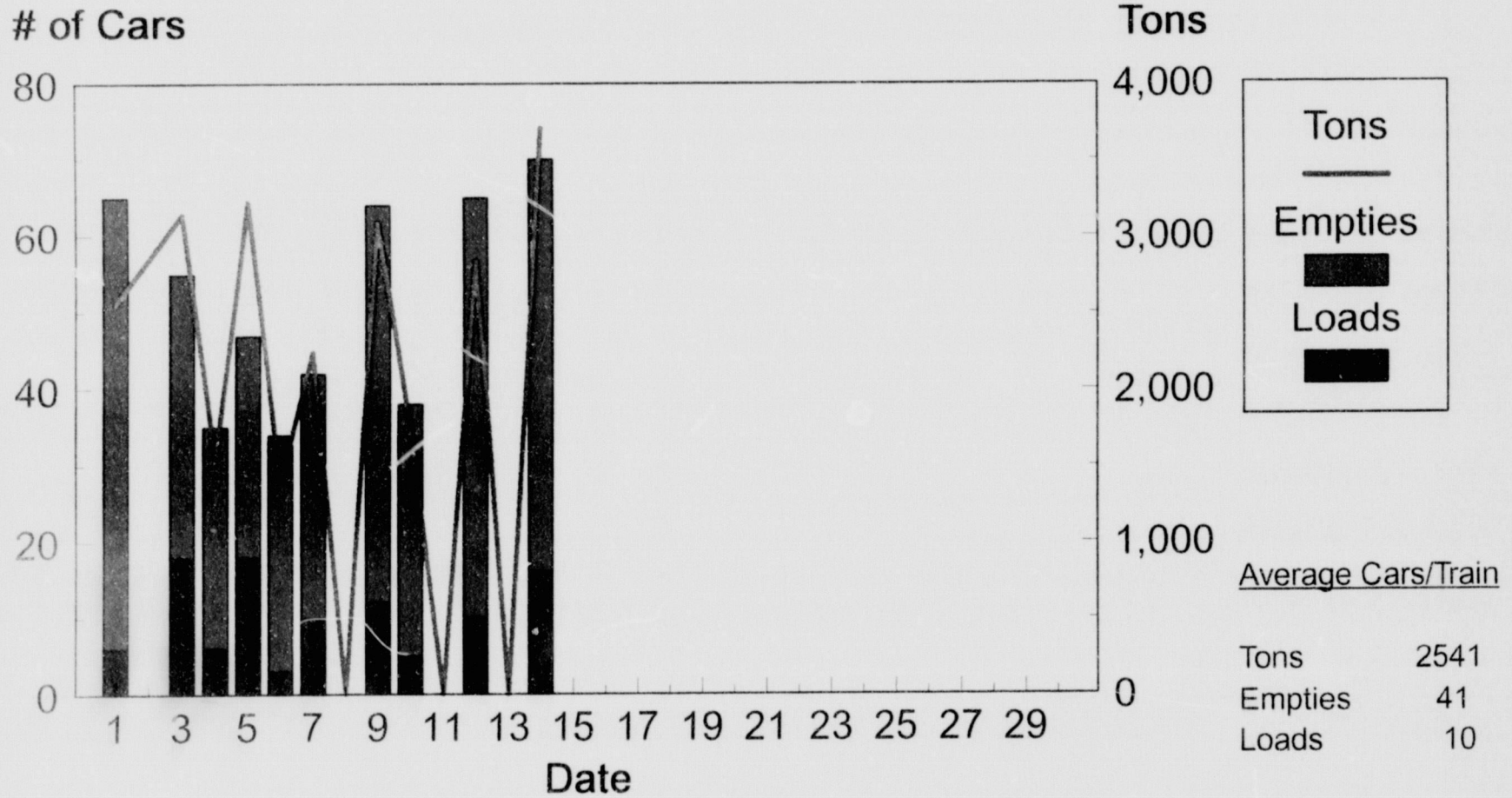
Tons



M-RRBDEN

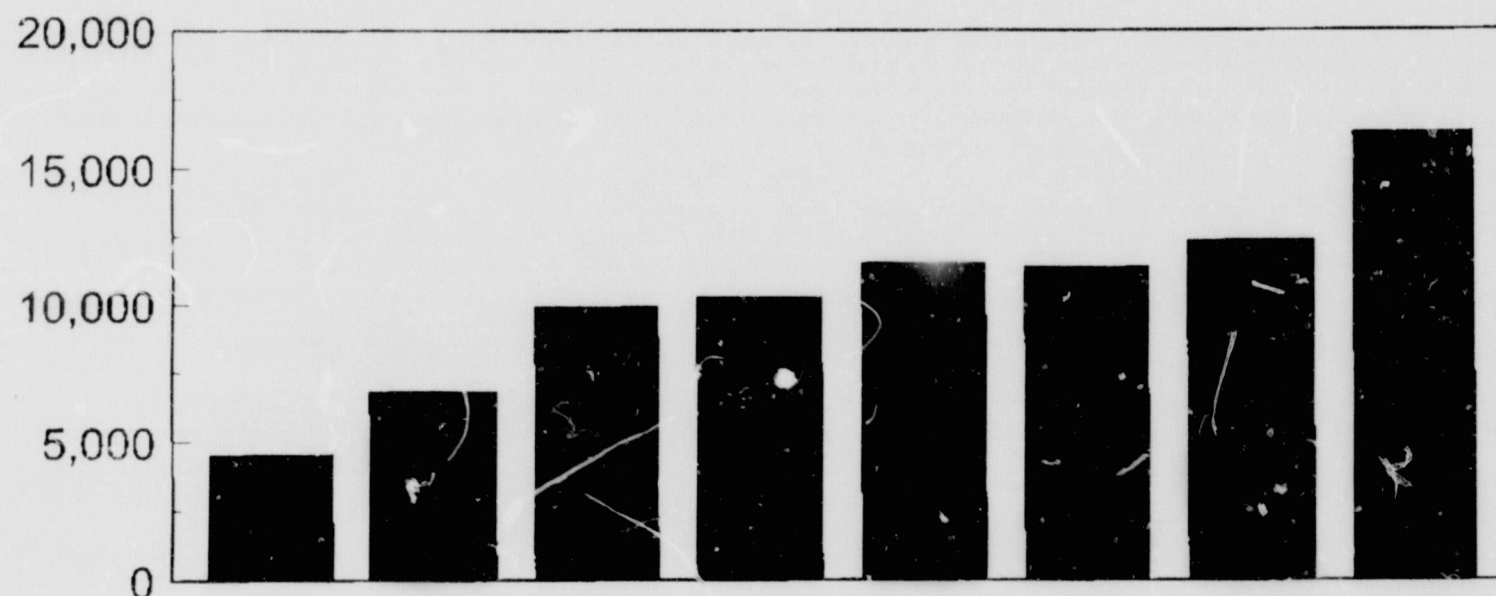
Departing Riverbank

September 1997



ATTACHMENT 16

Total 1997 BNSF Loaded Units On UPSP Merger Condition Lines



	Jan 97	Feb 97	Mar 97	Apr 97	May 97	Jun 97	Jul 97	Aug 97
Totals	4,497	6,780	9,895	10,242	11,477	11,336	12,308	16,275

**VERIFIED STATEMENT
OF
ERNEST L. HORD**

My name is Ernest L. Hord. I am Vice President, Operations of The Burlington Northern and Santa Fe Railway Company ("BNSF") on the UP/SP Lines. My business address is 2600 Lou Menk Drive, Fort Worth, Texas 76131. I submitted a Verified Statement in this proceeding that accompanied BNSF's July 1, 1997 Quarterly Progress Report.

I joined BNSF in October, 1996. Prior to that time, I was employed by Southern Pacific for 31 years and held various positions in the Operations Department, including General Manager and Assistant Vice President-Transportation, culminating in my last position as Assistant to Executive Vice-President-Operations. My positions at SP also included serving as Senior Chief Dispatcher and Manager of Operations for the eastern lines of SP, including the Houston area. I also served as Houston Division Safety Officer and Rules Examiner on the SP eastern lines for four years.

Since joining BNSF in October, 1996, I have taken on responsibility for the start-up and implementation of service on the track and territory to which BNSF gained access under the Board's Decision No. 44 in Finance Docket No. 32760 (served August 12, 1996). The purpose of this statement is to provide a comprehensive overview of BNSF's implementation of operations since it began submitting progress reports to the Board on October 1, 1996.

Since my July 1, 1997 Verified Statement, BNSF's operations in the Gulf Coast area have been significantly impeded by service deficiencies and operational problems on UP lines in the area. This Verified Statement will describe those service deficiencies and operational problems, as well as the adverse impacts such deficiencies and problems are having on shippers in and around Houston. Further, this Verified Statement will set forth BNSF's proposals to temporarily remedy these deficiencies and problems by providing shippers with timely and reliable service in south Texas. Additionally, this Verified Statement will update the specific implementation steps that BNSF has undertaken during the three month period from July 1, 1997, through October 1, 1997. Finally, this Verified Statement will summarize current BNSF operations on the lines over which BNSF received trackage or other rights during the UP/SP merger proceeding.

I. Service Deficiencies In and Around Houston

Since the UP/SP merger, rail operations on the UP lines in and around Houston, Texas have become increasingly congested.^{1/} As a result, UP is unable to provide adequate service to its shippers, and its problems are now impeding the ability of shippers to receive timely and reliable service from BNSF and other carriers. The service deficiencies caused by this congestion, most of which is concentrated at UP's Englewood Yard, have reached the critical level in the last several months, and UP has

^{1/} A recent example evidences this congestion. On September 18, 1997, UP had eight "dead" trains on the mainlines in and around Houston which were being stored on routes used by HBT and/or PTRR for critical movements of traffic.

recently informed its customers that service levels on UP's lines in south Texas may not improve significantly until the first quarter of 1998.

As a result of the congestion, rail shipments are being delayed -- sometimes considerably -- and many shippers in south Texas do not have the car supply necessary to ship their product. For example, UP is delivering joint line UP/BNSF traffic that travels through Houston to BNSF six to seven days late. Further, as evidenced on the chart attached hereto as Attachment 1, shipments from Bayer Corporation's facility at Mont Belvieu, TX that are scheduled to be interchanged from UP to BNSF at Dayton, TX have experienced six to eight day delays because: (i) there is extreme congestion on the Baytown Branch; and (ii) cars originating at Bayer's facility for interchange with BNSF are being sent by UP to Houston instead of Dayton. We have been informed by shippers that these delays are causing them to lose business and, in some cases, to curtail production.

The congestion problems and service deficiencies in Texas have become so severe that their effects are being felt on other parts of the UP system. For example, traffic moving out of California along the Central or Southern Corridor is subject to severe delays.

After studying the causes of the service problems facing shippers in and around Houston, BNSF has proposed several steps to provide timely and reliable service to shippers in south Texas on a temporary basis, pending UP's resolution of the service problems. BNSF's proposals will reduce congestion on UP lines in and around Houston, either by diverting traffic away from Houston, or by temporarily shifting UP traffic to

BNSF. Shippers will see an immediate impact in service, and the decreased congestion on UP lines will both (i) increase the likelihood that UP will also be able to offer shippers timely and reliable service, and (ii) provide UP with breathing room necessary to address the operational problems that have led to the service deficiencies in south Texas. The proposals have been formulated to cause the minimum interference with UP operations consistent with the overriding need to restore reliable and timely traffic movements for the benefit of shippers.

BNSF's proposals are dependent upon UP's concurrence or Board action and include the following:

- 1) Allow BNSF to control one of two UP mainline tracks through the Houston complex between Tower 26 and Dawes to connect with BNSF's trackage rights over the former SP line to New Orleans, or otherwise provide a route for BNSF to control that enables it to bypass Englewood Yard;
- 2) Grant BNSF supervisory dispatching control of former SP routes between Houston and Memphis and Houston and Iowa Junction;
- 3) Place a neutral third-party (PTRA) in charge of switching operations on the Baytown Branch;
- 4) Install PTRA as a neutral dispatcher of the HBT, as well as the entire Strang/Bayport Loop area, including Pasadena and Sinco;
- 5) Institute directional train movements by BNSF or PTRA to and from the Strang area;
- 6) Open the former SP Bayport Loop to reciprocal switching under supervision of PTRA;
- 7) Grant BNSF trackage rights between Caldwell and Bloomington, Texas, for connection with Tex Mex at Robstown, for traffic originating or terminating in Mexico, and for traffic moving to or from Corpus Christi and Brownsville;
- 8) Provide direct access to BNSF for all shortlines on UP lines over which BNSF has trackage rights in the Houston/Gulf Coast area; and

- 9) Grant immediate access to BNSF for all customers with legitimate build-in opportunities in the Houston/Gulf Coast area.

As described below, each of these steps is necessary in order for BNSF to use the trackage rights that the Board imposed as a condition of the UP/SP merger to ensure timely and reliable service for shippers in south Texas and to provide the effective post-merger competition contemplated by the Board.

A. BNSF Supervisory Control of One of Two UP Mainline Tracks through Houston, Or Other Alternative

Presently, BNSF through traffic at Houston moves between HBT's South Yard and BNSF's trackage rights on the former SP line to New Orleans via a UP double track mainline on the north side of UP's Englewood Yard. As congestion in the Houston area has reached crisis proportions, UP has effectively taken the tracks out of service by storing trains on these two mainline tracks alongside the Englewood Yard. UP generally has been clearing the tracks only for the passage of Amtrak trains. Due to the blockage of these tracks by stored trains, BNSF trains have been delayed as much as six to seven hours after departure from HBT's South Yard before they can move onto BNSF's trackage rights lines. Alternative routings between the HBT South Yard and BNSF's trackage rights line via connections east of Englewood Yard are also severely congested.

To remedy this problem, BNSF would need to have supervisory control of one of two UP mainline tracks through the Houston complex between Tower 26 and Dawes to reach BNSF's trackage rights line to New Orleans. The maps attached hereto as Attachments 2 & 3 depict this movement. This proposed step would allow BNSF to circumvent the congestion at Englewood Yard when moving traffic through Houston. By

doing so, BNSF will be able to decrease transit times for its traffic. It will also serve to reduce congestion at the Englewood Yard itself and mitigate delays at Towers 26 and 68, thus increasing the likelihood that UP will provide its own shippers with more timely service.

BNSF would not need to control dispatching on the line between Tower 26 and Dawes. BNSF would, however, need to supervise the use of such track to ensure that the track is used for traffic, rather than storage, and is cleared well in advance of BNSF or Amtrak movements. UP would also be able to use the track between Tower 26 and Dawes for its through train movements. However, UP would be required to ensure that such use would not interfere with BNSF's or Amtrak's use.

Another alternative would be for BNSF to control track E-6 through the east end of Englewood Yard to allow movements over the East Belt of HBT to reach BNSF's trackage rights lines to New Orleans.

B. Supervisory Dispatching Control of Former SP Routes

Since the UP/SP merger, UP has been "staging" trains and then parking those trains with power on multiple passing sidings on the Houston to Memphis and Houston to Iowa Junction routes when Gulf Coast yards are unable to take the trains in for processing. The elimination of these passing sidings from active service reduces the carrying capacity of the two routes.

As a result and in violation of the dispatching protocol that was imposed by the Board as a condition to the UP/SP merger,^{2/} BNSF intermodal trains have been trapped in yards or on sidings or are considerably delayed because there is no place where they can meet and pass other trains. This causes further operating problems for BNSF because the delays consume BNSF power and crew capacity. For instance, BNSF has experienced numerous instances of trains needing to be "recrewed" on these two routes even though the trains never moved during the entire shift of the crew being relieved.

On occasion, BNSF has had as many as three daily merchandise trains tied up on the Houston to Memphis and Houston to Iowa Junction routes because of this problem. Since each of these trains is scheduled for less than a twenty-four hour run time over UP, these delays have severely impacted BNSF's ability to provide timely service to its customers.

In order to restore timely service along the Houston to Memphis and Houston to Iowa Junction routes, BNSF would need UP to grant BNSF temporary dispatching control of the two routes. BNSF already dispatches the Iowa Junction-Avondale portion of the New Orleans route, and the additional dispatching responsibility will enable BNSF to optimize traffic flows on the routes, restoring traffic movements which have been severely disrupted by the loss of passing capacity.

BNSF proposes temporarily to take over the supervision of existing UP dispatchers on the Houston to Memphis and Houston to Iowa Junction routes. In

^{2/} The dispatching protocol requires that BNSF intermodal trains -- which the BNSF trains using these two routes generally are -- have priority over UP merchandise trains.

conducting the proposed dispatching operations, BNSF would enforce the dispatching protocol that was imposed as a condition to the UP/SP merger. In addition, BNSF would require that every other siding leading out of a major terminal be left open for the meeting of trains, thus minimizing congestion and maximizing traffic flows. BNSF thus would not allow trains to tie up five or six consecutive sidings (often 60 to 80 miles) outside the major terminals.

C. Neutral Third-Party (PTRA) Supervision of Switching on the Baytown Branch

Until very recently, UP and BNSF had continual interface problems moving shipments to or from customers located on the former SP Baytown Branch which is currently switched by UP. The result was that many shipments that should have moved to Dayton were instead being diverted by UP into Englewood Yard. Shippers were denied service or suffered unreasonable delays as the traffic had to be returned to BNSF at Dayton or, at a minimum, rerouted to BNSF at an inefficient interchange point. This misdirected traffic has compounded the congestion problems at UP's Englewood Yard. While there has been some improvement in the situation, it is far from clear that the problem has been completely solved.

To make sure that these problems do not arise in the future, BNSF proposes neutral third-party switching operations under the direction of the PTRA on the Baytown Branch. Accurate routing is critical, and BNSF will become a viable alternative for customers on the Baytown Branch with such switching. Their shipments will then bypass the Englewood Yard, relieving congestion on the UP. Transit times for customers would

be improved, as cars delivered by BNSF at Dayton on Day 1 would depart Houston on BNSF trains by Day 2 rather than being delayed for days at Englewood Yard.

D. Strang Area

Currently, traffic accessible to BNSF in the Strang area southeast of Houston moves by UP through the Englewood Yard. This movement is depicted on the map attached hereto as Attachment 3. Traffic out of Strang unnecessarily contributes to the congestion at Englewood Yard, and such traffic is typically delayed by five to six days. Further, customers on the former SP Bayport Loop, now closed to reciprocal switching, have no options to avoid UP's congestion and traffic delays. BNSF proposes three steps to provide shippers with improved service:

- (i) Directional train movements should be instituted to and from Strang;
- (ii) PTR A should be installed as a temporary neutral operator of the HBT, as well as the entire Strang/Bayport Loop area, including Pasadena and Sinco; and
- (iii) UP should open the former SP Bayport Loop to temporary reciprocal switching.

BNSF proposes that a directional flow be instituted at Strang. All inbound cars for this area would be brought to PTR A's Pasadena Yard, where they would be available to customers within twenty-four (24) hours from the time of delivery. All outbound shipments, whether originating on PTR A or UP, would be delivered to Strang Yard by PTR A for humping and classification. The UP, under PTR A supervision, would then make a direct train for the BNSF, bypassing Englewood Yard and other yards, for delivery to BNSF at HBT's South Yard, or for movement out of the Houston area. Direct train service between Strang and the HBT South Yard would permit shipments destined

for BNSF roadhaul from the Strang area to move directly to the HBT South Yard, thereby speeding up traffic flow and reducing congestion at Englewood Yard.

PTRA has proven itself to be an effective neutral operator in the Gulf area. PTRA has institutional knowledge of the area, trackage, facilities and customers, and, as a neutral operator, it can be expected to fairly balance shippers' service needs with the needs of UP and BNSF.

Opening the Bayport Loop to temporary reciprocal switching would give customers the option of using BNSF or UP on a temporary basis to move shipments out of the Strang area. Further, transferring some of the Strang area traffic temporarily to BNSF would reduce congestion on the UP.

BNSF envisions that either PTRA or BNSF would operate a direct BNSF connection train between Strang and HBT South Yard on a daily -- or more frequently if needed -- basis. PTRA would supervise existing UP employees, train movement, and dispatch operations in the Strang area. Further, PTRA would supervise the reciprocal switching of customers on the former SP line.

E. Caldwell to Bloomington Trackage Rights

Presently, BNSF's route to the Laredo gateway is via Algoa, Texas. Laredo-bound traffic moving through Algoa must traverse the Houston/Galveston area, thereby adding to the congestion problems at Houston. In order for this traffic temporarily to bypass Houston, BNSF proposes that the UP grant BNSF temporary trackage rights between Caldwell and Bloomington, Texas, for connection with Tex Mex at Robstown,

for traffic originating or terminating in Mexico and for traffic to and from Corpus Christi and Brownsville.

Under its proposal, BNSF would temporarily reroute its existing trackage rights trains, under the compensation terms outlined in the UP/SP merger conditions, from the existing route through Algoa to the route via Caldwell-Flatonia-Bloomington, Texas. UP would retain dispatching control for these movements.

F. Access to Shortlines

Recently, "1-to-1" shortlines (i.e., shortlines that were served by only one carrier prior to the UP/SP merger) along the lines over which BNSF received trackage rights in Texas and Arkansas have been having problems maintaining sufficient flows of traffic for their customers due to infrequent UP switching of their interchanges. BNSF trains pass these interchanges multiple times a day, but are unable to serve the "1-to-1" shortlines under the merger conditions. BNSF proposes direct access to BNSF for all shortlines on the UP/SP lines over which BNSF received trackage rights in the Houston/Gulf Coast area in order to provide those shortlines with immediate flexibility and relief from the lack of service UP's service problems are causing. BNSF will be able to provide these shortline shippers with timely and reliable service.

BNSF's proposal would allow customers on the shortlines access to BNSF on a temporary basis for both car supply and shipments. The following shortlines would be covered by BNSF's proposal:

Gulf South: Point Comfort & Northern at Lolita, TX
Rio Vale Switching Company at Harlingen, TX

Gulf North: Angeline & Neches River at Lufkin and/or Prosser, TX

STB

FD

32760

10-1-97

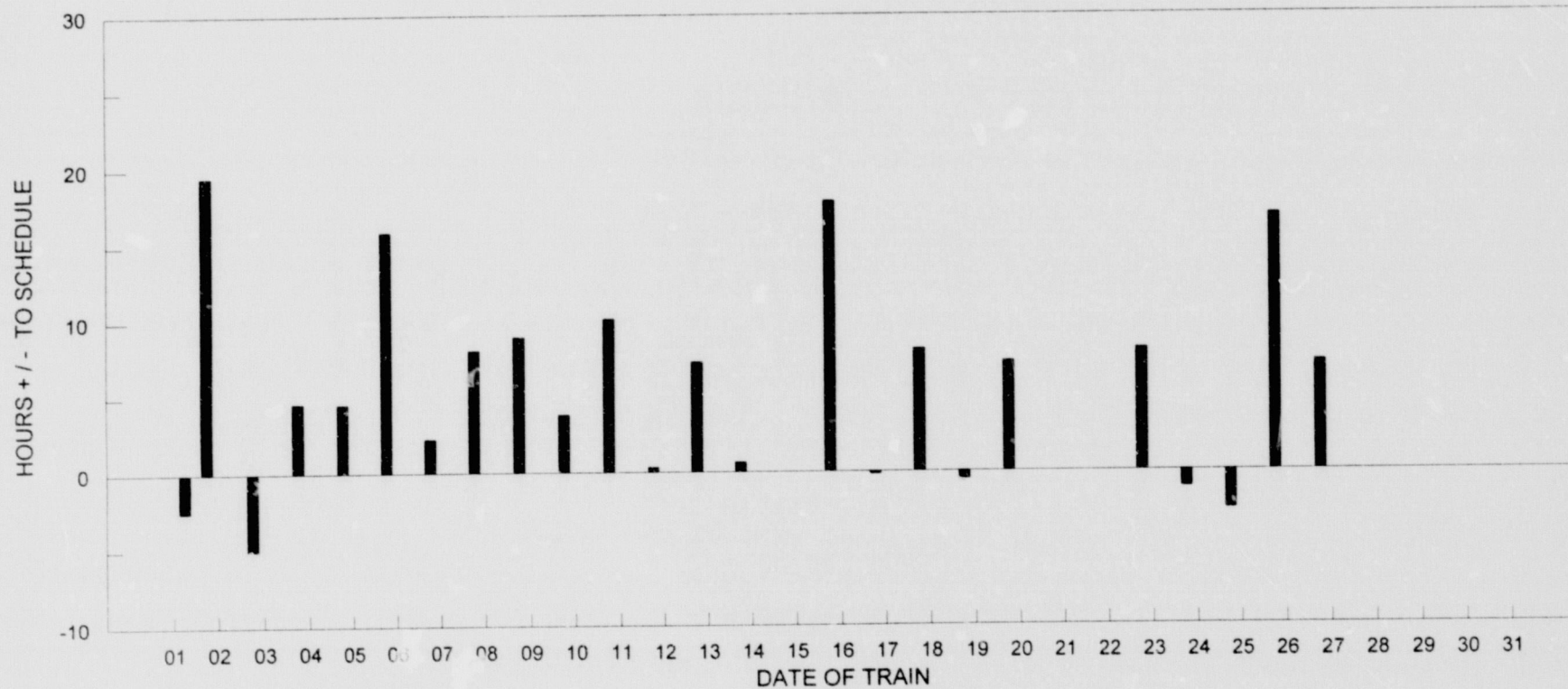
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182276

6/6

NEW ORLEANS TO LAFAYETTE

H NWOHOU1



■ RUN TIME TO SCHEDULE

POSITIVE #'s ARE GREATER THAN SCHEDULE

STB

FD-32760

ID-181749

9-8-97

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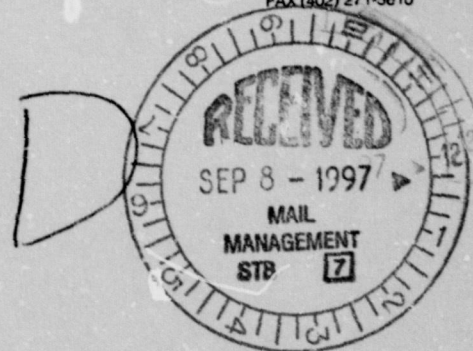
UNION PACIFIC RAILROAD COMPANY

181749



1416 DODGE STREET
ROOM 830
OMAHA, NEBRASKA 68179-0001
FAX (402) 271-5610

September 3, 1997



Mr. Verron A. Williams, Secretary
Surface Transportation Board
1925 K Street NW, Suite 700
Washington, DC 20423

Re: Finance Docket 32760, UP - Control and Merger - SP

Dear Mr. Williams:

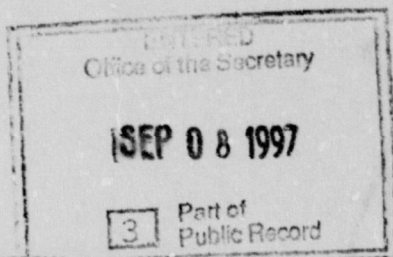
Pursuant to Decision No. 44, UP/SP submits station passing reports for the month of August, 1997 for the cities of Reno, Nevada and Wichita, Kansas. The reports indicate that UP/SP is in compliance with Condition 22.a and Condition 23.a of Exhibit G to Decision No. 44.

	<u>Reno</u>	<u>Wichita</u>
Cap	14.7	6.4
Average Through Freight Trains	10.9	3.77

The attached original and 20 copies of the verified reports include the details for both included and excluded trains for each day during August.

Very truly yours,

Louise A. Rinn
General Attorney
(402) 271-4227



LAR:msw
Attachments

C: (With attachments)

PERSONAL (2 copies)

Elaine Kaiser
Section of Environmental Analysis
Surface Transportation Board
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Washington, DC 20423-0001

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(Via UPS Next Day Air)
J. Michael Hemmer, Esq.
Covington & Burling
1201 Pennsylvania Avenue, NW
Washington, DC 20044

(With Wichita Report)
Bill Stockwell
Metropolitan Planning Department
City Hall
455 North Main Street
Wichita, KS 67202

TRANSPORTATION RESEARCH
AEI SCANNER TRAIN HISTORY SUMMARY FOR SCANNER #359-SOUTH WICHITA
FOR PERIOD 08/01/97-08/31/97

DATE	THRU TRAINS
08/01/97	0
08/02/97	4
08/03/97	3
08/04/97	2
08/05/97	6
08/06/97	0
08/07/97	5
08/08/97	5
08/09/97	2
08/10/97	4
08/11/97	4
08/12/97	8
08/13/97	5
08/14/97	5
08/15/97	3
08/16/97	4
08/17/97	2
08/18/97	3
08/19/97	8
08/20/97	3
08/21/97	4
08/22/97	5
08/23/97	5
08/24/97	3
08/25/97	2
08/26/97	5
08/27/97	2
08/28/97	5
08/29/97	3
08/30/97	6
08/31/97	1

*TOTAL 97

117

** AVG_THRU_TRN 3.77

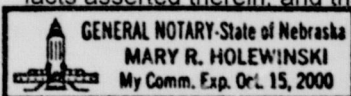
TOTAL

117

VERIFICATION

STATE OF NEBRASKA)
) ss.
COUNTY OF DOUGLAS)

Clyde Anderson, being first duly sworn, deposes and says that he has read the foregoing document, knows the facts asserted therein, and that the same are true as stated.



Clyde Anderson
Clyde Anderson

SUBSCRIBED AND SWORN to before me this 3rd day of September, 1997.

Mary R. Holewinski
Notary Public



originals -

PROGRAM: FPAN127.FOCUS.EXEC(AEIHIST-WHTA-4) 09/02/97 07.14.57

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 08/01/97-08/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
08/01/97	0639	5076	LVB55	01 L	ARK CTY LOC	S
08/01/97	1028	5077	LVB55	01 L	ARK CTY LOC	N
08/01/97	1042	5078	YWH55	01 Y	YARD/WORK	S
08/01/97	1236	5079	YWH55	01 Y	YARD/WORK	N
08/01/97	1444	5080	YWH55	01 Y	YARD/WORK	S
08/01/97	1702	5081	YWH55	01 Y	YARD/WORK	N
08/01/97	2241	5082	YWH62	01 Y	YARD/WORK	S
08/01/97	2336	5083	YWH62	01 Y	YARD/WORK	N
08/02/97	0048	5084	LVO54	01 L	THROUGH	N
08/02/97	0638	5085	LVB55	02 L	ARK CTY LOC	S
08/02/97	0958	5086	MFWWT	31 T	THROUGH	N
08/02/97	1106	5087	YWH55	02 Y	YARD/WORK	S
08/02/97	1116	5088	YWH55	02 Y	YARD/WORK	N
08/02/97	1139	5089	LVO55	02 L	THROUGH	S
08/02/97	1311	5090	YWH55	02 Y	YARD/WORK	N
08/02/97	1537	5091	YWH55	02 Y	YARD/WORK	S
08/02/97	1547	5092	MWTFW	02 T	THROUGH	S
08/02/97	1659	5093	YWH55	02 Y	YARD/WORK	N
08/02/97	2209	5094	YWH62	02 Y	YARD/WORK	S
08/02/97	2319	5095	YWH62	02 Y	YARD/WORK	N
08/03/97	0235	5096	GSHOAB	27 G	THROUGH	N
08/03/97	0604	5097	MFWWT	02 T	THROUGH	N
08/03/97	0954	5098	YWH55	03 Y	YARD/WORK	S
08/03/97	1127	5099	YWH55	03 Y	YARD/WORK	N
08/03/97	1728	5100	MWTFW	03 T	THROUGH	S
08/03/97	2318	5101	YWH62	03 Y	YARD/WORK	N
08/04/97	0632	5102	LVB55	04 L	ARK CTY LOC	S
08/04/97	1046	5103	YWH55	04 Y	YARD/WORK	S
08/04/97	1051	5104	LVB55	04 L	ARK CTY LOC	N
08/04/97	1230	5105	YWH55	04 Y	YARD/WORK	N
08/04/97	1904	5106	MFWWT	03 T	THROUGH	N
08/04/97	2019	5107	GSWIHO	04 G	THROUGH	S
08/04/97	2350	5108	YWH62	04 Y	YARD/WORK	S
08/05/97	0101	5109	YWH62	04 Y	YARD/WORK	N
08/05/97	0104	5110	LVO54	04 L	THROUGH	N
08/05/97	0638	5111	LVB55	05 L	ARK CTY LOC	S
08/05/97	1026	5112	LVB55	05 L	ARK CTY LOC	N
08/05/97	1044	5113	YWH55	05 Y	YARD/WORK	S
08/05/97	1205	5114	YWH55	05 Y	YARD/WORK	N
08/05/97	1226	5115	LVO55	05 L	THROUGH	S
08/05/97	1558	5116	OWTCK	05 O	THROUGH	N
08/05/97	1738	5117	GSOLGV	04 G	THROUGH	S
08/05/97	1951	5118	MWTFW	05 T	THROUGH	S
08/05/97	2208	5119	OWTCK	05 O	THROUGH	S
08/05/97	2318	5120	YWH62	05 Y	YARD/WORK	S

PROGRAM: FPAN127.FOCUS.EXEC(AEIHIST-WHTA-4) 09/02/97 07.14.57

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WIC-ITTA
 FOR PERIOD 08/01/97-08/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
08/05/97	2354	5121	YWH62	05 Y	YARD/WORK	N
08/06/97	0638	5122	LVB55	06 L	ARK CTY LOC	S
08/06/97	1019	5123	YWH55	06 Y	YARD/WORK	S
08/06/97	1121	5124	LVB55	06 L	ARK CTY LOC	N
08/06/97	1206	5125	YWH55	06 Y	YARD/WORK	N
08/06/97	1436	5126	YWH55	06 Y	YARD/WORK	S
08/06/97	1611	5127	YWH55	06 Y	YARD/WORK	N
08/06/97	2334	5128	YWH62	06 Y	YARD/WORK	S
08/07/97	0028	5129	YWH62	06 Y	YARD/WORK	N
08/07/97	0043	5130	LVO54	06 L	THROUGH	N
08/07/97	0634	5131	LVB55	07 L	ARK CTY LOC	S
08/07/97	0937	5132	YWH55	07 Y	YARD/WORK	S
08/07/97	1047	5133	YWH55	07 Y	YARD/WORK	N
08/07/97	1148	5134	LVB55	07 L	ARK CTY LOC	N
08/07/97	1207	5135	LVO55	07 L	THROUGH	S
08/07/97	1602	5136	OCKWT	07 O	THROUGH	N
08/07/97	1808	5137	MWTFW	07 T	THROUGH	S
08/07/97	2038	5138	OWTCK	07 O	THROUGH	S
08/08/97	0021	5139	YWH62	07 Y	YARD/WORK	S
08/08/97	0128	5140	YWH62	07 Y	YARD/WORK	N
08/08/97	0640	5141	LVB55	08 L	ARK CTY LOC	S
08/08/97	0801	5142	MFWWT	04 T	THROUGH	N
08/08/97	0948	5143	YWH55	08 Y	YARD/WORK	S
08/08/97	1036	5144	LVB55	08 L	ARK CTY LOC	N
08/08/97	1112	5145	MFWWT	05 T	THROUGH	N
08/08/97	1231	5146	YWH55	08 Y	YARD/WORK	N
08/08/97	1414	5147	OCKWT	08 O	THROUGH	S
08/08/97	1552	5148	OWTCK	08 O	THROUGH	N
08/08/97	2052	5149	MWTFW	08 T	THROUGH	S
08/08/97	2238	5150	YWH62	08 Y	YARD/WORK	S
08/08/97	2332	5151	YWH62	08 Y	YARD/WORK	N
08/09/97	0115	5152	LVO54	08 L	THROUGH	N
08/09/97	0650	5153	LVB55	09 L	ARK CTY LOC	S
08/09/97	1033	5154	LVB55	09 L	ARK CTY LOC	N
08/09/97	1142	5155	LVO55	09 L	THROUGH	S
08/09/97	1147	5156	YWH55	09 Y	YARD/WORK	S
08/09/97	1251	5157	YWH55	09 Y	YARD/WORK	N
08/09/97	2227	5158	YWH62	09 Y	YARD/WORK	S
08/09/97	2331	5159	YWH62	09 Y	YARD/WORK	N
08/10/97	1128	5160	MFWWT	08 T	THROUGH	N
08/10/97	1145	5161	YWH55	10 Y	YARD/WORK	S
08/10/97	1310	5162	YWH55	10 Y	YARD/WORK	N
08/10/97	1424	5163	GLKSGV	30 G	THROUGH	S
08/10/97	1740	5164	GSHOWA	06 G	THROUGH	N
08/10/97	2129	5165	MWTFW	10 T	THROUGH	S

PROGRAM: FPAN127.FOCUS.EXEC(AEIHIST-WHTA-4) 09/02/97 07.14.57

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 08/01/97-08/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
08/10/97	2141	5166	YWH62	10 Y	YARD/WORK	S
08/10/97	2228	5167	YWH62	10 Y	YARD/WORK	N
08/11/97	0721	5168	LVB55	11 L	ARK CTY LOC	S
08/11/97	0837	5169	GSGVOL	08 G	THROUGH	N
08/11/97	1032	5170	YWH55	11 Y	YARD/WORK	S
08/11/97	1058	5171	MFWWT	10 T	THROUGH	N
08/11/97	1114	5172	GSOLGV	09 G	THROUGH	S
08/11/97	1242	5173	YWH55	11 Y	YARD/WORK	N
08/11/97	1244	5174	LVB55	11 L	ARK CTY LOC	N
08/11/97	1559	5175	YWH55	11 Y	YARD/WORK	N
08/11/97	1636	5176	YWH55	11 Y	YARD/WORK	S
08/11/97	1922	5177	MWTFW	11 T	THROUGH	S
08/11/97	2327	5178	YWH62	11 Y	YARD/WORK	S
08/12/97	0024	5179	YWH62	11 Y	YARD/WORK	N
08/12/97	0100	5180	OCKWT	11 O	THROUGH	N
08/12/97	0118	5181	LVO54	11 L	THROUGH	N
08/12/97	0207	5182	GSHOWT	03 G	THROUGH	N
08/12/97	0456	5183	GSGVOL	08 G	THROUGH	N
08/12/97	0637	5184	LVB55	12 L	ARK CTY LOC	S
08/12/97	1016	5185	YWH55	12 Y	YARD/WORK	S
08/12/97	1028	5186	LVO55	12 L	THROUGH	S
08/12/97	1146	5187	LVB55	12 L	ARK CTY LOC	N
08/12/97	1213	5188	YWH55	12 Y	YARD/WORK	N
08/12/97	1502	5189	OWTCK	12 O	THROUGH	N
08/12/97	1720	5190	MWTFW	12 T	THROUGH	S
08/12/97	2057	5191	OWTCK	12 O	THROUGH	S
08/12/97	2250	5192	YWH62	12 Y	YARD/WORK	S
08/12/97	2356	5193	YWH62	12 Y	YARD/WORK	N
08/13/97	0642	5194	LVB55	13 L	ARK CTY LOC	S
08/13/97	0947	5195	YWH55	13 Y	YARD/WORK	S
08/13/97	1118	5197	MFWWT	11 T	THROUGH	N
08/13/97	1236	5198	LVB55	13 L	ARK CTY LOC	N
08/13/97	2034	5199	MWTFW	13 T	THROUGH	S
08/13/97	2153	5200	LVO54	13 L	THROUGH	N
08/13/97	2207	5201	MWTFW	13 T	THROUGH	N
08/13/97	2300	5202	MWTFW	13 T	THROUGH	S
08/13/97	2307	5203	YWH62	13 Y	YARD/WORK	S
08/13/97	2351	5204	YWH62	13 Y	YARD/WORK	N
08/14/97	0219	5205	MFWWT	12 T	THROUGH	N
08/14/97	0635	5206	LVB55	14 L	ARK CTY LOC	S
08/14/97	1108	5207	LVO55	14 L	THROUGH	S
08/14/97	1113	5208	YWH55	14 Y	YARD/WORK	S
08/14/97	1218	5209	LVB55	14 L	ARK CTY LOC	N
08/14/97	1232	5210	YWH55	14 Y	YARD/WORK	N
08/14/97	1249	5211	GSCWHO	10 G	THROUGH	S

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TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 08/01/97-08/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
08/14/97	1502	5212	OCKWT	14 O	THROUGH	N
08/14/97	1518	5213	YWH55	14 Y	YARD/WORK	S
08/14/97	1659	5214	YWH55	14 Y	YARD/WORK	N
08/14/97	2057	5215	OWTCK	14 O	THROUGH	S
08/14/97	2318	5216	YWH62	14 Y	YARD/WORK	S
08/15/97	0012	5217	YWH62	14 Y	YARD/WORK	N
08/15/97	0644	5218	LVB55	15 L	ARK CTY LOC	S
08/15/97	1044	5219	YWH55	15 Y	YARD/WORK	S
08/15/97	1218	5220	YWH55	15 Y	YARD/WORK	N
08/15/97	1306	5221	GSHOCW	11 G	THROUGH	N
08/15/97	1331	5222	LVB55	15 L	ARK CTY LOC	N
08/15/97	1912	5223	GSGVOL	09 G	THROUGH	N
08/15/97	2308	5224	GEFWHU	12 G	THROUGH	N
08/16/97	0013	5225	YWH62	15 Y	YARD/WORK	S
08/16/97	0105	5226	LVC54	15 L	THROUGH	N
08/16/97	0133	5227	YWH62	15 Y	YARD/WORK	N
08/16/97	0631	5228	LVB55	16 L	ARK CTY LOC	S
08/16/97	1038	5229	YWH55	16 Y	YARD/WORK	S
08/16/97	1117	5230	LVC55	16 L	THROUGH	S
08/16/97	1151	5231	LVB55	16 L	ARK CTY LOC	N
08/16/97	1229	5232	YWH55	16 Y	YARD/WORK	N
08/16/97	1440	5233	GSOLGV	14 G	THROUGH	S
08/16/97	1805	5234	MWTFW	15 T	THROUGH	S
08/16/97	2256	5235	YWH62	16 Y	YARD/WORK	S
08/17/97	0003	5236	YWH62	16 Y	YARD/WORK	N
08/17/97	0847	5237	GSWAHO	13 G	THROUGH	S
08/17/97	0933	5238	YWH55	17 Y	YARD/WORK	S
08/17/97	1055	5239	YWH55	17 Y	YARD/WORK	N
08/17/97	1644	5240	MWTFW	16 T	THROUGH	S
08/17/97	2122	5241	YWH62	17 Y	YARD/WORK	S
08/17/97	2200	5242	YWH62	17 Y	YARD/WORK	N
08/18/97	0512	5243	MFWWT	16 T	THROUGH	N
08/18/97	0628	5244	LVB55	18 L	ARK CTY LOC	S
08/18/97	0807	5245	MWTFW	17 T	THROUGH	S
08/18/97	1102	5246	YWH55	18 Y	YARD/WORK	S
08/18/97	1231	5247	YWH55	18 Y	YARD/WORK	N
08/18/97	1543	5248	YWH55	18 Y	YARD/WORK	S
08/18/97	1716	5249	YWH55	18 Y	YARD/WORK	N
08/18/97	2227	5250	YWH62	18 Y	YARD/WORK	S
08/18/97	2316	5251	YWH62	18 Y	YARD/WORK	N
08/18/97	2320	5252	MFWWT	17 T	THROUGH	N
08/19/97	0043	5253	OCKWT	18 O	THROUGH	N
08/19/97	0152	5254	GEERLO	13 G	THROUGH	N
08/19/97	0555	5255	GSWTHO	12 G	THROUGH	S
08/19/97	0636	5256	LVB55	19 L	ARK CTY LOC	S

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TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 08/01/97-08/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
08/19/97	0653	5257	GSCWHO	13 G	THROUGH	S
08/19/97	0948	5258	YWH55	19 Y	YARD/WORK	S
08/19/97	1050	5259	YWH55	19 Y	YARD/WORK	N
08/19/97	1056	5260	LVB55	19 L	ARK CTY LOC	N
08/19/97	1156	5261	LVO55	19 L	THROUGH	S
08/19/97	1545	5262	OCKWT	19 O	THROUGH	N
08/19/97	1810	5263	GSHOWT	16 G	THROUGH	N
08/19/97	2034	5264	OWTCK	19 O	THROUGH	S
08/19/97	2229	5265	YWH62	19 Y	YARD/WORK	S
08/19/97	2253	5266	YWH62	19 Y	YARD/WORK	N
08/20/97	0102	5267	MWTFW	18 T	THROUGH	S
08/20/97	0634	5268	LVB55	20 L	ARK CTY LOC	S
08/20/97	0852	5269	GSOLGV	18 G	THROUGH	S
08/20/97	1057	5270	YWH55	20 Y	YARD/WORK	S
08/20/97	1208	5271	YWH55	20 Y	YARD/WORK	N
08/20/97	1240	5272	LVB55	20 L	ARK CTY LOC	N
08/20/97	1551	5273	YWH55	20 Y	YARD/WORK	S
08/20/97	1727	5274	YWH55	20 Y	YARD/WORK	N
08/20/97	2142	5275	MFWWT	18 T	THROUGH	N
08/20/97	2309	5276	YWH62	20 Y	YARD/WORK	S
08/20/97	2333	5277	YWH62	20 Y	YARD/WORK	N
08/21/97	0057	5278	LVO54	20 L	THROUGH	N
08/21/97	0200	5279	MWTFW	20 T	THROUGH	S
08/21/97	0637	5280	LVB55	21 L	ARK CTY LOC	S
08/21/97	1004	5281	YWH55	21 Y	YARD/WORK	S
08/21/97	1107	5282	YWH55	21 Y	YARD/WORK	N
08/21/97	1134	5283	LVB55	21 L	ARK CTY LOC	N
08/21/97	1152	5284	LVO55	21 L	THROUGH	S
08/21/97	1932	5285	OWTCK	21 O	THROUGH	N
08/21/97	2244	5286	YWH62	21 Y	YARD/WORK	S
08/21/97	2307	5287	YWH62	21 Y	YARD/WORK	N
08/22/97	0311	5288	MFWWT	20 T	THROUGH	N
08/22/97	0649	5289	LVB55	22 L	ARK CTY LOC	S
08/22/97	0940	5290	YWH55	22 Y	YARD/WORK	S
08/22/97	1109	5291	YWH55	22 Y	YARD/WORK	N
08/22/97	1258	5292	MWTFW	21 T	THROUGH	S
08/22/97	1325	5293	OCKWT	22 O	THROUGH	N
08/22/97	1604	5294	OWTCK	22 O	THROUGH	S
08/22/97	1845	5295	GSCOB	21 G	THROUGH	S
08/22/97	2231	5296	YWH62	22 Y	YARD/WORK	S
08/22/97	2251	5297	YWH62	22 Y	YARD/WORK	N
08/23/97	0047	5298	LVO54	22 L	THROUGH	N
08/23/97	0427	5299	MFWWT	21 T	THROUGH	N
08/23/97	0641	5300	LVB55	23 L	ARK CTY LOC	S
08/23/97	0931	5301	YWH55	23 Y	YARD/WORK	S

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TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 08/01/97-08/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
08/23/97	1035	5302	YWH55	23 Y	YARD/WORK	N
08/23/97	1210	5303	LVO55	23 L	THROUGH	S
08/23/97	1339	5304	GLSRGV	20 G	THROUGH	S
08/23/97	1458	5305	LVB55	23 L	ARK CTY LOC	N
08/23/97	1527	5306	YWH55	23 Y	YARD/WORK	S
08/23/97	1604	5307	MWTFW	22 T	THROUGH	S
08/23/97	1706	5308	YWH55	23 Y	YARD/WORK	N
08/23/97	2204	5309	YWH62	23 Y	YARD/WORK	S
08/23/97	2254	5310	YWH62	23 Y	YARD/WORK	N
08/24/97	0031	5311	MFWWT	22 T	THROUGH	N
08/24/97	0923	5312	YWH55	24 Y	YARD/WORK	S
08/24/97	1047	5314	GEGVER	13 G	THROUGH	N
08/24/97	1105	5315	GSCWHO	22 G	THROUGH	S
08/24/97	1451	5316	YWH55	24 Y	YARD/WORK	S
08/24/97	1739	5317	YWH55	24 Y	YARD/WORK	N
08/24/97	2135	5318	YWH60	24 Y	YARD/WORK	S
08/24/97	2235	5319	YWH60	24 Y	YARD/WORK	N
08/25/97	0508	5320	MWTFW	24 T	THROUGH	S
08/25/97	0635	5321	LVB55	25 L	ARK CTY LOC	S
08/25/97	1003	5322	YWH55	25 Y	YARD/WORK	S
08/25/97	1008	5323	LVB55	25 L	ARK CTY LOC	N
08/25/97	1102	5324	YWH55	25 Y	YARD/WORK	N
08/25/97	1852	5325	MWTFW	25 T	THROUGH	S
08/25/97	2146	5326	YWH62	25 Y	YARD/WORK	S
08/25/97	2217	5327	YWH62	25 Y	YARD/WORK	N
08/26/97	0103	5328	LVO54	25 L	THROUGH	N
08/26/97	0639	5329	LVB55	26 L	ARK CTY LOC	S
08/26/97	0741	5330	GSOLGV	24 G	THROUGH	S
08/26/97	0921	5331	YWH55	26 Y	YARD/WORK	S
08/26/97	1032	5332	LVO55	26 L	THROUGH	S
08/26/97	1110	5333	YWH55	26 Y	YARD/WORK	N
08/26/97	1140	5334	LVB55	26 L	ARK CTY LOC	N
08/26/97	1553	5335	OCKVT	26 O	THROUGH	N
08/26/97	2113	5336	OWT K	26 O	THROUGH	S
08/26/97	2310	5338	YWH62	26 Y	YARD/WORK	N
08/27/97	0636	5339	LVB55	27 L	ARK CTY LOC	S
08/27/97	1001	5340	MFWWT	24 T	THROUGH	N
08/27/97	1044	5341	YWH55	27 Y	YARD/WORK	S
08/27/97	1148	5342	LVB55	27 L	ARK CTY LOC	N
08/27/97	1159	5343	YWH55	27 Y	YARD/WORK	N
08/27/97	1404	5344	YWH55	27 Y	YARD/WORK	S
08/27/97	1701	5345	MWTFW	27 T	THROUGH	S
08/27/97	1735	5346	YWH55	27 Y	YARD/WORK	N
08/27/97	2234	5347	YWH62	27 Y	YARD/WORK	S
08/27/97	2336	5348	YWH62	27 Y	YARD/WORK	N

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TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359--SOUTH WICHITA
 FOR PERIOD 08/01/97-08/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
08/28/97	0058	5349	LVO54	27 L	THROUGH	N
08/28/97	0633	5350	LVB55	28 L	ARK CTY LOC	S
08/28/97	0953	5351	YWH55	28 Y	YARD/WORK	S
08/28/97	1107	5352	YWH55	28 Y	YARD/WORK	N
08/28/97	1210	5353	LVB55	28 L	ARK CTY LOC	N
08/28/97	1222	5354	LVO55	28 L	THROUGH	S
08/28/97	1526	5355	OJLW	27 O	THROUGH	N
08/28/97	2121	5356	OWTCK	28 O	THROUGH	S
08/28/97	2211	5357	GLLOCC	23 G	THROUGH	S
08/28/97	2235	5358	YWH62	28 Y	YARD/WORK	S
08/28/97	2330	5359	YWH62	28 Y	YARD/WORK	N
08/29/97	0638	5360	YWH60	28 Y	YARD/WORK	S
08/29/97	0657	5361	MFWWT	25 T	THROUGH	N
08/29/97	0947	5362	YWH55	29 Y	YARD/WORK	S
08/29/97	1044	5363	YWH55	29 Y	YARD/WORK	N
08/29/97	1218	5364	LVB55	29 L	ARK CTY LOC	N
08/29/97	1329	5365	GSOLGV	26 G	THROUGH	S
08/29/97	1358	5366	YWH55	29 Y	YARD/WORK	S
08/29/97	1734	5367	YWH55	29 Y	YARD/WORK	N
08/29/97	1829	5368	GSAHO	26 G	THROUGH	S
08/29/97	2211	5369	YWH62	29 Y	YARD/WORK	S
08/29/97	2232	5370	YWH62	29 Y	YARD/WORK	N
08/30/97	0126	5371	LVO54	29 L	THROUGH	N
08/30/97	0630	5372	LVB55	30 L	ARK CTY LOC	S
08/30/97	0817	5373	GSCWHO	26 G	THROUGH	S
08/30/97	1021	5374	LVB55	30 L	ARK CTY LOC	N
08/30/97	1146	5375	LVO55	30 L	THROUGH	S
08/30/97	1522	5376	GSGVOL	26 G	THROUGH	N
08/30/97	1628	5377	MFWWT	25 T	THROUGH	N
08/30/97	1930	5378	MWTFW	29 T	THROUGH	S
08/30/97	2221	5379	YWH62	30 Y	YARD/WORK	S
08/30/97	2240	5380	YWH62	30 Y	YARD/WORK	N
08/31/97	0103	5381	GSCOGV	25 G	THROUGH	S
08/31/97	0914	5382	YWH55	31 Y	YARD/WORK	S
08/31/97	0931	5383	YWH55	31 Y	YARD/WORK	N
08/31/97	1922	5384	YWH60	31 Y	YARD/WORK	S
08/31/97	1932	5385	YWH60	31 Y	YARD/WORK	N

**RECAP OF PASSING REPORTS FOR MONTH OF AUGUST 1997
RENO, NEVADA**

<u>DATE</u>	<u>FREIGHT</u>
1-Aug	12
2-Aug	14
3-Aug	14
4-Aug	9
5-Aug	10
6-Aug	10
7-Aug	11
8-Aug	10
9-Aug	9
10-Aug	14
11-Aug	8
12-Aug	9
13-Aug	14
14-Aug	15
15-Aug	11
16-Aug	9
17-Aug	13
18-Aug	7
19-Aug	12
20-Aug	12
21-Aug	11
22-Aug	7
23-Aug	11
24-Aug	10
25-Aug	7
26-Aug	13
27-Aug	10
28-Aug	10
29-Aug	11
30-Aug	10
31-Aug	15

FREIGHT TRAIN MONTH TO DATE AVERAGE

10.9

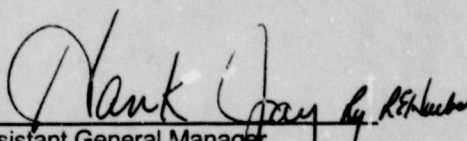
STATION PASSING REPORT FOR August 1, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

Reno Time (E..t)	Train / Engine ID	Direction	Type*
1 750 AM	1MEUNP-30	E	F
2 840 AM	1GBKOG-30	E	F
3 855 AM	1AOAKS-31	E	F
4 220 PM	1ZOACH-01	E	F
5 1125 PM	1MRVRO-30	E	F
6 105 AM	1CSKST-27	W	F
7 450 AM	1MNPST-3-27	W	F
8 635 AM	1UPBKG-30	W	F
9 830 AM	1ZG1OA3-30	W	F
10 845 AM	1AHNOA-29	W	F
11 1159 AM	1MROOA-31	W	F
12 245 PM	1MROSTB-28	W	F
13 720 PM	PASSENGER	E	P
14 1053 AM	PASSENGER	W	P
15 230 PM	YARD ENGINE	W	SW
16 400 PM	YARD ENGINE	E	SW
17 1255 PM - 435 PM	HELPER ENGINE	N/A	LE
18			
19			
20			
21			
22			
23			
24			
25			

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

3/4/97
Date

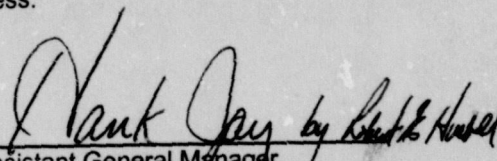
STATION PASSING REPORT FOR August 2, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

Reno Time (Est)	Train / Engine ID	Direction	Type*
1 825 AM	1CTASK-31	E	F
2 845 AM	1CTASK-01	E	F
3 1040 AM	1MSTNPB-01	E	F
4 1245 PM	1AOACH-02	E	F
5 640 PM	1AOAKS-01	E	F
6 205 AM	1CCOPT-29	W	F
7 355 AM	1MRSTB-31	W	F
8 810 AM	1AHNOA-30	W	F
9 1125 AM	1ZG1OA-31	W	F
10 430 PM	1MROOA-30	W	F
11 510 PM	2AHNOA-29	W	F
12 740 PM	1MNSTB-29	W	F
13 940 PM	1UPBKG-02	W	F
14 1020 PM	1MNPSTB-31	W	F
15 613 PM	PASSENGER	E	P
16 1025 AM	PASSENGER	W	P
17 1005 PM - 1133 PM	HELPER ENGINE	N/A	LE
18 750 AM	FRA GEOMETRY CAR		W
19			
20			
21			
22			
23			
24			
25			

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

8/4/97
Date

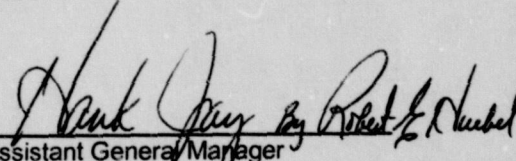
STATION PASSING REPORT FOR August 3, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

Reno Time (Est)	Train / Engine ID	Direction	Type*
1 245 AM	1MEUNP-31	E	F
2 525 AM	1MOARO-31	E	F
3 835 AM	1MRVRO-01	E	F
4 1235 PM	1AOACH-03	E	F
5 445 PM	1AOAKS-02	E	F
6 910 PM	1MOARO-01	E	F
7 925 PM	1GBKOG-31	E	F
8 1135 PM	1MEUNP-01	E	F
9 650 AM	1GUPTJ-01	W	F
10 920 AM	1ZG1OA-01	W	F
11 1155 AM	1CBGRS-02	W	F
12 310 PM	1MROSTB-30	W	F
13 655 PM	1AHNOA-31	W	F
14 1100 PM	1GUPTZ-03	W	F
15 544 PM	PASSENGER	E	P
16 1013 AM	PASSENGER	W	P
17			
18			
19			
20			
21			
22			
23			
24			
25			

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/4/97
Date

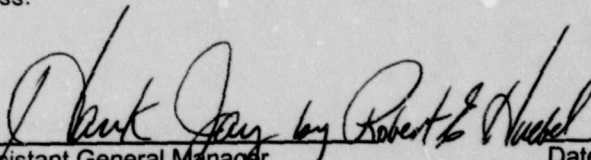
STATION PASSING REPORT FOR August 4, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	210 AM	1MSTNPB-31	E	F
2	900 AM	1MRVRO-02	E	F
3	910 AM	1AOAKS-03	E	F
4	935 AM	1MSTNPB-03	E	F
5	1000 AM	1MSTNPB-02	E	F
6	1015 AM	1GPYUP-31	E	F
7	550 PM	2MSTNPB-03	E	F
8	235 AM	1AKSOA-01	W	F
9	1155 AM	1ZG1OA-02	W	F
10	608 PM	PASSENGER	E	P
11	1032 AM	PASSENGER	W	P
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

8/5/97
 Date

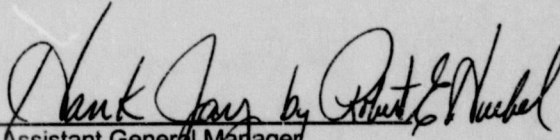
STATION PASSING REPORT FOR August 5, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1205 AM	1MSTNPBK-01	E	F
2	730 AM	1MOARO-30	E	F
3	1230 PM	1ZOACH-05	E	F
4	420 PM	1AOAKS-04	E	F
5	750 PM	1MEUNP-03	E	F
6	1255 AM	1MOGRV-29	W	F
7	230 AM	1UPPYG-04	W	F
8	710 AM	1ZG1OA-03	W	F
9	730 AM	2MNPSTB-30	W	F
10	1015 PM	2MNPSTB-04	W	F
11	710 PM	PASSENGER	E	P
12	1225 PM	PASSENGER	W	P
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

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and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/6/97
Date

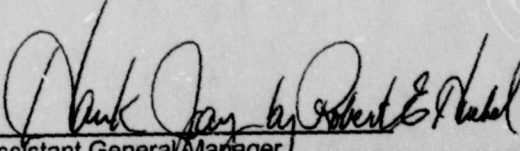
STATION PASSING REPORT FOR August 6, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	825 AM	1MRVRO-03	E	F
2	935 AM	1MEUNP-04	E	F
3	1135 AM	1MOARO-04	E	F
4	1145 AM	1AOAKS-05	E	F
5	1245 PM	1ZOACH-06	E	F
6	120 PM	1MSTNPB-05	E	F
7	510 PM	1MNEUP-02	E	F
8	130 AM	1AKSOA-02	W	F
9	230 AM	1MROSTB-03	W	F
10	755 AM	1ZG1OA-04	W	F
11	641 PM	PASSENGER	E	P
12	1005 AM	PASSENGER	W	P
13	1000 PM	WORK TRAIN	E	W
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/7/97
Date

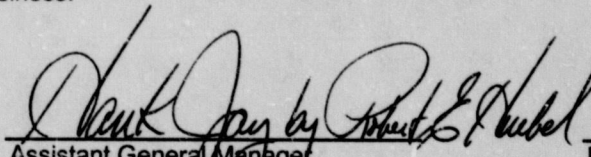
STATION PASSING REPORT FOR August 7, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	700 AM	1GTJUP-06	E	F
2	710 AM	1GTZUP-06	E	F
3	1220 PM	1ZOACH-07	E	F
4	255 PM	1MRVRO-05	E	F
5	330 PM	1AOAKS-06	E	F
6	650 PM	1MSTNPB-06	E	F
7	155 AM	1AKSOA-03	W	F
8	350 AM	1MOGRV-03	W	F
9	555 AM	1AROOA-05	W	F
10	1130 AM	1ZG1OA-05	W	F
11	1145 AM	1WCARV-07	W	F
12	612 PM	PASSENGER	E	P
13	1003 AM	PASSENGER	W	P
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

Date 8/8/97

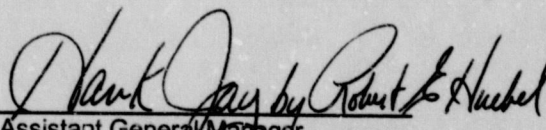
STATION PASSING REPORT FOR August 8, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1145 AM	1AOAK3-07	E	F
2	1205 PM	1ZOACH-08	E	F
3	120 PM	1MOARO-06	E	F
4	540 PM	1GPYUP-07	E	F
5	700 PM	1MRVRO-07	E	F
6	730 AM	1MNPSTB-04	W	F
7	810 AM	2MOGRV-06	W	F
8	1010 AM	1AKSOA-04	W	F
9	120 PM	1MNPSTB-01	W	F
10	430 PM	1ZG1OA-06	W	F
11	610 PM	PASSENGER	E	P
12	1051 AM	PASSENGER	W	P
13	520 PM	RVSXW-8	E	W
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

8/11/97
Date

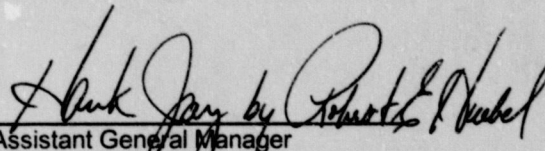
STATION PASSING REPORT FOR August 9, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1245 PM	1ZOACH-09	E	F
2	520 PM	1MRVRO-06	E	F
3	545 PM	1AOAKS-08	E	F
4	625 PM	1CTASK-04	E	F
5	855 PM	1MOARO-08	E	F
6	110 AM	1CCOPT-06	W	F
7	415 AM	1AKSOA-05	W	F
8	1110 AM	1ZG1OA-07	W	F
9	1235 PM	1MROSTB-07	W	F
10	731 PM	PASSENGER	E	P
11	1047 AM	PASSENGER	W	P
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/11/97
Date

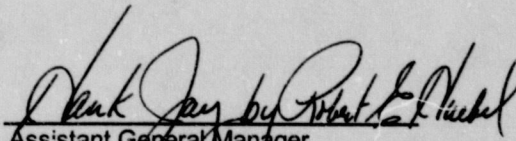
STATION PASSING REPORT FOR August 10, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1235 AM	1MRVRO-04	E	F
2	210 AM	1MOARO-09	E	F
3	345 AM	1CTASK-09	E	F
4	210 PM	1AOAKS-09	E	F
5	435 PM	1ZOACH-10	E	F
6	1010 PM	1MSTNPB-07	E	F
7	1105 PM	1MSTNPB-09	E	F
8	1135 PM	1GBKOG-08	E	F
9	625 AM	1MOGRV-05	W	F
10	700 AM	1MROSTB-08	W	F
11	815 AM	1MNPSTB-02	W	F
12	1210 PM	1ZG1OA-08	W	F
13	450 PM	1MOGRV-06	W	F
14	730 PM	1MROSTB-09	W	F
15	610 PM	PASSENGER	E	P
16	1048 AM	PASSENGER	W	P
17	100 PM	YARD ENGINE	W	SW
18	230 PM	YARD ENGINE	E	SW
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/11/97
Date

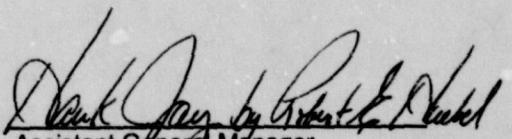
STATION PASSING REPORT FOR August 11, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	500 AM	1MEUNPK-07	E	F
2	505 AM	1MSTNPB-10	E	F
3	935 AM	1MRVRO-08	E	F
4	345 PM	1AOAKS-10	E	F
5	505 PM	1MEUNP-10	E	F
6	855 PM	1MOARO-08	E	F
7	220 AM	1MOGRV-09	W	F
8	950 AM	1ZG1OA-09	W	F
9	647 PM	PASSENGER	E	P
10	1113 AM	PASSENGER	W	P
11	440 PM	PASSENGER SPECIAL	E	P
12	530 AM - 602 AM	HELPER ENGINE	N/A	LE
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

8/12/97
Date

STATION PASSING REPORT FOR August 12, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	805 AM	2MSTNPK-10	E	F
2	830 AM	1AOAKS-11	E	F
3	1215 PM	1ZOACH-12	E	F
4	1225 PM	3MSTNP-10	E	F
5	255 PM	1MOARO-11	E	F
6	235 AM	1MNPSTB-07	W	F
7	425 AM	1MROSTB-10	W	F
8	750 AM	1ZG1OA-10	W	F
9	815 AM	1MOGRV-08	W	F
10	616 PM	PASSENGER	E	P
11	1038 AM	PASSENGER	W	P
12	650 AM	BALLAST TRAIN	E	W
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

8/13/97
Date

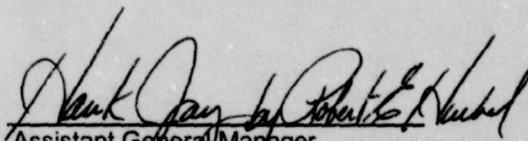
STATION PASSING REPORT FOR August 13, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	620 AM	1MRVRO-10	E	F
2	725 AM	1AOAKS-12	E	F
3	935 AM	1MRVRO-11	E	F
4	940 AM	1CRSBG-10	E	F
5	1205 PM	1ZOACH-13	E	F
6	650 PM	1MNSTB-11	E	F
7	725 PM	1MEUNP-12	E	F
8	1230 AM	1MOGRV-10	W	F
9	205 AM	1AKSOA-10	W	F
10	450 AM	1MOGRV-11	W	F
11	905 AM	1ZG1OA-11	W	F
12	1255 PM	1AHNOA-11	W	F
13	500 PM	1GUPTZ-13	W	F
14	750 PM	1MNPST-08	W	F
15	920 PM	PASSENGER	E	P
16	244 PM	PASSENGER	W	P
17	1115 PM	BALLAST TRAIN	W	W
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

8/14/97
Date

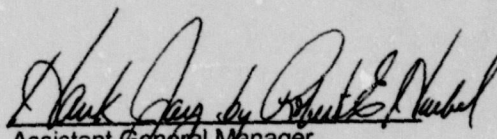
STATION PASSING REPORT FOR August 14, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1215 AM	1GBKOG-09	E	F
2	240 AM	1MOARO-13	E	F
3	925 AM	1AOAKS-13	E	F
4	940 AM	1CTASK-11	E	F
5	1050 AM	1MSTNPB-12	E	F
6	1245 PM	1ZOACH-14	E	F
7	705 PM	1MSTNPB-13	E	F
8	800 PM	1MRVRO-12	E	F
9	840 PM	1MRVRO-13	E	F
10	200 AM	1MNPB-09	W	F
11	410 AM	1CCOPT-12	W	F
12	610 AM	1MNPSTB-11	W	F
13	1140 AM	1ZG1OA-12	W	F
14	1135 AM	1MROSTB-11	W	F
15	1145 PM	1UPBKG-14	W	F
16	740 PM	PASSENGER	E	P
17	1020 AM	PASSENGER	W	P
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

8/15/97
Date

STATION PASSING REPORT FOR August 15, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	630 AM	1MEUNP-13	E	F
2	1155 AM	1AOAKS-14	E	F
3	1215 PM	1ZOACH-15	E	F
4	505 PM	1MRVRO-14	E	F
5	715 PM	1MOARO-15	E	F
6	905 PM	2MNPSTB-14	E	F
7	300 AM	1MOGRV-12	W	F
8	435 AM	1AKSOA-11	W	F
9	535 AM	1MOGRV-13	W	F
10	1120 AM	1ZG1OA-13	W	F
11	1205 PM	1MROSTB-12	W	F
12	654 PM	PASSENGER	E	P
13	1041 AM	PASSENGER	W	P
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/18/97
Date

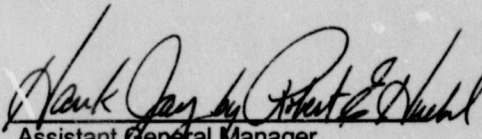
STATION PASSING REPORT FOR August 16, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	420 AM	1MEUNPK-14	E	F
2	750 AM	1MSTNPB-14	E	F
3	820 AM	1AOAKS-15	E	F
4	205 PM	1ZOACH-16	E	F
5	1010 PM	2ZOACH-16	E	F
6	700 AM	1CSKWC-15	W	F
7	950 AM	1ZG1OA-14	W	F
8	1145 AM	1AKSOA-13	W	F
9	245 PM	1MROSTB-13	W	F
10	600 PM	PASSENGER	E	P
11	1058 AM	PASSENGER	W	P
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

8/18/97
Date

STATION PASSING REPORT FOR August 17, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	155 AM	1GTZUP-15	E	F
2	350 AM	1MRVRO-15	E	F
3	1150 AM	1ZOACH-17	E	F
4	1220 PM	1AOAKS-16	E	F
5	115 PM	1MRVRO-16	E	F
6	1030 PM	1MEUNP-15	E	F
7	1145 PM	1MSTNPB-16	E	F
8	1225 AM	1UPPYG-16	W	F
9	205 AM	1MNPSTB-13	W	F
10	1100 AM	1AHNOA-16	W	F
11	845 AM	1ZG1OA-15	W	F
12	540 PM	1AKSOA-14	W	F
13	845 PM	1MNPSTB-12	W	F
14	600 PM	PASSENGER	E	P
15	1041 AM	PASSENGER	W	P
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.

Robert E. Hinkel
Assistant General Manager
Transportation Service Center

8/18/97
Date

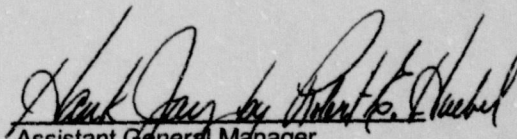
STATION PASSING REPORT FOR August 18, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1245 PM	1CRIGV-15	E	F
2	135 PM	1AOAKS-17	E	F
3	1000 PM	1MEUNP-16	E	F
4	205 AM	1GUPTJ-17	W	F
5	740 AM	1ZG1OA-16	W	F
6	1155 AM	1MOGRV-14	W	F
7	110 PM	1MOGRV-13	W	F
8	708 PM	PASSENGER	E	P
9	440 PM	PASSENGER	W	P
10				
11				
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19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/19/97
Date

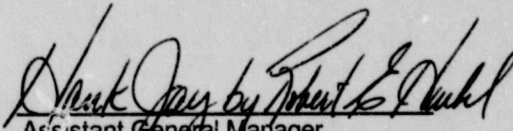
STATION PASSING REPORT FOR August 19, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	335 AM	1MRVRO-17	E	F
2	655 AM	1MOARO-18	E	F
3	750 AM	1AOAKS-18	E	F
4	1215 PM	1ZOACH-19	E	F
5	1255 PM	1CRIGV-18	E	F
6	920 PM	2MSTNPB-18	E	F
7	1005 PM	1ZBKOG-18	E	F
8	120 AM	1MNPSTB-14	W	F
9	525 AM	1MOGRV-17	W	F
10	1135 AM	1ZG1OA-17	W	F
11	1245 PM	1MROSTB-17	W	F
12	1130 PM	1AKSOA-16	W	F
13	708 PM	PASSENGER	E	P
14	440 PM	PASSENGER	W	P
15	220 AM (8/20)	RIBBON RAIL	N/A	W
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

8/20/97
Date

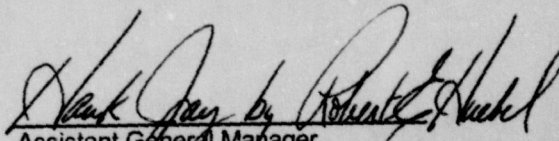
STATION PASSING REPORT FOR August 20, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	315 AM	1MEUNP-17	E	F
2	830 AM	1AOAKS-19	E	F
3	915 AM	1MOARO-16	E	F
4	1145 AM	1MSTNPB-19	E	F
5	120 PM	1ZOACH-20	E	F
6	345 PM	1GTJUP-19	E	F
7	555 PM	1MSTNPB-K18	E	F
8	1048 PM	1MEUNP-18	E	F
9	100 AM	1WCARV-19	W	F
10	905 AM	1ZG1OA1-18	W	F
11	100 PM	1MNPSTB-16	W	F
12	655 PM	1AKSOA-17	W	F
13	622 PM	PASSENGER	E	P
14	1033 AM	PASSENGER	W	P
15	1130 AM	YARD ENGINE	W	SW
16	140 PM	YARD ENGINE	E	SW
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

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and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/21/97
Date

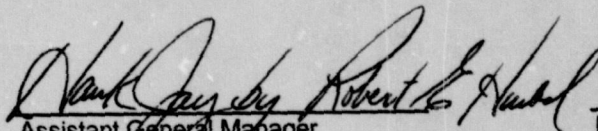
STATION PASSING REPORT FOR August 21, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	355 AM	1CRIGV-19	E	F
2	1010 AM	1MRVRO-19	E	F
3	1135 AM	1MOARO-20	E	F
4	1235 PM	1ZOACH-21	E	F
5	410 PM	1MSTNPB-20	E	F
6	645 PM	1GPYUP-20	E	F
7	1005 PM	1MRVRO-20	E	F
8	245 AM	1MNPSTB-K15	W	F
9	445 AM	1AKSOA-18	W	F
10	600 AM	1MNPSTB-18	W	F
11	950 AM	1ZG1OA2-19	W	F
12	626 PM	PASSENGER	E	P
13	1057 AM	PASSENGER	W	P
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

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and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/22/97
Date

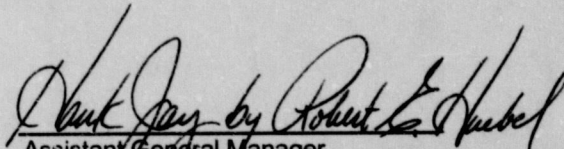
STATION PASSING REPORT FOR August 22, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	235 AM	2MSTNPB-20	E	F
2	1230 PM	1ZOACH-22	E	F
3	630 PM	1MEUNP-20	E	F
4	710 PM	1AOAKS-21	E	F
5	640 AM	1MOGRV-21	W	F
6	1205 PM	1ZG1OA-20	W	F
7	110 PM	1MROSTB-20	W	F
8	708 PM	PASSENGER	E	P
9	1105 AM	PASSENGER	W	P
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

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and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/25/97
Date

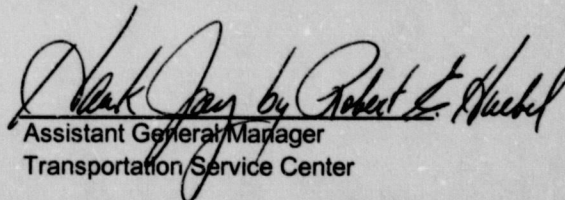
STATION PASSING REPORT FOR August 23, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	150 AM	1MEUNP-21	E	F
2	320 AM	1MSTNP-21	E	F
3	335 AM	1MOARO-21	E	F
4	910 AM	1AOAKS-22	E	F
5	1145 AM	1MRVRO-21	E	F
6	1230 PM	1ZOACH-23	E	F
7	1100 PM	1MRVRO-22	E	F
8	410 AM	1MNPSTB-19	W	F
9	905 AM	1ZG1OA-21	W	F
10	1040 AM	1MROSTB-21	W	F
11	340 PM	1AKSOA-20	W	F
12	624 PM	PASSENGER	E	P
13	1029 AM	PASSENGER	W	P
14	340 PM	DGLVB	E	W
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

8/25/97
Date

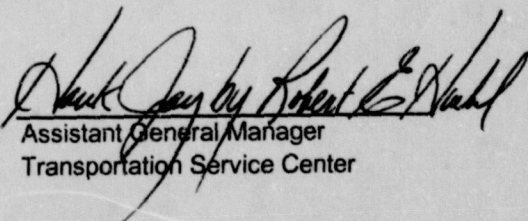
STATION PASSING REPORT FOR August 24, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1235 AM	1MSTNPB-22	E	F
2	820 AM	1MSTNPB-23	E	F
3	950 AM	1MEUNP-22	E	F
4	1035 AM	1AOAKS-23	E	F
5	1140 AM	1ZOACH-24	E	F
6	840 PM	1MOARO-23	E	F
7	1005 PM	1MRVRO-23	E	F
8	600 AM	1ZG10A-22	W	F
9	630 AM	1MOGRV-22	W	F
10	600 PM	2MROSTB-23	W	F
11	620 PM	PASSENGER	E	P
12	1016 AM	PASSENGER	W	P
13	430 PM	YARD ENGINE	W	SW
14	530 PM	YARD ENGINE	E	SW
15	206 AM - 348 AM	HELPER ENGINE	N/A	LE
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/25/97
Date

STATION PASSING REPORT FOR August 25, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	210 AM	1MEUNP-K23	E	F
2	520 AM	1AOAKS-24	E	F
3	710 PM	1MRVRO-24	E	F
4	950 PM	1MSTNPB-24	E	F
5	225 AM	1MNPSTB-21	W	F
6	320 PM	1ZG1OA-23	W	F
7	1120 PM	1AKSOA-22	W	F
8	736 PM	PASSENGER	E	P
9	1008 AM	PASSENGER	W	P
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/26/97
Date

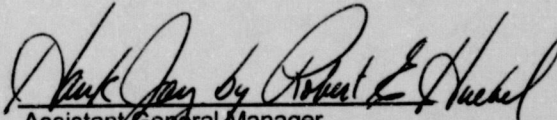
STATION PASSING REPORT FOR August 26, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	405 AM	1MEUNP-24	E	F
2	1035 AM	1ZOACH2-26	E	F
3	305 PM	1AOAKS-25	E	F
4	325 AM	1CSLWC-25	W	F
5	740 AM	1MROSTB-24	W	F
6	1135 AM	1AKSOA-23	W	F
7	1215 PM	1MHNRV2-26	W	F
8	1220 PM	1CCOPT-25	W	F
9	235 PM	1AHNOA-25	W	F
10	500 PM	1ZG1OA-24	W	F
11	910 PM	1ANPSE-24	W	F
12	930 PM	1ANPSE-23	W	F
13	940 PM	2MOGRV-25	W	F
14	651 PM	PASSENGER	E	P
15	1015 AM	PASSENGER	W	P
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/27/97
Date

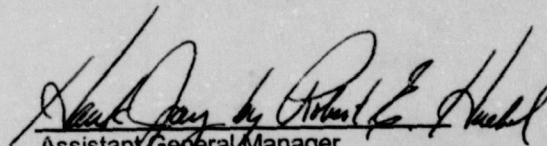
STATION PASSING REPORT FOR August 27, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	120 AM	1MRVRO-25	E	F
2	755 AM	1AO/KS-26	E	F
3	1040 AM	1MSTNPE-K25	E	F
4	1145 AM	1ZOACH-27	E	F
5	1040 PM	1MRVRO-26	E	F
6	140 AM	1MNPSTB-23	W	F
7	530 AM	1MNPSE-20	W	F
8	845 AM	1MROSTB-K25	W	F
9	1035 AM	1AKSOA-24	W	F
10	330 PM	1ZG1CA1-25	W	F
11	611 PM	PASSENGER	E	P
12	1009 AM	PASSENGER	W	P
13	409 PM - 624 PM	HELPER ENGINE	N/A	LE
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

8/28/97
Date

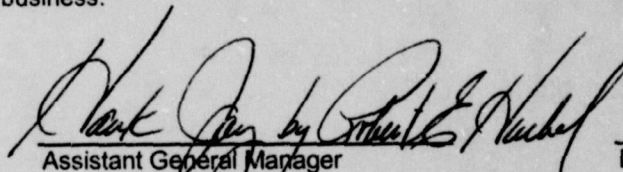
STATION PASSING REPORT FOR August 28, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1250 AM	1ACAKS-27	E	F
2	205 AM	1MOARO-27	E	F
3	130 PM	1MHKOGX-25	E	F
4	205 PM	1ZOACH-28	E	F
5	410 PM	1MRVRO-27	E	F
6	655 PM	1MSTNPB-27	E	F
7	1215 AM	1MROSTB-26	E	F
8	315 AM	1AKSOA-29	E	F
9	725 AM	1GUPTZ-27	W	F
10	605 PM	1ZG1OA2-26	W	F
11	713 PM	PASSENGER	E	P
12	1010 AM	PASSENGER	W	P
13	130 AM	YARD ENGINE	W	SW
14	300 AM	YARD ENGINE	W	SW
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company, in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

9/2/97
Date

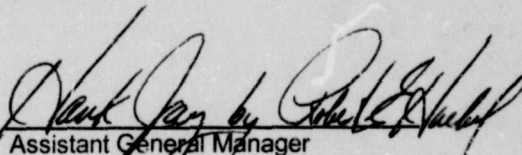
STATION PASSING REPORT FOR August 29, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	220 AM	1MOARO-28	E	F
2	330 AM	1MEUNP-27	E	F
3	930 AM	1AOAKS-28	E	F
4	1245 PM	1MSTNPB-28	E	F
5	430 PM	1ZOACH-29	E	F
6	500 PM	1MEUNP-28	E	F
7	355 AM	1MNPSTB-24	W	F
8	730 AM	1MHNRV-27	W	F
9	1030 AM	1ZG1OA3-27	W	F
10	1115 AM	1AKSOA-26	W	F
11	700 PM	1UPBKG-29	W	F
12	607 PM	PASSENGER	E	P
13	1102 AM	PASSENGER	W	P
14	329 PM - 352 PM	HELPER ENGINE	N/A	LE
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

9/2/97
Date

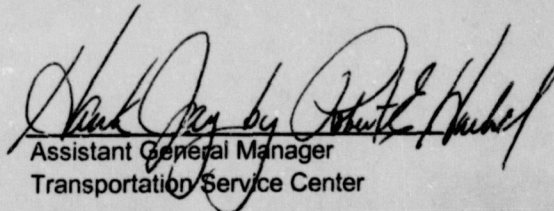
STATION PASSING REPORT FOR August 30, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	340 AM	1MSTNPB-29	E	F
2	105 PM	1ZOACH-30	E	F
3	130 PM	1AOAKS-29	E	F
4	415 PM	1CTASK-29	E	F
5	540 PM	1MRVRO-28	E	F
6	750 PM	1GTZUP-29	E	F
7	200 AM	1UPPYG-28	W	F
8	410 PM	1ZG1OA-28	W	F
9	540 PM	1MNPSTB-26	W	F
10	1100 PM	1CSKST-22	W	F
11	624 PM	PASSENGER	E	P
12	1007 AM	PASSENGER	W	P
13	154 PM - 440 PM	HELPER ENGINE	N/A	LE
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

9/2/97
Date

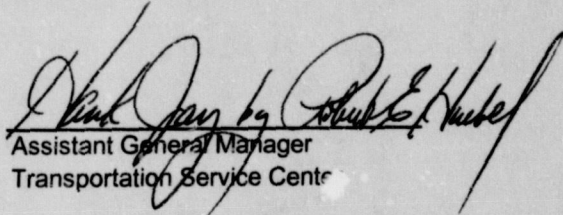
STATION PASSING REPORT FOR August 31, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	210 AM	1MRVRO-29	E	F
2	410 AM	1MSTNPB-30	E	F
3	830 AM	1CRIGV-29	E	F
4	915 AM	1AOAKS-30	E	F
5	1150 AM	1ZOACH-31	E	F
6	315 PM	1GBKOG-30	E	F
7	350 PM	1MSTNPB-31	E	F
8	950 PM	1MOARO-29	E	F
9	1140 PM	1MEUNP-29	E	F
10	425 AM	1UPBKG-30	W	F
11	855 AM	1MNPSTB-27	W	F
12	300 PM	1MHNRV-30	W	F
13	230 PM	1ZG1OA-29	W	F
14	545 PM	2MROSTB-28	W	F
15	905 PM	1AKSOA-27	W	F
16	547 PM	PASSENGER	E	P
17	136 PM	PASSENGER	W	P
18	445 PM	YARD ENGINE	W	SW
19	630 PM	YARD ENGINE	E	SW
20	247 AM - 446 AM	HELPER ENGINE	N/A	LE
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

9/2/97
Date

STB

FD-32760

ID-181185

8-13-97

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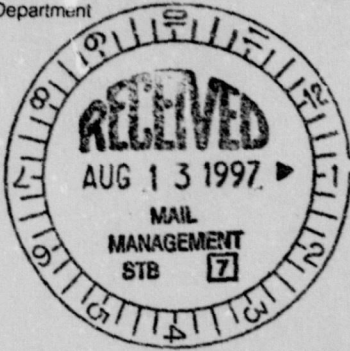
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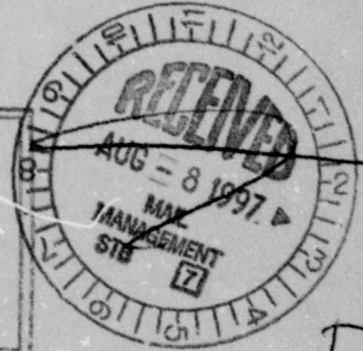
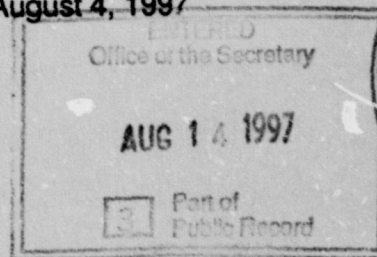
Law Department

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
ROOM 830
OMAHA, NEBRASKA 68179-0001
FAX (402) 271-5610



August 4, 1997



Mr. Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street NW, Suite 700
Washington, DC 20423

Re: Finance Docket 32760, UP - Control and Merger - SP

Dear Mr. Williams:

Pursuant to Decision No. 44, UP/SP submits station passing reports for the month of July, 1997 for the cities of Reno, Nevada and Wichita, Kansas. The reports indicate that UP/SP is in compliance with Condition 22.a and Condition 23.a of Exhibit G to Decision No. 44.

	<u>Reno</u>	<u>Wichita</u>
Cap	14.7	6.4
Average Through Freight Trains	11.0	3.71

The attached original and 20 copies of the verified reports include the details for both included and excluded trains for each day during July.

Very truly yours,

Louise A. Rinn
General Attorney
(402) 271-4227

LAR:msw
Attachments

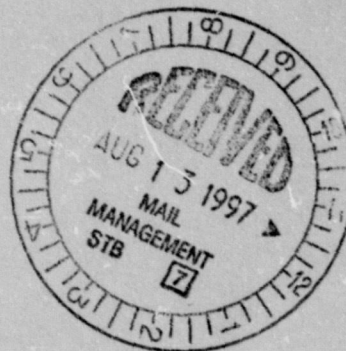
18185
Law Department

UNION PACIFIC RAILROAD COMPANY



1416 DODGE STREET
ROOM 830
OMAHA, NEBRASKA 68179-0001
FAX (402) 271-5610

August 4, 1997



VIA EXPRESS MAIL

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street NW, Suite 700
Washington, DC 20423

Re: Finance Docket 32760, UP - Control and Merger - SP

Dear Mr. Williams:

Enclosed please find 20 copies of the July, 1997 station passing reports for Reno, Nevada and Wichita, Kansas. The enclosed copies were inadvertently omitted from the August 4, 1997 mailing of the original reports. My apologies for any inconvenience the omission may have caused.

Very truly yours,

Louise A. Rinn/msw

Louise A. Rinn
General Attorney
(402) 271-4227

LAR:msw

Enclosures

C: (With attachments)

PERSONAL (2 copies)
Elaine Kaiser
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

Steven J. Kalish, Esq.
McCarthy, Sweeney & Harkaway, PC
1750 Pennsylvania Avenue, NW
Washington, DC 20006

Paul H. Lamboley, Esq.
Attorney at Law
1020 19th Street NW, Suite 400
Washington, DC 20036

(Via Federal Express)
J. Michael Hemmer, Esq.
Covington & Burling
1201 Pennsylvania Avenue, NW
Washington, DC 20044

(With Wichita Report)
Bill Stockwell
Metropolitan Planning Department
City Hall
455 North Main Street
Wichita, KS 67202



TRANSPORTATION RESEARCH
AEI SCANNER TRAIN HISTORY SUMMARY FOR SCANNER #359-SOUTH WICHITA
FOR PERIOD 07/01/97-07/31/97



DATE	THRU TRAINS
07/01/97	7
07/02/97	5
07/03/97	6
07/04/97	1
07/05/97	2
07/06/97	2
07/07/97	5
07/08/97	4
07/09/97	2
07/10/97	6
07/11/97	2
07/12/97	3
07/13/97	2
07/14/97	2
07/15/97	5
07/16/97	0
07/17/97	4
07/18/97	3
07/19/97	3
07/20/97	6
07/21/97	3
07/22/97	6
07/23/97	2
07/24/97	7
07/25/97	2
07/26/97	3
07/27/97	4
07/28/97	3
07/29/97	7
07/30/97	1
07/31/97	7

*TOTAL 97

115

** AVG_THRU_TRN 3.71

TOTAL

115

VERIFICATION

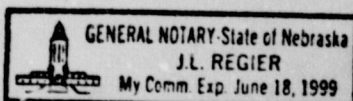
STATE OF NEBRASKA)
) ss.
COUNTY OF DOUGLAS)

Clyde Anderson, being first duly sworn, deposes and says that he has read the foregoing document, knows the facts asserted therein, and that the same are true as stated.

Clyde Anderson

Clyde Anderson

SUBSCRIBED AND SWORN to before me this 1st day of August, 1997.



J.L. Regier

Notary Public

PROGRAM: FPAN127.FOCUS.EXEC(AEIHIST-WHTA-4) 08/01/97 11.32.10

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
07/01/97	0007	4766	YWH62	30 Y	YARD/WORK	N
07/01/97	0122	4767	LVO54	30 L	THROUGH	N
07/01/97	0639	4768	LVB55	01 L	ARK CTY LOC	S
07/01/97	0951	4769	OCKWT	30 O	THROUGH	N
07/01/97	1011	4770	YWH55	01 Y	YARD/WORK	S
07/01/97	1135	4771	YWH55	01 Y	YARD/WORK	N
07/01/97	1156	4772	LVB55	01 L	ARK CTY LOC	N
07/01/97	1219	4773	YWH55	01 Y	YARD/WORK	N
07/01/97	1253	4774	YWH55	01 Y	YARD/WORK	S
07/01/97	1258	4775	LVO55	01 L	THROUGH	S
07/01/97	1519	4776	MFWWT	29 T	THROUGH	N
07/01/97	1537	4777	OCKWT	01 O	THROUGH	N
07/01/97	2013	4778	MWTFW	01 T	THROUGH	S
07/01/97	2301	4779	OWICK	01 O	THROUGH	S
07/01/97	2334	4780	YWH62	01 Y	YARD/WORK	S
07/02/97	0012	4781	YWH62	01 Y	YARD/WORK	N
07/02/97	0230	4782	MFWWT	01 T	THROUGH	N
07/02/97	0643	4783	LVB55	02 L	ARK CTY LOC	S
07/02/97	0736	4784	M OF W	02 W	YARD/WORK	S
07/02/97	1115	4785	YWH55	02 Y	YARD/WORK	S
07/02/97	1153	4786	LVB55	02 L	ARK CTY LOC	N
07/02/97	1201	4787	GEBWT	25 G	THROUGH	N
07/02/97	1315	4788	YWH55	02 Y	YARD/WORK	N
07/02/97	1854	4789	GSWIHO	29 G	THROUGH	S
07/02/97	2007	4790	GEBWT	01 G	THROUGH	N
07/02/97	2046	4791	MWTFW	02 T	THROUGH	S
07/02/97	2308	4792	YWH62	02 Y	YARD/WORK	S
07/02/97	2354	4793	YWH62	02 Y	YARD/WORK	N
07/03/97	0054	4794	LVO54	02 L	THROUGH	N
07/03/97	0642	4795	LVB55	03 L	ARK CTY LOC	S
07/03/97	0803	4796	GSWAHO	01 G	THROUGH	S
07/03/97	1047	4797	YWH55	03 Y	YARD/WORK	S
07/03/97	1148	4798	LVO55	03 L	THROUGH	S
07/03/97	1204	4799	LVB55	03 L	ARK CTY LOC	N
07/03/97	1600	4800	YWH55	03 Y	YARD/WORK	N
07/03/97	1743	4801	MWTFW	03 T	THROUGH	S
07/03/97	2049	4802	OWICK	03 O	THROUGH	S
07/03/97	2209	4803	MFWWT	02 T	THROUGH	N
07/03/97	2322	4804	YWH62	03 Y	YARD/WORK	S
07/04/97	0011	4805	YWH62	03 Y	YARD/WORK	N
07/04/97	2347	4806	MFWWT	03 T	THROUGH	N
07/05/97	0643	4807	LVB55	05 L	ARK CTY LOC	S
07/05/97	1124	4808	LVB55	05 L	ARK CTY LOC	N
07/05/97	1148	4809	YWH55	05 Y	YARD/WORK	S
07/05/97	1349	4810	YWH55	05 Y	YARD/WORK	N

PROGRAM: FPN127.FOCUS.EXEC(AETIHIST-WHTA-4) 08/01/97 11.32.10

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
07/05/97	1536	4811	MWTFW	05 T	THROUGH	S
07/05/97	2045	4812	GSOLGV	02 G	THROUGH	S
07/05/97	2223	4813	YWH62	05 Y	YARD/WORK	S
07/05/97	2302	4814	YWH62	05 Y	YARD/WORK	N
07/06/97	0822	4815	MFJWT	05 T	THROUGH	N
07/06/97	1051	4816	YWH55	06 Y	YARD/WORK	S
07/06/97	1157	4817	YWH55	06 Y	YARD/WORK	N
07/06/97	1409	4818	YWH55	06 Y	YARD/WORK	S
07/06/97	1606	4819	YWH55	06 Y	YARD/WORK	N
07/06/97	1811	4820	MWTFW	06 T	THROUGH	S
07/06/97	2119	4821	YWH62	06 Y	YARD/WORK	S
07/06/97	2229	4822	YWH62	06 Y	YARD/WORK	N
07/07/97	0151	4823	GSCOB	03 G	THROUGH	S
07/07/97	0641	4824	LVB55	07 L	ARK CTY LOC	S
07/07/97	0956	4825	LVB55	07 L	ARK CTY LOC	N
07/07/97	1009	4826	YWH55	07 Y	YARD/WORK	S
07/07/97	1208	4827	GSWAHO	03 G	THROUGH	S
07/07/97	1223	4828	YWH55	07 Y	YARD/WORK	N
07/07/97	1755	4829	MFJWT	06 T	THROUGH	N
07/07/97	1921	4830	GSHOAB	05 G	THROUGH	N
07/07/97	1936	4831	MWTFW	07 T	THROUGH	S
07/07/97	2209	4832	YWH60	07 Y	YARD/WORK	S
07/07/97	2305	4833	YWH60	07 Y	YARD/WORK	N
07/07/97	2343	4834	YWH60	07 Y	YARD/WORK	S
07/08/97	0029	4835	YWH60	07 Y	YARD/WORK	N
07/08/97	0133	4836	WWTHER	08 W	YARD/WORK	N
07/08/97	0634	4837	LVB55	08 L	ARK CTY LOC	S
07/08/97	0847	4838	YWH55	08 Y	YARD/WORK	S
07/08/97	0949	4839	YWH55	08 Y	YARD/WORK	N
07/08/97	0958	4840	LVB55	08 L	ARK CTY LOC	N
07/08/97	1015	4841	YWH55	08 Y	YARD/WORK	S
07/08/97	1127	4842	YWH55	08 Y	YARD/WORK	N
07/08/97	1753	4843	OCKWT	08 O	THROUGH	N
07/08/97	1807	4844	MWTFW	08 T	THROUGH	S
07/08/97	1928	4845	MFJWT	07 T	THROUGH	N
07/08/97	2206	4846	OCKWT	08 O	THROUGH	S
07/08/97	2357	4847	YWH62	08 Y	YARD/WORK	S
07/09/97	0125	4848	YWH62	08 Y	YARD/WORK	N
07/09/97	0710	4849	LVB55	09 L	ARK CTY LOC	S
07/09/97	0754	4850	GSCWHO	06 G	THROUGH	S
07/09/97	0952	4851	YWH55	09 Y	YARD/WORK	S
07/09/97	1059	4852	YWH55	09 Y	YARD/WORK	N
07/09/97	1917	4853	MWTFW	09 T	THROUGH	S
07/09/97	2258	4854	YWH62	09 Y	YARD/WORK	S
07/10/97	0006	4855	YWH62	09 Y	YARD/WORK	N

PROGRAM: FPAN127.FOCUS.EXEC(AEIHIST-WHTA-4) 08/01/97 11.32.10

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
07/10/97	0010	4856	LVO54	09 L	THROUGH	N
07/10/97	0635	4857	LVB55	10 L	ARK CTY LOC	S
07/10/97	0746	4858	MFWWT	08 T	THROUGH	N
07/10/97	1006	4859	LVB55	10 L	ARK CTY LOC	N
07/10/97	1046	4860	YWH55	10 Y	YARD/WORK	S
07/10/97	1133	4861	WEMWIG	08 W	YARD/WORK	N
07/10/97	1220	4862	LVO55	10 L	THROUGH	S
07/10/97	1548	4863	OCKWT	10 O	THROUGH	N
07/10/97	1703	4864	MWTFW	10 T	THROUGH	S
07/10/97	2219	4865	OWTCK	10 O	THROUGH	S
07/10/97	2246	4866	YWH62	10 Y	YARD/WORK	S
07/10/97	2316	4867	YWH62	10 Y	YARD/WORK	N
07/11/97	0634	4868	LVB55	11 L	ARK CTY LOC	S
07/11/97	1001	4869	LVB55	11 L	ARK CTY LOC	N
07/11/97	1022	4870	YWH55	11 Y	YARD/WORK	S
07/11/97	1055	4871	YWH55	11 Y	YARD/WORK	N
07/11/97	1524	4872	YWH55	11 Y	YARD/WORK	S
07/11/97	1712	4873	YWH55	11 Y	YARD/WORK	N
07/11/97	1722	4874	MWTFW	11 T	THROUGH	S
07/11/97	2259	4875	YWH62	11 Y	YARD/WORK	S
07/11/97	2312	4876	YWH62	11 Y	YARD/WORK	N
07/11/97	2321	4877	LVO54	11 L	THROUGH	N
07/12/97	0635	4878	LVB55	12 L	ARK CTY LOC	S
07/12/97	0958	8879	YWH55	12 Y	YARD/WORK	S
07/12/97	1109	4880	YWH55	12 Y	YARD/WORK	N
07/12/97	1211	4881	LVB55	12 L	ARK CTY LOC	N
07/12/97	1252	4882	LVO55	12 L	THROUGH	S
07/12/97	1739	4883	MFWWT	12 T	THROUGH	N
07/12/97	2107	4884	MWTFW	12 T	THROUGH	S
07/12/97	2302	4885	YWH62	12 Y	YARD/WORK	S
07/12/97	2343	4886	YWH62	12 Y	YARD/WORK	N
07/13/97	1107	4887	YWH55	13 Y	YARD/WORK	S
07/13/97	1205	4888	YWH55	13 Y	YARD/WORK	N
07/13/97	1442	4889	MFWWT	13 T	THROUGH	N
07/13/97	1534	4890	YWH55	13 Y	YARD/WORK	S
07/13/97	1805	4891	YWH55	13 Y	YARD/WORK	N
07/13/97	1949	4892	MWTFW	13 T	THROUGH	S
07/13/97	2206	4893	YWH60	13 Y	YARD/WORK	S
07/13/97	2302	4894	YWH60	13 Y	YARD/WORK	N
07/14/97	0634	4895	LVB55	14 L	ARK CTY LOC	S
07/14/97	1022	4896	YWH55	14 Y	YARD/WORK	S
07/14/97	1034	4897	LVB55	14 L	ARK CTY LOC	N
07/14/97	1151	4898	YWH55	14 Y	YARD/WORK	N
07/14/97	1956	4899	MWTFW	14 T	THROUGH	S
07/14/97	2303	4900	YWH60	14 Y	YARD/WORK	S

PROGRAM: FSPAN127.FOCUS.EXEC(AETHIST-WHTA-4) 08/01/97 11.32.10

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D T R
07/14/97	2311	4901	LVO54	14 L	THROUGH	N
07/14/97	2353	4902	YWH60	14 Y	YARD/WORK	N
07/15/97	0630	4903	LVB55	15 L	ARK CTY LOC	S
07/15/97	0646	4904	MFWWT	14 T	THROUGH	N
07/15/97	0926	4905	YWH55	15 Y	YARD/WORK	S
07/15/97	1002	4906	LVB55	15 L	ARK CTY LOC	N
07/15/97	1105	4907	YWH55	15 Y	YARD/WORK	N
07/15/97	1117	4908	LVO55	15 L	THROUGH	S
07/15/97	1528	4909	OCKWT	15 O	THROUGH	N
07/15/97	1731	4910	MWTFW	15 T	THROUGH	S
07/15/97	1932	4911	OWTCK	15 O	THROUGH	S
07/15/97	2321	4912	YWH62	15 Y	YARD/WORK	S
07/15/97	2356	4913	YWH62	15 Y	YARD/WORK	N
07/16/97	0633	4914	LVB55	16 L	ARK CTY LOC	S
07/16/97	1133	4915	LVB55	16 L	ARK CTY LOC	N
07/16/97	1157	4916	YWH55	16 Y	YARD/WORK	S
07/16/97	1246	4917	YWH55	16 Y	YARD/WORK	N
07/16/97	1540	4918	YWH55	15 Y	YARD/WORK	S
07/16/97	1735	4919	YWH55	16 Y	YARD/WORK	N
07/16/97	2315	4920	YWH62	16 Y	YARD/WORK	S
07/17/97	0003	4921	YWH62	16 Y	YARD/WORK	N
07/17/97	0210	4922	LVO54	16 L	THROUGH	N
07/17/97	0632	4923	LV355	17 L	ARK CTY LOC	S
07/17/97	0931	4924	YWH55	17 Y	YARD/WORK	S
07/17/97	0946	4925	YWH55	17 Y	YARD/WORK	N
07/17/97	1016	4926	LVB55	17 L	ARK CTY LOC	N
07/17/97	1354	4927	LVO55	17 L	THROUGH	S
07/17/97	1501	4928	OCKWT	17 O	THROUGH	N
07/17/97	2112	4929	OWTCK	17 O	THROUGH	S
07/18/97	0214	4930	MFWWTX	15 T	THROUGH	N
07/18/97	0633	4931	LVB55	18 L	ARK CTY LOC	S
07/18/97	0930	4932	YWH55	18 Y	YARD/WORK	S
07/18/97	0938	4933	MWTFW	16 T	THROUGH	S
07/18/97	1032	4934	YWH55	18 Y	YARD/WORK	N
07/18/97	1126	4935	LVB55	18 L	ARK CTY LOC	N
07/18/97	1428	4936	YWH55	18 Y	YARD/WORK	S
07/18/97	1556	4937	YWH55	18 Y	YARD/WORK	N
07/18/97	2244	4938	EWTER	17 E	THROUGH	S
07/18/97	2308	4939	YWH62	18 Y	YARD/WORK	S
07/18/97	2328	4940	YWH62	18 Y	YARD/WORK	N
07/19/97	0035	4941	LVO54	18 L	THROUGH	N
07/19/97	0631	4942	LVB55	19 L	ARK CTY LOC	S
07/19/97	1021	4943	YWH55	19 Y	YARD/WORK	S
07/19/97	1120	4944	YWH55	19 Y	YARD/WORK	N
07/19/97	1125	4945	LVB55	19 L	ARK CTY LOC	N

PROGRAM: FPN127.FOCUS.EXEC(AETHIST-WHTA-4) 08/01/97 11.32.10

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
07/19/97	1144	4946	GSWAHO 17	G	THROUGH	S
07/19/97	1306	4947	LVO55 19	L	THROUGH	S
07/19/97	2256	4948	YWH62 19	Y	YARD/WORK	S
07/19/97	2337	4949	YWH62 19	Y	YARD/WORK	N
07/20/97	0011	4950	MFWWT 16	T	THROUGH	N
07/20/97	0505	4951	MFWWT 17	T	THROUGH	N
07/20/97	0919	4952	GSHOAB 16	G	THROUGH	N
07/20/97	0943	4953	GSBYHO 17	G	THROUGH	S
07/20/97	1006	4954	YWH55 20	Y	YARD/WORK	S
07/20/97	1141	4955	YWH55 20	Y	YARD/WORK	N
07/20/97	1423	4956	MWTFW 19	T	THROUGH	S
07/20/97	1951	4957	MWTFW 20	T	THROUGH	S
07/20/97	2201	4958	YWH60 20	Y	YARD/WORK	S
07/20/97	2250	4959	YWH60 20	Y	YARD/WORK	N
07/21/97	0630	4960	LVB55 21	L	ARK CTY LOC	S
07/21/97	0655	4961	MFWWT 19	T	THROUGH	N
07/21/97	0935	4962	LVB55 21	L	ARK CTY LOC	N
07/21/97	1049	4963	YWH55 21	Y	YARD/WORK	S
07/21/97	1059	4964	GSWIHO 21	G	THROUGH	S
07/21/97	1219	4965	YWH55 21	Y	YARD/WORK	N
07/21/97	1933	4966	MWTFW 21	T	THROUGH	S
07/21/97	2315	4967	YWH60 21	Y	YARD/WORK	S
07/21/97	2352	4968	YWH60 21	Y	YARD/WORK	N
07/22/97	0603	4969	GSOLGV 18	G	THROUGH	S
07/22/97	0635	4970	LVB55 22	L	ARK CTY LOC	S
07/22/97	0941	4971	YWH55 22	Y	YARD/WORK	S
07/22/97	1031	4972	LVB55 22	L	ARK CTY LOC	N
07/22/97	1058	4973	YWH55 22	Y	YARD/WORK	N
07/22/97	1115	4974	GSGVOL 19	G	THROUGH	N
07/22/97	1126	4975	OWTCK 22	O	THROUGH	N
07/22/97	1255	4976	GSCWHO 18	G	THROUGH	S
07/22/97	1426	4977	YWH55 22	Y	YARD/WORK	S
07/22/97	1458	4978	OWTCK 22	O	THROUGH	N
07/22/97	1612	4979	YWH55 22	Y	YARD/WORK	N
07/22/97	2203	4980	WWTCKG 20	W	YARD/WORK	S
07/22/97	2309	4981	OWTCK 22	O	THROUGH	S
07/22/97	2319	4982	YWH62 22	Y	YARD/WORK	S
07/23/97	0039	4983	YWH62 22	Y	YARD/WORK	N
07/23/97	0632	4984	LVB55 23	L	ARK CTY LOC	S
07/23/97	0947	4985	LVB55 23	L	ARK CTY LOC	N
07/23/97	1053	4986	YWH55 23	Y	YARD/WORK	S
07/23/97	1155	4987	YWH55 23	Y	YARD/WORK	N
07/23/97	1252	4988	GLCOGV 17	G	THROUGH	S
07/23/97	2039	4989	GSWAHO 20	G	THROUGH	S
07/23/97	2209	4990	YWH62 23	Y	YARD/WORK	S

PROGRAM: FPAN127.FOCUS.EXEC(AETIHIST-WHTA-4) 08/01/97'11.32.10

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R	
07/23/97	2321	4991	YWH62	23	Y	YARD/WORK	N
07/24/97	0242	4992	LVO54	23	L	THROUGH	N
07/24/97	0641	4993	LVB55	24	L	ARK CTY LOC	S
07/24/97	0929	4994	YWH55	24	Y	YARD/WORK	S
07/24/97	1031	4995	MFWWT	21	T	THROUGH	N
07/24/97	1053	4996	YWH55	24	Y	YARD/WORK	N
07/24/97	1131	4997	LVB55	24	L	ARK CTY LOC	N
07/24/97	1318	4998	LVO55	24	L	THROUGH	S
07/24/97	1547	4999	MWTFW	23	T	THROUGH	S
07/24/97	1611	5000	OWTCK	24	O	THROUGH	N
07/24/97	1815	5001	MFWWT	22	T	THROUGH	N
07/24/97	2124	5002	MWTFW	24	T	THROUGH	S
07/24/97	2236	5003	YWH62	24	Y	YARD/WORK	S
07/24/97	2259	5004	YWH52	24	Y	YARD/WORK	N
07/25/97	0023	5005	OWTCK	24	O	THROUGH	S
07/25/97	0643	5006	LVB55	25	L	ARK CTY LOC	S
07/25/97	0908	5007	GSWIBV	25	G	THROUGH	N
07/25/97	1111	5008	YWH55	25	Y	YARD/WORK	S
07/25/97	1216	5009	YWH55	25	Y	YARD/WORK	N
07/25/97	1224	5010	LVB55	25	L	ARK CTY LOC	N
07/25/97	2320	5011	YWH62	25	Y	YARD/WORK	S
07/26/97	0009	5012	YWH62	25	Y	YARD/WORK	N
07/26/97	0101	5013	LVO54	25	L	THROUGH	N
07/26/97	0723	5014	LVB55	26	L	ARK CTY LOC	S
07/26/97	1048	5015	YWH55	26	Y	YARD/WORK	S
07/26/97	1205	5016	YWH55	26	Y	YARD/WORK	N
07/26/97	1223	5017	LVB55	26	L	ARK CTY LOC	N
07/26/97	1332	5018	LVO55	26	L	THROUGH	S
07/26/97	1728	5019	MWTFW	25	T	THROUGH	S
07/26/97	2334	5020	YWH62	26	Y	YARD/WORK	S
07/27/97	0044	5021	YWH62	26	Y	YARD/WORK	N
07/27/97	1041	5022	MFWWT	26	T	THROUGH	N
07/27/97	1112	5023	YWH55	27	Y	YARD/WORK	S
07/27/97	1231	5024	YWH55	27	Y	YARD/WORK	N
07/27/97	1354	5025	MWTFW	26	T	THROUGH	S
07/27/97	1442	502	MFWWT	24	T	THROUGH	N
07/27/97	1458	5027	YWH55	27	Y	YARD/WORK	S
07/27/97	1638	5028	YWH55	27	Y	YARD/WORK	N
07/27/97	2301	5029	MWTFW	27	T	THROUGH	S
07/28/97	0645	5030	LVB55	28	L	ARK CTY LOC	S
07/28/97	0815	5031	MFWWT	27	T	THROUGH	N
07/28/97	0914	5032	YWH55	28	Y	YARD/WORK	S
07/28/97	0942	5033	YWH55	28	Y	YARD/WORK	N
07/28/97	0956	5034	YWH55	28	Y	YARD/WORK	S
07/28/97	1131	5035	YWH55	28	Y	YARD/WORK	N

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TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
07/28/97	1149	5036	LVB55	28 L	ARK CTY LOC	N
07/28/97	1413	5037	GWAHO	26 G	THROUGH	S
07/28/97	2104	5038	MWTFW	28 T	THROUGH	S
07/28/97	2300	5039	YWH60	28 Y	YARD/WORK	S
07/28/97	2359	5040	YWH60	28 Y	YARD/WORK	N
07/29/97	0128	5041	GSOLGV	24 G	THROUGH	S
07/29/97	0245	5042	LVO54	28 L	THROUGH	N
07/29/97	0635	5043	LVB55	29 L	ARK CTY LOC	S
07/29/97	1037	5044	LVB55	29 L	ARK CTY LOC	N
07/29/97	1312	5046	YWH55	29 Y	YARD/WORK	N
07/29/97	1344	5047	MFWWT	28 T	THROUGH	N
07/29/97	1357	5048	LVO55	29 L	THROUGH	S
07/29/97	1425	5049	OWTCK	29 O	THROUGH	N
07/29/97	1529	5050	YWH55	29 Y	YARD/WORK	S
07/29/97	1707	5051	YWH55	29 Y	YARD/WORK	N
07/29/97	1736	5052	MWTFW	29 T	THROUGH	S
07/29/97	2020	5053	OWTCK	29 O	THROUGH	S
07/29/97	2314	5054	YWH62	30 Y	YARD/WORK	S
07/30/97	0001	5055	YWH62	30 Y	YARD/WORK	N
07/30/97	0642	5056	LVB55	30 L	ARK CTY LOC	S
07/30/97	1050	5057	YWH55	30 Y	YARD/WORK	S
07/30/97	1142	5058	YWH55	30 Y	YARD/WORK	N
07/30/97	1148	5059	LVB55	30 L	ARK CTY LOC	N
07/30/97	1746	5060	MWTFW	30 T	THROUGH	S
07/30/97	2310	5061	YWH62	30 Y	YARD/WORK	S
07/31/97	0010	5062	YWH62	30 Y	YARD/WORK	N
07/31/97	0104	5063	LVO54	30 L	THROUGH	N
07/31/97	0625	5064	MFWWT	29 T	THROUGH	N
07/31/97	0641	5065	LVB55	31 L	ARK CTY LOC	S
07/31/97	1019	5066	YWH55	31 Y	YARD/WORK	S
07/31/97	1109	5067	YWH55	31 Y	YARD/WORK	N
07/31/97	1149	5068	LVO55	31 L	THROUGH	S
07/31/97	1216	5069	LVB55	31 L	ARK CTY LOC	N
07/31/97	1437	5070	GSWAHO	28 G	THROUGH	S
07/31/97	1509	5071	OCKWT	30 O	THROUGH	N
07/31/97	1729	5072	MWTFW	31 T	THROUGH	S
07/31/97	2051	5073	OWTCK	31 O	THROUGH	S
07/31/97	2149	5074	YWH62	31 Y	YARD/WORK	S
07/31/97	2234	5075	YWH62	31 Y	YARD/WORK	N

TRANSPORTATION RESEARCH
AEI SCANNER TRAIN HISTORY SUMMARY FOR SCANNER #359-SOUTH WICHITA
FOR PERIOD 07/01/97-07/31/97

DATE	THRU TRAINS
07/01/97	7
07/02/97	5
07/03/97	6
07/04/97	1
07/05/97	2
07/06/97	2
07/07/97	5
07/08/97	4
07/09/97	2
07/10/97	6
07/11/97	2
07/12/97	3
07/13/97	2
07/14/97	2
07/15/97	5
07/16/97	0
07/17/97	4
07/18/97	3
07/19/97	3
07/20/97	6
07/21/97	3
07/22/97	6
07/23/97	2
07/24/97	7
07/25/97	2
07/26/97	3
07/27/97	4
07/28/97	3
07/29/97	7
07/30/97	1
07/31/97	7

*TOTAL 97

115

** AVG_THRU_TRN 3.71

TOTAL

115

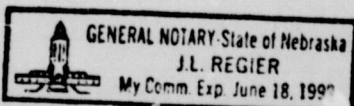
VERIFICATION

STATE OF NEBRASKA)
) ss.
COUNTY OF DOUGLAS)

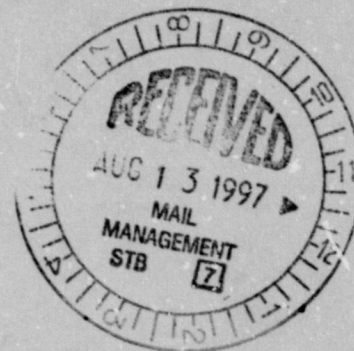
Clyde Anderson, being first duly sworn, deposes and says that he has read the foregoing document, knows the facts asserted therein, and that the same are true as stated.

Clyde Anderson
Clyde Anderson

SUBSCRIBED AND SWORN to before me this 1st day of August, 1997.



J.L. Regier
Notary Public



PROGRAM: FPAN127.FOCUS.EXEC(AEIHIST-WHTA-4) 08/01/97 11.32.10

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
07/01/97	0007	4766	YWH62	30 Y	YARD/WORK	N
07/01/97	0122	4767	LVO54	30 L	THROUGH	N
07/01/97	0639	4768	LVB55	01 L	ARK CTY LOC	S
07/01/97	0951	4769	OCKWT	30 O	THROUGH	N
07/01/97	1011	4770	YWH55	01 Y	YARD/WORK	S
07/01/97	1135	4771	YWH55	01 Y	YARD/WORK	N
07/01/97	1156	4772	LVB55	01 L	ARK CTY LOC	N
07/01/97	1219	4773	YWH55	01 Y	YARD/WORK	N
07/01/97	1253	4774	YWH55	01 Y	YARD/WORK	S
07/01/97	1258	4775	LVO55	01 L	THROUGH	S
07/01/97	1519	4776	MFWWT	29 T	THROUGH	N
07/01/97	1537	4777	OCKWT	01 O	THROUGH	N
07/01/97	2019	4778	MWTFW	01 T	THROUGH	S
07/01/97	2301	4779	OWTCK	01 O	THROUGH	S
07/01/97	2334	4780	YWH62	01 Y	YARD/WORK	S
07/02/97	0012	4781	YWH62	01 Y	YARD/WORK	N
07/02/97	0230	4782	MFWWT	01 T	THROUGH	N
07/02/97	0643	4783	LVB55	02 L	ARK CTY LOC	S
07/02/97	0736	4784	M OF W	02 W	YARD/WORK	S
07/02/97	1115	4785	YWH55	02 Y	YARD/WORK	S
07/02/97	1153	4786	LVB55	02 L	ARK CTY LOC	N
07/02/97	1201	4787	GEBEWT	25 G	THROUGH	N
07/02/97	1315	4788	YWH55	02 Y	YARD/WORK	N
07/02/97	1854	4789	GSWIHO	29 G	THROUGH	S
07/02/97	2007	4790	GEREWT	01 G	THROUGH	N
07/02/97	2046	4791	MWTFW	02 T	THROUGH	S
07/02/97	2308	4792	YWH62	02 Y	YARD/WORK	S
07/02/97	2354	4793	YWH62	02 Y	YARD/WORK	N
07/03/97	0054	4794	LVO54	02 L	THROUGH	N
07/03/97	0642	4795	LVB55	03 L	ARK CTY LOC	S
07/03/97	0803	4796	GSWAHO	01 G	THROUGH	S
07/03/97	1047	4797	YWH55	03 Y	YARD/WORK	S
07/03/97	1148	4798	LVO55	03 L	THROUGH	S
07/03/97	1204	4799	LVB55	03 L	ARK CTY LOC	N
07/03/97	1600	4800	YWH55	03 Y	YARD/WORK	N
07/03/97	1743	4801	MWTFW	03 T	THROUGH	S
07/03/97	2049	4802	OWTCK	03 O	THROUGH	S
07/03/97	2209	4803	MFWWT	02 T	THROUGH	N
07/03/97	2322	4804	YWH62	03 Y	YARD/WORK	S
07/04/97	0011	4805	YWH62	03 Y	YARD/WORK	N
07/04/97	2347	4806	MFWWT	03 T	THROUGH	N
07/05/97	0643	4807	LVB55	05 L	ARK CTY LOC	S
07/05/97	1124	4808	LVB55	05 L	ARK CTY LOC	N
07/05/97	1148	4809	YWH55	05 Y	YARD/WORK	S
07/05/97	1349	4810	YWH55	05 Y	YARD/WORK	N

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 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
07/05/97	1536	4811	MWTFW	05 T	THROUGH	S
07/05/97	2045	4812	GSOLGV	02 G	THROUGH	S
07/05/97	2223	4813	YWH62	05 Y	YARD/WORK	S
07/05/97	2302	4814	YWH62	05 Y	YARD/WORK	N
07/06/97	0822	4815	MFWWT	05 T	THROUGH	N
07/06/97	1051	4816	YWH55	06 Y	YARD/WORK	S
07/06/97	1157	4817	YWH55	06 Y	YARD/WORK	N
07/06/97	1409	4818	YWH55	06 Y	YARD/WORK	S
07/06/97	1606	4819	YWH55	06 Y	YARD/WORK	N
07/06/97	1811	4820	MWTFW	06 T	THROUGH	S
07/06/97	2119	4821	YWH62	06 Y	YARD/WORK	S
07/06/97	2229	4822	YWH62	06 Y	YARD/WORK	N
07/07/97	0151	4823	GSCOB	03 G	THROUGH	S
07/07/97	0641	4824	LVB55	07 L	ARK CTY LOC	S
07/07/97	0956	4825	LVB55	07 L	ARK CTY LOC	N
07/07/97	1009	4826	YWH55	07 Y	YARD/WORK	S
07/07/97	1208	4827	GWAHO	03 G	THROUGH	S
07/07/97	1223	4828	YWH55	07 Y	YARD/WORK	N
07/07/97	1755	4829	MFWWT	06 T	THROUGH	N
07/07/97	1921	4830	GSHOAB	05 G	THROUGH	N
07/07/97	1936	4831	MWTFW	07 T	THROUGH	S
07/07/97	2009	4832	YWH60	07 Y	YARD/WORK	S
07/07/97	2305	4833	YWH60	07 Y	YARD/WORK	N
07/07/97	2343	4834	YWH60	07 Y	YARD/WORK	S
07/08/97	0029	4835	YWH60	07 Y	YARD/WORK	N
07/08/97	0133	4836	WWIHER	08 W	YARD/WORK	N
07/08/97	0634	4837	LVB55	08 L	ARK CTY LOC	S
07/08/97	0847	4838	YWH55	08 Y	YARD/WORK	S
07/08/97	0949	4839	YWH55	08 Y	YARD/WORK	N
07/08/97	0958	4840	LVB55	08 L	ARK CTY LOC	N
07/08/97	1015	4841	YWH55	08 Y	YARD/WORK	S
07/08/97	1127	4842	YWH55	08 Y	YARD/WORK	N
07/08/97	1753	4843	OCKWT	08 O	THROUGH	N
07/08/97	1807	4844	MWTFW	08 T	THROUGH	S
07/08/97	1928	4845	MFWWT	07 T	THROUGH	N
07/08/97	2206	4846	OWICK	08 O	THROUGH	S
07/08/97	2357	4847	YWH62	08 Y	YARD/WORK	S
07/09/97	0125	4848	YWH62	08 Y	YARD/WORK	N
07/09/97	0710	4849	LVB55	09 L	ARK CTY LOC	S
07/09/97	0754	4850	GSCWHO	06 G	THROUGH	S
07/09/97	0952	4851	YWH55	09 Y	YARD/WORK	S
07/09/97	1059	4852	YWH55	09 Y	YARD/WORK	N
07/09/97	1917	4853	MWTFW	09 T	THROUGH	S
07/09/97	2258	4854	YWH62	09 Y	YARD/WORK	S
07/10/97	0006	4855	YWH62	09 Y	YARD/WORK	N

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 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
07/10/97	0010	4856	LVO54	09 L	THROUGH	N
07/10/97	0635	4857	LVB55	10 L	ARK CTY LOC	S
07/10/97	0746	4858	MFWWT	08 T	THROUGH	N
07/10/97	1006	4859	LVB55	10 L	ARK CTY LOC	N
07/10/97	1046	4860	YWH55	10 Y	YARD/WORK	S
07/10/97	1133	4861	WEMWIG	08 W	YARD/WORK	N
07/10/97	1220	4862	LVO55	10 L	THROUGH	S
07/10/97	1548	4863	OCKWT	10 O	THROUGH	N
07/10/97	1703	4864	MWTFW	10 T	THROUGH	S
07/10/97	2219	4865	OWTCK	10 O	THROUGH	S
07/10/97	2246	4866	YWH62	10 Y	YARD/WORK	S
07/10/97	2316	4867	YWH62	10 Y	YARD/WORK	N
07/11/97	0634	4868	LVB55	11 L	ARK CTY LOC	S
07/11/97	1001	4869	LVB55	11 L	ARK CTY LOC	N
07/11/97	1022	4870	YWH55	11 Y	YARD/WORK	S
07/11/97	1055	4871	YWH55	11 Y	YARD/WORK	N
07/11/97	1524	4872	YWH55	11 Y	YARD/WORK	S
07/11/97	1712	4873	YWH55	11 Y	YARD/WORK	N
07/11/97	1722	4874	MWTFW	11 T	THROUGH	S
07/11/97	2259	4875	YWH62	11 Y	YARD/WORK	S
07/11/97	2312	4876	YWH62	11 Y	YARD/WORK	N
07/11/97	2321	4877	LVO54	11 L	THROUGH	N
07/12/97	0635	4878	LVB55	12 L	ARK CTY LOC	S
07/12/97	0958	8879	YWH55	12 Y	YARD/WORK	S
07/12/97	1109	4880	YWH55	12 Y	YARD/WORK	N
07/12/97	1211	4881	LVB55	12 L	ARK CTY LOC	N
07/12/97	1252	4882	LVO55	12 L	THROUGH	S
07/12/97	1739	4883	MFWWT	12 T	THROUGH	N
07/12/97	2107	4884	MWTFW	12 T	THROUGH	S
07/12/97	2302	4885	YWH62	12 Y	YARD/WORK	S
07/12/97	2343	4886	YWH62	12 Y	YARD/WORK	N
07/13/97	1107	4887	YWH55	13 Y	YARD/WORK	S
07/13/97	1205	4888	YWH55	13 Y	YARD/WORK	N
07/13/97	1442	4889	MFWWT	13 T	THROUGH	N
07/13/97	1534	4890	YWH55	13 Y	YARD/WORK	S
07/13/97	1805	4891	YWH55	13 Y	YARD/WORK	N
07/13/97	1949	4892	MWTFW	13 T	THROUGH	S
07/13/97	2206	4893	YWH60	13 Y	YARD/WORK	S
07/13/97	2302	4894	YWH60	13 Y	YARD/WORK	N
07/14/97	0634	4895	LVB55	14 L	ARK CTY LOC	S
07/14/97	1022	4896	YWH55	14 Y	YARD/WORK	S
07/14/97	1034	4897	LVB55	14 L	ARK CTY LOC	N
07/14/97	1151	4898	YWH55	14 Y	YARD/WORK	N
07/14/97	1956	4899	MWTFW	14 T	THROUGH	S
07/14/97	2303	4900	YWH60	14 Y	YARD/WORK	S

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TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNFT. #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R	
07/14/97	2311	4901	LVO54	14	L	THROUGH	N
07/14/97	2353	4902	YWH60	14	Y	YARD/WORK	N
07/15/97	0630	4903	LVB55	15	L	ARK CTY LOC	S
07/15/97	0646	4904	MFWWT	14	T	THROUGH	N
07/15/97	0926	4905	YWH55	15	Y	YARD/WORK	S
07/15/97	1002	4906	LVB55	15	L	ARK CTY LOC	N
07/15/97	1105	4907	YWH55	15	Y	YARD/WORK	N
07/15/97	1117	4908	LVO55	15	L	THROUGH	S
07/15/97	1528	4909	OCKWT	15	O	THROUGH	N
07/15/97	1731	4910	MTTFW	15	T	THROUGH	S
07/15/97	1932	4911	OWTCK	15	O	THROUGH	S
07/15/97	2321	4912	YWH62	15	Y	YARD/WORK	S
07/15/97	2356	4913	YWH62	15	Y	YARD/WORK	N
07/16/97	0633	4914	LVB55	16	L	ARK CTY LOC	S
07/16/97	1133	4915	LVB55	16	L	ARK CTY LOC	N
07/16/97	1157	4916	YWH55	16	Y	YARD/WORK	S
07/16/97	1246	4917	YWH55	16	Y	YARD/WORK	N
07/16/97	1540	4918	YWH55	16	Y	YARD/WORK	S
07/16/97	1735	4919	YWH55	16	Y	YARD/WORK	N
07/16/97	2315	4920	YWH62	16	Y	YARD/WORK	S
07/17/97	0003	4921	YWH62	16	Y	YARD/WORK	N
07/17/97	0210	4922	LVO54	16	L	THROUGH	N
07/17/97	0632	4923	LVB55	17	L	ARK CTY LOC	S
07/17/97	0931	4924	YWH55	17	Y	YARD/WORK	S
07/17/97	0946	4925	YWH55	17	Y	YARD/WORK	N
07/17/97	1016	4926	LVB55	17	L	ARK CTY LOC	N
07/17/97	1354	4927	LVO55	17	L	THROUGH	S
07/17/97	1501	4928	OCKWT	17	O	THROUGH	N
07/17/97	2112	4929	OWTCK	17	O	THROUGH	S
07/18/97	0214	4930	MFWWTX	15	T	THROUGH	N
07/18/97	0633	4931	LVB55	18	L	ARK CTY LOC	S
07/18/97	0930	4932	YWH55	18	Y	YARD/WORK	S
07/18/97	0938	4933	MTTFW	16	T	THROUGH	S
07/18/97	1032	4934	YWH55	18	Y	YARD/WORK	N
07/18/97	1126	4935	LVB55	18	L	ARK CTY LOC	N
07/18/97	1428	4936	YWH55	18	Y	YARD/WORK	S
07/18/97	1556	4937	YWH55	18	Y	YARD/WORK	N
07/18/97	2244	4938	EWTER	17	E	THROUGH	S
07/18/97	2308	4939	YWH62	18	Y	YARD/WORK	S
07/18/97	2328	4940	YWH62	18	Y	YARD/WORK	N
07/19/97	0035	4941	LVO54	18	L	THROUGH	N
07/19/97	0631	4942	LVB55	19	L	ARK CTY LOC	S
07/19/97	1021	4943	YWH55	19	Y	YARD/WORK	S
07/19/97	1120	4944	YWH55	19	Y	YARD/WORK	N
07/19/97	1125	4945	LVB55	19	L	ARK CTY LOC	N

PROGRAM: FPA127.FOCUS.EXEC(AEIHIST-WHTA-4) 08/01/97 11.32.10

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
07/19/97	1144	4946	GSWAHO 17	G	THROUGH	S
07/19/97	1306	4947	LVO55 19	L	THROUGH	S
07/19/97	2256	4948	YWH62 19	Y	YARD/WORK	S
07/19/97	2337	4949	YWH62 19	Y	YARD/WORK	N
07/20/97	0011	4950	MFWWT 16	T	THROUGH	N
07/20/97	0505	4951	MFWWT 17	T	THROUGH	N
07/20/97	0919	4952	GSHQAB 16	G	THROUGH	N
07/20/97	0943	4953	GSBYHO 17	G	THROUGH	S
07/20/97	1006	4954	YWH55 20	Y	YARD/WORK	S
07/20/97	1141	4955	YWH55 20	Y	YARD/WORK	N
07/20/97	1423	4956	MWTFW 19	T	THROUGH	S
07/20/97	1951	4957	MWTFW 20	T	THROUGH	S
07/20/97	2201	4958	YWH60 20	Y	YARD/WORK	S
07/20/97	2250	4959	YWH60 20	Y	YARD/WORK	N
07/21/97	0630	4960	LVB55 21	L	ARK CTY LOC	S
07/21/97	0655	4961	MFWWT 19	T	THROUGH	N
07/21/97	0935	4962	LVB55 21	L	ARK CTY LOC	N
07/21/97	1049	4963	YWH55 21	Y	YARD/WORK	S
07/21/97	1059	4964	GSWIHO 21	G	THROUGH	S
07/21/97	1219	4965	YWH55 21	Y	YARD/WORK	N
07/21/97	1933	4966	MWTFW 21	T	THROUGH	S
07/21/97	2315	4967	YWH60 21	Y	YARD/WORK	S
07/21/97	2352	4968	YWH60 21	Y	YARD/WORK	N
07/22/97	0603	4969	GSOLGV 18	G	THROUGH	S
07/22/97	0635	4970	LVB55 22	L	ARK CTY LOC	S
07/22/97	0941	4971	YWH55 22	Y	YARD/WORK	S
07/22/97	1031	4972	LVB55 22	L	ARK CTY LOC	N
07/22/97	1058	4973	YWH55 22	Y	YARD/WORK	N
07/22/97	1115	4974	GSGVOL 19	G	THROUGH	N
07/22/97	1126	4975	OWTCK 22	O	THROUGH	N
07/22/97	1255	4976	GSCWHO 18	G	THROUGH	S
07/22/97	1426	4977	YWH55 22	Y	YARD/WORK	S
07/22/97	1458	4978	OWTCK 22	O	THROUGH	N
07/22/97	1612	4979	YWH55 22	Y	YARD/WORK	N
07/22/97	2203	4980	WWTCKG 20	W	YARD/WORK	S
07/22/97	2309	4981	OWTCK 22	O	THROUGH	S
07/22/97	2319	4982	YWH62 22	Y	YARD/WORK	S
07/23/97	0039	4983	YWH62 22	Y	YARD/WORK	N
07/23/97	0632	4984	LVB55 23	L	ARK CTY LOC	S
07/23/97	0947	4985	LVB55 23	L	ARK CTY LOC	N
07/23/97	1053	4986	YWH55 23	Y	YARD/WORK	S
07/23/97	1155	4987	YWH55 23	Y	YARD/WORK	N
07/23/97	1252	4988	GLOGV 17	G	THROUGH	S
07/23/97	2039	4989	GSWAHO 20	G	THROUGH	S
07/23/97	2209	4990	YWH62 23	Y	YARD/WORK	S

PROGRAM: FPAN127.FOCUS.EXEC(AEI HIST-WHTA-4) 08/01/97 11.32.10

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

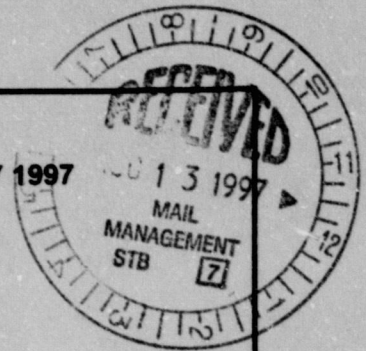
DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
07/23/97	2321	4991	YWH62	23 Y	YARD/WORK	N
07/24/97	0242	4992	LVO54	23 L	THROUGH	N
07/24/97	0641	4993	LVB55	24 L	ARK CTY LOC	S
07/24/97	0929	4994	YWH55	24 Y	YARD/WORK	S
07/24/97	1031	4995	MFWWT	21 T	THROUGH	N
07/24/97	1053	4996	YWH55	24 Y	YARD/WORK	N
07/24/97	1131	4997	LVB55	24 L	ARK CTY LOC	N
07/24/97	1318	4998	LVO55	24 L	THROUGH	S
07/24/97	1547	4999	MWTFW	23 T	THROUGH	S
07/24/97	1611	5000	OWTCK	24 O	THROUGH	N
07/24/97	1815	5001	MFWWT	22 T	THROUGH	N
07/24/97	2124	5002	MWTFW	24 T	THROUGH	S
07/24/97	2236	5003	YWH62	24 Y	YARD/WORK	S
07/24/97	2259	5004	YWH62	24 Y	YARD/WORK	N
07/25/97	0023	5005	OWTCK	24 O	THROUGH	S
07/25/97	0643	5006	LVB55	25 L	ARK CTY LOC	S
07/25/97	0908	5007	GSWIBV	25 G	THROUGH	N
07/25/97	1111	5008	YWH55	25 Y	YARD/WORK	S
07/25/97	1216	5009	YWH55	25 Y	YARD/WORK	N
07/25/97	1224	5010	LVB55	25 L	ARK CTY LOC	N
07/25/97	2320	5011	YWH62	25 Y	YARD/WORK	S
07/26/97	0009	5012	YWH62	25 Y	YARD/WORK	N
07/26/97	0101	5013	LVO54	25 L	THROUGH	N
07/26/97	0723	5014	LVB55	26 L	ARK CTY LOC	S
07/26/97	1048	5015	YWH55	26 Y	YARD/WORK	S
07/26/97	1205	5016	YWH55	26 Y	YARD/WORK	N
07/26/97	1223	5017	LVB55	26 L	ARK CTY LOC	N
07/26/97	1332	5018	LVO55	26 L	THROUGH	S
07/26/97	1728	5019	MWTFW	25 T	THROUGH	S
07/26/97	2334	5020	YWH62	26 Y	YARD/WORK	S
07/27/97	0044	5021	YWH62	26 Y	YARD/WORK	N
07/27/97	1041	5022	MFWWT	26 T	THROUGH	N
07/27/97	1112	5023	YWH55	27 Y	YARD/WORK	S
07/27/97	1231	5024	YWH55	27 Y	YARD/WORK	N
07/27/97	1354	5025	MWTFW	26 T	THROUGH	S
07/27/97	1442	5026	MFWWT	24 T	THROUGH	N
07/27/97	1458	5027	YWH55	27 Y	YARD/WORK	S
07/27/97	1638	5028	YWH55	27 Y	YARD/WORK	N
07/27/97	2301	5029	MWTFW	27 T	THROUGH	S
07/28/97	0645	5030	LVB55	28 L	ARK CTY LOC	S
07/28/97	0815	5031	MFWWT	27 T	THROUGH	N
07/28/97	0914	5032	YWH55	28 Y	YARD/WORK	S
07/28/97	0942	5033	YWH55	28 Y	YARD/WORK	N
07/28/97	0956	5034	YWH55	28 Y	YARD/WORK	S
07/28/97	1131	5035	YWH55	28 Y	YARD/WORK	N

PROGRAM: FPN127.FOCUS.EXEC(AETHIST-WHTA-4) 08/01/97 11.32.10

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 07/01/97-07/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
07/28/97	1149	5036	LVB55	28 L	ARK CTY LOC	N
07/28/97	1413	5037	GSWAHO	26 G	THROUGH	S
07/28/97	2104	5038	MWTFW	28 T	THROUGH	S
07/28/97	2300	5039	YWH60	28 Y	YARD/WORK	S
07/28/97	2359	5040	YWH60	28 Y	YARD/WORK	N
07/29/97	0128	5041	GSOLGV	24 G	THROUGH	S
07/29/97	0245	5042	LVO54	28 L	THROUGH	N
07/29/97	0635	5043	LVB55	29 L	ARK CTY LOC	S
07/29/97	1037	5044	LVB55	29 L	ARK CTY LOC	N
07/29/97	1312	5046	YWH55	29 Y	YARD/WORK	N
07/29/97	1344	5047	MFWWT	28 T	THROUGH	N
07/29/97	1357	5048	LVO55	29 L	THROUGH	S
07/29/97	1425	5049	OWTCK	29 O	THROUGH	N
07/29/97	1529	5050	YWH55	29 Y	YARD/WORK	S
07/29/97	1707	5051	YWH55	29 Y	YARD/WORK	N
07/29/97	1736	5052	MWTFW	29 T	THROUGH	S
07/29/97	2020	5053	OWTCK	29 O	THROUGH	S
07/29/97	2314	5054	YWH62	30 Y	YARD/WORK	S
07/30/97	0001	5055	YWH62	30 Y	YARD/WORK	N
07/30/97	0642	5056	LVB55	30 L	ARK CTY LOC	S
07/30/97	1050	5057	YWH55	30 Y	YARD/WORK	S
07/30/97	1142	5058	YWH55	30 Y	YARD/WORK	N
07/30/97	1148	5059	LVB55	30 L	ARK CTY LOC	N
07/30/97	1746	5060	MWTFW	30 T	THROUGH	S
07/30/97	2310	5061	YWH62	30 Y	YARD/WORK	S
07/31/97	0010	5062	YWH62	30 Y	YARD/WORK	N
07/31/97	0104	5063	LVO54	30 L	THROUGH	N
07/31/97	0625	5064	MFWWT	29 T	THROUGH	N
07/31/97	0641	5065	LVB55	31 L	ARK CTY LOC	S
07/31/97	1019	5066	YWH55	31 Y	YARD/WORK	S
07/31/97	1109	5067	YWH55	31 Y	YARD/WORK	N
07/31/97	1149	5068	LVO55	31 L	THROUGH	S
07/31/97	1216	5069	LVB55	31 L	ARK CTY LOC	N
07/31/97	1437	5070	GSWAHO	28 G	THROUGH	S
07/31/97	1509	5071	OCKWT	30 O	THROUGH	N
07/31/97	1729	5072	MWTFW	31 T	THROUGH	S
07/31/97	2051	5073	OWTCK	31 O	THROUGH	S
07/31/97	2149	5074	YWH62	31 Y	YARD/WORK	S
07/31/97	2234	5075	YWH62	31 Y	YARD/WORK	N

**RECAP OF PASSING REPORTS FOR MONTH OF JULY 1997
RENO, NEVADA**



DATE	FREIGHT
1-Jul	10
2-Jul	9
3-Jul	9
4-Jul	11
5-Jul	14
6-Jul	10
7-Jul	14
8-Jul	10
9-Jul	11
10-Jul	10
11-Jul	11
12-Jul	13
13-Jul	13
14-Jul	11
15-Jul	10
16-Jul	12
17-Jul	10
18-Jul	13
19-Jul	13
20-Jul	9
21-Jul	10
22-Jul	14
23-Jul	8
24-Jul	8
25-Jul	13
26-Jul	13
27-Jul	13
28-Jul	9
29-Jul	11
30-Jul	9
31-Jul	11

FREIGHT TRAIN MONTH TO DATE AVERAGE

11.0


STATION PASSING REPORT FOR July 1, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1215 AM	1BKOGG-29	E	F
2	650 AM	1MRVRO-30	E	F
3	1150 AM	1ZOACH2-01	E	F
4	320 PM	1AOAKS-30	E	F
5	655 PM	1MSTGJ-30	E	F
6	735 AM	1ZG1OA-29	W	F
7	755 AM	1AHNOA-28	W	F
8	250 PM	1CBGRS-21	W	F
9	410 PM	1MROOA-30	W	F
10	1020 PM	1MROST-00	W	F
11	610 PM	PASSENGER	E	P
12	1217 PM	PASSENGER	W	P
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/2/97
Date

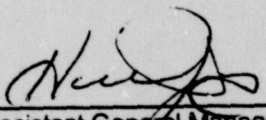
STATION PASSING REPORT FOR July 2, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1250 PM	1ZOACH-02	E	F
2	210 PM	1MRVRO-01	E	F
3	610 PM	1AOAKS-01	E	F
4	940 PM	1MSTGJ-01	E	F
5	1220 AM	1GUPTJ-01	W	F
6	405 AM	1MRORV-29	W	F
7	655 AM	1ZG1OA1-30	W	F
8	355 PM	1MROST-30	W	F
9	715 PM	1AHNOA-29	W	F
10	728 PM	PASSENGER	E	P
11	1121 AM	PASSENGER	W	P
12	108 PM - 529 PM	WORK TRAIN	N/A	W
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/3/97
Date


STATION PASSING REPORT FOR July 3, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	635 AM	1MRVRO-02	E	F
2	1120 AM	1MOARO-02	E	F
3	120 PM	1ZOACH-03	E	F
4	300 PM	1GBKOG-01	E	F
5	455 PM	1AOAKS-02	E	F
6	650 AM	1ZG1OA2-01	W	F
7	145 PM	1MROST-01	W	F
8	510 PM	1MROOA-01	W	F
9	1045 PM	1AHNOA-30	W	F
10	622 PM	PASSENGER	E	P
11	1220 PM	PASSENGER	W	P
12	230 PM	YARD ENGINE	W	SW
13		YARD ENGINE	E	SW
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

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Assistant General Manager
Transportation Service Center

7/7/97

Date

STATION PASSING REPORT FOR July 4, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	835 AM	1MEUCH-02	E	F
2	135 PM	1ZOACH-04	E	F
3	230 PM	1AOAKS-03	E	F
4	255 PM	1GBKOG-02	E	F
5	840 PM	1MSTGJ-02	E	F
6	850 PM	1GBKOG-03	E	F
7	1020 AM	1ZG1OA2-03	W	F
8	330 PM	1CCOPT-03	W	F
9	700 PM	1UPBKG-04	W	F
10	820 PM	1AHNOA-01	W	F
11	930 PM	1MROOA-03	W	F
12	640 PM	PASSENGER	E	P
13	1220 PM	PASSENGER	W	P
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/7/97

Date

STATION PASSING REPORT FOR July 5, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	220 AM	2MRVRO-02	E	F
2	355 AM	1MEUCH-03	E	F
3	1020 AM	1MRVRO-03	E	F
4	515 PM	1MOARO-04	E	F
5	905 PM	1AOAKS-04	E	F
6	1015 PM	1CTASK-04	E	F
7	225 AM	1MROSTB-02	W	F
8	645 AM	3MRORV-02	W	F
9	825 AM	1ZG1OA1-03	W	F
10	1030 AM	1MOGSTB-02	W	F
11	100 PM	2AHNOA-02	W	F
12	240 PM	1MROSTB-03	W	F
13	755 PM	1GUPTZ-01	W	F
14	1050 PM	1MROOA-04	W	F
15	607 PM	PASSENGER	E	P
16	1233 PM	PASSENGER	W	P
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/7/97
Date

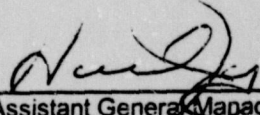
STATION PASSING REPORT FOR July 6, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	215 AM	1CRIGV-04	E	F
2	1145 AM	1ZOACH-06	E	F
3	1220 PM	1MRVRO-04	E	F
4	850 PM	1MEUCH-05	E	F
5	1040 PM	1GTJUP-05	E	F
6	1155 PM	1MSTGJ-05	E	F
7	715 AM	1ZGF10A-04	W	F
8	735 AM	1MRORV-04	W	F
9	1040 AM	1AHNOA-03	W	F
10	725 PM	1MROSTB-05	W	F
11	541 PM	PASSENGER	E	P
12	1230 PM	PASSENGER	W	P
13	430 PM	YARD ENGINE	W	SW
14	630 PM	YARD ENGINE	E	SW
15	100 AM - 134 AM	HELPER ENGINE	N/A	LE
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/7/97
Date

STATION PASSING REPORT FOR July 7, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	345 AM	1MEUCH-04	E	F
2	925 AM	1MSTGJ-06	E	F
3	1035 AM	1AOAKS-06	E	F
4	1210 PM	1MRVRO-05	E	F
5	335 PM	1MEUCH-06	E	F
6	410 PM	1MOARO-06	E	F
7	1020 PM	1MRVRO-06	E	F
8	500 AM	1ZG1OA-05	W	F
9	625 AM	1MROSTB-03	W	F
10	830 AM	1AHNOA-04	W	F
11	930 AM	1MROOA-05	W	F
12	1140 AM	1MOGSTB-04	W	F
13	240 PM	1MRORV-05	W	F
14	1110 PM	1MROSTB-06	W	F
15	635 PM	PASSENGER	E	P
16	1101 AM	PASSENGER	W	P
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/8/97
Date

STATION PASSING REPORT FOR July 8, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	550 AM	1MAOAKS-07	E	F
2	1105 AM	1ZOACH2-08	E	F
3	450 PM	1MSTGJ-06	E	F
4	650 PM	1GTZUP-06	E	F
5	230 AM	1MOGSTB-06	W	F
6	305 AM	1UPBKG-07	W	F
7	635 AM	1MROST-07	W	F
8	910 AM	1ZG10A-06	W	F
9	1040 AM	1AHNOA-05	W	F
10	220 PM	1MOGSTB-07	W	F
11	635 PM	PASSENGER	E	P
12	125 PM	PASSENGER	W	P
13	1215 AM	YARD ENGINE	W	SW
14	1245 AM	YARD ENGINE	E	SW
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

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Assistant General Manager
Transportation Service Center

7/9/97
Date


STATION PASSING REPORT FOR July 9, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	535 AM	1MSTGJ-08	E	F
2	610 AM	1RVROO-07	E	F
3	1105 AM	1MRVRO-08	E	F
4	1220 PM	1ZOACH-08	E	F
5	320 PM	1AOAKS-08	E	F
6	520 PM	1GBKOG-07	E	F
7	1235 AM	1MROOA-06	W	F
8	155 AM	1MRORV-06	W	F
9	425 AM	1CSKTA-04	W	F
10	710 AM	1ZG1OA-07	W	F
11	740 AM	1AHNOA-06	W	F
12	744 PM	PASSENGER	E	P
13	1202 PM	PASSENGER	W	P
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

7/10/97
Date


STATION PASSING REPORT FOR July 10, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1100 AM	1MOARO-08	E	F
2	1115 AM	1AOAKS-09	E	F
3	225 PM	1ZOACH-10	E	F
4	445 PM	1MEUCH-08	E	F
5	115 AM	1MROSTB-08	W	F
6	300 AM	1MROOA-07	W	F
7	630 AM	1CSKTA-08	W	F
8	835 AM	1ZK1OA-08	W	F
9	1230 PM	2MROSTB-08	W	F
10	220 PM	1AHNOA-07	W	F
11	635 PM	PASSENGER	E	P
12	1215 PM	PASSENGER	W	P
13	1020 AM	YARD ENGINE	W	SW
14	1130 AM	YARD ENGINE	W	SW
15				
16				
17				
18				
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20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

7/11/97
Date

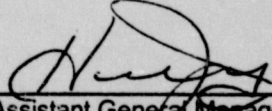
STATION PASSING REPORT FOR July 11, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	655 AM	1MEUCH-09	E	F
2	1225 PM	1ZOACH-11	E	F
3	250 PM	1AOAKS-10	E	F
4	500 PM	1MEUCH-10	E	F
5	845 PM	1MSTGJ-09	E	F
6	1235 AM	1GUPTJ-09	W	F
7	305 AM	1MOGSTB-08	W	F
8	535 AM	1MOGRV-10	W	F
9	1055 AM	1AHNOA-08	W	F
10	945 PM	1ZG1OA-09	W	F
11	1105 PM	1MOGRV-11	W	F
12	656 PM	PASSENGER	E	P
13	1020 AM	PASSENGER	W	P
14	337 PM - 439 PM	HELPER ENGINE	N/A	LE
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

7/14/97
Date


STATION PASSING REPORT FOR July 12, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1020 AM	1MSTGJ-10	E	F
2	1135 AM	1MRVRO-09	E	F
3	1205 PM	1MRVRO-10	E	F
4	1210 PM	1AOAKS-11	E	F
5	115 PM	1AOZCH-12	E	F
6	625 PM	1MSTNPB-11	E	F
7	700 PM	1MEUNPK-11	E	F
8	925 PM	1GBKOG-12	E	F
9	140 AM	1MOGSTB-09	W	F
10	310 AM	1UPPYG-11	W	F
11	745 AM	1ZG1OA-10	W	F
12	1135 PM	1MROOA-10	W	F
13	1250 PM	2MOGSTB-09	W	F
14	600 PM	PASSENGER	E	P
15	1101 AM	PASSENGER	W	P
16	229 AM - 254 AM	HELPER ENGINE	N/A	LE
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

7/14/97
Date


STATION PASSING REPORT FOR July 13, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1120 AM	1MOARO-01	E	F
2	1145 AM	1MOARO-12	E	F
3	225 PM	1ZOACH-13	E	F
4	320 PM	1AOAKS-12	E	F
5	625 PM	1CTASK-12	E	F
6	1000 PM	1MEUNP-12	E	F
7	1159 PM	1GTJUP-13	E	F
8	205 AM	1AHNOA-09	W	F
9	320 AM	1MROSTB-10	W	F
10	515 AM	1CCOPT-12	W	F
11	635 AM	1ZG1OA-11	W	F
12	1255 PM	1AHNOA-10	W	F
13	155 PM	1MROOA-11	W	F
14	552 PM	PASSENGER	E	P
15	1022 AM	PASSENGER	W	P
16	1053 A.M. - 455 PM	HELPER ENGINE	N/A	LE
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/14/97

Date


STATION PASSING REPORT FOR July 14, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	240 AM	1MRVRO-11	E	F
2	415 AM	1MSTNPB-12	E	F
3	715 AM	1CRIGV-11	E	F
4	1220 PM	1MRVRO-12	E	F
5	720 PM	1MSTNPB-13	E	F
6	1220 AM	2UPPYG-11	W	F
7	300 AM	1UPBKG-13	W	F
8	335 AM	2MOSTB-10	W	F
9	520 AM	1AHNOA-11	W	F
10	1040 AM	1MZG10A-12	W	F
11	1130 AM	1MOGSTB-12	W	F
12	535 PM	PASSENGER	E	P
13	1022 AM	PASSENGER	W	P
14	1100 AM	YARD ENGINE	W	SW
15	100 PM	YARD ENGINE	E	SW
16	1116 AM - 1159 AM	HELPER ENGINE	N/A	LE
17	655 PM	BALLAST TRAIN	E	W
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

7/15/97
Date

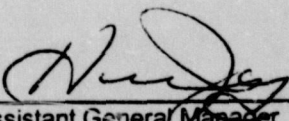
STATION PASSING REPORT FOR July 15, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	705 AM	1MRVRO-13	E	F
2	720 AM	1AOAKS-14	E	F
3	1235 PM	1CTASK-13	E	F
4	110 PM	1ZOACH2-15	E	F
5	440 PM	1MEUNP-13	E	F
6	325 AM	1GUPTZ-14	W	F
7	425 AM	1MOGSTB-12	W	F
8	725 AM	1ZG10A-13	W	F
9	735 AM	1GUPTJ-14	W	F
10	835 AM	1AHNOA-12	W	F
11	720 PM	PASSENGER	E	P
12	150 PM	PASSENGER	W	P
13	110 AM - 319 AM	HELPER ENGINE	N/A	LE
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

7/16/97
Date

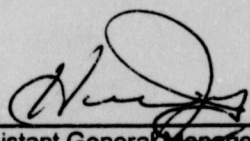
STATION PASSING REPORT FOR July 16, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	820 AM	1MOARO-15	E	F
2	1005 AM	1AOAKS-15	E	F
3	1105 AM	1MSTNPB-15	E	F
4	1250 PM	1ZOACH-16	E	F
5	750 PM	1MEUNP-13	E	F
6	920 PM	1MRVRO-14	E	F
7	255 AM	1MROOA-14	W	F
8	425 AM	1MOGSTB-13	W	F
9	650 AM	1ZG1OA-14	W	F
10	725 AM	1CBGRS-13	W	F
11	1000 AM	1AHNOA-13	W	F
12	1040 AM	1MROSTB-14	W	F
13	703 PM	PASSENGER	E	P
14	1259 PM	PASSENGER	W	P
15	835 PM - 844 PM	WORK TRAIN	N/A	W
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/17/97

Date

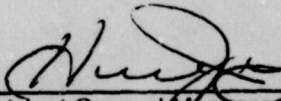
STATION PASSING REPORT FOR July 17, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	620 AM	1MSTNPB-16	E	F
2	1030 AM	1AOAKS-16	E	F
3	1135 AM	1MOARO-16	E	F
4	1250 PM	1ZOACH-17	E	F
5	410 PM	1MRVRO-15	E	F
6	430 PM	1GPYUP-15	E	F
7	815 PM	1MEUNP-16	E	F
8	115 AM	1MROSTB-15	W	F
9	710 AM	1ZG1OA-15	W	F
10	755 AM	1AHNOA-14	W	F
11	825 PM	PASSENGER	E	P
12	1108 AM	PASSENGER	W	P
13	305 AM	LIGHT ENGINE	N/A	LE
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/18/97
Date

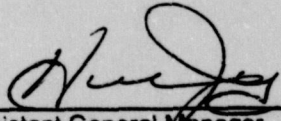
STATION PASSING REPORT FOR July 18, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	650 AM	1GPYUP-16	E	F
2	715 AM	1CTASK-16	E	F
3	730 AM	1CRSBG-15	E	F
4	1035 AM	1MRVRO-16	E	F
5	1145 AM	1MEUNP-17	E	F
6	115 PM	1ZOACH-18	E	F
7	145 PM	1AOAKS-17	E	F
8	500 PM	1CTSK-17	E	F
9	535 PM	1MRVRO-17	E	F
10	140 AM	1MNPSTB-15	W	F
11	505 AM	1MOGSTB-17	W	F
12	915 AM	1ZG1OA-16	W	F
13	1125 AM	2MOGRV-18	W	F
14	620 PM	PASSENGER	E	P
15	1056 AM	PASSENGER	W	P
16	955 AM	YARD ENGINE	W	SW
17	1230 PM	YARD ENGINE	S	SW
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/21/97
Date

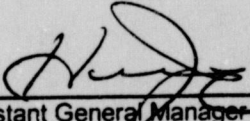
STATION PASSING REPORT FOR July 19, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine iD	Direction	Type*
1	1005 AM	1MSTROB-17	E	F
2	1055 AM	1MSTNPB-17	E	F
3	1235 PM	1AOAKS-18	E	F
4	1250 PM	1ZOACH-19	E	F
5	620 PM	1MEUNP-18	E	F
6	920 PM	1GTZUP-18	E	F
7	1055 PM	1GTJUP-18	E	F
8	325 AM	1AHNOA-15	W	F
9	155 AM	1CSKST-13	W	F
10	830 AM	1AHNOA-16	W	F
11	900 AM	1ZG1OA-17	W	F
12	1220 PM	1MOGSTB-17	W	F
13	330 PM	1UPBKG-19	W	F
14	705 PM	PASSENGER	E	P
15	1037 AM	PASSENGER	W	P
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/21/97
Date

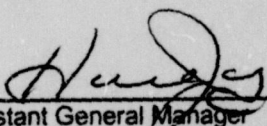
STATION PASSING REPORT FOR July 20, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	740 AM	1MOARO-17	E	F
2	1135 AM	1MOARO-19	E	F
3	1235 PM	1ZOACH-20	E	F
4	225 PM	1AOAKS-19	E	F
5	245 PM	1MEUNP-19	E	F
6	220 AM	1MROSTB-17	W	F
7	845 PM	1ZG1OA-18	W	F
8	1255 PM	1CCOPT-16	W	F
9	1015 PM	2MROSTB-17	W	F
10	550 PM	PASSENGER	E	P
11	1024 AM	PASSENGER	W	P
12				
13				
14				
15				
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17				
18				
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20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/21/97

Date

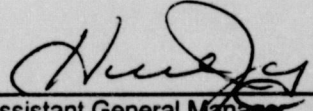
STATION PASSING REPORT FOR July 21, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1230 AM	1MSTNPB-20	E	F
2	1250 AM	1MRVRO-18	E	F
3	835 AM	1MSTNPB-19	E	F
4	1005 AM	1MRVRO-19	E	F
5	545 AM	1CTASK-20	E	F
6	355 PM	1MOARO-20	E	F
7	300 AM	1MNPSTB-17	W	F
8	535 AM	1ZG1OA-19	W	F
9	600 AM	1AHNOA-18	W	F
10	1230 PM	1AHNOA-17	W	F
11	601 PM	PASSENGER	E	P
12	1007 AM	PASSENGER	W	P
13	115 AM	YARD ENGINE	W	SW
14	145 AM	YARD ENGINE	E	SW
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.


Assistant General Manager
Transportation Service Center

7/22/97
Date

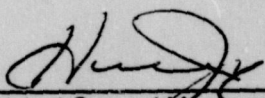
STATION PASSING REPORT FOR July 22, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	635 AM	1GBKOG-19	E	F
2	845 AM	1AOAKS-21	E	F
3	935 AM	2MEUNP-21	E	F
4	955 AM	1GBKOG-20	E	F
5	1145 AM	1ZOACH-22	E	F
6	310 PM	1MRVRO-20	E	F
7	340 PM	1MRVRO-21	E	F
8	715 PM	1GBKOG-21	E	F
9	425 AM	1MOGRV-20	W	F
10	330 AM	1MROST-19	W	F
11	515 AM	1AHNOA-19	W	F
12	740 AM	1ZG1OA-20	W	F
13	800 AM	1MROOA-20	W	F
14	940 AM	1GUPTJ-21	W	F
15	521 PM	PASSENGER	E	P
16	1202 PM	PASSENGER	W	P
17	1045 AM	YARD ENGINE	W	SW
18	115 PM	YARD ENGINE	E	SW
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/23/97

Date

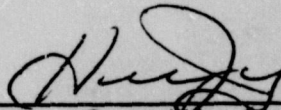
STATION PASSING REPORT FOR July 23, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	835 AM	1MOARO-22	E	F
2	845 AM	1MSTNPB-21	E	F
3	935 AM	1MSTNPB-22	E	F
4	1150 AM	1ZOACH-23	E	F
5	550 PM	1AOAKS-22	E	F
6	430 AM	1MOGSTB-20	W	F
7	650 AM	1ZG10A-21	W	F
8	1155 PM	1AHNOA-20	W	F
9	601 PM	PASSENGER	E	P
10	1058 AM	PASSENGER	W	P
11	1050 AM	YARD ENGINE	W	SW
12	115 PM	YARD ENGINE	E	SW
13	1240 AM	SXRVW-23	N/A	W
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/24/97

Date

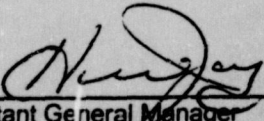
STATION PASSING REPORT FOR July 24, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	510 PM	1MONRO-20	E	F
2	1050 AM	1AOAKS-23	E	F
3	135 PM	1ZOACH-24	E	F
4	445 PM	2MSTNPB-23	E	F
5	455 PM	1CTASK-23	E	F
6	240 AM	1MROSTB-21	W	F
7	830 AM	1ZG1OA-22	W	F
8	840 AM	1AHNOA-21	W	F
9	623 PM	PASSENGER	E	P
10	1003 AM	PASSENGER	W	P
11				
12				
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*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/25/97
Date

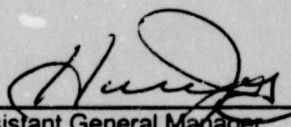
STATION PASSING REPORT FOR July 25, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	750 AM	1MRVRO-23	E	F
2	1255 PM	1MEUNP-23	E	F
3	145 PM	1GTJUP-24	E	F
4	155 PM	1ZOACH-25	E	F
5	445 PM	1AOAKS-24	E	F
6	910 PM	1MSTNPB-25	E	F
7	210 AM	1MNPSTB-19	W	F
8	305 AM	1CCOPT-24	W	F
9	455 AM	1MNPSTB-21	W	F
10	620 AM	1MROOA-24	W	F
11	635 AM	2AHNOA-22	W	F
12	835 AM	1MOGRV-22	W	F
13	125 PM	1ZG1OA3-23	W	F
14	700 PM	PASSENGER	E	P
15	1005 AM	PASSENGER	W	P
16	1000 AM	YARD ENGINE	W	SW
17	1255 PM	YARD ENGINE	E	SW
18				
19				
20				
21				
22				
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*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.



Assistant General Manager
Transportation Service Center

7/28/97

Date

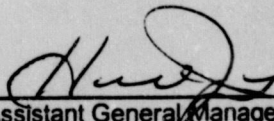
STATION PASSING REPORT FOR July 26, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	1100 AM	1AOAKS-25	E	F
2	120 PM	1MSTNPB-23	E	F
3	400 PM	1ZOACH-26	E	F
4	435 PM	1MOARO-25	E	F
5	515 PM	1CTASK-25	E	F
6	915 PM	1MSTNPB-25	E	F
7	940 PM	1MOARO-26	E	F
8	100 AM	1UPPYG-25	W	F
9	520 AM	1MNPSTB-22	W	F
10	920 AM	1ZG10A-24	W	F
11	930 AM	1MROSTB-23	W	F
12	1255 PM	1MROSTB-22	W	F
13	350 PM	1AHNOA-22	W	F
14	838 PM	PASSENGER	E	P
15	1012 AM	PASSENGER	W	P
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) L (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.



Assistant General Manager
Transportation Service Center

7/28/97

Date


STATION PASSING REPORT FOR July 27, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	350 AM	1MEUNP-25	E	F
2	1005 AM	1CSTSK-23	E	F
3	1010 AM	1AOAKS-26	E	F
4	435 PM	1ZOACH-27	E	F
5	530 PM	1MRVRO-25	E	F
6	1145 PM	1MNEUP-26	E	F
7	1225 AM	1GUPTZ-26	W	F
8	340 AM	1AHNOA-K23	W	F
9	415 AM	1AHNOA-24	W	F
10	810 AM	1ZG1OA-25	W	F
11	1100 AM	1UPBKG-26	W	F
12	400 PM	1UPPYG-27	W	F
13	805 PM	1MROSTB-26	W	F
14	623 PM	PASSENGER	E	P
15	1046 AM	PASSENGER	W	P
16	1130 AM	YARD ENGINE	W	SW
17	145 PM	YARD ENGINE	E	SW
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/28/97

Date


STATION PASSING REPORT FOR July 28, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	205 AM	1MSTNPB-27	E	F
2	1135 AM	1MRVRO-26	E	F
3	1145 AM	1MEUNP-24	E	F
4	1255 PM	1AOAKS-27	E	F
5	210 AM	1CBGRS-23	W	F
6	840 AM	1ZG1OA-26	W	F
7	935 AM	2MOGRV-25	W	F
8	210 PM	2MROOA-26	W	F
9	1140 PM	1AHNOA-25	W	F
10	620 PM	PASSENGER	E	P
11	323 PM	PASSENGER	W	P
12				
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*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.



Assistant General Manager
Transportation Service Center

7/29/97

Date

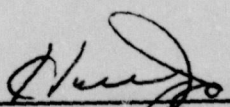
STATION PASSING REPORT FOR July 29, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	800 AM	1GTZUP-28	E	F
2	850 AM	1GPYUP-28	E	F
3	1025 AM	1MOARO-27	E	F
4	1035 AM	1MRVRO-27	E	F
5	1110 AM	1AOAKS-28	E	F
6	1155 AM	1ZOACH-29	E	F
7	315 PM	1MNEUP-27	E	F
8	110 AM	2MROOA-28	W	F
9	845 AM	12G1OA-27	W	F
10	910 AM	1MROSTB-27	W	F
11	1125 PM	1AHNOA-26	W	F
12	628 PM	PASSENGER	E	P
13	1129 AM	PASSENGER	W	P
14	657 AM - 725 AM	HELPER ENGINE	N/A	LE
15				
16				
17				
18				
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21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
Transportation Service Center

7/30/97

Date

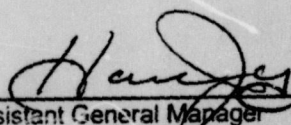
STATION PASSING REPORT FOR July 30, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	730 AM	1MSTNPB-28	E	F
2	735 AM	1CRSBG-29	E	F
3	835 AM	1MRVRO-28	E	F
4	230 PM	1ZOACH-30	E	F
5	500 PM	1MSTNPB-29	E	F
6	700 PM	1AOAKS-29	E	F
7	835 AM	1MNPSTB-26	W	F
8	1040 AM	2MOGRV-27	W	F
9	1150 PM	1ZG1OA-28	W	F
10	630 PM	PASSENGER	E	P
11	1118 AM	PASSENGER	W	P
12				
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*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


Assistant General Manager
Transportation Service Center

7/31/97
Date

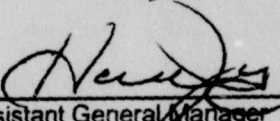
STATION PASSING REPORT FOR July 31, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train / Engine ID	Direction	Type*
1	605 AM	1MEUNP-K29	E	F
2	145 PM	1ZOACH-31	E	F
3	250 PM	1AOAKS-30	E	F
4	420 PM	1MCARO-29	E	F
5	450 PM	1MSTNPB-29	E	F
6	505 PM	1MSTNPB-30	E	F
7	530 PM	1MOARO-28	E	F
8	130 AM	1CBGRS-25	W	F
9	545 AM	1AHNOA-27	W	F
10	835 AM	1AHNOA-28	W	F
11	940 AM	1ZG1OA-29	W	F
12	650 PM	PASSENGER	E	P
13	1022 AM	PASSENGER	W	P
14				
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*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
SW (Local and Industry Switch Movements)
EM (Snow, Wreck, Fire and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
and compiled from records maintained by SPT Company in the usual and
ordinary course of business.



Assistant General Manager
Transportation Service Center

8/1/97

Date

STB

FD-32760

ID-181181

8-13-97

D

681885

MAYER, BROWN & PLATT

2000 PENNSYLVANIA AVENUE, N.W.

WASHINGTON, D.C. 20006-1882



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ERIKA Z. JONES

DIRECT DIAL (202) 778-0642
ejones@mayerbrown.com

August 13, 1997

VIA HAND DELIVERY

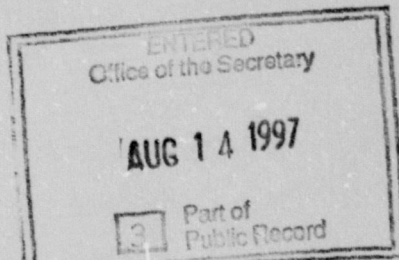
Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Room 711
Washington, DC 20423

Re: Finance Docket No. 32760, Union Pacific
Corporation, et al.-- Control and Merger
-- Southern Pacific Rail Corporation, et al.

Dear Secretary Williams:

Enclosed for filing in the above-captioned proceeding are the original and twenty-five (25) copies of the Reply of The Burlington Northern and Santa Fe Railway Company to the Petition of Montell USA, Inc. for Determination of West Lake Charles as a 2-to-1 Point (BN/SF-82). Also enclosed is a 3.5-inch disk containing the text of the Reply in WordPerfect 6.1 format.

I would appreciate it if you would date-stamp the enclosed extra copy of this filing and return it to the messenger for our files. Thank you for your assistance.



Sincerely,

Erika Z. Jones

Erika Z. Jones

Enclosures

cc: All Parties of Record

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 32760

UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY
AND MISSOURI PACIFIC RAILROAD COMPANY

-- CONTROL AND MERGER --

SOUTHERN PACIFIC RAIL CORPORATION, SOUTHERN PACIFIC
TRANSPORTATION COMPANY, ST. LOUIS SOUTHWESTERN RAILWAY
COMPANY, SPCSL CORP. AND THE DENVER AND
RIO GRANDE WESTERN RAILROAD COMPANY

REPLY OF THE BURLINGTON NORTHERN AND
SANTA FE RAILWAY COMPANY
TO PETITION OF MONTELL USA, INC.
FOR DETERMINATION OF WEST LAKE CHARLES AS A 2-TO-1 POINT

Jeffrey R. Moreland
Richard E. Weicher
Janice G. Barber
Michael E. Roper
Sidney L. Strickland, Jr.

The Burlington Northern
and Santa Fe Railway Company
3017 Lou Menk Drive
P.O. Box 961039
Ft. Worth, Texas 76161-0039
(817) 352-2353

and

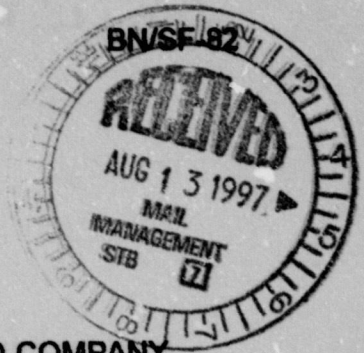
1700 East Golf Road
Schaumburg, Illinois 60173
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Erika Z. Jones
Adrian L. Steel, Jr.
Roy T. Englert, Jr.
Kathryn A. Kusske

Mayer, Brown & Platt
2000 Pennsylvania Ave., N.W.
Washington, D.C. 20006
(202) 463-2000

Attorneys for The Burlington Northern and Santa Fe Railway Company

August 13, 1997



BEFORE THE
SURFACE TRANSPORTATION BOARD



Finance Docket No. 32760

UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY
AND MISSOURI PACIFIC RAILROAD COMPANY
-- CONTROL AND MERGER --
SOUTHERN PACIFIC RAIL CORPORATION, SOUTHERN PACIFIC
TRANSPORTATION COMPANY, ST. LOUIS SOUTHWESTERN RAILWAY
COMPANY, SPCSL CORP. AND THE DENVER AND
RIO GRANDE WESTERN RAILROAD COMPANY

REPLY OF THE BURLINGTON NORTHERN AND
SANTA FE RAILWAY COMPANY
TO PETITION OF MONTELL USA, INC.
FOR DETERMINATION OF WEST LAKE CHARLES AS A 2-TO-1 POINT

The Burlington Northern and Santa Fe Railway Company ("BNSF")^{1/} submits this Reply to the Petition of Montell USA, Inc. for Determination of West Lake Charles as a 2-to-1 Point. In its petition, Montell USA, Inc. ("Montell") requests that the Surface Transportation Board ("Board") determine that Montell is a 2-to-1 shipper at its West Lake Charles, Louisiana plant and that, therefore, Montell may invoke the contract modification condition imposed by the Board in its decision approving the merger of Union Pacific and Southern Pacific ("UP/SP merger"). As we show below, Montell's petition should be granted.

^{1/} The acronyms used herein are the same as those in Appendix B to Decision No. 44.

ARGUMENT

In Decision No. 44, the Board modified and imposed the BNSF Agreement as a condition of the UP/SP merger. The BNSF Agreement gave BNSF the right to serve all 2-to-1 points — that is, all points at which shippers would lose one of only two competitive rail options as a result of an unconditioned UP/SP merger. *See, e.g.*, Decision No. 44, slip op. at 12 n.15; *id.* at 16-17; Decision No. 57, slip op. at 4 (describing BNSF Agreement). In addition, the Board expanded and imposed, as a condition of the UP/SP merger, the CMA Agreement's contract modification or reopening provision ("contract modification condition"). *See* Decision No. 44, slip op. at 18 (describing CMA Agreement); Decision No. 57, slip op. at 4-5 (describing CMA Agreement and contract modification condition).

The contract modification condition was designed to provide BNSF access to a sufficient traffic base to permit BNSF to "replicate the competition that would otherwise be lost when SP is absorbed into UP." Decision No. 44, slip op. at 145. *See also* Decision No. 57, slip op. at 5 ("Our contract modification condition responded to the argument that, because UP and SP had locked up so much 2-to-1 traffic in long-term contracts, an insufficient amount of 2-to-1 traffic supposedly open to BNSF under the BNSF agreement would actually be available to BNSF in the short run."); *ibid* (the contract modification condition was "intended to allow BNSF to achieve, sooner rather than later, sufficient traffic density on the trackage rights lines"). ^{2/}

^{2/} The Board sought to craft the contract modification condition to allow BNSF to achieve sufficient traffic density on the trackage rights lines while, at the same time,
(continued...)

Notwithstanding the fact that the Applicants did not refer to Montell and other West Lake Charles and Lake Charles area shippers as 2-to-1 shippers, the Board recognized that, prior to the UP/SP merger, these shippers were, for all practical purposes, 2-to-1 shippers who faced the immediate loss of competitive rail options as a result of the UP/SP merger. Accordingly, in approving, subject to conditions, the UP/SP merger, the Board expanded BNSF access to area shippers beyond the level contemplated in the CMA Agreement. *See* Decision No. 44, at 153 (directing applicants to remove the geographical restrictions on BNSF service to West Lake Charles, Lake Charles, and Westlake shippers "and permit BNSF to serve all destinations from these points").

The Board expanded BNSF's access at West Lake Charles and Lake Charles because it recognized, in Decision No. 44, that, notwithstanding the presence of KCS in the area, UP/SP would control the traffic of West Lake Charles and Lake Charles area shippers unless BNSF received expanded access. Accordingly, West Lake Charles and Lake Charles shippers are, in effect, 2-to-1 shippers. As the Board stated, "KCS must

²(...continued)

"put[ting] a cap upon the amount of traffic that UP/SP runs the risk of losing immediately upon consummation of the merger." Decision No. 57, slip op. at 5. Moreover, the Board recognized that the contract modification condition was "somewhat of a windfall for any shipper whose traffic it covers." *Id.* at 6. Accordingly, the Board limited the application of the condition to shippers who were 2-to-1 shippers "immediately prior to the consummation of the [UP/SP] merger." *Ibid.* Because, as described more fully below, the West Lake Charles and Lake Charles area shippers were, for all practical purposes, 2-to-1 shippers "immediately prior to the consummation of the [UP/SP] merger" (*ibid.*), the relief sought by Montell is consistent with the rationale used in Decision No. 57 to limit the reach of the contract modification condition. *See also ibid.* (stating preference for "imposition of a fixed cutoff date" limiting application of contract modification to shippers who had 2-to-1 status "immediately prior to the consummation of the merger").

interline with UP or SP to provide efficient routing to the New Orleans, Houston, and St Louis gateways. Thus, while those shippers now benefit from direct rail competition, an unconditioned merger would place all the efficient routings under the applicants' control." Decision No. 44, slip op. at 152. Consequently, as noted above, the Board sought to "preserve existing competitive alternatives for shippers in the Lake Charles area" by building upon UP's chosen remedy for these shippers in the CMA Agreement and *expanding* BNSF's right to serve these shippers beyond the level contemplated by that agreement. *Id.* at 153.^{3/}

Nevertheless, UP has indicated that the Board's clarification of the contract modification condition (Decision No. 57) precludes the relief sought by Montell. See Letter of Pat B. Collins, Business Manager, Chemical, Union Pacific Railroad Company to B.F. LeBlanc ("Collins letter") (attached to Montell petition) ("BNSF previously contended before the STB that shippers at West Lake Charles, LA are the 'functional equivalent of a 2-to-1 situation for the purpose of the contract modification condition.' The STB declined to find in favor of BNSF on this issue in the STB's decision clarifying the contract modification which was issued last November.").

UP's reliance on Decision No. 57 is misplaced. In Decision No. 57, the Board expressly left open the issue of whether West Lake Charles, Lake Charles, and Westlake are a 2-to-1 points for the purposes of the contract modification condition. See slip op. at 14 (stating that "[n]othing said in this decision is intended to prejudge" whether West

^{3/} The CMA Agreement provided BNSF restricted access to West Lake Charles. See UP/SP-260, at 23 n.9.

Lake Charles, Lake Charles, and Westlake shippers may invoke the contract modification condition). Thus, having clearly contemplated that Montell or BNSF might wish to submit the issue to the Board for resolution, the Board did not, in any way, seek to discourage Montell or BNSF from doing so.^{4/}

Moreover, Decision No. 57 *supports* Montell's petition. As Decision No. 57 makes clear, the contract modification condition is available to shippers who were 2-to-1 shippers "immediately prior" to the UP/SP merger. Slip op. at 6 ("We had in mind, when we imposed the contract modification condition, that this condition would apply to those shippers that had 2-to-1 status immediately prior to the consummation of the merger."). Unlike LCRA and Entergy — the shippers whose requests to invoke the contract modification condition were rejected in Decision No. 57 — the West Lake Charles and Lake Charles area shippers were, for all practical purposes, 2-to-1 shippers "immediately prior to the merger." Slip op. at 6. Their status as 2-to-1 shippers is clear from Decision No. 44, in which the Board concluded that "an unconditioned merger would place all the efficient routings [for those shippers] under the applicants' control." Decision No. 44, slip op. at 152. *See also* Decision 63, slip op. at 8 (stating that "KCS specifically noted that this area should be deemed not a '3-to-2' point, but a '2-to-1' point due to the routing

^{4/} In addition, there is nothing in the nature of the issue presented by Montell that makes it inappropriate for submission to the Board at this time. The Board indicated that parties may submit implementation-related disputes to it for resolution. *See* Decision No. 57, slip op. at 13-14. In stating its "willingness to resolve such disputes" (*id.* at 14), the Board did not articulate any restrictions with respect to the kinds of contract modification disputes that it would be willing to resolve.

limitations faced by KCS in getting to Houston and New Orleans" and noting that the Board had "chosen BNSF to correct this").

By recognizing that, in an unconditioned merger, the West Lake Charles and Lake Charles area shippers would *immediately* lose their competitive rail options for all efficient routings, the Board also recognized that, for all practical purposes, West Lake Charles and Lake Charles area shippers *were* 2-to-1 shippers prior to the UP/SP merger. For that reason, the Board expanded BNSF access to West Lake Charles and Lake Charles areas shippers. Thus, because Montell and other West Lake Charles and Lake Charles area shippers were, immediately prior to the merger, functionally 2-to-1 shippers who would lose "one of two present competitive options" (Decision No. 57, slip op. at 8), Decision No. 57 supports Montell's request for permission to invoke the contract modification condition, and UP's assertion to the contrary is wrong.^{5/}

CONCLUSION

For the reasons set forth above, Montell's petition should be granted.

^{5/} In an earlier submission, BNSF stated that West Lake Charles, Lake Charles, and Westlake are "not defined as" 2-to-1 points in the BNSF Agreement. BNSF-PR#1, at 13 n.8. This was, of course, because those points received service from KCS. However, BNSF also noted that "logically," the "same competition-protective" rationale that "appl[ies] at 2-to-1 points appl[ies] as well in the Lake Charles area." *Ibid.* The reason these rationales apply in the Lake Charles area is that "an unconditioned merger would place all the efficient routings [for these shippers] under the applicants' control." Decision No. 44, slip op. at 152. Thus, BNSF has consistently taken the position that, functionally, these shippers *are* 2-to-1 shippers.

Respectfully submitted,

Erika Z. Jones

Erika Z. Jones
Adrian L. Steel, Jr.
Roy T. Englert, Jr.
Kathryn A. Kusske

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The Burlington Northern
and Santa Fe Railway Company
3017 Lou Menk Drive
P.O. Box 961039
Ft. Worth, Texas 76161-0039
(817) 352-2353

and

1700 East Golf Road
Schaumburg, Illinois 60173
(847) 995-6887

Attorneys for The Burlington Northern and Santa Fe Railway Company

August 13, 1997

CERTIFICATE OF SERVICE

I do hereby certify that a copy of the foregoing Reply to Petition of Montell USA, Inc. for Determination of West Lake Charles As A 2-to-1 Point (BN/SF-82) was served, by first-class mail, postage prepaid, or by a more expeditious manner of delivery, on all Parties of Record in Finance Docket No. 32760.



Adam C. Sloane
Mayer, Brown & Platt
2000 Pennsylvania Ave., N.W.
Washington, D.C. 20006

STB

FD-32760

ID-181328

8-21-97

D

181328

The City Of
ANDOVER
in Butler County

909 N. Andover Rd., P.O. Box 295
Andover, Kansas 67002

Phone (316) 733-1303
Fax (316) 733-4634

August 19, 1997

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K. Street, N.W.
Washington, DC 20423

D



Re: Finance Docket No. 32760
Union Pacific Corporation, Union Pacific
Railroad Company, and Missouri Pacific
Railroad Company - Control and Merger -
Southern Pacific Rail Corporation, Southern
Pacific Transportation, St. Louis Southwestern
Railway Company, SPCL Corp. and the Denver
and Rio Grande Western Railroad Company

Dear Secretary Williams:

Enclosed please find the original and twenty-five (25) copies of City of Andover's transmittal letter explaining the reasons for our late filing for participation in the above captioned proceeding, a Notice of Intent to Participate, and a Certificate of Service on all parties of record. Also enclosed is a disk of the above mentioned materials formatted for Word Perfect 6.1.

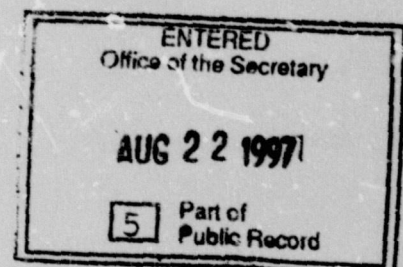
Thank you in advance for your kind consideration. If there is anything else you require please do not hesitate to contact me at (316) 733-1303, ext. 22.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jeffrey K. Bridges, Jr.".

Jeffrey K. Bridges, Jr.
City Clerk/Administrator

enc.



**Law Office of
Norman G. Manley**
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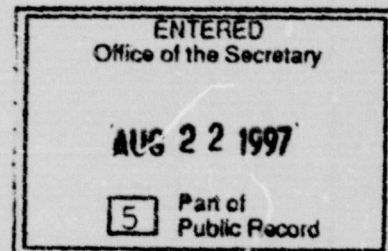
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August 19, 1997

Vernon A. Williams
Secretary
Surface Transportation Board
1925 K. Street, N.W.
Washington, D C. 20423



Re: Finance Docket No. 32760
Union Pacific Corporation, Union Pacific
Railroad Company, and Missouri Pacific
Railroad Company - Control and Merger -
Southern Pacific Rail Corporation, Southern
Pacific Transportation, St. Louis Southwestern
Railway Company, SPCL Corp. And the Denver
and Rio Grande Western Railroad Company



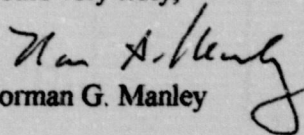
Dear Secretary Williams:

This letter is intended as a notice of the intent of the City of Andover, Kansas, to participate in the captioned proceeding as a party of record (POR). The City is very hopeful that it is not too late at this point to be included as a party of record. The City has just recently determined that the proposed merger will have an indirect but fairly dramatic potential impact upon its growth. The project itself is expected to increase rail traffic through the City of Wichita, Kansas. In response to what the City of Wichita perceives to be an increase in traffic congestion it has undertaken a study to determine the feasibility of re-routing rail traffic around the City of Wichita, Kansas. A potential route, described as E-6, would involve routing the traffic through the planning area of the City of Andover, Kansas. In the event that such a route is selected and in the further event that the City of Wichita follows through with its plans to re-route rail traffic there would undoubtedly be a dramatic impact upon the future growth of the City of Andover, Kansas. The actions of the City of Wichita, Kansas, are in response to an environmental mitigation study being conducted as a condition of the merger of the railroads. Therefore, the City of Andover, Kansas, believes participation by the City

of Andover, Kansas, in this proceeding would not broaden the issues or disadvantage any other party of record. For these reasons the City of Andover is wishing to be kept fully informed and abreast of all proceedings.

Thanks very much for your consideration.

Yours very truly,


Norman G. Manley

NGM/jkb

cc: w/o service list: All parties of record.

Before The
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C.

Finance Docket No. 32760

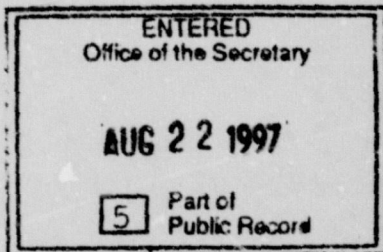
Union Pacific Railroad Corporation, Union Pacific
Railroad Company, and Missouri Pacific Railroad
Company - Control and Merger - Southern Pacific
Rail Corporation, Southern Pacific Transportation,
St. Louis Southwestern Railroad Company, SPCL
Corp. and the Denver And Rio Grand Western
Railroad Company

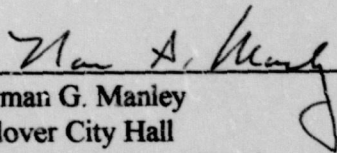
Notice of Intent to Participate

Please enter the appearance of the undersigned counsel on behalf on the City of Andover,
Kansas, which intends to participate and become a party of record in this proceeding. Pursuant to
49 C.F.R. Section 1104.12, service of all documents filed in this proceeding should be made upon
the undersigned.

Dated: August 19, 1997

Respectfully submitted,




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Counsel for City of Andover,
Kansas

Certificate of Service

I hereby certify that on August 19, 1997, a copy of the foregoing City of Andover, Kansas',
Notice of Intent to Participate was served by first-class, U.S. mail, postage prepaid upon the
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Salida, CA 81201

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Governor
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Dean L. Worley
Hilburn Calhoun Harper
PO Box 5551
North Little Rock, AR 72119

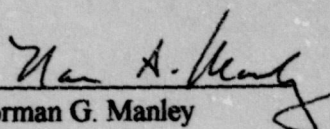
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Norman G. Manley
Andover City Hall
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Andover, KS 67002
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Counsel for City of Andover
Kansas

STB

FD

32760

6-30-97

D

180410



GENEVA STEEL

P.O. BOX 2500
PROVO, UTAH 84603

TELEPHONE: (801) 227-9000
FAX: (801) 227-9090

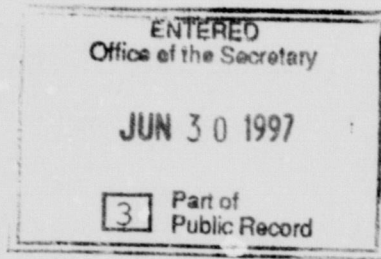
180412

FD 32760 GS-10

FD 32760 (Sub-No. 21) GS-2

June 30, 1997

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001



Re: Finance Docket No. 32760 and Finance Docket No. 32760 (Sub-No. 21), Union Pacific Corp., et al. - -
Control & Merger - - Southern Pacific Rail Corp., et al.

Dear Secretary Williams:

Geneva Steel originally had serious concerns about the proposed UP/SP merger. Our mill had been served by both the UP and the SP, and we had benefited from the head-to-head competition between the two carriers. Geneva had enjoyed various innovative, low-cost service arrangements, such as back-haul arrangements of coal for our inbound shipment of both iron ore pellets and coal. We believed that these arrangements were developed because UP and SP were competing head-to-head for Geneva's business. We feared that our transportation cost would increase once we lost the competition between UP and SP.

Our concerns about the merger were somewhat allayed when UP, in March 1996, agreed to provide BNSF with a new route on the Central Corridor and access to our facility. At that time, we entered into a long term contract with the UP, which was to take effect as our existing contracts with the UP and SP expired. We signed this contract in order to protect our interests by obtaining a surrogate for the competition we felt we were losing.

We had a provision in the long term contract which allowed us to cancel it within the first year. This provision along with the ruling by the Surface Transportation Board on opening 50% of the volume of UP contracts with "2-to-1" customers, prompted us to encourage the BNSF to make an offer for our traffic. In response to the BNSF bid, UP offered us a new contract for all of our inbound and outbound commodities. Several rounds of bidding followed. Both UP and BNSF offered us lower rates and better commitments regarding equipment and service than we had obtained under the long term contract we negotiated with the UP prior to the merger.

Both UP/SP and BNSF could compete on an origin-destination basis for many of the movements covered by the contract, and each also had advantages in terms of being able to serve certain origins or destinations on a single-line basis that the other competitor could not. In this regard, UP/SP and BNSF each could offer a wider array of single-line service

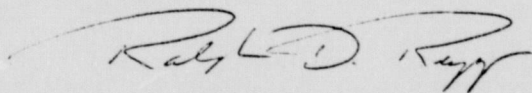
than UP and SP alone prior to the merger. Though BNSF's rate bids were lower overall, UP/SP had some key advantages in terms of single-line access to certain origins and destinations, which were important in our final decision. Consequently we awarded the contract to the UP. Nevertheless, under the contract, BNSF has access to shipments of steel to local BNSF points not served by the UP, a significant amount of taconite shipped from BNSF served origins, and any traffic for which UP does not meet its service and equipment commitments under the contract. Under these exclusions, more than 13,000 carloads of our business are potentially available to BNSF.

The new contract with UP has rates that are significantly lower than the rates under the contract we negotiated with UP prior to the merger. In addition, UP will be adding over 300 gondolas to our equipment pool and will be providing us with certain logistical support for our transportation needs. Both UP and BNSF have been willing and able to offer us lower rates and greater service commitments than we had before the merger and have been willing to commit to significant new equipment investments to handle our business.

Our experience with the bidding for this new contract has shown us that the competition between the UP and the BNSF is stronger than we had anticipated. We plan to offer to the BNSF as much competitive traffic as is available under the provisions of our contract with the UP. We are committed to helping to keep the BNSF a viable competitor in the Central Corridor.

The UP/SP merger has provided both UP and BNSF with a broader network and more direct routes. We expect to see further benefits from shorter routes, more single-line service, and other improvements as the merger is implemented. We will continue of course, to monitor closely our rail transportation service and reserve the right, as a party of record in the oversight proceeding in Finance Docket No. 32760 (Sub-No. 21), to help ensure that the merger does not adversely effect our critical need for the highest quality transportation at the lowest possible price.

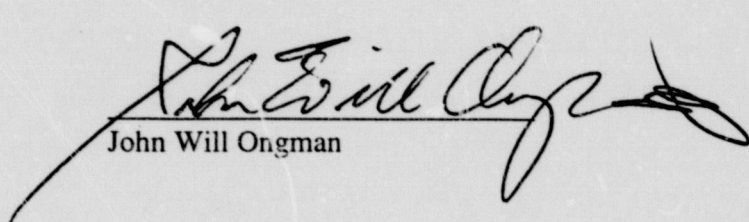
Sincerely,

A handwritten signature in dark ink, appearing to read "Ralph D. Rupp", with a stylized flourish at the end.

Ralph D. Rupp
Manager Traffic
Geneva Steel

CERTIFICATE OF SERVICE

I certify that on this 30th day of June, 1997, a copy of the foregoing letter concerning Finance Dockets 32760 and 32760 (Sub-No. 21), GS-10 and GS-2 respectively, were served on the Parties of Record via first-class mail.


John Will Ongman

STB

FD

32760

4-28-97

179489

179489

PAUL H. LAMBOLEY
1020 19TH STREET NW, SUITE 400
WASHINGTON, D. C. 20036

TEL 202.496.4920
FAX 202.293.6200

April 25, 1997



The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Suite 700
Washington, D.C. 20423-0001

Re: Union Pacific Corporation, et al. --
Control and Merger --
Southern Pacific Corporation, et al.
Finance Docket No. 32760

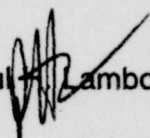
Dear Secretary Williams:

Please find enclosed for filing an original and ten copies of the City of Reno's signed Verification of Charles McNeely which is the First Supplement to the City of Reno's Response filed April 22, 1997 in the above-proceeding.

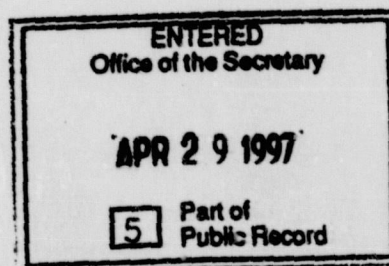
Please return one "Board" stamped copy to the undersigned in the enclosed self-addressed, stamped envelope for our files.

Thank you for your assistance.

Very truly yours,

Paul  Lamboley

PHL:pvg
Enclosures



179489

UNITED STATES OF AMERICA
BEFORE THE SURFACE TRANSPORTATION BOARD

F.D. No. 32760



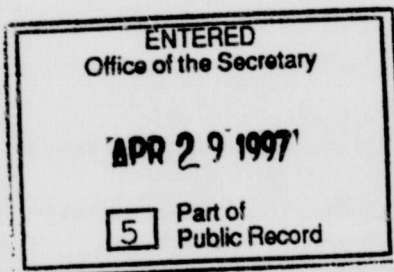
UNION PACIFIC CORPORATION, ET AL. --
CONTROL AND MERGER -- SOUTHERN PACIFIC CORPORATION, ET AL.

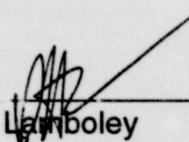
FIRST SUPPLEMENT TO CITY OF RENO'S RESPONSE TO
APPLICANTS' UNION PACIFIC AND SOUTHERN PACIFIC
FIRST SET OF INTERROGATORIES, REQUEST FOR PRODUCTION OF
DOCUMENTS AND PETITION FOR WAIVER OF SERVICE REQUIREMENT

VERIFICATION

The signed Verification of Charles McNeely is hereby submitted for filing as supplement to the unsigned Verification page contained in the City of Reno's April 22, 1997 Response to Interrogatories, Requests for Production of Documents and Petition for Waiver of Service Requirement proposed by Applicants Union Pacific Railroad, et al. and Southern Pacific Railroad, et al. ("UP/SP").

Dated: April 25, 1997





Paul H. Lamboley
1020 Nineteenth Street, N.W.
Suite 400
Washington, D.C. 20036-6105
Telephone: (202) 496-4920

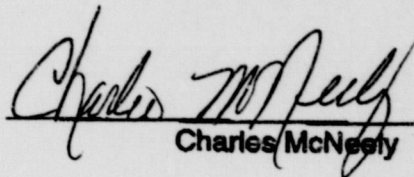
Patricia A. Lynch, City Attorney
Michael K. Halley, Deputy City Attorney
Reno City Hall
490 South City Street
Reno, Nevada 89501
Telephone: (702) 334-2050

Counsel for The City of Reno

VERIFICATION

I, Charles McNeely, verify under penalty of perjury that the foregoing Responses to Discovery are true and correct. Further, I certify that I am qualified and authorized to file these verified responses to discovery requests.

Executed on this 22ND day of April, 1997.



Charles McNeely

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a copy of the foregoing Supplemental Verification was mailed via first class mail, postage prepaid this 25th day of April 1997, to:

Steven J. Kalish
McCarthy, Sweeney & Harkaway, P.C.
1750 Pennsylvania Avenue, N.W.
Washington, D.C. 20006

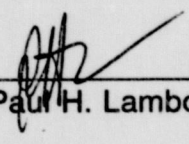
Carl W. von Bernuth
Richard J. Ressler
Union Pacific Corporation
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Cannon Y. Harvey
Louis P. Warchot
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James V. Dolan
Paul A. Conley, Jr.
Louise A. Rinn
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Paul H. Lambole

STB

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32760

4-28-97

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April 23, 1997



The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Suite 700
Washington, D.C. 20423-0001

Re: Union Pacific Corporation, et al. --
Control and Merger --
Southern Pacific Corporation, et al.
Finance Docket No. 32760

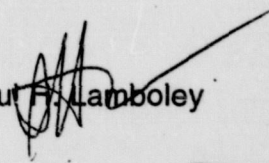
Dear Secretary Williams:

Please find enclosed for filing an original and ten copies of the City of Reno's Supplemental Certificate of Service.

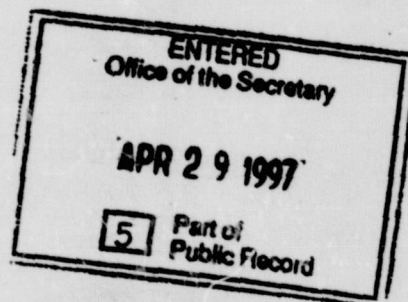
Please return one "Board" stamped copy to the undersigned in the enclosed self-addressed, stamped envelope for our files.

Thank you for your assistance.

Very truly yours,


Paul H. Lamboley

PHL:pvg
Enclosures



UNITED STATES OF AMERICA
BEFORE THE SURFACE TRANSPORTATION BOARD

F.D. No. 32760

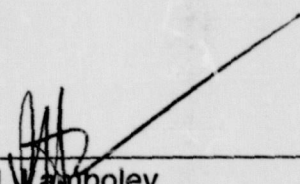
Union Pacific Corporation, et al. --
Control and Merger -- Southern Pacific Corporation, et al.

SUPPLEMENTAL CERTIFICATE OF SERVICE

I hereby certify that a copy of the City of Reno's Responses to Applicants' Interrogatories, Requests for Production of Documents and Petition for Waiver of Service Requirement was mailed via first class mail, postage prepaid this 23rd day of April 1997, to:

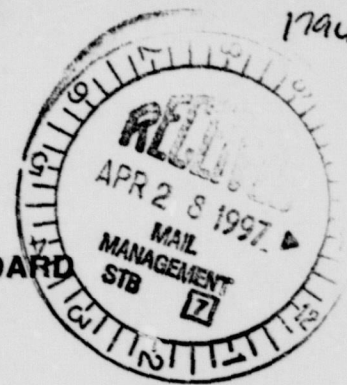
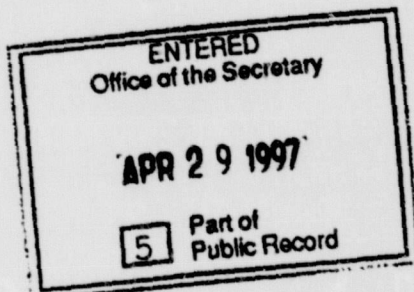
Steven J. Kalish
McCarthy, Sweeney & Harkaway, P.C.
1750 Pennsylvania Avenue, N.W.
Washington, D.C. 20006

Dated: April 23, 1997


Paul H. Canboley
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Washington, D.C. 20036-6105
Telephone: (202) 496-4920

Patricia A. Lynch, City Attorney
Michael K. Halley, Deputy City Attorney
Reno City Hall
490 South City Street
Reno, Nevada 89501
Telephone: (702) 334-2050

Counsel for The City of Reno



CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a copy of the foregoing Supplemental Certificate of Service was mailed via first class mail, postage prepaid this 23rd day of April 1997, to:

Steven J. Kalish
McCarthy, Sweeney & Harkaway, P.C.
1750 Pennsylvania Avenue, N.W.
Washington, D.C. 20006

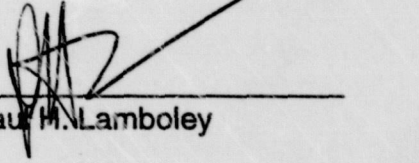
Carl W. von Bernuth
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J. Michael Hemmer
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P.O. Box 7566
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Paul M. Lamboley

STB

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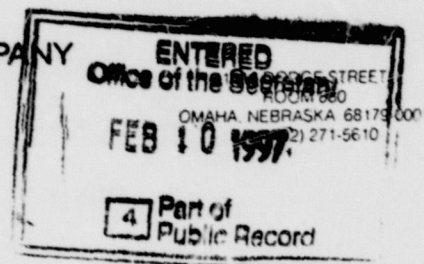
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UNION PACIFIC RAILROAD COMPANY



February 4, 1997

Mr. Vernon A. Williams, Secretary
 Surface Transportation Board
 1201 Constitution Avenue NW, Room 2215
 Washington, DC 20423-0001



Re: Finance Docket 32760. UP - Control and Merger - SP

Dear Mr. Williams:

Pursuant to Decision No. 44, UP/SP submits station passing reports for the month of January 1997 for the cities of Reno, Nevada and Wichita, Kansas. The reports indicate that UP/SP is in compliance with Condition 22.a and Condition 23.a of Exhibit G to Decision No. 44.

	<u>Reno</u>	<u>Wichita</u>
Cap	14.7	6.4
Average Through Freight Trains	6.7	4.03

January 1997 was notable due to the catastrophic floods and landslides that closed numerous UP and SP lines in California, Nevada, Oregon, Washington and Idaho and required detours in order to keep traffic moving. Due to the extensive damage to the Feather River line in particular, trains were forced to detour over SP's Donner Pass line and therefore through Reno. Under the terms of Condition 22.a, trains detoured due to natural disasters are excluded from the cap on the number of through freight trains, however, the daily reports provide information on all of these trains. As an aid to understanding the scope of the detour trains through Reno, UP is supplementing this month's report with a recap of the detour trains.

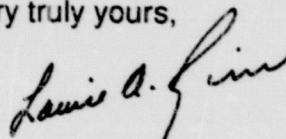
The average number of detour trains through Reno was 9.9 per day in January. The combined total for through freight trains and detour trains was only 16.6 trains per day -- or less than 2 trains above the cap for through freight trains. Trains with BNSF traffic, which ordinarily would have moved over the UP lines west of

Winnemucca, are counted as detour trains. The peak of the detour trains was in mid-January; since January 13 when 18 trains were detoured, the detours have been reduced.

UP is repairing the extensive damage to the Feather River line, which is estimated to cost up to \$35 million. We anticipate that the repairs will allow resumption of through service in early March.

The attached original and 20 copies of the verified reports include the details for both included and excluded trains for each day during January.

Very truly yours,



Louise A. Rinn
General Attorney
(402) 271-4227

Attachments

C: (With attachments)

PERSONAL (2 copies)
Elaine Kaiser
Section of Environmental Analysis
Surface Transportation Board
1201 Constitution Avenue NW, Room 3219
Washington, DC 20423

Steven J. Kalish, Esq.
McCarthy, Sweeney & Harkaway, PC
1750 Pennsylvania Avenue, NW
Washington, DC 20006

Paul H. Lambole, Esq.
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1201 New York Avenue, NW
Washington, DC 20005-3919

J. Michael Hemmer, Esq.
Covington & Burling
1201 Pennsylvania Avenue, NW
Washington, DC 20044

(With Wichita Report)
Bill Stockwell
Metropolitan Planning Department
City Hall
455 North Main Street
Wichita, KS 67202

**RECAP OF PASSING REPORTS FOR MONTH OF JANUARY 1997
RENO, NEVADA**

DATE	FREIGHT
1-Jan	1
2-Jan	0
3-Jan	5
4-Jan	9
5-Jan	8
6-Jan	5
7-Jan	7
8-Jan	3
9-Jan	5
10-Jan	10
11-Jan	10
12-Jan	5
13-Jan	8
14-Jan	7
15-Jan	7
16-Jan	6
17-Jan	9
18-Jan	6
19-Jan	9
20-Jan	11
21-Jan	7
22-Jan	4
23-Jan	2
24-Jan	6
25-Jan	9
26-Jan	7
27-Jan	9
28-Jan	11
29-Jan	5
30-Jan	4
31-Jan	13

FREIGHT TRAIN MONTH TO DATE AVERAGE

6.7

**RECAP OF DETOUR TRAINS ROUTED THROUGH RENO NEVADA
DUE TO WEST COAST FLOODING IN THE MONTH OF JANUARY 1997**

<u>DATE</u>	<u>TRAINS</u>
1-Jan	2
2-Jan	1
3-Jan	6
4-Jan	11
5-Jan	17
6-Jan	5
7-Jan	11
8-Jan	14
9-Jan	16
10-Jan	12
11-Jan	15
12-Jan	16
13-Jan	18
14-Jan	16
15-Jan	13
16-Jan	11
17-Jan	11
18-Jan	12
19-Jan	15
20-Jan	8
21-Jan	8
22-Jan	7
23-Jan	4
24-Jan	3
25-Jan	10
26-Jan	7
27-Jan	5
28-Jan	9
29-Jan	10
30-Jan	4
31-Jan	10

AVERAGE NUMBER OF DETOUR TRAINS FOR JANUARY

9.9

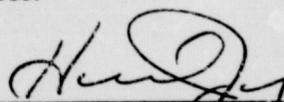
STATION PASSING REPORT FOR January 1, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	155 AM	1RVKCM-30	E	F
2	125 AM - 326 AM	WORK TRAIN	E	W
3	140 AM	1PTOGD-30	E	D
4	1035 PM	1OGPTD-01	W	D
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)---

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
 and compiled from records maintained by SPT Company in the usual and
 ordinary course of business.



 Assistant General Manager
 Transportation Service Center

1/2/97

 DATE

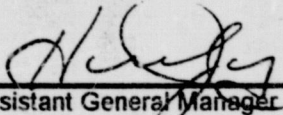
STATION PASSING REPORT FOR January 2, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	1155 PM	1OGPTD-01	W	D
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

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 Assistant General Manager
 Transportation Service Center

1/3/97
 DATE

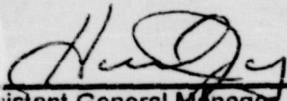
STATION PASSING REPORT FOR January 3, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	1150 AM	1OANSF-02	E	F
2	815 PM	1RVROM-02	E	F
3	1115 PM	1RSBGC-29	E	F
4	1010 PM	1KCOAT-29	W	F
5	1125 PM	1RORVM-30	W	F
6	210 AM	YARD ENGINE	W	SW
7	345 AM	YARD ENGINE	E	SW
8	720 AM	1RVEUD-02	E	D
9	1120 AM	4PTOGD-30	E	D
10	535 PM	1WCBND-02	E	D
11	1035 PM	1OAPTD-03	E	D
12	120 AM	1STOGD-03	E	D
13	150 AM	1RVEUD-03	E	D
14				
15				
16				
17				
18				
19				
20				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

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 Assistant General Manager
 Transportation Service Center

116197
 DATE


STATION PASSING REPORT FOR January 4, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	105 AM	1SKTAC-30	W	F
2	630 AM	1OANSF-30	E	F
3	735 PM	1TASKC-02	E	F
4	235 AM	1ASRVM-28	W	F
5	250 AM	1RORVM-02	W	F
6	210 PM	1ASRVM-29	W	F
7	415 PM	1KCRVT-03	W	F
8	600 PM	1UPTJG-02	W	F
9	1040 PM	1KCOAT-30	W	F
10	817 AM - 906 AM	HELPER ENGINE	N/A	LE
11	913 PM - 1009 PM	HELPER ENGINE	N/A	LE
12	505 AM	2STOGD-03	E	D
13	840 PM	1STNPD-03	E	D
14	155 AM	2PTOGD-04	E	D
15	1210 AM	2WCKFD-02	E	D
16	255 AM	1OAPTD-02	E	D
17	715 PM	1OASCD-03	E	D
18	420 AM	1NPOAT-02	W	D
19	435 AM	1NPOAV-29	W	D
20	535 AM	1NPOAV-02	W	D
21	310 PM	2EUWSD-03	W	D
22	520 PM	2EUWCD-02	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

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 Assistant General Manager
 Transportation Service Center

116197
 DATE


STATION PASSING REPORT FOR January 5, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

Reno Time (Est)	Train/Engine ID	Direction	Type*
1 435 AM	1OANSF-03	E	F
2 745 PM	1OANSF-04	E	F
3 1020 PM	1RVROM-03	E	F
4 1210 AM	1ASRVM-29	W	F
5 240 AM	1UPTJG-02	W	F
6 730 AM	1KCOAT-02	W	F
7 925 AM	1KCRVT-30	W	F
8 155 PM	1RORVM-03	W	F
9 1117 PM - 1204 AM	HELPER ENGINE	N/A	LE
10 457 AM - 727 AM	HELPER ENGINE	N/A	LE
11 810 AM	2RVEJD-03	E	D
12 840 AM	1STEK-02	E	D
13 205 PM	2OAPTD-04	E	D
14 220 PM	STEK-03	E	D
15 805 PM	1WCBND-03	E	D
16 1045 PM	2RVEUD-04	E	D
17 120 AM	1RVEUD-05	E	D
18 140 AM	1OAPTD-05	E	D
19 1201 AM	2EUWSD-03	W	D
20 205 AM	1SCSTX-05	W	D
21 235 PM	1SKSTC-29	W	D
22 310 AM	1XMDVRV-03	W	D
23 615 AM	1BLCYW-03	W	D
24 720 AM	1NPSTD-30	W	D
25 1115 AM	3EUWCD-02	W	D
26 620 PM	1EURVD-02	W	D
27 640 PM	1EUWCD-02	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire and other emergency movements)

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 Assistant General Manager
 Transportation Service Center

1/5/97
 DATE

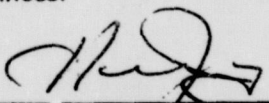
STATION PASSING REPORT FOR January 6, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	435 AM	2RVROM-03	E	F
2	1201 PM	1RVROM-04	E	F
3	335 PM	1RVROM-05	E	F
4	455 PM	2RVROM-05	E	F
5	1050 PM	1KCOAT-03	W	F
6	430 PM	PASSENGER	E	P
7	135 AM - 224 AM	HELPER ENGINE	N/A	LE
8	350 PM	1RVEUD-04	E	D
9	550 PM	2RVEUD-05	E	D
10	620 AM	3RVEUD-05	E	D
11	1005 PM	1NPST-31	W	D
12	1105 PM	1SCSTX-05	W	D
13				
14				
15				
16				
17				
18				
19				
20				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



 Assistant General Manager
 Transportation Service Center

1/7/97

 DATE

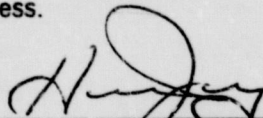
STATION PASSING REPORT FOR January 7, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	620 PM	1OANSF-06	E	F
2	840 PM	1RVROM-06	E	F
3	1255 AM	1ASRVM-30	W	F
4	205 AM	1UPTZG-05	W	F
5	555 AM	1RORVM-04	W	F
6	805 AM	2RORVM-04	W	F
7	1240 PM	1KCOAT-04	W	F
8	1152 AM	PASSENGER	W	P
9	952 PM - 1026 PM	HELPER ENGINE	N/A	LE
10	125 PM	1XSTFL-06	E	D
11	250 PM	1WCBND-05	E	D
12	730 PM	1RVEUD-06	E	D
13	735 PM	1MINPD-06	E	D
14	540 AM	2RVEUD-06	E	D
15	405 AM	1BLTRWI-02	W	D
16		1EUWSD-03	W	D
17	205 PM	1XG20AD-05	W	D
18	435 PM	1EUWCD-03	W	D
19	905 PM	1NPST-04	W	D
20	1145 PM	1NPOAV-06	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

11/8/97
 DATE


STATION PASSING REPORT FOR January 8, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	825 PM	1OANSF-07	E	F
2	640 AM	1RORVM-05	W	F
3	1050 AM	1KCOAT-05	W	F
4	445 PM	PASSENGER	E	P
5	715 AM	1XSTFL-07	E	D
6	1250 PM	1WCBND-06	E	D
7	135 PM	1OAPTD-06	E	D
8	355 PM	1STNPX-08	E	D
9	1250 AM	1OAPTD-08	E	D
10	500 AM	1RVEUD-07	E	D
11	410 AM	2EUWCD-03	W	D
12	1201 AM	1OGST-29	W	D
13	740 AM	1NPSTD-05	W	D
14	925 AM	1NPSTD-06	W	D
15	110 PM	1EURVD-05	W	D
16	520 PM	1EUWCD-04	W	D
17	925 PM	1OGSTC-07	W	D
18	1110 PM	1NPST-29	W	D
19				
20				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

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 Assistant General Manager
 Transportation Service Center

119197
 DATE

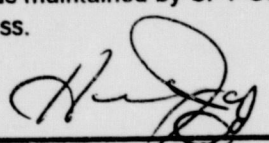
STATION PASSING REPORT FOR January 9, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	540 PM	1OANSF-08	E	F
2	510 AM	2RORVM-07	W	F
3	540 AM	1RORVM-07	W	F
4	855 AM	1KCOAT-06	W	F
5	210 PM	1RORVM-08	W	F
6	1016 AM	PASSENGER	W	P
7	503 AM - 638 AM	HELPER ENGINE	N/A	LE
8	1115 PM	1MINPBV-07	E	D
9	1235 PM	1STEK-08	E	D
10	330 PM	1OACCT-08	E	D
11	500 PM	1MINPD-08	E	D
12	835 PM	1RVEUD-08	E	D
13	150 AM	1XSTFL-08	E	D
14	110 AM	1EUWSD-04	W	D
15	155 AM	1NPST-07	N	D
16	205 AM	1NPOAV-07	W	D
17	300 AM	1SCSTX-08	W	D
18	450 AM	1XNPST-06	W	D
19	135 PM	1EURVD-03	W	D
20	325 PM	1EUWSD-06	W	D
21	435 PM	1OGST-30	W	D
22	815 PM	2EURVD-06	W	D
23	1005 PM	1SCSTX-09	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



 Assistant General Manager
 Transportation Service Center

1/10/97

 DATE

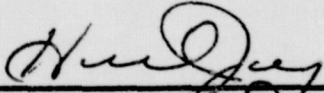
STATION PASSING REPORT FOR January 10, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	120 AM	1RVROM-08	E	F
2	355 AM	2RVROM-08	E	F
3	320 PM	1TZUPG-08	E	F
4	410 PM	1STSKC-09	E	F
5	835 PM	1RVROM-09	E	F
6	1025 PM	1OANSF-09	E	F
7	1035 PM	4RVROM-09	E	F
8	520 AM	1KCOAT-07	W	F
9	1245 PM	2RORVM-08	W	F
10	555 PM	1CPPMC-09	W	F
11	1010 AM	PASSENGER	W	P
12	840 PM	PASSENGER	E	P
13	1247 AM - 146 AM	HELPER ENGINE	N/A	LE
14	120 AM	1EUWCD-07	W	D
15	1020 AM	1NPOAV-08	W	D
16	945 PM	1SKSTC-09	W	D
17	1230 PM	1NPSTD-08	W	D
18	330 PM	1EUWCD-06	W	D
19	115 AM	1XCFMIV-09	W	D
20	1240 PM	2OAPTD-09	E	D
21	1010 AM	1OASCT-09	E	D
22	150 PM	1STNP-10	E	D
23	240 PM	1MINPV-09	E	D
24	1005 PM	1WCKFD-06	E	D
25	920 PM	1MINPBV-09	E	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch. movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/13/97
 DATE

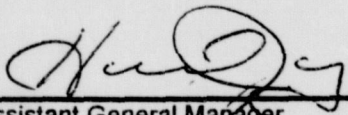
STATION PASSING REPORT FOR January 11, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	310 AM	1TASKC-09	E	F
2	340 AM	1RSBGC-09	E	F
3	640 AM	2RVROM-09	E	F
4	120 PM	1TJUPG-09	E	F
5	220 PM	1OANSF-10	E	F
6	400 PM	2BKOGG-09	E	F
7	540 AM	2RORVM-09	W	F
8	705 AM	1KCOAT-08	W	F
9	430 PM	1RORVM-10	W	F
10	840 PM	1RORVM-09	W	F
11	450 PM	PASSENGER	E	P
12	1233 PM - 125 PM	HELPER ENGINE	N/A	LE
13	855 AM	2RVEUD-08	E	D
14	1155 AM	1XSTNP-10	E	D
15	345 PM	1RVEUD-09	E	D
16	610 PM	1OAPTD-10	E	D
17	655 PM	1RVEUD-10	E	D
18	805 PM	2RVEUD-10	E	D
19	350 AM	1EUWCD-08	W	D
20	715 AM	1EUWSD-08	W	D
21	1240 PM	1XNPST-09	W	D
22	1130 AM	1SRSTC-10	W	D
23	1150 AM	1NPST-09	W	D
24	300 PM	1EUWSD-05	W	D
25	550 PM	2EUWCD-08	W	D
26	1025 PM	1EUWCD-08	W	D
27	1145 PM	2EURVD-07	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (L and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

11/13/97
 DATE


STATION PASSING REPORT FOR January 12, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	735 AM	1RVROM-10	E	F
2	440 PM	1OANSF-11	E	F
3	410 AM	1RORVM-11	W	F
4	655 AM	1KCOAT-09	W	F
5	225 PM	2RORVM-11	W	F
6	458 PM	PASSENGER	W	P
7	320 PM	PASSENGER SPECIAL	E	P
8	430 AM	1STNP-12	E	D
9	545 PM	1MINPV-11	E	D
10	750 PM	2RVEUD-11	E	D
11	930 PM	1RVBND-10	E	D
12	900 PM	1STEK-11	E	D
13	1030 PM	1XSTEL-09	E	D
14	110 AM	1RVBND-11	E	D
15	535 AM	1XSTNP-12	E	D
16	1210 AM	1BGUPC-10	W	D
17	315 AM	1EUWCD-09	W	D
18	530 AM	1SCSTX-11	W	D
19	755 AM	1DVSTJ-10	W	D
20	105 PM	1NPOAV-10	W	D
21	255 PM	1CHMIV-09	W	D
22	345 PM	1NPST-10	W	D
23	1150 PM	1NPST-11	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



 Assistant General Manager
 Transportation Service Center

1/13/97

 DATE

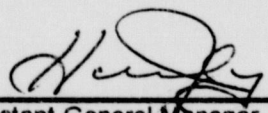
STATION PASSING REPORT FOR January 13, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	1240 AM	1TASKC-10	E	F
2	140 AM	1BKOGG-11	E	F
3	305 AM	1PYUPG-10	E	F
4	840 AM	1RVROM-11	E	F
5	405 PM	1RVROM-12	E	F
6	440 PM	1OANSF-12	E	F
7	1040 PM	2RVROM-12	E	F
8	145 PM	1RORVM-12	W	F
9	545 PM	PASSENGER	E	P
10	225 PM	PASSENGER (SPECIAL)	W	P
11	945 AM - 1026 AM	HELPER ENGINE	N/A	LE
12	1038 AM	1STDVJ-12	E	D
13	430 PM	1STEK-13	E	D
14	530 PM	1RVEUD-12	E	D
15	815 PM	1OAPTD-12	E	D
16	830 PM	2RVEUD-12	E	D
17	1115 PM	1RVBND-12	E	D
18	1220 AM	1RVEUD-13	E	D
19	350 AM	1CLBUP-11	E	D
20	435 AM	2RVEUD-13	E	D
21	450 AM	1CLASK-10	E	D
22	240 AM	1EURVD-09	W	D
23	355 AM	1EUWCD-09	W	D
24	940 AM	1EURVD-08	W	D
25	845 AM	1NPOAV-11	W	D
26	930 AM	1SCSTX-12	W	D
27	1010 AM	2EURVD-08	W	D
28	450 PM	1XNODST-13	W	D
29	750 PM	2EUWCD-09	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/14/97
 DATE

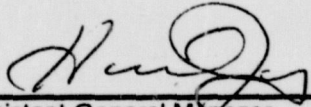
STATION PASSING REPORT FOR January 14, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	215 PM	1TASKC-12	E	F
2	355 PM	1OANSF-13	E	F
3	815 PM	1RVROM-13	E	F
4	530 AM	1RORVM-13	W	F
5	1140 AM	1KCOAT-10	W	F
6	1245 PM	1SKTAC-13	W	F
7	320 PM	1KCOAT-11	W	F
8	1125 AM	PASSENGER	W	P
9	330 PM	PASSENGER (SPECIAL)	E	P
10	745 AM	1STEK-14	E	D
11	225 PM	1RVBND-13	E	D
12	255 PM	1MINPVD-13	E	D
13	310 PM	1OASCT-13	E	D
14	820 PM	1OAPTD-14	E	D
15	645 AM	1STNP-15	E	D
16	525 AM	1GSSTGB-14	E	D
17	350 AM	1CHMIV-10	W	D
18	740 AM	1BRST-13	W	D
19	1230 PM	3EUWCD-10	W	D
20	200 PM	3EURVD-12	W	D
21	445 PM	1EUWCD-11	W	D
22	715 PM	1GSNPST-12	W	D
23	735 PM	1NPST-12	W	D
24	700 PM	1EURVD-10	W	D
25	1115 PM	2EURVD-12	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/15/97
 DATE

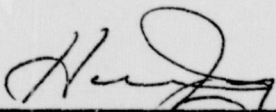
STATION PASSING REPORT FOR January 15, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	435 PM	1OANSF-14	E	F
2	725 PM	1RVROM-14	E	F
3	355 AM	1KCRVT-10	W	F
4	855 AM	1RORVM-14	W	F
5	935 AM	1KCOAT-12	W	F
6	1215 PM	1KCRVT-11	W	F
7	910 PM	1BGRSC-12	W	F
8	948 PM	PASSENGER	E	F
9	345 PM	1MINPV-14	E	D
10	115 PM	1STEK-15	E	D
11	520 PM	1STSC-14	E	D
12	1045 PM	2RVEUD-14	E	D
13	110 AM	1RVEUD-14	E	D
14	220 AM	1STDVJ-15	E	D
15	225 AM	1NPOAV-12	W	D
16	455 AM	1EUWSD-10	W	D
17	735 AM	1BRST-14	W	D
18	110 PM	1EUWSD-11	W	D
19	800 PM	1NPST-13	W	D
20	840 PM	1CHMIV-11	W	D
21	1025 PM	1NPST-11	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) I.E (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



 Assistant General Manager
 Transportation Service Center

1/16/97
 DATE

STATION PASSING REPORT FOR January 16, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	530 PM	1OANSF-15	E	F
2	605 PM	1TZUPG-14	E	F
3	640 AM	1SKTAC-15	W	F
4	320 PM	1RORVM-15	W	F
5	655 PM	2RORVM-15	W	F
6	1115 PM	1KCRVT-12	W	F
7	120 PM	PASSENGER	W	P
8	1048 AM	GAMBLERS SPECIAL	W	P
9	1158 PM - 149 AM	HELPER ENGINE	N/A	LE
10	444 AM - 521 AM	HELPER ENGINE	N/A	LE
11	606 AM - 620 AM	HELPER ENGINE	N/A	LE
12	1135 AM	1STSCT-15	E	D
13	510 PM	1MINPV-15	E	D
14	300 AM	1NPOAV-13	W	D
15	500 AM	1EURVD-14	W	D
16	720 AM	1CHMIV-12	W	D
17	1000 AM	1SCSTX-15	W	D
18	1015 AM	1EUWCD-13	W	D
19	1120 AM	1GSNGTU-11	W	D
20	220 PM	1EUWCD-12	W	D
21	410 PM	1EUWCD-11	W	D
22	915 PM	1BRST-15	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/17/97
 DATE


STATION PASSING REPORT FOR January 17, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	1255 AM	1RVROM-15	E	F
2	650 PM	1OANSF-16	E	F
3	1250 AM	1UPBKG-15	W	F
4	505 AM	1KCOAT-14	W	F
5	555 AM	1SKTAC-15	W	F
6	125 PM	1UPTZG-16	W	F
7	320 PM	2UPBKG-15	W	F
8	805 PM	1KCRVT-14	W	F
9	1100 PM	1RORVM-16	W	F
10	1106 AM	PASSENGER	W	P
11	541 PM	PASSENGER	E	P
12	710 AM	1STNP-16	E	D
13	1150 AM	1GESTNE-16	E	D
14	1210 PM	1MRV/DV-16	E	D
15	240 PM	1MINPV-16	E	D
16	300 PM	1STSCT-16	E	D
17	710 PM	1GSSTNY-16	E	D
18	340 AM	1NPOAT-15	W	D
19	830 AM	1NPOAV-15	W	D
20	1150 AM	1SCSTX-16	W	D
21	440 PM	1EUWCD-13	W	D
22	945 PM	1XNPST-16	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



 Assistant General Manager
 Transportation Service Center

1/20/97
 DATE


STATION PASSING REPORT FOR January 18, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	1220 AM	1PYPUG-15	E	F
2	255 PM	1OANSF-17	E	F
3	610 PM	2RVROM-15	E	F
4	655 PM	1RVROM-16	E	F
5	830 PM	1RVROM-17	E	F
6	745 AM	1KCOAT-15	W	F
7	501 PM	PASSENGER	E	P
8	430 AM	YARD ENGINE	W	SW
9	510 AM	YARD ENGINE	E	SW
10	815 AM	YARD ENGINE	W	SW
11	1000 AM	YARD ENGINE	E	SW
12	425 AM	1SSTPC-18	E	D
13	435 AM	1STNP-17	E	D
14	920 AM	1STEK-17	E	D
15	240 PM	1MINPV-17	E	D
16	430 PM	1STSCT-17	E	D
17	1000 PM	1STSKC-15	E	D
18	150 AM	1CHM!V-14	W	D
19	450 AM	1NPOAV-16	W	D
20	1015 AM	3EUWCD-11	W	D
21	335 PM	1BRST-16	W	D
22	440 PM	1NPST-15	W	D
23	820 PM	1EUWSD-14	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
 and compiled from records maintained by SPT Company in the usual and
 ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/20/97
 DATE

STATION PASSING REPORT FOR January 19, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	630 PM	2RVROM-17	E	F
2	710 PM	1OANSF-18	E	F
3	1120 PM	1BKOGG-18	E	F
4	440 AM	1KCOAT-16	W	F
5	655 AM	1RORVM-17	W	F
6	825 AM	1RORVM-17	W	F
7	120 PM	1KCRVT-15	V/I	F
8	105 PM	2RORVM-16	W	F
9	1040 PM	1UPTJG-18	W	F
10	1030 AM	PASSENGER	W	P
11	500 AM	1STBR-18	E	D
12	600 AM	1STNP-16	E	D
13	1020 AM	1MINPV-18	E	D
14	210 PM	1STEK-18	E	D
15	1235 PM	1STSCT-18	E	D
16	1000 PM	1STNP-19	E	D
17	1245 AM	1NPST-16	W	D
18	345 AM	1EUWCD-15	W	D
19	525 AM	1NPOAV-17	W	D
20	625 AM	1XNPST-18	W	D
21	220 PM	2EURVD-15	W	D
22	325 PM	1EUWCD-15	W	D
23	830 PM	1NPST-17	W	D
24	930 PM	1SCSTX-18	W	D
25	1100 PM	1GSNYST-16	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/20/97
 DATE


STATION PASSING REPORT FOR January 20, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	210 AM	1BKOGG-19	E	F
2	350 AM	1TASKC-18	E	F
3	945 AM	1TZPUG-19	E	F
4	120 PM	2RVROM-19	E	F
5	150 PM	1OANSF-19	E	F
6	515 PM	1RVROM-18	E	F
7	935 PM	1RORVM-19	E	F
8	215 AM	1KCOAT-17	W	F
9	1025 AM	1KCRVT-16	W	F
10	450 PM	1UPBKG-19	W	F
11	1105 PM	2RORVM-18	W	F
12	420 PM	PASSENGER	E	P
13	0630 AM	HELPER ENGINE	E	LE
14	330 PM	1MRVDV-19	E	D
15	130 AM	1SCSTX-19	W	D
16	615 AM	1NPST-18	W	D
17	755 AM	1EUWCD-13	W	D
18	925 AM	1CHMIV-16	W	D
19	945 AM	1NPOAV-18	W	D
20	135 PM	1ACHMIV-19	W	D
21	915 PM	1XNPST-17	W	D
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/21/97
 DATE

STATION PASSING REPORT FOR January 21, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	250 AM	1TASKC-19	E	F
2	1235 PM	1RORVM-20	E	F
3	215 PM	1OANSF-20	E	F
4	305 AM	1UPTJG-19	W	F
5	505 AM	1KCRVT-17	W	F
6	755 AM	1KCOAT-18	W	F
7	235 PM	1RORVM-18	W	F
8	1138 AM	PASSENGER	W	P
9	718 AM - 739 AM	HELPER ENGINE	N/A	LE
10	915 AM	1MINPV-20	E	D
11	100 PM	1STSCT-20	E	D
12	205 PM	1STEK-20	E	D
13	350 AM	1MDVRV1-19	W	D
14	1100 AM	1XNPST-20	W	D
15	530 PM	1CHMIV-17	W	D
16	625 PM	1GDNGTU-11	W	D
17	830 PM	1GDEGTU-10	W	D
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



Assistant General Manager
 Transportation Service Center

1/22/97
 DATE

STATION PASSING REPORT FOR January 22, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	1255 AM	2RVROM-20	E	F
2	905 PM	1OANSF-21	E	F
3	415 AM	1KCRVT-18	W	F
4	705 AM	1KCOAT-19	W	F
5	1053 PM	YARD ENGINE	E	SW
6	1130 PM	YARD ENGINE	W	SW
7	1230 PM	1XSTNP-21	E	D
8	410 PM	1STSCT-21	E	D
9	435 PM	1MINPV-21	E	D
10	1230 AM	1EUWCD-13	W	D
11	330 AM	1NPST-19	W	D
12	1130 AM	1BRST-21	W	D
13	325 PM	1NPST-20	W	D
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/23/97
 DATE

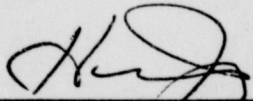
STATION PASSING REPORT FOR January 23, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	730 PM	1SKTAC-21	W	F
2	805 PM	1KCRVT-19	W	F
3	335 AM	PASSENGER	E	P
4	340 PM	PASSENGER	W	P
5	115 PM	1CHMIV-18	W	D
6	350 PM	1NPST-20	W	D
7	625 PM	1BRST-21	W	D
8	925 PM	1NPOAV-20	W	D
9				
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19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



 Assistant General Manager
 Transportation Service Center

1/24/97
 DATE

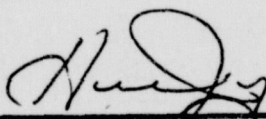
STATION PASSING REPORT FOR January 24, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	705 AM	2RVROM-21	E	F
2	930 PM	1OANSF-22	E	F
3	1045 PM	1PYUPG-22	E	F
4	1130 AM	1KCOAT-21	W	F
5	745 AM	1RORVM-19	W	F
6	1000PM	1KCRVT-21	W	F
7	854 PM	PASSENGER	E	P
8	1119 AM	PASSENGER	W	P
9	1000 AM	1MRVDV1-21	E	D
10	145 PM	1SCSTX-23	W	D
11	805 PM	1CHMIV-20	W	D
12				
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18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/27/97
 DATE

STATION PASSING REPORT FOR January 25, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	1050 AM	1OANSF-23	E	F
2	230 PM	1RVROM-21	E	F
3	315 PM	1TASKC-21	E	F
4	905 PM	1BKOGG-22	E	F
5	310 AM	1KCRVT-20	W	F
6	900 AM	1KCOAT-22	W	F
7	1100 AM	1SKTAC-22	W	F
8	810 PM	1KCOAT-23	W	F
9	905 PM	2UPBKG-21	W	F
10	513 PM	PASSENGER	E	P
11	130 AM	YARD ENGINE	W	SW
12	730 AM	HELPER ENGINE	E	LE
13	745 AM	HELPER ENGINE	W	LE
14	150 AM	1STEK-22	E	D
15	200 PM	1STNP-22	E	D
16	900 PM	1STNP-23	E	D
17	1100 PM	1MRVDV-23	E	D
18	400 AM	1STNP-25	E	D
19	710 AM	1GSGBST-18	W	D
20	1010 AM	1XNPST-24	W	D
21	225 PM	1GDMDST-09	W	D
22	255 PM	1CHMIV-22	W	D
23	400 PM	1NPST-22	W	D
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/27/97
 DATE


STATION PASSING REPORT FOR January 26, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	200 AM	1OANSF-24	E	F
2	200 PM	2RVROM-24	E	F
3	1240 AM	1KCRVT-22	W	F
4	745 AM	1UPBKG-21	W	F
5	835 AM	1UPTZG-23	W	F
6	400 PM	1RORVM-23	W	F
7	905 PM	2UPBKG-21	W	F
8	1155 AM	PASSENGER	W	P
9	435 PM - 500 PM	HELPER ENGINE	N/A	LE
10	215 PM	1STEK-25	E	D
11	345 AM	1NPST-23	W	D
12	530 AM	1SCSTX-24	W	D
13	155 PM	1BRST-24	W	D
14	330 PM	1CHMIV-23	W	D
15	720 PM	1XNPST-25	W	D
16	900 PM	1NPST-24	W	D
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
 and compiled from records maintained by SPT Company in the usual and
 ordinary course of business.



 Assistant General Manager
 Transportation Service Center

1/27/97
 DATE

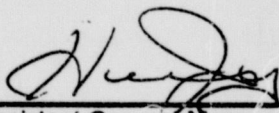
STATION PASSING REPORT FOR January 27, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	130 AM	1OANSF-25	E	F
2	735 AM	1OANSF-26	E	F
3	830 PM	1RSBGC-23	E	F
4	535 AM	1KCRVT-23	W	F
5	630 AM	1KCOAT-24	W	F
6	745 AM	1RORVM-20	W	F
7	450 PM	1KCRVT-24	W	F
8	650 PM	1RORVM-21	W	F
9	1155 PM	1SKSTC-24	W	F
10	517 PM	PASSENGER	E	P
11	235 AM	1MINPV-25	E	D
12	315 AM	1STEK-26	E	D
13	320 AM	1ESTDG-26	E	D
14	145 PM	1SCSTX-26	W	D
15	935 PM	1CHMIV-24	W	D
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/28/97
 DATE

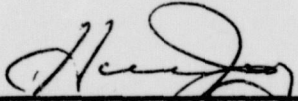
STATION PASSING REPORT FOR January 28, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	1240 AM	1RVROM-22	E	F
2	215 AM	1RVROM-23	E	F
3	930 AM	2RVROM-23	E	F
4	1105 AM	1RVROM-24	E	F
5	750 PM	1OANSF-17	E	F
6	230 AM	1KCOAT-25	W	F
7	815 AM	1SKTAC-26	W	F
8	905 AM	1RORVM-22	W	F
9	130 PM	1CPPMC-23	W	F
10	1000 PM	1RORVM-24	W	F
11	1135 PM	1RORVM-25	W	F
12	241 PM	PASSENGER	W	P
13	100 AM	YARD ENGINE	W	SW
14	245 AM	YARD ENGINE	E	SW
15	340 PM	WORK TRAIN	W	W
16	115 AM	1GSSTC-27	E	D
17	515 AM	1MRVDV1-26	E	D
18	635 AM	1OASXA-29	E	D
19	1205 PM	1OASCT-27	E	D
20	435 PM	1STNP-26	E	D
21	515 PM	1MINPV-27	E	D
22	525 AM	1GSNYST-23	W	D
23	1230 PM	1NPST-25	W	D
24	400 PM	1GDHYTU-22	--W-	D
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

1/29/97
 DATE


STATION PASSING REPORT FOR January 29, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	115 AM	1RVROM-25	E	F
2	1215 AM	1RVROM-26	E	F
3	900 PM	1OANSF-28	E	F
4	1115 AM	1KCRVT-25	W	F
5	200 PM	1KCOAT-26	W	F
6	613 PM	PASSENGER	E	P
7	700 AM	YARD ENGINE	W	SW
8	800 AM	YARD ENGINE	E	SW
9	1235 AM	1GSSTNC-27	E	D
10	1240 PM	2GETUGI-24	E	D
11	100 PM	1OASCT-28	E	D
12	530 PM	1MINPV-28	E	D
13	515 PM	1MINPV-27	E	D
14	130 AM	1XNPST-26	W	D
15	700 AM	1CHMIV-25	W	D
16	930 AM	1NPOAV-26	W	D
17	300 PM	1BRST-27	W	D
18	415 PM	1CHMIV-26	W	D
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct
 and compiled from records maintained by SPT Company in the usual and
 ordinary course of business.



 Assistant General Manager
 Transportation Service Center

1/30/97

 DATE

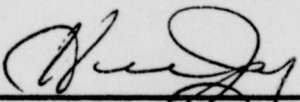
STATION PASSING REPORT FOR January 30, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	1005 PM	1TZUPG-28	E	F
2	1230 PM	1KCOAT-27	W	F
3	425 PM	1KCRVT-26	W	F
4	715 PM	1RORVM-27	W	F
5	1150 AM	PASSENGER	W	P
6	1045 PM	1AOANP-28	E	D
7	1055 AM	1SXOAA-30	W	D
8	1045 AM	1SCSCT-29	W	D
9	1105 PM	1BRST-29	W	D
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.



 Assistant General Manager
 Transportation Service Center

1/31/97
 DATE


STATION PASSING REPORT FOR January 31, 1997
Train and Engine Movements through central Reno, Nevada
Twenty-four hour period

	Reno Time (Est)	Train/Engine ID	Direction	Type*
1	215 AM	1TASKC-28	E	F
2	330 AM	1OANSF-29	E	F
3	855 AM	2RVROM-26	E	F
4	120 PM	1RVROM-2	E	F
5	1120 AM	1OANSF-30	E	F
6	600 PM	1TJUPG-28	E	F
7	1015 PM	1RVROM-27	E	F
8	1140 AM	1KCOAT-28	W	F
9	1250 PM	1RORVM-26	W	F
10	120 PM	1BCRSC-28	W	F
11	220 PM	1RORVM-28	W	F
12	625 PM	1RORVM-29	W	F
13	1125 PM	1KCRVT-27	W	F
14	517 PM	PASSENGER	E	P
15	1021 AM	PASSENGER	W	P
16	1106 AM - 1202 PM	HELPER ENGINE	N/A	SW
17	1215 AM	1OASCT-29	E	D
18	105 AM	1STEK-28	E	D
19	545 AM	1STNP-29	E	D
20	500 PM	1OASCT-30	E	D
21	1100 PM	1MINPV-30	E	D
22	1150 PM	1STDVJ-20	E	D
23	1220 AM	1SXSTX-30	W	D
24	520 PM	1NPST-27	W	D
25	835 PM	1GSBTU-28	W	D
26	1155 PM	1NPST-29	W	D

*Type: F (Freight) P (Passenger) W (Work) D (Detour) LE (Light Engine)
 SW (Local and Industry Switch movements)
 EM (Snow, wreck, fire, and other emergency movements)

AUTHENTICATION:

I certify under penalty of perjury that the foregoing record is true and correct and compiled from records maintained by SPT Company in the usual and ordinary course of business.


 Assistant General Manager
 Transportation Service Center

2/3/97
 DATE

TRANSPORTATION RESEARCH
ALL SCANNER TRAIN HISTORY SUMMARY FOR SCANNER #359-SOUTH WICHITA
FOR PERIOD 01/01/97-01/31/97

DATE	THRU TRAINS
01/02/97	3
01/03/97	5
01/04/97	5
01/05/97	4
01/06/97	7
01/07/97	5
01/08/97	4
01/09/97	5
01/10/97	3
01/11/97	4
01/12/97	4
01/13/97	3
01/14/97	3
01/15/97	3
01/16/97	5
01/17/97	4
01/18/97	3
01/19/97	2
01/20/97	5
01/21/97	5
01/22/97	3
01/23/97	7
01/24/97	4
01/25/97	4
01/26/97	3
01/27/97	5
01/28/97	4
01/29/97	4
01/30/97	5
01/31/97	4

*TOTAL 97
125

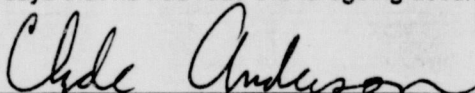
** AVG_THRU_TRN 4.03

TOTAL
125

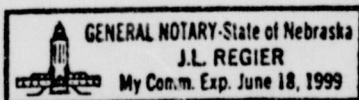
VERIFICATION

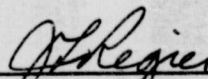
STATE OF NEBRASKA)
) ss.
COUNTY OF DOUGLAS)

Clyde Anderson, being first duly sworn, deposes and says that he has read the foregoing document, knows the facts asserted therein, and that the same are true as stated.


Clyde Anderson

SUBSCRIBED AND SWORN to before me this 4 day of February, 1997.




Notary Public

PROGRAM: FPAN127.FOCUS.EXEC(AEIHIST-WHTA-4) 02/02/97 21.54.50

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 01/01/97-01/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
01/02/97	0637	2853	LVB55	02 L	ARK CTY LOC	S
01/02/97	0841	2854	YWH55	02 Y	YARD/WORK	S
01/02/97	0941	2855	YWH55	02 Y	YARD/WORK	N
01/02/97	1045	2856	YWH55	02 Y	YARD/WORK	S
01/02/97	1127	2857	YWH55	02 Y	YARD/WORK	N
01/02/97	1311	2858	LVB55	02 L	ARK CTY LOC	N
01/02/97	1345	2859	GEFWSI	01 G	THROUGH	N
01/02/97	1511	2860	YWH55	02 Y	YARD/WORK	S
01/02/97	1629	2861	YWH55	02 Y	YARD/WORK	N
01/02/97	1658	2862	WTFW	02 T	THROUGH	S
01/02/97	1900	2863	GSAMSI	31 G	THROUGH	N
01/02/97	2343	2864	YWH62	02 Y	YARD/WORK	S
01/03/97	0008	2865	YWH62	02 Y	YARD/WORK	N
01/03/97	0648	2866	LVB55	03 L	ARK CTY LOC	S
01/03/97	0857	2867	MOWIWT	03 M	YARD/WORK	S
01/03/97	0931	2868	YWH55	03 Y	YARD/WORK	S
01/03/97	1007	2869	YWH55	03 Y	YARD/WORK	N
01/03/97	1124	2870	XWTFW	02 T	THROUGH	S
01/03/97	1256	2871	LVB55	03 L	ARK CTY LOC	N
01/03/97	1401	2872	MOWIWT	03 M	YARD/WORK	N
01/03/97	1515	2873	OCKWT	02 O	THROUGH	N
01/03/97	1527	2874	FWWT	02 T	THROUGH	N
01/03/97	1939	2875	WTFW	03 T	THROUGH	S
01/03/97	2114	2876	OWTCK	03 O	THROUGH	S
01/03/97	2225	2877	YWH62	03 Y	YARD/WORK	S
01/03/97	2314	2878	YWH62	03 Y	YARD/WORK	N
01/04/97	0023	2879	LVO54	03 L	THROUGH	N
01/04/97	0213	2880	GLSILD	03 G	THROUGH	S
01/04/97	0634	2881	LVB55	04 L	ARK CTY LOC	S
01/04/97	1005	2882	YWH55	04 Y	YARD/WORK	S
01/04/97	1020	2883	LVB55	04 L	ARK CTY LOC	N
01/04/97	1040	2884	YWH55	04 Y	YARD/WORK	N
01/04/97	1214	2885	LVO55	04 L	THROUGH	S
01/04/97	1413	2886	YWH55	04 Y	YARD/WORK	S
01/04/97	1536	2887	YWH55	04 Y	YARD/WORK	N
01/04/97	1900	2888	WTFW	04 T	THROUGH	S
01/04/97	2011	2889	GSHOSI	03 G	THROUGH	N
01/04/97	2223	2890	YWH62	04 Y	YARD/WORK	S
01/04/97	2255	2891	YWH62	04 Y	YARD/WORK	N
01/05/97	0039	2892	GSGVAB	02 G	THROUGH	N
01/05/97	0126	2893	FWWT	03 T	THROUGH	N
01/05/97	0943	2894	YWH55	05 Y	YARD/WORK	S
01/05/97	1017	2895	YWH55	05 Y	YARD/WORK	N
01/05/97	1908	2896	WTFW	05 T	THROUGH	S
01/05/97	2148	2897	YWH62	05 Y	YARD/WORK	S

PROGRAM: FPAN127.FOCUS.EXEC(AEIHIST-WHTA-4) 02/02/97 21.54.50

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 01/01/97-01/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
01/05/97	2212	2898	YWH62 05	Y	YARD/WORK	N
01/05/97	2239	2899	FWWT 04	T	THROUGH	N
01/06/97	0149	2900	GSSIHO 03	G	THROUGH	S
01/06/97	0226	2901	GSOLGV 04	G	THROUGH	S
01/06/97	0347	2902	GSGVSI 02	G	THROUGH	N
01/06/97	0641	2903	LVB55 06	L	ARK CTY LOC	S
01/06/97	1116	2904	YWH55 06	Y	YARD/WORK	S
01/06/97	1145	2905	MOWIWT 06	M	YARD/WORK	S
01/06/97	1203	2906	LVB55 06	L	ARK CTY LOC	N
01/06/97	1257	2907	YWH55 06	Y	YARD/WORK	N
01/06/97	1654	2908	FWWT 05	T	THROUGH	N
01/06/97	1815	2909	WTFW 06	T	THROUGH	S
01/06/97	2005	2910	GLCOCC 31	G	THROUGH	S
01/06/97	2144	2911	LVO54 06	L	THROUGH	N
01/06/97	2259	2912	YWH62 06	Y	YARD/WORK	S
01/06/97	2339	2913	YWH62 06	Y	YARD/WORK	N
01/07/97	0256	2914	FWWT 06	T	THROUGH	N
01/07/97	0633	2915	LVB55 07	L	ARK CTY LOC	S
01/07/97	0939	2916	YWH55 07	Y	YARD/WORK	S
01/07/97	1008	2917	YWH55 07	Y	YARD/WORK	N
01/07/97	1014	2918	LVO55 07	L	THROUGH	S
01/07/97	1033	2919	LVB55 07	L	ARK CTY LOC	N
01/07/97	1050	2920	GSSIHO 06	G	THROUGH	S
01/07/97	1525	2921	MOWIWT 07	M	YARD/WORK	N
01/07/97	1742	2922	WTFW 07	T	THROUGH	S
01/07/97	2221	2923	GLSILD 29	G	THROUGH	S
01/08/97	0055	2924	GEBWCV 05	G	THROUGH	N
01/08/97	0635	2925	LVB55 08	L	ARK CTY LOC	S
01/08/97	0854	2926	FWWT 07	T	THROUGH	N
01/08/97	1055	2927	YWH55 08	Y	YARD/WORK	S
01/08/97	1222	2928	YWH55 08	Y	YARD/WORK	N
01/08/97	1942	2931	WTFW 08	T	THROUGH	S
01/08/97	2118	2932	GSBESI 06	G	THROUGH	N
01/09/97	0013	2933	LVO54 08	L	THROUGH	N
01/09/97	0709	2934	LVB55 09	L	ARK CTY LOC	S
01/09/97	0929	2935	FWWT 08	T	THROUGH	N
01/09/97	0957	2936	MOWIWT 09	M	YARD/WORK	S
01/09/97	1049	2937	LVO55 09	L	THROUGH	S
01/09/97	1053	2938	YWH55 09	Y	YARD/WORK	S
01/09/97	1120	2939	LVB55 09	L	ARK CTY LOC	N
01/09/97	1215	2940	GSSIHO 07	G	THROUGH	S
01/09/97	1235	2941	YWH55 09	Y	YARD/WORK	N
01/09/97	1452	2942	YWH55 09	Y	YARD/WORK	S
01/09/97	1625	2943	YWH62 09	Y	YARD/WORK	N
01/09/97	1942	2944	WTFW 09	T	THROUGH	S

PROGRAM: FPN127.FOCUS.EXEC(AEIHIST-WHTA-4) 02/02/97 21.54.50

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 01/01/97-01/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
01/10/97	0648	2945	LVB55	10 L	ARK CTY LOC	S
01/10/97	0804	2946	FWWT	09 T	THROUGH	N
01/10/97	1048	2947	YWH55	10 Y	YARD/WORK	S
01/10/97	1154	2948	YWH55	10 Y	YARD/WORK	N
01/10/97	1205	2949	MOWIWT	10 M	YARD/WORK	N
01/10/97	1534	2950	LVB55	10 L	ARK CTY LOC	N
01/10/97	1832	2951	WTFW	10 T	THROUGH	S
01/10/97	2258	2952	LVO54	10 L	THROUGH	N
01/11/97	0656	2953	LVB55	11 L	ARK CTY LOC	S
01/11/97	1021	2954	YWH55	11 Y	YARD/WORK	S
01/11/97	1034	2955	LVB55	11 L	ARK CTY LOC	N
01/11/97	1136	2956	YWH55	11 Y	YARD/WORK	N
01/11/97	1204	2957	GSSIHO	10 G	THROUGH	S
01/11/97	1232	2958	LVO55	11 L	THROUGH	S
01/11/97	1402	2959	FWWT	10 T	THROUGH	N
01/11/97	1445	2960	YWH55	11 Y	YARD/WORK	S
01/11/97	1642	2961	YWH55	11 Y	YARD/WORK	N
01/11/97	1908	2962	RLMCWT	10 R	YARD/WORK	N
01/11/97	1956	2963	WTFW	11 T	THROUGH	S
01/11/97	2337	2964	YWH62	12 Y	YARD/WORK	S
01/12/97	0023	2965	YWH52	12 Y	YARD/WORK	N
01/12/97	0429	2966	FWWT	11 T	THROUGH	N
01/12/97	0638	2967	GSHOOO	10 G	THROUGH	N
01/12/97	1116	2968	YWH55	12 Y	YARD/WORK	S
01/12/97	1221	2969	YWH55	12 Y	YARD/WORK	N
01/12/97	1907	2970	WTFW	12 T	THROUGH	S
01/12/97	2147	2971	YWH62	12 Y	YARD/WORK	S
01/12/97	2228	2972	YWH62	12 Y	YARD/WORK	N
01/12/97	2245	2973	GLWTAM	10 G	THROUGH	S
01/13/97	0632	2974	LVB55	13 L	ARK CTY LOC	S
01/13/97	0900	2975	FWWT	12 T	THROUGH	N
01/13/97	0924	2976	RWIWT	13 R	YARD/WORK	S
01/13/97	1057	2977	YWH55	13 Y	YARD/WORK	S
01/13/97	1137	2978	YWH55	13 Y	YARD/WORK	N
01/13/97	1151	2979	LVB55	13 L	ARK CTY LOC	N
01/13/97	1714	2980	GSHOSI	11 G	THROUGH	N
01/13/97	2201	2981	LVO54	13 L	THROUGH	N
01/13/97	2241	2982	YWH62	13 Y	YARD/WORK	S
01/13/97	2319	2983	YWH62	13 Y	YARD/WORK	N
01/14/97	0824	2984	MOWIWT	14 M	YARD/WORK	S
01/14/97	0850	2985	FWWT	13 T	THROUGH	N
01/14/97	1000	2986	YWH55	14 Y	YARD/WORK	S
01/14/97	1056	2987	YWH55	14 Y	YARD/WORK	N
01/14/97	1306	2989	LVB55	14 L	ARK CTY LOC	S
01/14/97	1323	2990	LVO55	14 L	THROUGH	S

PROGRAM: FPN127.FOCUS.EXEC(AETIHST-WHTA-4) 02/02/97 21.54.50

TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 01/01/97-01/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
01/14/97	1709	2991	LVB55 14	L	ARK CTY LOC	N
01/14/97	1833	2992	WTFW 14	T	THROUGH	S
01/14/97	2247	2993	YWH62 14	Y	YARD/WORK	S
01/14/97	2327	2994	YWH62 14	Y	YARD/WORK	N
01/15/97	0646	2995	LVB55 15	L	ARK CTY LOC	S
01/15/97	1041	2996	YWH55 15	Y	YARD/WORK	S
01/15/97	1140	2997	YWH55 15	Y	YARD/WORK	N
01/15/97	1256	2998	LVB55 15	L	ARK CTY LOC	N
01/15/97	1318	2999	FWWT 14	T	THROUGH	N
01/15/97	1349	3000	YWH55 15	Y	YARD/WORK	S
01/15/97	1720	3001	YWH55 15	Y	YARD/WORK	N
01/15/97	1920	3002	WTFW 15	T	THROUGH	S
01/15/97	2241	3003	YWH62 15	Y	YARD/WORK	S
01/15/97	2259	3004	YWH62 15	Y	YARD/WORK	N
01/15/97	2314	3005	LVO54 15	L	THROUGH	N
01/16/97	0637	3006	LVB55 16	L	ARK CTY LOC	S
01/16/97	0705	3007	FWWT 15	T	THROUGH	N
01/16/97	0731	3008	GSCOH 13	G	THROUGH	S
01/16/97	1005	3009	LVO55 16	L	THROUGH	S
01/16/97	1037	3010	LVB55 16	L	ARK CTY LOC	N
01/16/97	1054	3011	YWH55 16	Y	YARD/WORK	S
01/16/97	1140	3012	YWH55 16	Y	YARD/WORK	N
01/16/97	1348	3013	YWH55 16	Y	YARD/WORK	S
01/16/97	1530	3014	YWH55 16	Y	YARD/WORK	N
01/16/97	1554	3015	LITE ENG	E	YARD/WORK	S
01/16/97	1648	3016	WTFW 16	T	THROUGH	S
01/16/97	1710	3017	GSHOBY 15	G	THROUGH	N
01/16/97	1757	3018	MOWIWT 16	M	YARD/WORK	N
01/17/97	0656	3019	LVB55 17	L	ARK CTY LOC	S
01/17/97	0926	3020	GLWTAM 17	G	THROUGH	S
01/17/97	1104	3021	YWH55 17	Y	YARD/WORK	S
01/17/97	1201	3022	YWH55 17	Y	YARD/WORK	N
01/17/97	1223	3023	LVB55 17	L	ARK CTY LOC	N
01/17/97	1931	3024	FWWT 16	T	THROUGH	N
01/17/97	2133	3025	WTFW 17	T	THROUGH	S
01/17/97	2202	3026	LVO54 17	L	THROUGH	N
01/18/97	0649	3027	LVB55 18	L	ARK CTY LOC	S
01/18/97	1040	3028	YWH55 18	Y	YARD/WORK	S
01/18/97	1052	3029	LVO55 18	L	THROUGH	S
01/18/97	1120	3030	YWH55 18	Y	YARD/WORK	N
01/18/97	1142	3031	LVB55 18	L	ARK CTY LOC	N
01/18/97	1442	3032	YWH55 18	Y	YARD/WORK	S
01/18/97	1627	3033	YWH55 18	Y	YARD/WORK	N
01/18/97	1644	3034	WTFW 18	T	THROUGH	S
01/18/97	2137	3035	FWWT 17	T	THROUGH	N

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TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 01/01/97-01/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
01/18/97	2258	3036	YWH62 18	Y	YARD/WORK	S
01/18/97	2359	3037	YWH62 18	Y	YARD/WORK	N
01/19/97	0835	3038	FWWT 18	T	THROUGH	N
01/19/97	0914	3039	GSGVAB 17	G	THROUGH	N
01/19/97	1020	3040	YWH55 19	Y	YARD/WORK	S
01/19/97	1119	3041	YWH55 19	Y	YARD/WORK	N
01/19/97	2220	3042	YWH62 19	Y	YARD/WORK	S
01/19/97	2243	3043	YWH62 19	Y	YARD/WORK	N
01/20/97	0029	3044	FWWT 19	T	THROUGH	N
01/20/97	0126	3045	GSSIHO 19	G	THROUGH	S
01/20/97	0638	3046	LVB55 20	L	ARK CTY LOC	S
01/20/97	0928	3047	YWH55 20	Y	YARD/WORK	S
01/20/97	1047	3048	YWH55 20	Y	YARD/WORK	N
01/20/97	1140	3049	LVB55 20	L	ARK CTY LOC	N
01/20/97	1421	3050	YWH55 20	Y	YARD/WORK	S
01/20/97	1505	3051	MWTYD 20	M	YARD/WORK	N
01/20/97	1559	3052	YWH55 20	Y	YARD/WORK	N
01/20/97	1751	3053	GSHOSI 19	G	THROUGH	N
01/20/97	1830	3054	GLOLGV 16	G	THROUGH	S
01/20/97	1852	3055	WTFW 20	T	THROUGH	S
01/21/97	0132	3056	LVO54 20	L	THROUGH	N
01/21/97	0501	3057	GSOLCC 19	G	THROUGH	S
01/21/97	0647	3058	LVB55 21	L	ARK CTY LOC	S
01/21/97	0803	3059	FWWT 20	T	THROUGH	N
01/21/97	1008	3060	YWH55 21	Y	YARD/WORK	S
01/21/97	1055	3061	MOWIWT 21	M	YARD/WORK	N
01/21/97	1116	3062	LVO55 21	L	THROUGH	S
01/21/97	1140	3063	YWH55 21	Y	YARD/WORK	N
01/21/97	1600	3064	MOWIWT 21	M	YARD/WORK	S
01/21/97	1729	3065	WTFW 21	T	THROUGH	S
01/22/97	0648	3066	LVB55 22	L	ARK CTY LOC	S
01/22/97	0919	3067	YWH55 22	Y	YARD/WORK	S
01/22/97	1042	3068	YWH55 22	Y	YARD/WORK	N
01/22/97	1411	3069	LVB55 22	L	ARK CTY LOC	N
01/22/97	1742	3070	WTFW 22	T	THROUGH	S
01/22/97	2044	3071	FWWT 21	T	THROUGH	N
01/22/97	2104	3072	LVO54 22	L	THROUGH	N
01/23/97	0634	3073	LVB55 23	L	ARK CTY LOC	S
01/23/97	0720	3074	FWWT 22	T	THROUGH	N
01/23/97	0823	3075	GLWTAM 20	G	THROUGH	S
01/23/97	1003	3076	GSSIHO 22	G	THROUGH	S
01/23/97	1019	3077	YWH55 23	Y	YARD/WORK	S
01/23/97	1104	3078	LVO55 23	L	THROUGH	S
01/23/97	1154	3079	YWH55 23	Y	YARD/WORK	N
01/23/97	1203	3080	LVB55 23	L	ARK CTY LOC	N

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TRANSPORTATION RESEARCH
 AEI SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 01/01/97-01/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
01/23/97	1224	3081	YWH55 23	Y	YARD/WORK	N
01/23/97	1459	3082	YWH55 23	Y	YARD/WORK	S
01/23/97	1630	3083	XLVB70 23	L	THROUGH	N
01/23/97	1804	3084	WTFW 23	T	THROUGH	S
01/23/97	2333	3085	GSAMAB 21	G	THROUGH	N
01/24/97	0512	3036	GSGVOL 21	G	THROUGH	N
01/24/97	0647	3087	LVB55 24	L	ARK CTY LOC	S
01/24/97	0812	3088	MOWIWT 24	W	YARD/WORK	S
01/24/97	0936	3089	YWH55 24	Y	YARD/WORK	S
01/24/97	1027	3090	FWWT 23	T	THROUGH	N
01/24/97	1101	3091	YWH55 24	Y	YARD/WORK	N
01/24/97	1300	3092	LVB55 24	L	ARK CTY LOC	N
01/24/97	1422	3093	YWH55 24	Y	YARD/WORK	S
01/24/97	1601	3094	YWH55 24	Y	YARD/WORK	N
01/24/97	1716	3095	YWH62 24	Y	YARD/WORK	S
01/24/97	1735	3096	WTFW 24	T	THROUGH	S
01/24/97	1746	3097	YWH62 24	Y	YARD/WORK	N
01/24/97	2005	3098	LVO54 24	L	THROUGH	N
01/25/97	0455	3099	GSSIHO 23	G	THROUGH	S
01/25/97	0635	3100	LVB55 25	L	ARK CTY LOC	S
01/25/97	0953	3101	YWH55 26	Y	YARD/WORK	S
01/25/97	1029	3102	LVO55 25	L	THROUGH	S
01/25/97	1133	3103	YWH55 26	Y	YARD/WORK	N
01/25/97	1151	3104	LVB55 25	L	ARK CTY LOC	N
01/25/97	1723	3105	FWWT 24	T	THROUGH	N
01/25/97	2035	3106	WTFW 25	T	THROUGH	S
01/25/97	2237	3107	YWH62 25	Y	YARD/WORK	S
01/25/97	2303	3108	YWH62 25	Y	YARD/WORK	N
01/26/97	0339	3109	GSHOWT 24	G	THROUGH	N
01/26/97	0924	3110	YWH55 26	Y	YARD/WORK	S
01/26/97	1007	3111	YWH55 26	Y	YARD/WORK	N
01/26/97	1616	3112	WTFW 26	T	THROUGH	S
01/26/97	2244	3113	YWH62 26	Y	YARD/WORK	S
01/26/97	2324	3114	FWWT 25	T	THROUGH	N
01/26/97	2358	3115	YWH62 26	Y	YARD/WORK	N
01/27/97	0639	3116	LVB55 27	L	ARK CTY LOC	S
01/27/97	0921	3117	MOWIWT 27	M	YARD/WORK	N
01/27/97	1041	3118	YWH55 27	Y	YARD/WORK	S
01/27/97	1133	3119	MOWIWT 27	M	YARD/WORK	S
01/27/97	1142	3120	YWH55 27	Y	YARD/WORK	N
01/27/97	1231	3121	LVB55 27	L	ARK CTY LOC	N
01/27/97	1246	3122	GSWIGV 27	G	THROUGH	S
01/27/97	2034	3123	GSOLGV 26	G	THROUGH	S
01/27/97	2151	3124	GSHOBY 26	G	THROUGH	N
01/27/97	2217	3125	YWH62 27	Y	YARD/WORK	S

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TRANSPORTATION RESEARCH
 AET SCANNER TRAIN HISTORY DETAIL REPORT FOR SCANNER #359-SOUTH WICHITA
 FOR PERIOD 01/01/97-01/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
01/27/97	2238	3126	YWH62 27	Y	YARD/WORK	N
01/27/97	2254	3127	WTFW 27	T	THROUGH	S
01/27/97	2323	3128	LVO54 27	L	THROUGH	N
01/28/97	0228	3129	GLCOLD 21	G	THROUGH	S
01/28/97	0457	3130	FWWT 26	T	THROUGH	N
01/28/97	0653	3131	LVB55 28	L	ARK CTY LOC	S
01/28/97	1025	3132	YWH55 28	Y	YARD/WORK	S
01/28/97	1042	3133	LVO55 28	L	THROUGH	S
01/28/97	1200	3134	YWH55 28	Y	YARD/WORK	N
01/28/97	1304	3135	LVB55 28	L	ARK CTY LOC	N
01/28/97	1416	3136	YWH55 28	Y	YARD/WORK	S
01/28/97	1537	3137	MOWTWT 28	M	YARD/WORK	N
01/28/97	1559	3138	YWH55 28	Y	YARD/WORK	N
01/28/97	1629	3139	MOWTWT 28	M	YARD/WORK	S
01/28/97	1749	3140	WTFW 28	T	THROUGH	S
01/28/97	2356	3141	YWH62 28	Y	YARD/WORK	S
01/29/97	0041	3142	YWH62 28	Y	YARD/WORK	N
01/29/97	0656	3143	LVB55 29	L	ARK CTY LOC	S
01/29/97	0926	3144	YWH55 29	Y	YARD/WORK	S
01/29/97	1023	3145	YWH55 29	Y	YARD/WORK	N
01/29/97	1041	3146	LVB55 29	L	ARK CTY LOC	N
01/29/97	1057	3147	FWWT 27	T	THROUGH	N
01/29/97	1348	3148	YWH55 29	Y	YARD/WORK	S
01/29/97	1552	3149	YWH55 29	Y	YARD/WORK	N
01/29/97	1608	3150	FWWT 28	T	THROUGH	N
01/29/97	1825	3151	GLWTLD 22	G	THROUGH	S
01/29/97	2119	3152	WTFW 29	T	THROUGH	S
01/29/97	2258	3153	YWH62 29	Y	YARD/WORK	S
01/30/97	0004	3154	LVO54 29	L	THROUGH	N
01/30/97	0028	3155	YWH62 29	Y	YARD/WORK	N
01/30/97	0155	3156	GSHOSI 28	G	THROUGH	N
01/30/97	0432	3157	FWWT 29	T	THROUGH	N
01/30/97	0633	3158	LVB55 30	L	ARK CTY LOC	S
01/30/97	0953	3159	YWH55 30	Y	YARD/WORK	S
01/30/97	1014	3160	LVO55 30	L	THROUGH	S
01/30/97	1142	3161	YWH55 30	Y	YARD/WORK	N
01/30/97	1214	3162	LVB55 30	L	ARK CTY LOC	N
01/30/97	1359	3163	YWH55 30	Y	YARD/WORK	S
01/30/97	1546	3164	YWH55 30	Y	YARD/WORK	N
01/30/97	1840	3165	WTFW 30	T	THROUGH	S
01/30/97	2258	3166	YWH62 30	Y	YARD/WORK	S
01/30/97	2330	3167	YWH62 30	Y	YARD/WORK	N
01/31/97	0643	3168	LVB55 31	L	ARK CTY LOC	S
01/31/97	0947	3169	YWH55 31	Y	YARD/WORK	S
01/31/97	1134	3170	YWH55 31	Y	YARD/WORK	N

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TRANSPORTATION RESEARCH
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FOR PERIOD 01/01/97-01/31/97

DATE	TIME	SEQ NUM	TRAIN	TRN CAT	TRAIN TYPE	D I R
01/31/97	1202	3171	MOWIWT 31	M	YARD/WORK	N
01/31/97	1358	3172	LVB60 31	L	THROUGH	N
01/31/97	1909	3173	GSBYGV 31	G	THROUGH	S
01/31/97	2101	3174	WTFW 31	T	THROUGH	S
01/31/97	2218	3175	FWWT 30	T	THROUGH	N

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SLOVER & LOFTUS

ATTORNEYS AT LAW

1224 SEVENTEENTH STREET, N.W.

WASHINGTON, D. C. 20036

ENTERED
Office of the Secretary

TUE-21

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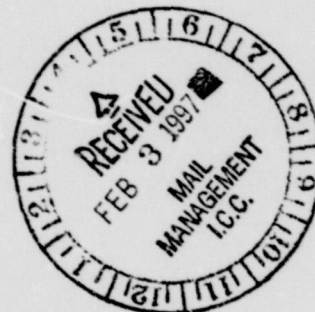
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202 347-7170

February 3, 1997

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
Case Control Branch
12th Street & Constitution Avenue, N.W.
Washington, D.C. 20423



Re: Finance Docket No. 32760, Union Pacific Corporation, et al. -- Control and Merger --
Southern Pacific Rail Corporation, et al.

Dear Mr. Secretary:

This letter constitutes Texas Utilities Electric Company's ("TUE")¹ response to UP/SP's "Reply to Submissions of TUE, BNSF and KCS Concerning Implementation of TUE Condition" (UP/SP-299), dated January 29, 1997.

(1) In Decision No. 44 (served August 12, 1996) the STB promulgated Condition No. 32 ("TUE Condition"). That Condition directed UP/SP, BNSF, KCS and TUE to file proposed implementing conditions by December 12, 1996. In Decision No. 64, the December 12, 1996 due date was extended to January 24, 1997.

(2) On January 24, 1997, UP/SP, TUE, BNSF and KCS filed proposed implementing terms and conditions. On January 29, 1997, UP/SP filed a document self-styled "reply" to the TUE, BNSF and KCS submissions.

(3) Decision No. 44 makes no provision for "reply" filings. If UP/SP want to make such a filing, the proper procedure is to file a motion requesting permission to accept the reply. See, e.g., UP/SP-276 (filed August 30, 1996); CPSB-10 (filed September 4, 1996).

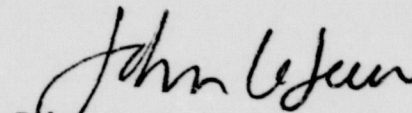
¹ TUE shall utilize the same abbreviations as set forth in Decision No. 44.

Hon. Vernon A. Williams
February 3, 1997
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(4) Though UP/SP have not followed proper procedure, TUE has no objection to the Board's acceptance of UP/SP's reply, provided the STB also considers the reply submitted by TUE.

Respectfully submitted,



John H. LeSeur
An Attorney for Texas Utilities
Electric Company

JHL:mfw
Enclosures

cc: Governing Service List