

STB

FD-32760

7-15-97

K



One Market Plaza
San Francisco, California 94105
415-541-1474 fax 1263

Robert F. Starzel
Vice President - Western Region

ENVIRONMENTAL DOCUMENT

July 14, 1997

Mr. Charles McNeely
City Manager
City of Reno
P.O. Box 1900
Reno, NV 89505

CENTRAL ADMINISTRATIVE UNIT
REC'D: 7-15-97
DOCUMENT # 7-15-97 3:48:41 pm
JD # 32760
RG.01

Dear Mr. McNeely:

Certain of your statements delivered to the Reno Mitigation Task Force on July 9 were inaccurate and require correction.

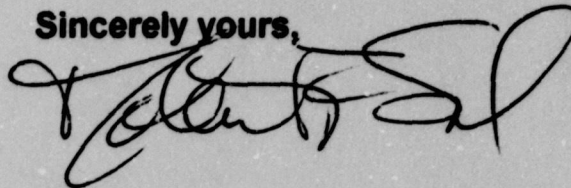
Contrary to your assertion, the City of Reno has not negotiated in good faith to find feasible means to mitigate impacts. The City insisted upon a railroad contribution of \$100 million and when told that would not be possible, the City broke off negotiations. You stated that the costs of mitigation should be borne solely by the railroad and the City then terminated efforts to provide significant public funding for impact mitigation. As a result, no public funding has been committed and none is in the offing. No monies are on the table.

Asserting that there must be a depressed trainway or litigation, the City has refused to develop alternative mitigation plans, leaving those most impacted without any prospect of positive action. We should be working together in good faith to create a list of possible projects for which priorities can be set and the contributions of the City and railroad negotiated.

You accused us of attempting to buy off downtown business. We have not had discussions with downtown business but we would welcome them. Indeed, we will take the initiative to start them and hereby invite the City to be represented. Those most impacted deserve an opportunity to thread through the issues and set priorities for projects. The City may find it consistent with its litigation strategy to place a bet solely on a depressed trainway, but that would mean years of stagnation while the Reno business community waits for litigation to end and a mitigation program to begin.

The City has spent its time challenging the process of the Surface Transportation Board instead of contributing to the substantive analysis of the issues. We invite you to join in positive discussions which we expect to have with Reno business representatives.

Sincerely yours,



**cc: Mayor Jeff Griffin
Council Members
Senator Harry Reid
Senator Richard Bryan
Congressman Jim Gibbons
Congressman John Ensign
Surface Transportation Board -- Ms. Elaine K. Kaiser
Mr. William Osgood -- Reno Downtown Improvement Association
Reno Mitigation Study Task Force -- Kay Wilson**

STB

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32760

4-10-97

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ENVIRONMENTAL DOCUMENT

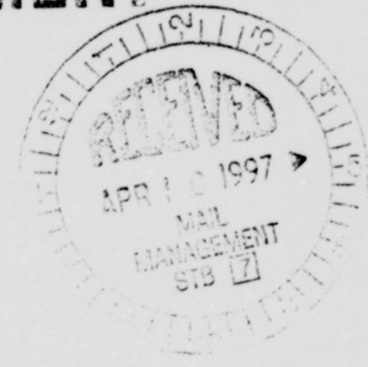
PAUL H. LAMBOLEN
023 19TH ST., N.W., SUITE 400
WASHINGTON, D.C. 20036

TEL 202.496.4920

FAX 202.293.6200

April 10, 1997

K



Ms. Elaine K. Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

Re: F.D. 32760 UP/SP Merger Proceedings

Dear Ms. Kaiser:

The March 25, 1997 letter from J. Michael Hemmer, one of the attorneys for the Union Pacific ("UP") in F.D. 32760, the UP/SP Merger Proceedings, requires response from the City of Reno to simply "set the record straight."

Not having received a courtesy copy, Mr. Hemmer's letter was separately discovered in a review of the record in F.D. 32760. Customarily, parties in settlement negotiations recognize the dynamic, and often delicate, nature of the relationship and undertaking. Under the guise of an "effort to keep SEA informed," Mr. Hemmer's letter attempts to publicly negotiate UP/SP views, and in the course of doing so, misleads and ultimately misrepresents events that occurred.

At the outset, it is important to note that as a result of a January 1997 proposal from the UP/SP, the City and UP/SP agreed in principle (1) to mitigate adverse impacts and enhance railroad operations by depressing the trainway in the existing right-of-way through portions of the City of Reno, (2) with a funding contribution from the UP (the UP offer being \$35 million) and (3) undertaking mutual efforts to secure additional funding from public and private sources.

The City/UP partnership to secure State financing prompted a meeting with Nevada Governor Bob Miller, on March 5, 1997, in the Governor's office in Carson City, Nevada. Initially arranged by UP, it was attended by representatives of both the City and the UP. UP representatives attending were: Joe Guild, Esq., Retained Legislative Counsel; Wayne Horiuchi, Retained Representative; Larry Bennet; Retained Legislative Advocate, and Thomas T. Ogee, P.E. Chief Engineer, Design. The parties reported on the agreement in

Ms. Elaine K. Kaiser
April 10, 1997
Page 2

principle to depress the trainway, the estimated cost of the project, UP's contribution offer and mutual efforts to secure additional funding, particularly in the Nevada State Legislature currently in session.

In response to a question by the Governor concerning project funding and the level of UP contribution, City Manager, Charles McNeely, the City's Chief Negotiator, stated he believed the railroad's contribution would more likely have to be \$100 million. Mr. McNeely's statement was made in the presence of the UP representatives, who upon hearing it said nothing.¹

A meeting was held March 20, 1997 in Washington, D.C., with Nevada Senators Harry Reid and Richard Bryan, Congressional Staff, the City and UP. The session was positive and constructive. The discussion was fair, frank and included pointed questions to both the City and UP by the Senators on the details of funding arithmetic and funding prospects.

In the context of addressing financing details, the "\$100 million statement" was repeated, this time by Mayor Jeff Griffin in response to Senator Bryan in the presence of Jerry Davis and Bill Wimmer, the UP negotiators. Messrs. Davis and Wimmer later responded on that issue upon inquiry from Senator Reid.

The City would characterize the UP position stated in Mr. Hemmer's letter as "feigned surprise." Surely it is reasonable to believe that UP representatives would report on the March 5 meeting with the Governor, and certainly not overlook a "\$100 million statement." The fact that Messrs. Davis and Wimmer were themselves not present on March 5 only permits each to say the first they heard the "\$100 million statement" from the City was on March 20 in the meeting with Senators Reid and Bryan.²

UP cannot deny that on March 5, 1997 the City made the "\$100 million statement" in Governor Miller's office in UP's presence. That UP

¹ The details of funding were significant concerns of the Governor. The UP's January proposal was that the "State of Nevada and Union Pacific would jointly fund the depressed trainway at no cost to the City."

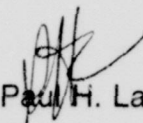
² It is significant to note that Mr. McNeely's secretary did make several attempts to arrange a meeting with Messrs. Davis and Wimmer before meeting with Senators Reid and Bryan. The response was that neither Davis nor Wimmer would be available to meet anytime beforehand.

Ms. Elaine K. Kaiser
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representatives would not report that to UP's superiors is not credible, but anything is possible.³

Despite its strong negative reaction to Mr. Hemmer's misrepresentation of events, the City believes its partnership with UP will achieve its goals. The City looks forward to the next meeting with UP, now scheduled for May 5 in Omaha.

Regards,


Paul H. Lamboley

PHL:pvg
Enclosures
cc: J. Michael Hemmer, Esq.

³ In December 1996, three of the UP representatives previously misrepresented to Members of the Nevada Legislature that the City's mandamus action in Federal District Court (Reno) was dismissed "with prejudice barring the City from refiling." (Exhibits A-1 and A-2 enclosed.) Later, when confronted by the City, the UP representatives recanted in apology letters to Legislators (Exhibit B enclosed).



Exhibit A-1

Nevada Legislature

City Manager's Office

JAN 22 1997

CITY OF RENO

January 18, 1997

Charles McNeely, City Manager
City of Reno
P. O. Box 1900
Reno, Nevada 89505

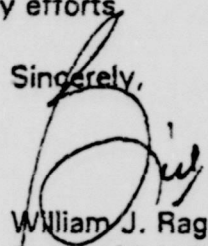
Dear Charles:

Following our recent conversation with reference to the approved merger of the Union Pacific and Southern Pacific Railroads, I have received the enclosed correspondence from representatives of the Union Pacific Railroad.

You will note that the UPRC position with respect to the status of the legal case filed by Reno against the railroad indicates that the Federal District Court dismissed Reno's case with prejudice barring the city from refiling. This is contrary to the explanation I have received consistently from representatives of the city. I do understand that the city has appealed the ruling to the Ninth Circuit Court of Appeals. I think this issue bears directly on just what leverage, if any, remains with the city in its negotiation process.

I would like to be kept informed on any efforts

Sincerely,


William J. Raggio
Senate Majority Leader

WJR/dm
enc.

WAYNE K. HORIUCHI
SPECIAL REPRESENTATIVE

UNION PACIFIC RAILROAD COMPANY



Exhibit A-2

915 L STREET, SUITE 1230
SACRAMENTO, CA 95814
(916) 442-2800
FAX (916) 442-4073

RECEIVED
JAN 7 - 1997
VARGAS & BARNETT

December 20, 1996

The Honorable William Raggio
Post Office Box 281
Reno, NV 89504

Dear Senator Raggio:

Here is an editorial from a recent Reno Gazette-Journal issue written by Union Pacific Railroad's Mike Furtney. This piece explains the most recent status of the merger.

However, we also wanted to remind you of the status of the legal case filed by Reno against the railroad. The district court judge for the Federal District Court of Nevada has dismissed Reno's case with prejudice barring the City from refileing. The City has appealed this ruling to the Ninth Circuit Court of Appeals, and we are awaiting a decision.

If you have any questions, as always, please call us. We hope you and your family have a happy holiday season.

Sincerely,

WAYNE HORIUCHI
Special Representative
Union Pacific Railroad Co.
916/442-2800

LARRY BENNETT
Retained Legislative Advocate
Union Pacific Railroad Co.
702/323-2688

JOE GUILD
Retained Legislative Counsel
Union Pacific Railroad Co.
702/348-1662

enclosure

02-14-1997 10:30AM FROM

TO

3342420 P.02

WAYNE K. HORIUCHI
SPECIAL REPRESENTATIVE

UNION PACIFIC RAILROAD COMPANY



915 L STREET, SUITE 1230
SACRAMENTO, CA 95814
(916) 442-2800
FAX (916) 442-4973

February 4, 1997

The Honorable Joseph Neal
304 Lance Avenue
North Las Vegas, NV 89030


Dear Senator Neal:

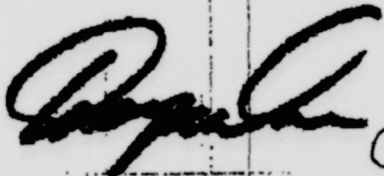
Recently it has come to our attention that a mistake was made in our letter to you of December 26, 1996.

We told you Judge McKibban had dismissed the City of Reno's lawsuit from the Federal District Court for the District of Nevada "with prejudice" when in fact he had dismissed the case "without prejudice". This allows the City to proceed apace with an appeal.

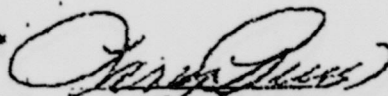
The City is appealing and the case is lodged in the Federal Circuit Court of Appeals for the D.C. Circuit in Washington D.C. There, procedural motions are pending for a decision.

We hope this inadvertent mistake did not cause you any confusion. As always we will strive to keep you informed about the progress of this important rail merger.

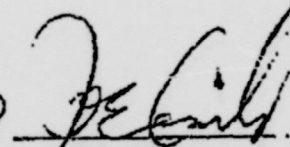
Sincerely,



WAYNE HORIUCHI
Special Representative
Union Pacific Railroad Co.
916/442-2800



LARRY BENNETT
Retained Legislative Advocate
Union Pacific Railroad Co.
702/323-3688



JOE GUILD
Retained Legislative Counsel
Union Pacific Railroad Co.
702/348-1662

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

TEL 202.496.4920
FAX 202.293.6200

April 9, 1997

Via Facsimile & Regular Mail

J. Michael Hemmer, Esq.
Covington & Burling
1201 Pennsylvania Avenue, N.W.
Washington, D.C. 20044-7566

Re: F.D. No. 32760 UP/SP Merger Proceedings

Dear Michael:

This will acknowledge your letter dated April 4 and enclosed discovery requests.

Previously, on March 13, I acknowledged your letter dated March 4 which enclosed your letter dated February 4, 1997 sent to a former office address. In my letter, I stated I would make appropriate inquiry — I have done so.

On January 6, 1997, you were appointed by the Section of Environment Analysis (SEA) of the Surface Transportation Board ("STB") to be a member of the Railroad Merger Reno Mitigation Task Force ("Task Force") as a representative of the UP/SP interests. Since your appointment, there have been several Task Force meetings (January 15, February 12 and March 12) and an SEA public meeting (February 13) which you have attended. In addition, data validation activity took place in March to which you were invited to attend as well.

One critical purpose, and ultimate value, of the Task Force forum has been mutual fact-finding and information exchange. As a Task Force member, you apparently have failed to make any direct inquiry concerning the "very modest requests" or "single inquiry," as you characterize matters. Perhaps, the failure to do so was to avoid reciprocal questions concerning UP/SP's conduct.

In any event, you having chosen not to avail yourself of the opportunity of the informal fact-finding process of the Task Force, and without the courtesy of

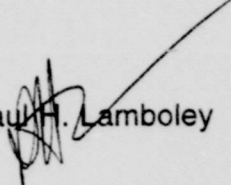
J. Michael Hemmer, Esq.
April 9, 1997
Page 2

telephone call, you have elected to pursue a more adversarial course in the litigation procedures of formal discovery. I suppose this approach is not inconsistent with your November 4, 1996 letter to the STB/ISTEA concerning the Reno Mitigation Study.

The City intends to respond appropriately to your discovery requests. In the meantime, please be advised that any related inquiry in the Task Force setting concerning issues on which you have sought discovery will be considered constrained by your invocation of formal discovery process.

Hopefully, your advocacy role will not further compromise the continuing investigation and information functions of the Task Force.

Very truly yours,


Paul H. Lambole

PHL:pvg
cc: Elaine K. Kaiser ✓

STB

FD

32760

12-6-96

0

88249

BNSF



Writer's Direct Line:
(847) 995-6887

ENVIRONMENTAL

Burlington Northern Santa Fe
100 E. Golf Road
Suite 100
7-10-0000

88249

12/6/96 10:31:52 AM

W. WG.02

88249



December 4, 1996

BY OVERNIGHT COURIER

Ms. Elaine K. Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
Room 3219
12th and Constitution Avenue, N.W.
Washington, D.C. 20423

RE: Finance Docket No. 32760, Union Pacific Railroad Company -- Control and
Merger -- Southern Pacific Transportation Company: Wichita and Reno
Mitigation Studies

Dear Elaine:

This is in response to your letter of November 8, 1996 in which you request certain information from BN/Santa Fe about its operations in the Wichita, Kansas and Reno, Nevada areas.

Information requested relating to Wichita:

Question 1.

Verify and update information contained in the Union Pacific letter dated May 30, 1996 (copy attached). UP used 1994 data from the BNSF merger application. Please provide current and projected BNSF train data.

Response.

Attached is a self-explanatory memorandum which shows the estimated average trains per day for 1997, 1998 and 1999 that would move on BNSF's Topeka to Emporia line and on BNSF's Emporia to Wellington line. The data for 1996 are substantially the same as that shown for 1997 projected. BNSF has no projections beyond 1999.

Ms. Elaine K. Kaiser

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Question 2 .

The BNSF legal position regarding use of its tracks between Topeka and Wellington by Union Pacific trains as a bypass route around Wichita.

Response.

BN/Santa Fe is not willing to permit Union Pacific to use its route between Topeka and Wellington as a bypass route around Wichita. As is described below, such use would impose significant operational and competitive constraints on BN/Santa Fe. It thus would not be in the best interests of the company, its shareholders, or the shipping public for BN/Santa Fe to permit UP to use that route.

To understand the position of BN/Santa Fe on this issue requires some in-depth understanding of the significance of the route to the BN/Santa Fe system as a whole and to its shippers. As the response to Question 1 demonstrates, the segment between Emporia to Wellington carries a significant amount of high-speed, time-sensitive intermodal and automotive traffic for BN/Santa Fe's customers. To state it simply, this route is BN/Santa Fe's transcontinental mainline between the Midwest and California and its primary line between Chicago and Texas.

The importance of maintaining this route for BN/Santa Fe high-speed traffic has lead the company recently to make substantial investments (nearly \$15.6 million in the Wellington area) to alleviate congestion problems. The addition of any UP trains to the route would thus deprive BN/Santa Fe of the benefits of its investments and planning. It would also place BN/Santa Fe at a significant competitive disadvantage since UP's unit coal and grain trains (that would be restricted to 45 m.p.h.) would slow down and delay BN/Santa Fe time-sensitive traffic on its route. This would have a direct negative impact on BN/Santa Fe's ability to attract and be competitive with trucks and with UP's other routes for this traffic.

Significant operational constraints that currently exist on the route would be exacerbated by the addition of UP trains. For example, the 60 miles between Emporia and Topeka is single-tracked, has no sidings for trains to meet or pass, has no centralized traffic control, and is used by Amtrak. There also is no connection in Topeka that allows a straight away move for interchange of traffic between BN/Santa Fe and UP. And the 115 miles between Wellington and Emporia is primarily single-tracked, with almost no unused capacity. It bears mention that the use of the BN/Santa Fe route by UP would also result in a significant increase in grade crossings delays for Emporia and Topeka.

Although this discussion of operational constraints is not by any means exhaustive, it highlights some of operational reasons why it would be harmful to the interests of the company and the shipping public to permit UP to use BN/Santa Fe's route. For these

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December 4, 1996
Page 3

reasons, as well as the competitive issues that would arise, BN/Santa Fe cannot agree to permit Union Pacific to use its route between Topeka and Wellington as a bypass route around Wichita.

Question 3.

Valuation maps from South Junction to 29th Street North (former AT&SF alignment).

Response.

Copies of the valuation maps from South Junction to 29th Street North are enclosed.

Question 4.

Signal system schematics - same route as above.

Response.

Copies of the signal system schematics are enclosed.

Question 5.

Train movements for a one week period between Pawnee Street and 29th Street North by time of passage, type (i.e., coal, manifest, grain, local switcher, etc.) and approximate train length. These movements should apply to former AT&SF and BN alignments.

Response.

BN/Santa Fe does not in the ordinary course of business maintain the requested information on train movements. However, for the purpose of responding to this request, BN/Santa Fe has manually assembled the enclosed data which shows, for a two-week period commencing on November 8, 1996, the requested information.

Information requested related to Reno:

Question 1.

Anticipated daily average of BNSF trains that will pass through Reno as a result of

Ms. Elaine K. Kaiser
December 4, 1996
Page 4

the UP/SP merger (a one to five year time frame).

Response.

As described in the Progress Report and operating Plan that BN/Santa Fe filed with the Board on October 1, 1996 in Finance Docket No. 32760, UP/SP is providing local service for BN/Santa Fe to and from Reno, Nevada. See Operating Plan at 24. A copy of that Report is enclosed for your ease of reference. It is therefore not anticipated at this time that BN/Santa Fe trains will pass through Reno.

Please let me know if you have any questions.

Sincerely,

Richard E. Weicher

Richard E. Weicher
Vice President-Law and
General Counsel

cc: M. Dalton (w/o encls.)
W. Stockwell (w/o encls.)

Date: December 3, 1996
To: Mike Smith
From: Nick Murray ✓
Subject: Topeka to Wellington Trains

As requested, we have estimated the trains per day and the trailing GTM's (locomotive ton miles excluded) for 1997, 1998, and 1999 between Topeka, KS and Wellington, KS. Amtrak GTM's are not included in the trailing GTM's shown below.

Topeka to Emporia:

Trains per Day

Year	Freight	Coal	Amtrak	Total	GTM
1997	2.1	2	2	6.1	6.878 million
1998	2.1	2	2	6.1	6.880 million
1999	2.1	2	2	6.1	6.882 million

Emporia to Wellington:

Trains per Day

Year	Freight	Coal	Amtrak *	Total	GTM
1997	45.1	2	2	49.1	85.66 million
1998	48.4	2	2	52.4	87.38 million
1999	49.7	2	2	53.7	89.11 million

* Amtrak trains between Emporia and Ellinor (13.7 miles)

Please call Bruce Dauphin at 333-5861 if there are any questions.

Week One

Trains Passing CTC-CAD Location 272 (Wichita North Jct)
Seven day period from 11/08/96(Fri) to 11/14/96(Thur)

CTC-CAD Location 272 is located at Mile Post 211.7 which is
between Pawnee Street at MP 215 and 29th Street at MP 208.6.

Train Symbol	CAD Loc	Date	Time	Dir	Fr/To	Cars	Tons	Lgth	Home Road
(11/08/96 Friday)									
L EA051 08	272	96-11-08	02:58:35C	W	NO NO	29	1543	1972	ATSF
L EA061 08	272	96-11-08	06:20:43C	E	SO MD			213	ATSF
F LUUP1 08	272	96-11-08	06:48:41C	W	BN SO	36	3354	2033	UP
F LUUP1 08	272	96-11-08	12:21:46C	E	SO BN	83	5058	4311	UP
A 99 08	272	96-11-08	13:39:22C	W	NO SO	6	560	802	AMTK
G CPNW1 06	272	96-11-08	20:32:51C	E	SO MD	142	4609	8334	ATSF
M ALNW1 07	272	96-11-08	23:58:51C	E	SO MD	99	5423	5757	ATSF
(11/09/96 Saturday)									
M NWTE1 08	272	96-11-09	00:01:39C	W	NO NO	63	6609	3910	ATSF
L EA051 09	272	96-11-09	03:05:59C	W	NO NO	22	2216	1487	ATSF
L EA061 09	272	96-11-09	06:03:12C	E	SO MD	34	2988	2289	ATSF
F A99 09	272	96-11-09	08:01:53C	E	SO MD	6	400	753	AMTK
G HUH01 07	272	96-11-09	08:32:49C	W	NO NO	117	15363	7175	ATSF
G GVH01 07	272	96-11-09	08:44:07C	E	SO MD	121	3864	7202	ATSF
G NWCP1 08	272	96-11-09	12:29:04C	W	NO NO	107	14445	6784	ATSF
F LUUP1 09	272	96-11-09	12:33:33C	E	SO BN	45	3528	2489	UP
F SKOL1 09	272	96-11-09	16:57:52C	E	SO MD	8	945	866	SP
F A99 09	272	96-11-09	17:18:59C	W	NO SO	6	400	753	AMTK
G NWGV1 09	272	96-11-09	21:52:04C	W	NO NO	108	14160	6533	ATSF
NWTE1 09	272	96-11-09	23:10:47C	W	NO SO	56	4289	3480	ATSF
(11/10/96 Sunday)									
F SKOL 09	272	96-11-10	00:32:25C	W	NO NO	94	10882	6769	SP
Z ACNW1 09	272	96-11-10	02:00:28C	E	SO MD			71	ATSF
F A99 10	272	96-11-10	07:12:10C	E	YD MD	6	600	742	AMTK
F A99 10	272	96-11-10	17:26:15C	W	NO SO	6	600	742	AMTK
M ALNW1 09	272	96-11-10	19:17:44C	E	SO MD	118	6882	6775	ATSF
G ABH01 08	272	96-11-10	23:24:42C	W	NO NO	108	14364	6580	ATSF
(11/11/96 Monday)									
Z NWWC1 10	272	96-11-11	01:49:28C	W	SO SO			71	ATSF
G NWWF1 09	272	96-11-11	02:16:59C	W	NO NO	86	10829	5282	ATSF
U WCKC1 11	272	96-11-11	02:59:08C	E	NO MD	1	39	132	ATSF
L EA051 11	272	96-11-11	03:31:57C	W	NO NO	97	7405	5624	ATSF
G TENW1 10	272	96-11-11	04:10:02C	E	SO MD	119	3702	7046	ATSF
M NWTE1 10	272	96-11-11	05:03:35C	W	NO NO	74	9370	4508	ATSF
F A99 11	272	96-11-11	05:50:23C	E	YD MD	6	600	742	AMTK
F LUUP1 11	272	96-11-11	06:37:23C	W	BN SO	58	3566	3201	UP
L EA061 11	272	96-11-11	07:04:50C	E	SO MD	46	3391	3103	ATSF
G SIH01 09	272	96-11-11	08:29:51C	E	SO MD	122	3800	7354	ATSF
F LUUP1 11	272	96-11-11	12:48:01C	E	SO SO	25	2543	1388	UP
G SUH01 07	272	96-11-11	17:01:35C	W	NO NO	108	14043	6629	ATSF
M ALNW1 10	272	96-11-11	19:49:12C	E	SO MD	59	2669	3829	ATSF
F SKOL1 11	272	96-11-11	20:05:34C	E	SO OK	19	852	1112	SP
G HUCP1 07	272	96-11-11	22:26:15C	W	NO NO	80	10482	4939	ATSF
(11/12/96 Tuesday)									
NWTE1 11	272	96-11-12	00:19:47C	W	NO NO	56	4075	3451	ATSF
YY ARD3 11	272	96-11-12	01:42:35C	W	SO SO				BN
L EA051 12	272	96-11-12	02:44:31C	W	NO NO	63	3506	3585	ATSF
L EA061 12	272	96-11-12	05:42:49C	E	SO MD	13	872	895	ATSF

F LUUP1 12	272	96-11-12	06:45:23C	W	BN	30	30	3543	1790	UP
F LUUP1 12	272	96-11-12	12:54:52C	E	SO	BN	76	5666	4298	UP
F SKOL1 12	272	96-11-12	19:46:32C	E	SO	OK	1	30	342	SP
F SKOL1 12	272	96-11-12	20:33:04C	W	BN	SO	1	30	342	SP
M ALNW1 11	272	96-11-12	21:56:31C	E	SO	MD	109	5915	6427	ATSF
M NWTE1 12	272	96-11-12	23:22:33C	W	NO	NO	71	7433	3945	ATSF

(11/13/96 Wednesday)

G SICN1 11	272	96-11-13	01:24:55C	F	SO	MD	82	2536	5055	ATSF
L EA051 13	272	96-11-13	02:45:11C	W	NO	NO	27	1436	1651	ATSF
L EA061 13	272	96-11-13	05:07:16C	E	SO	MD	17	1737	1363	ATSF
G HUHO1 12	272	96-11-13	06:28:27C	W	NO	NO	93	12110	5621	ATSF
F LUUP1 13	272	96-11-13	06:42:41C	W	BN	SO	50	3966	3041	UP
F LUUP1 13	272	96-11-13	12:15:27C	E	SO	SO	58	3544	3275	UP
F SKOL1 13	272	96-11-13	19:37:16C	E	SO	MD	21	2501	1625	SP
M ALNW1 12	272	96-11-13	22:02:04C	E	SO	MD	93	5430	5386	ATSF

(11/14/96 Thursday)

M NWTE1 13	272	96-11-14	01:30:08C	W	NO	NO	54	3004	3379	ATSF
L EA051 14	272	96-11-14	02:24:21C	W	NO	NO	60	3875	3530	ATSF
F SKOL1 13	272	96-11-14	02:55:37C	W	NO	NO	43	1790	2565	SP
F LUUP1 14	272	96-11-14	06:49:53C	W	BN	NO	66	5130	3742	UP
L EA061 14	272	96-11-14	06:57:50C	E	SO	MD	34	1912	2107	ATSF
F LUUP1 14	272	96-11-14	12:48:49C	E	SO	BN	66	5130	3742	UP
G NWAM1 14	272	96-11-14	14:00:15C	W	NO	NO	64	7337	4040	ATSF
Z WLNW1 14	272	96-11-14	16:58:30C	E	SO	MD			213	ATSF
F PRDVI 12	272	96-11-14	19:29:57C	E	SO	MD	115	3500	6308	UNK
M ALNW1 13	272	96-11-14	20:57:56C	E	SO	MD			213	ATSF
F SKOL1 14	272	96-11-14	21:57:23C	E	SO	OK	39	1570	2520	SP

(3)

Week Two

Trains Passing CTC-CAD Location 272 (Wichita North Jct)
Seven day period from 11/15/96(Fri) to 11/21/96(Thur)

CTC-CAD Location 272 is located at Mile Post 211.7 which is
between Pawnee Street at MP 215 and 29th Street at MP 208.6.

Train Symbol	CAD Loc	Date	Time	Dir	Track Fr/To	Cars	Tons	Lgth	Home Road
(11/15/96 Friday)									
L EA051 15	272	96-11-15	02:32:30C	W	NO NO	21	1743	1345	ATSF
G NWNW1 14	272	96-11-15	03:31:59C	W	NO NO	67	8581	4171	ATSF
G NWNW1 14	272	96-11-15	04:54:01C	E	SO MD	67	8581	4171	ATSF
L EA061 15	272	96-11-15	06:07:11C	E	SO MD	69	3972	5419	ATSF
M NWTE1 14	272	96-11-15	06:09:55C	W	NO NO	62	5359	3642	ATSF
F LUUP1 15	272	96-11-15	06:44:28C	W	BN SO	27	1622	1649	UP
F LUUP1 15	272	96-11-15	12:28:03C	E	SO BN	42	3517	2464	UP
Z HONW1 13	272	96-11-15	13:11:08C	E	SO MD			497	ATSF
G HUH01 15	272	96-11-15	18:38:25C	W	NO NO	76	9969	4635	ATSF
F SKOL1 15	272	96-11-15	20:49:32C	E	SO OK	4	120	633	SP
M NWTE1 15	272	96-11-15	20:50:40C	W	NO NO	77	8487	4815	ATSF
G SUCP1 14	272	96-11-15	21:38:37C	W	NO NO	81	10635	5044	ATSF
F SKOL1 15	272	96-11-15	22:10:03C	W	OK SO	4	120	633	SP
(11/16/96 Saturday)									
M ALNWL 14	272	96-11-16	01:38:10C	E	SO MD	83	5393	4837	ATSF
L EA051 16	272	96-11-16	03:05:10C	W	NO NO	31	2741	1824	ATSF
L EA061 16	272	96-11-16	06:07:30C	E	SO MD	35	2739	2392	ATSF
F LUUP1 16	272	96-11-16	06:37:03C	W	BN SO	26	2674	1608	UP
F LUUP1 16	272	96-11-16	11:28:24C	E	SO BN	57	5312	3243	UP
F SKOL1 16	272	96-11-16	13:57:12C	E	SO MD	18	2180	1211	SSW
G GVDC1 14	272	96-11-16	16:03:00C	E	SO MD	124	3877	7407	ATSF
F SKOL1 16	272	96-11-16	21:03:33C	W	NO NO	18	2180	1424	SSW
M ALNWL 15	272	96-11-16	21:04:29C	E	SO MD	89	5474	4977	ATSF
(11/17/96 Sunday)									
G HUBM1 15	272	96-11-17	00:01:48C	W	NO NO	79	10038	5015	ATSF
M NWTE1 16	272	96-11-17	01:51:53C	W	NO NO	58	3626	3628	ATSF
G NWGV1 16	272	96-11-17	05:13:41C	W	NO NO	67	8222	4044	ATSF
9 991 15	272	96-11-17	09:39:55C	E	SO MD	61	4001	5975	ATSF
Q LANY1 15	272	96-11-17	09:50:57C	E	SO MD	66	4355	6221	ATSF
G BMAB1 15	272	96-11-17	10:11:12C	E	SO MD	102	3189	6181	ATSF
1 893 15	272	96-11-17	11:21:54C	E	SO MD	39	2293	3884	ATSF
P CHSB1 16	272	96-11-17	12:44:58C	W	NO NO	72	5326	6824	ATSF
G NWH01 17	272	96-11-17	13:07:03C	W	NO NO			213	ATSF
Q WSR11 16	272	96-11-17	14:05:06C	W	NO NO	54	3227	5065	ATSF
Q ALCH1 17	272	96-11-17	14:12:17C	E	SO MD	61	3232	5863	ATSF
Q WSLA1 16	272	96-11-17	14:25:52C	W	NO NO	47	3052	4562	ATSF
F KCTMG 14	272	96-11-17	19:02:05C	W	NO NO	70	8998	4122	UP
M ALNWL 16	272	96-11-17	23:17:43C	E	SO MD	99	5466	6256	ATSF
(11/18/96 Monday)									
Z NWWC1 18	272	96-11-18	03:24:47C	W	NO NO			71	ATSF
L EA051 18	272	96-11-18	03:32:44C	W	SO SO	82	6136	4792	ATSF
U WCKC1 18	272	96-11-18	04:09:51C	E	SO MD			71	ATSF
M NWTE1 17	272	96-11-18	04:38:45C	W	NO NO	65	4528	4609	ATSF
F LUUP1 18	272	96-11-18	06:47:55C	W	BN SO	88	6356	4884	UP
L EA061 18	272	96-11-18	08:07:54C	E	SO MD	0		142	ATSF
F LACH1 15	272	96-11-18	10:40:16C	E	SO MD	27	1459	2391	ATSF
S LBCH3 14	272	96-11-18	11:03:26C	E	SO MD	71	6907	6537	ATSF
F LUUP1 18	272	96-11-18	13:16:38C	E	SO SO	24	975	1663	UP
S RICH1 15	272	96-11-18	14:48:04C	E	SO MD	57	5103	5433	ATSF

S FRCH1 16	272	96-11-18	14:56:45C	E	SO MD	62	4728	5404	ATSF
M ALNW1 17	272	96-11-18	18:17:50C	E	SO MD	85	4357	4938	ATSF
F SKOL1 18	272	96-11-18	20:06:59C	E	SO OK	9	316	529	SP

/19/96 Tuesday)

G SUGV1 18	272	96-11-19	00:13:43C	W	NO NO	109	14170	7104	ATSF
L EA051 19	272	96-11-19	03:18:26C	W	NO NO	55	3871	3088	ATSF
L EA061 19	272	96-11-19	06:02:55C	E	SO MD	21	1434	1347	ATSF
M NWTE1 18	272	96-11-19	06:24:22C	W	NO NO	57	5412	3349	ATSF
F LUUP1 19	272	96-11-19	07:06:44C	W	BN SO	39	2561	2162	UP
F LUUP1 19	272	96-11-19	12:30:43C	E	SO SO	48	3555	2789	UP
G HOHUL 18	272	96-11-19	13:42:16C	E	SO MD	80	2834	4795	ATSF
G TECN1 18	272	96-11-19	16:47:52C	E	SO MD			142	ATSF
F SKOL1 19	272	96-11-19	18:00:57C	E	SO MD	18	2029	1378	SP
M NWTE1 19	272	96-11-19	22:36:03C	W	NO NO	68	7515	4126	ATSF

(11/20/96 Wednesday)

F SKOL1 19	272	96-11-20	00:12:57C	W	NO NO	9	570	888	SP
G HUEOL 19	272	96-11-20	01:31:02C	W	NO NO	57	7461	3462	ATSF
L EA051 20	272	96-11-20	02:57:51C	W	NO NO	46	4020	2817	ATSF
M ACDC3 19	272	96-11-20	05:20:09C	E	SO MD	115	5988	7042	ATSF
F LUUP1 20	272	96-11-20	06:47:14C	W	BN NO	38	2640	2330	UP
L EA061 20	272	96-11-20	06:55:37C	E	SO MD	19	1760	1422	ATSF
G NWCP1 19	272	96-11-20	11:17:34C	W	NO NO	77	9811	4620	ATSF
F LUUP1 20	272	96-11-20	12:57:30C	E	SO SO	28	2039	1809	UP
M ALNW1 19	272	96-11-20	17:16:23C	E	SO MD	74	5425	4407	ATSF
F SKOL1 20	272	96-11-20	19:57:24C	E	SO MD	8	526	671	SP
G SUGV1 19	272	96-11-20	22:40:21C	W	NO NO	87	11329	5314	ATSF

(11/21/96 Thursday)

M NWTE1 20	272	96-11-21	01:39:18C	W	NO NO	62	5006	3704	ATSF
EA051 21	272	96-11-21	02:06:06C	W	NO NO	22	1736	1415	ATSF
EA061 21	272	96-11-21	05:20:20C	E	SO MD			142	ATSF
F LUUP1 21	272	96-11-21	06:47:38C	W	BN SO	54	3656	3098	UP
Z NWNF1 21	272	96-11-21	12:11:55C	W	NO NO			71	ATSF
F LUUP1 21	272	96-11-21	12:39:57C	E	SO BN	39	4207	2345	UP
F 1PIHU 20	272	96-11-21	15:51:48C	E	SO MD	75	2400	4912	SP
M ALNW1 20	272	96-11-21	17:14:25C	E	SO MD	49	3568	3074	ATSF