

**BNSF**



WILLIAM G. PETERSON

*Director Signal Engineering*

**Burlington Northern Santa Fe**

4515 Kansas Avenue  
Kansas City, KS 66106

913-551-4130

913-551-4647

June 23, 2003

Mr. George Gavalla  
Administrator for Safety  
Federal Railroad Administration  
400 Seventh Street S.W.  
Washington D.C. 20590

Re: Docket No. FRA-2002-12509 – Burlington Northern Santa Fe Railroad

Dear Mr. Gavalla:

On June 5, 2003, the FRA conducted a public hearing in Ada, Oklahoma regarding BNSF's application to remove CTC between Sapulpa and Mill Creek Oklahoma. Questions were asked by FRA panel members during the hearing that we were not able to answer completely at the time. Attached per the index below, is a compilation of electronic files that should provide answers for the outstanding questions posed by the FRA during the hearing as well as FRA requests for additional information after the hearing.

Page 2 Control cooled rail statement from Mike Armstrong, Chief Engineer Southeast  
Page 3-5 BNSF's Instructions and Standards for Switch Point Locks from Mike Armstrong  
Page 6-7 Creek Sub Train Count graphs from David Galassi, General Manager Texas Division  
Page 8-11 Mainframe reports of Train ID data from David Galassi  
Page 12-13 Signal maintenance response time  
Page 14 Investigation regarding radio bleed over concerns in Madill area  
Page 15-18 Hazardous material commodity information from David Galassi  
Page 19-20 Email for Henryetta trackage rights agreement from David Galassi  
Page 21 Email map for Henryetta trackage rights agreement  
Page 22-32 Tulsa-Henryetta car haulage agreement  
Page 33 Email cover letter for HBD logs requested by Greg Likeness  
Page 34-57 HBD log data  
Page 58 Email cover letter for AEI data requested by Greg Likeness  
Page 59-74 AEI data  
Page 75- 103 BNSF accident data TWC vs.CTC from Ray Stephens, AVP Operations Southeast  
Page 104 Training plans if the application is approved

Sincerely,

W.G. Peterson

BNSFlh1.sty

## **NON-CONTROL COOLED RAIL**

During the FRA public hearing at Ada, Oklahoma, on June 5, 2003, the question was asked as to whether there was any non-control cooled rail in the main line within the limits of BNSF's application to remove CTC on the Creek Subdivision, MP 437 to MP 579.

Non-control cooled rail was produced up until 1938. Therefore, any rail rolled after that year is control cooled.

We have reviewed our records and we have no 1938 vintage or older rail in the main line on the Creek Subdivision.

- All RACOR stands listed have retrofit handle kits available for field upgrading existing RACOR switch stands with shorter handles.
- An extended (30-inch) handle kit is available for existing Hi- and Low-Star stands.

### E. Switch Point Locks

1. Apply switch point locks to main track switches in non-signaled territory where the Timetable does not require trains to operate at restricted speed:
  - The Division General Manager may designate that other switches be equipped with a switch point lock.
  - The Division General Manager will designate which, if any, switch point locks must be secured with a switch lock when the switch is lined for normal movement.
  - Switch point locks not designated to be secured with switch locks must be secured with BNSF-approved non-locking metal hasps.

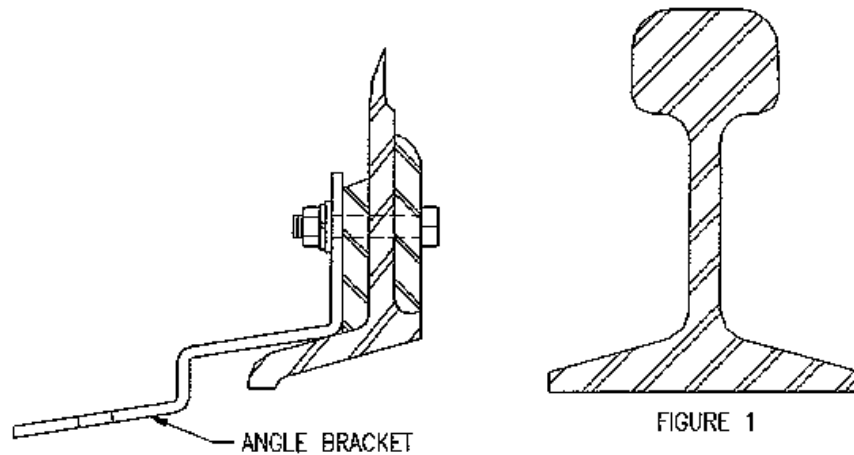
**EXCEPTION: Do not apply switch point locks to spring switches.**

2. If a switch has a switch point lock, paint the switch stand's hand lever handle yellow.
3. To operate a switch point lock:
  - a. Remove the switch lock, if equipped, or the metal hasp.
  - b. Put your foot on the foot latch and push down.
    - The foot latch will remain depressed until the switch is thrown.
    - When the switch point returns to its normal position, the foot latch will automatically snap up and return to its locked position.
  - c. If the switch point does not automatically return to its normal or locked position, reopen the switch and repeat step b.

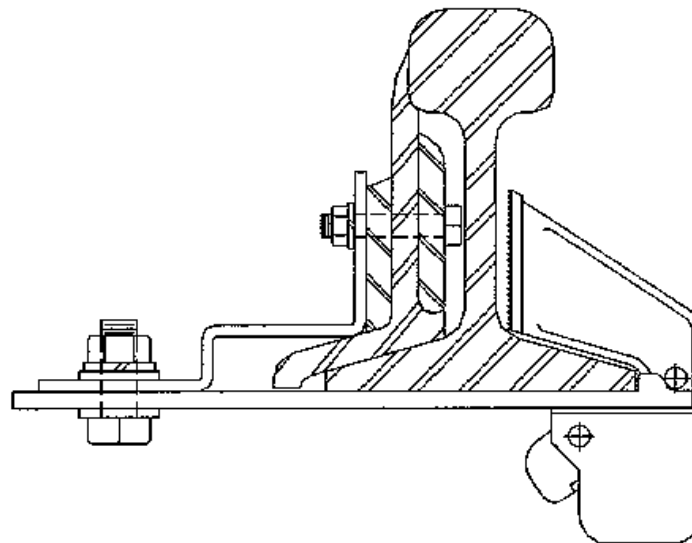
***Do not try to pull the foot pedal up with your hands. Touch the foot pedal with your hands only when locking and unlocking the switch point lock (see Figure 9-1).***

- d. After the switch has returned to its normal position and the foot latch is in its locked position, reinsert the switch lock, if equipped, or reinsert the metal hasp into the switch point lock.

## AUTOMATIC SWITCH POINT LOCK INSTRUCTIONS FOR INSTALLING



REMOVE BASE PLATE AND APPLY ANGLE BRACKET WITH SWITCH POINT IN OPEN POSITION. SQUARE ANGLE BRACKET AND PULL NUT UP TIGHT AS SHOWN ABOVE.

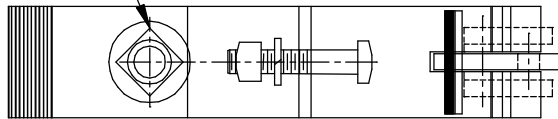


CLOSE SWITCH POINT AND ASSEMBLE BASE PLATE TO ANGLE BRACKET WITH FOOT PEDESTAL IN THE "UP" POSITION, ALLOWING ABOUT 1/8" CLEARANCE BETWEEN OUTSIDE BASE OF RAIL AND THE SHOULDER ON THE BASE PLATE BEFORE BOLT IS TIGHTENED. TIGHTEN 1" BOLT UNTIL ANGLE BRACKET AND BASE PLATE FACES ARE IN FULL CONTACT.

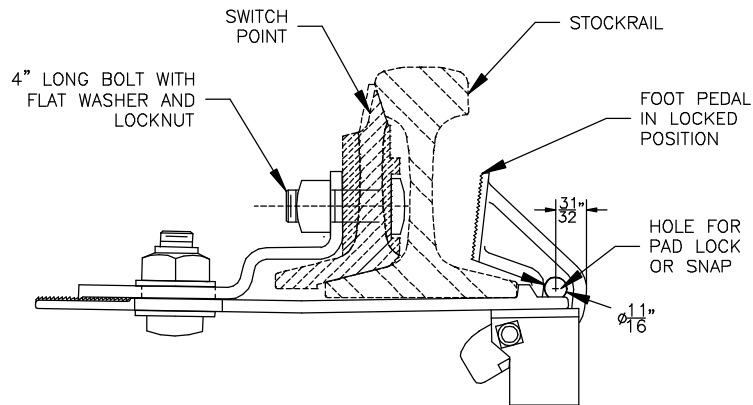
WHEN POINT IS CLOSED THE BASE PLATE WILL SNAP UP AND SWITCH LOCK CAN BE INSERTED. MODEL# SL8251-1 FOR RAIL BASES 5 1/2" & UNDER.  
MODEL# SL8251-2 FOR 6" RAIL BASE.

Figure 9-1. Automatic Switch Point Lock Instructions for Installing

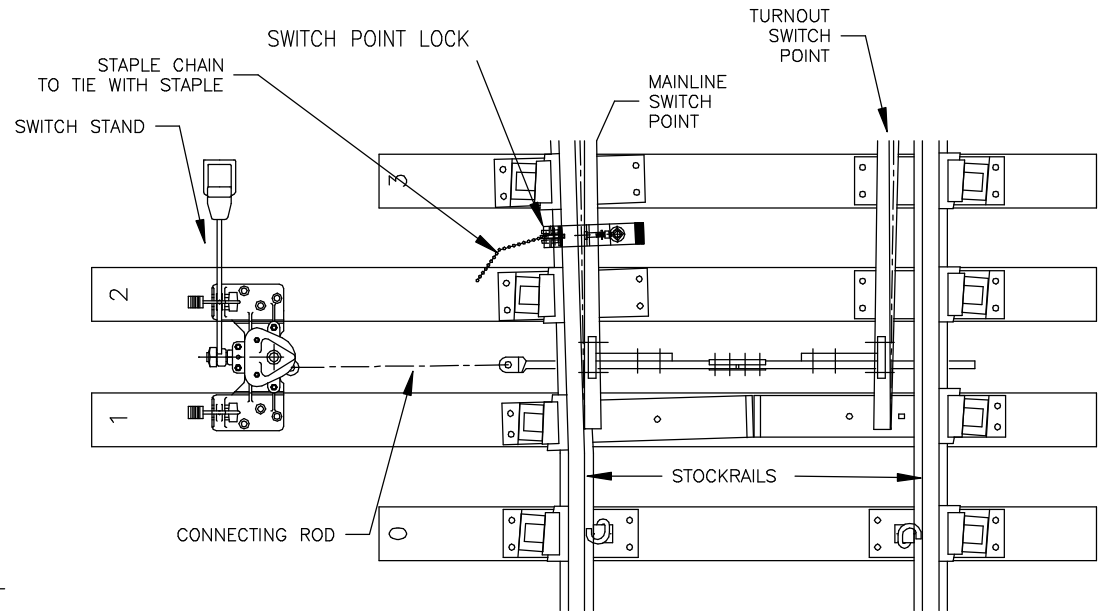
3" LONG BOLT,  
FLAT WASHER  
AND LOCKING NUT



PLAN



ELEVATION



LOCATION SKETCH

BILL OF MATERIALS

QUANTITY AUTOMATIC SWITCH POINT LOCKS

- 1 EA. FOR 5 1/2" BASE RAIL OR SMALLER, TYPE 1 ... ITEM NO. 514910001n
- 1 EA. FOR GREATER THAN 5 1/2" BASE RAIL, TYPE 2 ITEM NO. 514910002n

NOTES:

1. INSTALL AND OPERATE AS OUTLINED IN E.I. 9-1.2E.
2. DO NOT USE SWITCH POINT LOCK WITH SPRING OR POWER SWITCHES AND THOSE MECHANICALLY CONTROLLED FROM OTHER THAN IMMEDIATE TRACK SIDE LOCATION.
3. ALL SWITCHES UTILIZING SWITCH POINT LOCKS SHALL HAVE THEIR LEVER HANDLES PAINTED YELLOW.
4. AN ALTERNATIVE TO PAD LOCK IS A "BENT STEEL SNAP" WITH SPRING LATCH, 3/8" Ø STOCK, 4 1/2" OVERALL LENGTH, SNAP OPENING 1", MCMASTER-CARR CAT. NO. 3956T1 OR EQUIVALENT. CHAIN TO BE ATTACHED TO SNAP AND NAIL/STAPLE TO TIE.
5. ATTACH SNAP TO 24" LONG (MIN), "SINGLE #10 JACK CHAIN" MCMASTER-CARR CAT. NO. 3603T41 OR "2/0 DOUBLE LOOP COIL CHAIN", MCMASTER-CARR CAT. NO. 3599T53 OR EQUIVALENTS. AND SUPPLY "STYLE 4", 1/4" X 1 1/4" WIRE STAPLE, MCMASTER-CARR CAT. NO. 97884A040 OR EQUIVALENT FOR ATTACHING CHAIN TO TIE.
6. USE STANDARD "S" HOOK TO ATTACH CHAIN TO SNAP LATCH, 0.249" Ø X 2" LONG, MCMASTER-CARR CAT. NO. 9381T55 OR EQUIVALENT, ZINC CHROMATE STEEL.

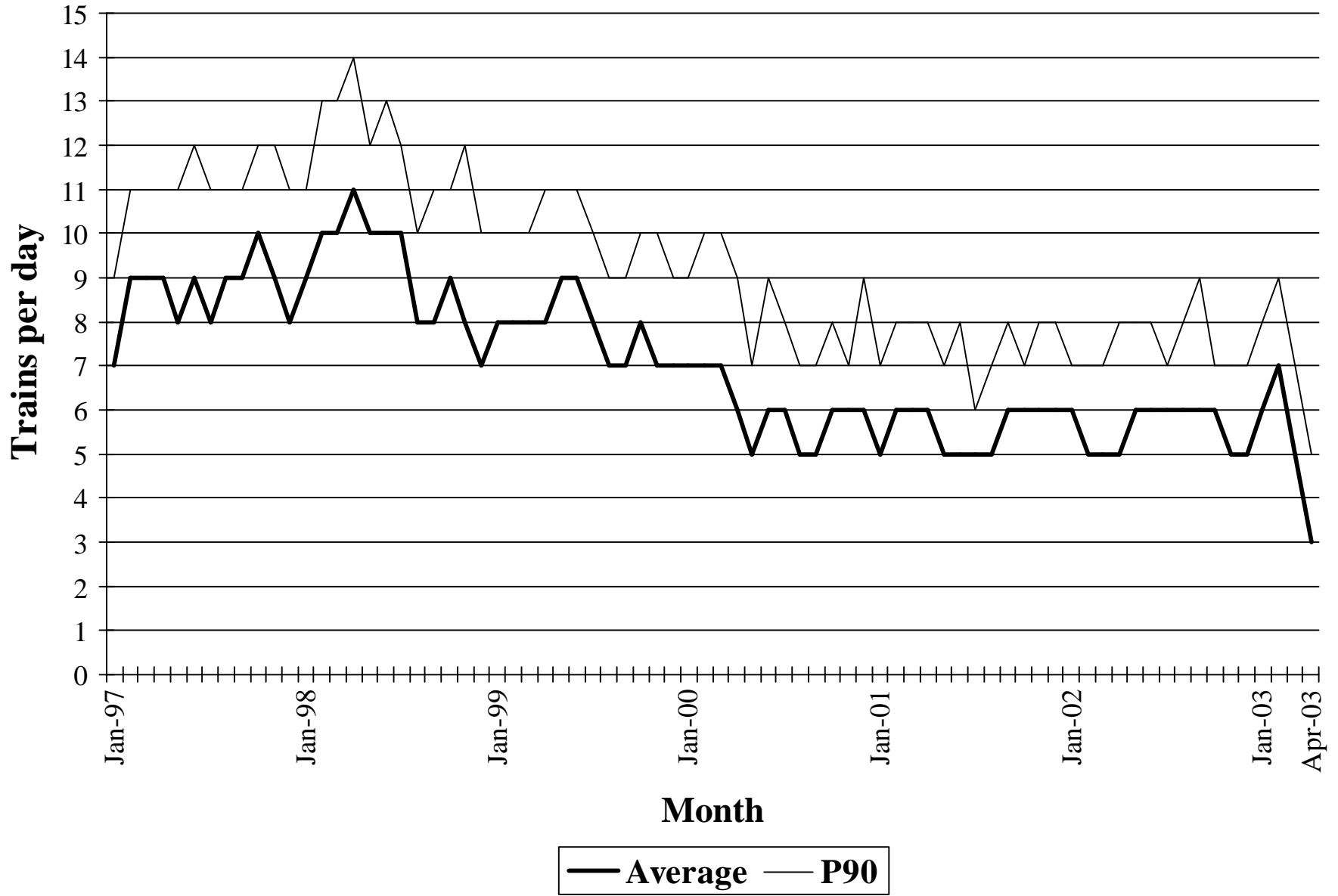
**BURLINGTON NORTHERN  
SANTA FE  
STANDARD PLAN**  
ENGINEERING DEPT., FORT WORTH, TEXAS

SWITCH POINT LOCK

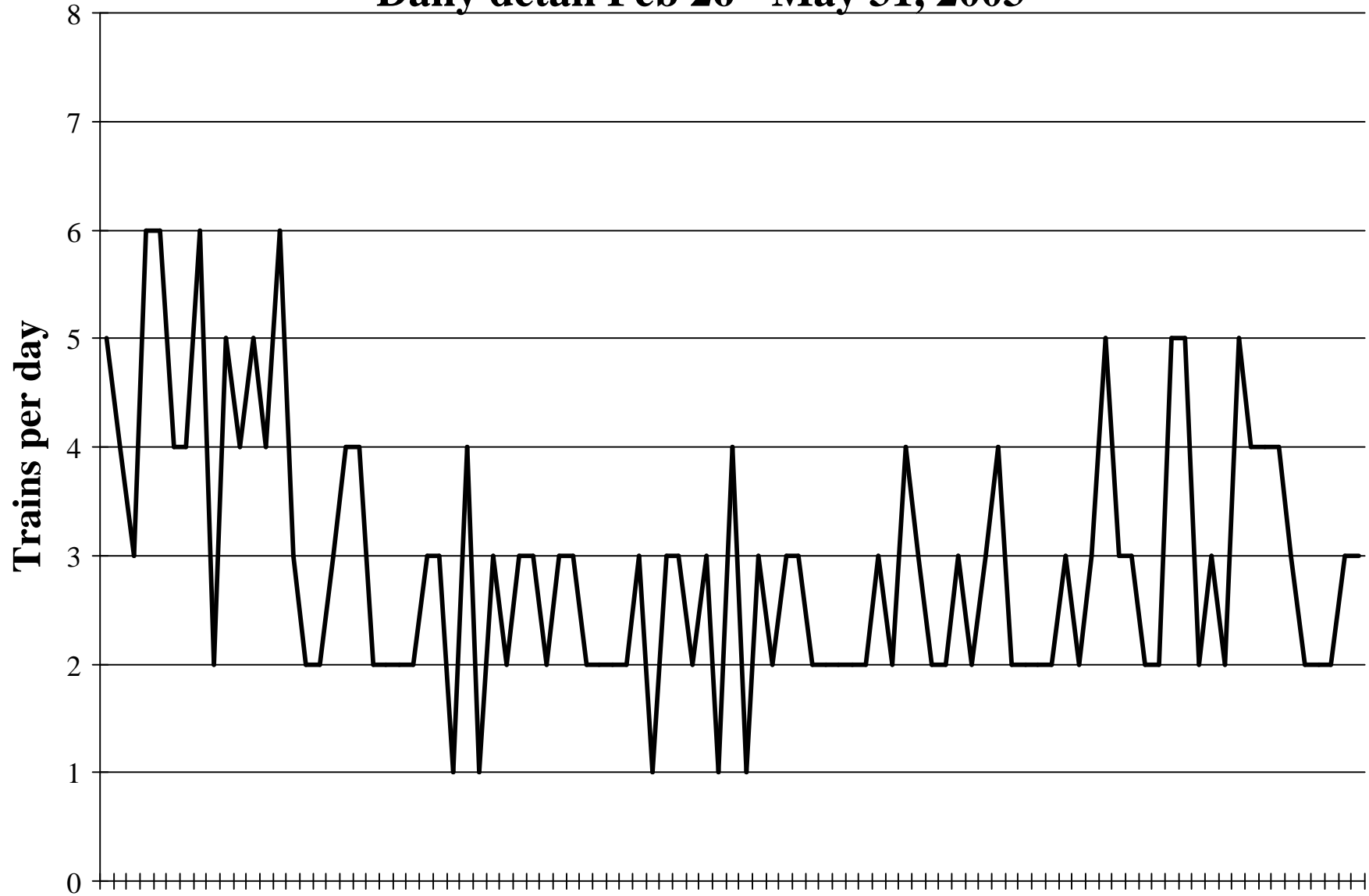
RAIL:		
DATE: 04/10/01	SCALE: NONE	
DWG. NO. 2158	SHEET NO. 01	REV. NO. 03

USE OF THIS DRAWING IS LIMITED TO BURLINGTON NORTHERN SANTA FE AND THE PARTY DEREGULATED OR THE ATTACHED COVER. IT IS TO BE USED ONLY BY ANY THIRD PARTY WITHOUT THE WRITTEN CONSENT OF BURLINGTON NORTHERN SANTA FE.

# Creek sub - train counts



**Creek sub - train counts**  
**Daily detail Feb 26 - May 31, 2003**



YRMDY	TRNID
030226	CBKMAH0062003-02-22
030226	LTEX6501252003-02-25
030226	LTEX6501262003-02-26
030226	LTEX6511262003-02-26
030226	MFULHOU1252003-02-25
030227	EMAHBKMD062003-02-25
030227	LTEX6501272003-02-27
030227	LTEX6511272003-02-27
030227	MFULNYD1262003-02-26
030228	LTEX6501282003-02-28
030228	LTEX6511282003-02-28
030228	MFULHOU1272003-02-27
030301	GEDYI RB6272003-02-27
030301	LTEX6501012003-03-01
030301	LTEX6511012003-03-01
030301	MFULHOU1012003-03-01
030301	MFULHOU4282003-02-28
030301	MFULNYD1282003-02-28
030302	CBKMAH0072003-02-26
030302	EDOLCDMD042003-02-26
030302	EMAHBKMD072003-03-01
030302	LTEX6501022003-03-02
030302	LTEX6511022003-03-02
030302	MFULNYD1012003-03-01
030303	EDOLCDMD052003-03-01
030303	LTEX6501032003-03-03
030303	LTEX6511032003-03-03
030303	MFULHOU1022003-03-02
030304	CBKMAH0082003-02-27
030304	LTEX6501042003-03-04
030304	LTEX6511042003-03-04
030304	MFULNYD1032003-03-03
030305	EMAHBKMD082003-03-02
030305	LTEX6501052003-03-05
030305	LTEX6511052003-03-05
030305	MFULHOU1042003-03-04
030305	MFULHOU4052003-03-05
030305	MFULNYD4042003-03-04
030306	LTEX6501062003-03-06
030306	LTEX6511062003-03-06
030307	CBKMAH9012003-03-05
030307	LTEX6501072003-03-07
030307	LTEX6511072003-03-07
030307	MFULNYD1062003-03-06
030307	MFULNYD1072003-03-07
030308	EMAHBKMD012003-03-08
030308	LTEX6501082003-03-08
030308	LTEX6511082003-03-08
030308	MFULTEA4072003-03-07
030309	CNRMAH0142003-03-05
030309	EMAHNRMD142003-03-08
030309	LTEX6501092003-03-09
030309	LTEX6511092003-03-09
030309	MFULHOU1082003-03-08
030310	GEDYI RB6082003-03-08
030310	LTEX6501102003-03-10
030310	MFULHOU1092003-03-09
030310	MFULNYD4092003-03-09
030311	CNRMAH0152003-03-07
030311	LTEX6501112003-03-11
030311	LTEX6511102003-03-10
030311	LTEX6511112003-03-11
030311	MFULHOU1112003-03-11
030311	MFULNYD1102003-03-10
030312	EMAHNRMD152003-03-10
030312	LTEX6501122003-03-12
030312	LTEX6511122003-03-12
030313	LTEX6501132003-03-13
030313	LTEX6511132003-03-13



030314 LTEX6501142003-03-14  
030314 LTEX6511142003-03-14  
030315 CNRMAH0162003-03-11  
030315 LTEX6501152003-03-15  
030315 LTEX6511152003-03-15  
030316 CNRMAH0172003-03-13  
030316 EMAHNRMD162003-03-14  
030316 LTEX6501162003-03-16  
030316 LTEX6511162003-03-16  
030317 EMAHNRMD172003-03-16  
030317 LTEX6501172003-03-17  
030317 LTEX6511172003-03-17  
030317 UTULI RB1172003-03-17  
030318 LTEX6501182003-03-18  
030318 LTEX6511182003-03-18  
030319 LTEX6501192003-03-19  
030319 LTEX6511192003-03-19  
030320 LTEX6501202003-03-20  
030320 LTEX6511202003-03-20  
030321 GEDYI RB6182003-03-18  
030321 LTEX6511212003-03-21  
030322 LTEX6501212003-03-21  
030322 LTEX6501222003-03-22  
030322 LTEX6511222003-03-22  
030323 CBKMAH0092003-03-20  
030323 LTEX6501232003-03-23  
030323 LTEX6511232003-03-23  
030324 LTEX6511242003-03-24  
030325 EMAHBKMD092003-03-23  
030325 LTEX6501242003-03-24  
030325 LTEX6501252003-03-25  
030325 LTEX6511252003-03-25  
030326 LTEX6501262003-03-26  
030327 LTEX6501272003-03-27  
030327 LTEX6511262003-03-26  
030327 LTEX6511272003-03-27  
030328 LTEX6501282003-03-28  
030328 LTEX6511282003-03-28  
030329 CBKMAH0102003-03-26  
030329 LTEX6501292003-03-29  
030329 LTEX6511292003-03-29  
030330 EMAHBKMD102003-03-29  
030330 LTEX6501302003-03-30  
030330 LTEX6511302003-03-30  
030331 LTEX6501312003-03-31  
030331 LTEX6511312003-03-31  
030401 CBKMAH0112003-03-28  
030401 LTEX6501012003-04-01  
030401 LTEX6511012003-04-01  
030402 EMAHBKMD112003-03-31  
030402 LTEX6501022003-04-02  
030402 LTEX6511022003-04-02  
030403 LTEX6501032003-04-03  
030403 LTEX6511032003-04-03  
030404 LTEX6501042003-04-04  
030404 LTEX6511042003-04-04  
030405 LTEX6501052003-04-05  
030405 LTEX6511052003-04-05  
030406 LTEX6501062003-04-06  
030406 LTEX6511062003-04-06  
030407 GEDYI RB5052003-04-05  
030407 LTEX6501072003-04-07  
030407 LTEX6511072003-04-07  
030408 LTEX6501082003-04-08  
030409 LTEX6501092003-04-09  
030409 LTEX6511082003-04-08  
030409 LTEX6511092003-04-09  
030410 CNRMAH0182003-04-05  
030410 LTEX6501102003-04-10  
030410 LTEX6511102003-04-10  
030411 EMAHNRMD182003-04-08  
030411 LTEX6511112003-04-11  
030412 LTEX6501112003-04-11  
030412 LTEX6501122003-04-12

030412 LTEX6511122003-04-12  
030413 LTEX6501132003-04-13  
030414 GEDYI RB6122003-04-12  
030414 LTEX6501142003-04-14  
030414 LTEX6511132003-04-13  
030414 LTEX6511142003-04-14  
030415 LTEX6501152003-04-15  
030416 LTEX6501162003-04-16  
030416 LTEX6511152003-04-15  
030416 LTEX6511162003-04-16  
030417 LTEX6501172003-04-17  
030417 LTEX6511172003-04-17  
030418 CNRMAH0192003-04-14  
030418 LTEX6501182003-04-18  
030418 LTEX6511182003-04-18  
030419 EMAHNRMD192003-04-17  
030419 LTEX6501192003-04-19  
030419 LTEX6511192003-04-19  
030420 LTEX6501202003-04-20  
030420 LTEX6511202003-04-20  
030421 LTEX6501212003-04-21  
030421 LTEX6511212003-04-21  
030422 LTEX6501222003-04-22  
030422 LTEX6511222003-04-22  
030423 LTEX6501232003-04-23  
030423 LTEX6511232003-04-23  
030424 LTEX6501242003-04-24  
030424 LTEX6511242003-04-24  
030425 LTEX6501252003-04-25  
030425 LTEX6511252003-04-25  
030425 USTLI RB1222003-04-22  
030426 CNRMAH0202003-04-21  
030426 LTEX6511262003-04-26  
030427 EKBBBKMD232003-04-23  
030427 EMAHNRMD202003-04-24  
030427 LTEX6501262003-04-26  
030427 LTEX6501272003-04-27  
030428 LTEX6501282003-04-28  
030428 LTEX6511272003-04-27  
030428 LTEX6511282003-04-28  
030429 LTEX6501292003-04-29  
030429 LTEX6511292003-04-29  
030430 GEDYI RB6282003-04-28  
030430 LTEX6511302003-04-30  
030501 LTEX6501012003-05-01  
030501 LTEX6501302003-04-30  
030501 LTEX6511012003-05-01  
030502 LTEX6501022003-05-02  
030502 LTEX6511022003-05-02  
030503 CBKMAH0122003-04-29  
030503 LTEX6501032003-05-03  
030503 LTEX6511032003-05-03  
030504 EKBBBKMD252003-05-01  
030504 EMAHBKMD122003-05-02  
030504 LTEX6501042003-05-04  
030504 LTEX6511042003-05-04  
030505 LTEX6501052003-05-05  
030505 LTEX6511052003-05-05  
030506 LTEX6501062003-05-06  
030506 LTEX6511062003-05-06  
030507 LTEX6501072003-05-07  
030507 LTEX6511072003-05-07  
030508 LTEX6501082003-05-08  
030508 LTEX6511082003-05-08  
030509 LTEX6501092003-05-09  
030509 LTEX6511092003-05-09  
030509 MFULTEA1082003-05-08  
030510 LTEX6501102003-05-10  
030510 LTEX6511102003-05-10  
030511 CBKMAH0132003-05-06  
030511 GEDYI RB6092003-05-09  
030511 LTEX6501112003-05-11  
030512 EMAHBKMD132003-05-09  
030512 LTEX6501122003-05-12

030512 LTEX6511112003-05-11  
030512 LTEX6511122003-05-12  
030512 MFULTEA3112003-05-11  
030513 CNRMAHO212003-05-10  
030513 LTEX6501132003-05-13  
030513 LTEX6511132003-05-13  
030514 EMAHNRMD212003-05-13  
030514 LTEX6501142003-05-14  
030514 LTEX6511142003-05-14  
030515 LTEX6501152003-05-15  
030515 LTEX6511152003-05-15  
030516 CNRMAHO222003-05-11  
030516 LTEX6501162003-05-16  
030517 CBKMAHO142003-05-15  
030517 EIOGCDMD262003-05-16  
030517 LTEX6501172003-05-17  
030517 LTEX6511162003-05-16  
030517 LTEX6511172003-05-17  
030518 EIOGCRMD182003-05-17  
030518 EMAHNRMD222003-05-14  
030518 GEDI PTR9162003-05-16  
030518 LTEX6501182003-05-18  
030518 LTEX6511182003-05-18  
030519 EMAHBKMD142003-05-18  
030519 LTEX6501192003-05-19  
030520 GEDYI RB6182003-05-18  
030520 LTEX6501202003-05-20  
030520 LTEX6511192003-05-19  
030521 FSJJPA07212003-05-21  
030521 LTEX6511202003-05-20  
030522 CNRMAHO232003-05-17  
030522 LTEX6501212003-05-21  
030522 LTEX6501222003-05-22  
030522 LTEX6511212003-05-21  
030522 LTEX6511222003-05-22  
030523 CNRMAHO242003-05-17  
030523 EMAHNRMD232003-05-20  
030523 LTEX6501232003-05-23  
030523 LTEX6511232003-05-23  
030524 CBKMAHO152003-05-21  
030524 EMAHNRMD242003-05-20  
030524 LTEX6501242003-05-24  
030524 LTEX6511242003-05-24  
030525 CBKMAHO162003-05-21  
030525 EMAHBKMD152003-05-24  
030525 LTEX6501252003-05-25  
030525 LTEX6511252003-05-25  
030526 EMAHBKMD162003-05-24  
030526 LTEX6501262003-05-26  
030526 LTEX6511262003-05-26  
030527 LTEX6501272003-05-27  
030527 LTEX6511272003-05-27  
030528 LTEX6501282003-05-28  
030528 LTEX6511282003-05-28  
030529 LTEX6501292003-05-29  
030529 LTEX6511292003-05-29  
030530 CNRMAHO252003-05-26  
030530 LTEX6501302003-05-30  
030530 LTEX6511302003-05-30  
030531 LTEX6501312003-05-31  
030531 QFTWKCM1302003-05-30  
030531 ZALTWSP1312003-05-31

**BNSF**

ANTHONY J. LEHMAN  
 Director Signal Southeast

**The Burlington Northern  
 and Santa Fe Railway Company**

4515 Kansas Ave  
 Kansas City, Ks. 66106  
 City, State Zip  
 Phone (913) 551-4685  
 Fax (913) 551-4647  
 E-mail

RE: Docket Number FRA-2002-12509

June 18, 2003

## RESPONSE TIME TO CROSSING FAILURES

Signal maintenance personnel response times to reported crossing warning device failures is not measured on BNSF. BNSF does measure the total duration of all signal trouble tickets generated by the Telecommunications System Operations Center at Fort Worth, Texas and stored in the Remedy database system. The time is measured from the time the ticket is generated until the ticket is closed. As requested in the public hearing held at Ada, Oklahoma on June 5, 2003, the following information compares the signal trouble ticket duration time for the affected area as specified in the docket to the BNSF system average. Signal crossing trouble tickets for the period of June 1, 2002 through May 31, 2003 were used for this comparison. At this time, I will point out that signal crossing trouble tickets that were generated for protecting crossings for Maintenance of Way track work were not used in the comparisons.

The affected area of the application is from MP 437.2 to MP 579.3 on the Creek subdivision. There are five signal maintenance territories that have all or part of their responsibility in the mile post range of the application. They range in mile posts from 428.6 on the Creek subdivision to 611.3 on the Madill subdivision. During the measuring period, the maintenance territories have crossing warning trouble tickets and durations as follows for all portions of their territory limits:

<u>Territory</u>	<u>Tickets</u>	<u>Average Duration (minutes)</u>
Sapulpa	61	149
Okmulgee	28	174
Holdenville	39	115
Ada	25	163
Mill Creek	52	109
<b><u>Total</u></b>	<b><u>205</u></b>	<b><u>Avg 142</u></b>

In the application area on the Creek subdivision, the number of tickets for each maintenance area and average duration is as follows

<u>Territory</u>	<u>Tickets</u>	<u>Average Duration (minutes)</u>
Sapulpa	13	152
Okmulgee	21	157
Holdenville	39	115
Ada	25	163
Mill Creek	6	70
<b><u>Total</u></b>	<b><u>104</u></b>	<b><u>Avg 137</u></b>

The number of signal crossing tickets and average duration for the previous twelve months on the BNSF system are as follows:

<u>Month</u>	<u>Tickets</u>	<u>Average Duration (minutes)</u>
Jun 2002	3119	162
July2002	3240	143
Aug2002	3273	172
Sept2002	2516	161
Oct2002	2531	159
Nov2002	2257	183
Dec2002	2148	180
Jan2003	2375	148
Feb2003	2304	148
Mar2003	2399	139
Apr2003	2463	201
May2003	2601	169
<b><u>TOTAL</u></b>	<b><u>31,226</u></b>	<b><u>AVG 164</u></b>

In the application area, there were 104 signal crossing trouble tickets with an average duration of 137 minutes. System wide on the BNSF, the average signal crossing ticket duration is 164 minutes.

A.J. Lehman  
Director Signal Southeast

## Peterson, William G

---

**From:** Leedham, Robert C  
**Sent:** 06/19/03 08:45  
**To:** Peterson, William G  
**Cc:** Leedham, Robert C; Chapman, Frank P; Bunce, Gary W; Capell, Steve L  
**Subject:** FRA Public Hearing Questions

From our investigation into the alleged occasional voice radio interference around Madill, OK, it appears this is being caused by skip. This conclusion came after interviews were conducted with three Train Engineers, one of which was Mr. Massey who raised the concern of this interference during the recent FRA Public Hearing. All three Train Engineer's stated the radio interference occurred only occasionally. The Telecommunications personnel responsible for the Wichita Falls radio which is the alleged interfering radio causing the interference in the Madill area stated the radio is operating properly and there have been no changes to radio output power or antenna height since its installation. Telecommunications Technician Larry Abbey who works in this area has not received any prior complaints of radio interference during the past 25 years.

Skip is a natural phenomenon whereby radio waves are refracted off the ionosphere. Radio signals in this scenario can travel a considerably greater distance than under normal signal propagation characteristics. The wavelength of the radio signals has a lot to do with the vulnerability of a particular spectrum to skip. Low frequencies which have a larger signal wavelength are more susceptible to skip. The 160 MHz spectrum used by North American Railroads for interoperability is affected by skip. Skip can occur night or day and can last for a varied amount of time, depending on atmospheric conditions. In addition, sun spot activity can contribute to the amount of skip experienced. This would generally only occur during daylight hours. One way we have tried to reduce the effects of skip is to lower antenna heights. For instance, getting radio base stations off from high hills or mountain tops. In many areas where radio interference was a greater problem than expressed below, we have turned down radio base stations with a high elevation and added multiple base stations along the track to cover the same area.

It appears that the occasional interference being experienced near Madill, OK does not warrant any further investigation or handling at this time. If there are any other questions, please call.

L/E	STATION	ONLINE ORIG	ONLINE DEST	SHIPPER	CONSIGN	CAR COUNT	EXAMPLE CAR	EXAMPLE WB DT	EXAMPLE STCC	
E	CELINA TX	CO DENVER	TX CELINA	FINIENTERPRI	FINIENTERPRI	1	GATX 61183	13MAY03	4932022	
		CO DENVER	TX CELINA	GENLCHEMICAL	FINIENTERPRI	1	GATX 72724	20FEB03	4932022	
		IL CHICAGO	TX CELINA	GENERACHEM	FINIENTERPRI	23	GATX 72760	20MAR03	4932022	
		IL EOLA	TX CELINA	SEELERIND	FINIENTERPRI	16	GATX 72760	10JAN03	4931463	
		IL GLEYARD	TX CELINA	AGENT	FINIENTERPRI	1	GATX 72758	06MAR03	4932022	
		LA DERIDDER	TX AMARILLO	GEOSPECHEMIC	PROGRERAISER	1	KCCX 3265	10FEB03	4930040	
		OK MADILL	UT MAGNA	KENNECUTACOP	PROGRERAISER	1	KCCX 3026	11MAR03	4930040	
		OK TULSA	CU TORREON	FINIENTERPRI	METMEXPENSAD	1	UTLX 11644	05SEP02	4930040	
		TX CELINA	?? ?????????	FINIENTERPRI	METMEXPENSAD	8	UTLX 15028	10OCT02	4930040	
		TX CELINA	?? ?????????	FINIENTERPRI	UNIONTANCAR	1	UTLX 11917	18SEP02	4930040	
		TX CELINA	CU TORREON	FINIENTERPRI	METMEXPENSAD	3	UTLX 11897	06SEP02	4930040	
		TX CELINA	IL CHICAGO	FINIENTERPRI	NORFALLC	43	UTLX 125088	12AUG02	4930040	
		TX CELINA	KS COLUMBUS	GENLCHEMICAL	MILLENRAIL	1	PLEX 1528	13NOV02	4930040	
		TX CELINA	NM DEMING	FINIENTERPRI	MEXICADECOS	59	TCDX 13050	12SEP02	4930040	
		TX CELINA	NV BATMT	FINIENTERPRI	NEWMONT	1	UTLX 11360	12MAY03	4930040	
		TX CELINA	NV BATMT	FINIENTERPRI	SIERRACHEMIC	14	UTLX 12915	18APR03	4930040	
		TX CELINA	NV ELKO	FINIENTERPRI	SIERRACHEMIC	1	PLEX 1501	28MAY03	4930040	
		TX CELINA	OK WOODWARD	MARTINGRABIN	TERRANITROGE	3	TILX 302031	16NOV02	4904210	
		TX CELINA	TX AMARILLO	FINIENTERPRI	PROGRERAISER	7	KCCX 3332	26FEB03	4930040	
		TX CELINA	TX AMARILLO	KENNECOTT	PROGRERAISER	1	KCCX 3209	31MAR03	4930040	
		TX CELINA	TX AMARILLO	KENNECUTACOP	PROGRERAISER	10	KCCX 3334	21MAR03	4930040	
		TX CELINA	TX CELINA	FINIENTERPRI	AGENTONT	1	UTLX 11524	24JAN03	4930040	
		TX CELINA	TX CELINA	FINIENTERPRI	METMEXPENSAD	1	UTLX 11635	08JAN03	4930040	
		TX CELINA	TX CELINA	FINIENTERPRI	MEXICADECOS	4	ASTX 5140	19JUL02	4930040	
		TX CELINA	TX CELINA	SULPHUACITRA	METMEXPENSAD	1	UTLX 12660	20JAN03	4930040	
		TX CELINA	UT MAGNA	FINIENTERPRI	KENNECUTACOP	138	UTLX 12895	13JUN02	4930040	
		TX CELINA	UT MAGNA	FINIENTERPRI	PROGRERAISER	5	KCCX 3336	03DEC02	4930040	
		TX CELINA	UT MAGNA	FINIENTERPRI	UNIONTANCAR	1	UTLX 12858	03OCT02	4930040	
		TX CELINA	UT MAGNA	KENNECUTACOP	PROGRERAISER	1	KCCX 3224	18DEC02	4930040	
		TX HOUSTON	IL CHICAGO	GENERACHEMIC	PVSCHESOLUTI	2	GATX 19041	13NOV02	4930040	
		TX SHERMAN	TX AMARILLO	KENNECUTACOP	PROGRERAISER	1	KCCX 3159	04MAR03	4930040	
		TX SHERMAN	UT MAGNA	KENNECUTACOP	PROGRERAISER	4	KCCX 3337	02JAN03	4930040	
-----						356				
E	CELINA TX									
E	GUNTER TX	TX GUNTER	OK WOODWARD	MARTINGRABIN	TERRANITROGE	2	TILX 302032	03FEB03	4904210	
E	MADILL OK	AR ASHDOWN	WA CONNELL	DOMTARIND	AKZONOBCEMI	3	UNPX 120766	20MAR03	4918723	
		AR ASHDOWN	WA CONNELL	DOMTARIND	EKACHEMICALS	9	UNPX 120973	10MAR03	4918723	
		AR FOREMAN	IL CHICAGO	ASHGROCEMENT	PETROCHEPROG	8	UTLX 48962	10SEP02	4810560	
		AR FOREMAN	IL JOLIET	ASHGROCEMENT	POLLUTCONIND	1	GATX 19763	23SEP02	4809188	
		AR FOREMAN	KS WINFIELD	ASHGROCEMENT	ASHGROCEMENT	6	UTLX 48587	10SEP02	4810560	
		AR FOREMAN	WA KENT	ASHGROCEMENT	UNIVARUSA	1	UTLX 46703	17MAY03	4810560	
		CA COLTON	OK MADILL	CHEVROPRODUC	CENTENGASLIQ	1	GLNX 34022	09MAY03	4905752	

RI/RR/AP/DD ON MADILL SUB; TD ON CREEK SUB  
 STCC STARTS WITH 48 & 49 - SORTED BY O/D PAIR  
 01JUN02 - 31MAY03

L/E	STATION	ONLINE ORIG	ONLINE DEST	SHIPPER	CONSIGN	CAR COUNT	EXAMPLE CAR	EXAMPLE WB DT	EXAMPLE STCC			
E	MADILL	OK	CA ELSEGUNDO	OK MADILL	CHEVROPRODUC	RREPKAR	1	PLMX	20446	12NOV02	4905752	
			IL CHICAGO	OK MADILL	UNITEDPROPAN	KARREPSHOP	1	PLMX	3965	26MAR03	4905421	
			IL CHICAGO	OK MADILL	UNITEDPROPAN	RESCAR	1	PLMX	4558	01MAR03	4905752	
			IL CHICAGO	OK MADILL	UNITEDPROPAN	RESCARREPAIR	1	PLMX	3765	28FEB03	4905752	
			IL ESTLOUIS	OK MADILL	AGENTNS	RREPKARSHOP	1	PLMX	3735	19FEB03	4904210	
			IL ESTLOUIS	OK MADILL	CONOCOPHILLI	SEABOARD	1	GLNX	34344	01MAY03	4905752	
			IL ESTLOUIS	OK MADILL	TRANSAMMONIA	RREPKAR	1	PLMX	3527	27MAR03	4904210	
			KS CONWAY	OK MADILL	CENTENGASLIQ	RREPKAR	1	PLMX	3749	14FEB03	4905752	
			KS CONWAY	OK MADILL	KOCHHYDLP	HUGORAILCAR	1	DOWX	8175	31JAN03	4905752	
			KS GARCITY	OK MADILL	PLMX	RREPKAR	1	PLMX	4614	06FEB03	4905781	
			KS HUTCHINSO	OK MADILL	FERRELLGAS	RREPAIRKAR	1	GLNX	30002	06FEB03	4905752	
			KS HUTCHINSO	OK MADILL	TEXASNEWMEXR	RREPKAR	1	GLNX	33474	16JAN03	4905421	
			KS NEWTON	OK MADILL	AGENT	AGENTKRR	1	PLMX	3777	05DEC02	4904209	
			KS TOPEKA	OK MADILL	PONDERPETINC	RREPKAR	1	GLNX	2523	10FEB03	4913101	
			LA BREBRIDGE	OK MADILL	ENTERPPRODUC	FITZGERAICAR	2	GLNX	34344	24MAY02	4905457	
			MB WINNIPEG	OK MADILL	PLAINSMARCAN	HUGORAILCAR	1	PLMX	3427	06MAR03	4905421	
			MT BILMONPO	OK MADILL	EXXONMOBIL	SEABOARD	1	GLNX	34331	28APR03	4905752	
			MT EBILMRL	OK MADILL	EXXONMREFSUP	SEABOARD	2	GLNX	34330	07MAY03	4905747	
			OK HUGO	BC QUISPUR	RREPKAR	TRANSAMMONIA	1	TASX	7078	25SEP02	4917403	
			OK HUGO	KS NEWTON	RREPKAR	CENTENGASLIQ	1	PLMX	3777	22NOV02	4904210	
			OK HUGO	OK GERLACH	RREPKAR	TERRANITROGE	1	PLMX	9127	18JUN02	4904210	
			OK HUGO	WY NEWCASTLE	RREPKAR	WYOMINREFINI	1	GLNX	23117	21NOV02	4961619	
			OK MADILL	OK MADILL	AGENT	AGENTKRR	1	GATX	70042	24MAY03	4961617	
			OK MADILL	OK MADILL	AGENT	OCCIDECHEMIC	1	HOKX	111357	19MAY03	4935240	
			OK MADILL	OK MADILL	AGENT	SETBACKKRR	2	GLNX	86357	11JUL02	4912631	
			OK MADILL	TX AMARILLO	AGENT	PROGRERAISER	5	PLMX	135184	20MAR03	4905752	
			OK MADILL	TX HOUSTON	WEYERHAEUSER	OCCIDECHEMIC	1	HOKX	111702	12MAY03	4935240	
			OK VALLIANT	CO DENVER	TEXPAR	SINCLAOIL	2	NATX	50054	22MAY03	4912219	
			OK VALLIANT	NM CINIZA	FRONTITERTRA	GIANTRREFININ	31	UTLX	79967	31JUL02	4912219	
			OK VALLIANT	TX DEEPARK	WEYERHAEUSER	OCCIDECHEMIC	6	HOKX	112367	22JAN03	4935240	
			OK VALLIANT	TX HOUSTON	WEYERHAEUSER	OCCIDECHEMIC	58	UTLX	630017	09MAY03	4935240	
			OK VALLIANT	TX MACHOVEC	NVALLIA	VALEROMARKE	4	GATX	67770	26MAY03	4961620	
			OK VALLIANT	TX MACHOVEC	WEYERHAEUSER	VALEROMARSUP	3	NATX	26024	29MAY03	4962131	
			OK WOODWARD	OK MADILL	TERRANITROGE	RREPKAR	2	SAUX	809	10OCT02	4904210	
			TN MEMPHIS	OK MADILL	MILLENSPECHE	WEYERHAEUSER	14	UTLX	49638	09APR03	4910186	
			WA FIDALGO	OK MADILL	TESORONW	RREPKAR	1	PLMX	3489	12MAY03	4905752	
			WI SUPERIOR	OK MADILL	CANPETENEGRO	KRRREPSHOP	1	PLMX	3499	18APR03	4905421	
			WI SUPERIOR	OK MADILL	SENECAPETROL	KIAMICRRCOLL	2	GLNX	86184	14MAR03	4961605	
			WI SUPERIOR	OK MADILL	WILLIAENESER	HUGORAILCAR	1	DOWX	8198	05FEB03	4905424	
			27	878	OK MADILL	CENEXHARSTAC	RREPKAR	1	GLNX	23117	17SEP02	4961619
-----							189					
E	MADILL	OK										
E	SHERMAN	TX	TX SHERMAN	OK GERLACH	HELENACHEMIC	TERRANITROGE	2	PLMX	3445	06OCT02	4904210	
-----							549					
E												



L/E	STATION	ONLINE ORIG	ONLINE DEST	SHIPPER	CONSIGN	CAR COUNT	EXAMPLE CAR	EXAMPLE WB DT	EXAMPLE STCC
L	CELINA TX	IL CHICAGO	TX CELINA	NORFALLLC	FINIENTERPRI	41	UTLX 125088	19JUL02	4930040
		NM DEMING	TX CELINA	MEXICADECOBS	FINIENTERPRI	7	ASTX 5017	10APR03	4930040
		NV BATMT	TX CELINA	NEWMONMINING	FINIENTERPRI	1	UTLX 11405	10APR03	4930040
		NV BATMT	TX CELINA	NEWMONT	FINIENTERPRI	1	UTLX 11360	11APR03	4930040
		NV BATMT	TX CELINA	SIERRACHEMIC	ENTERPRISE	1	PLEX 1515	23APR03	4930040
		NV BATMT	TX CELINA	SIERRACHEMIC	FINIENTERPRI	11	UTLX 12862	02APR03	4930040
		NV ELKO	TX CELINA	SIERRACHEMIC	FINIENTERPRI	1	PLEX 1501	06MAY03	4930040
		OK WOODWARD	TX CELINA	TERRANITROGE	MARTINGRABIN	3	TILX 302031	31OCT02	4904210
		TX CELINA		FINIENTERPRI	FINIENTERPRI	1	GATX 61245	20NOV02	4932022
		TX CELINA	IL CHICAGO	FINIENTERPRI	FINI	1	GATX 61183	28MAY03	4932022
		TX CELINA	IL CHICAGO	FINIENTERPRI	FINIENTERO	1	GATX 61179	11APR03	4932022
		TX CELINA	IL CHICAGO	FINIENTERPRI	FINIENTERP	3	GATX 72758	07APR03	4932022
		TX CELINA	IL CHICAGO	FINIENTERPRI	FINIENTERPRI	15	GATX 72760	15MAY03	4932022
		TX CELINA	IL CHICAGO	FINIENTERPRI	FINIENTINC	2	GATX 61239	03OCT02	4932022
		TX CELINA	IL ESTLOUIS	FINIENTERPRI	FINIENTERPRI	1	GATX 72758	07MAY03	4932022
		TX CELINA	IL JOLIET	FINIENTERPRI	FINIENTERPRI	11	GATX 72758	02JAN03	4931463
		TX CELINA	LA NEWORLEAN	FINIENTERPRI	FINIENTERPRI	1	GATX 61239	30OCT02	4932022
		TX CELINA	TX CELINA	FINIENTERPRI	FINIENTERP	1	GATX 72755	02DEC02	4932022
		TX CELINA	TX CELINA	FINIENTERPRI	FINIENTERPRI	9	GATX 72758	22NOV02	4932022
		UT MAGNA	TX CELINA	KENNECUTACOP	FINIENTERPRI	78	KCCX 3337	18DEC02	4930040
-----									
L	CELINA TX					190			
L	GUNTER TX	OK WOODWARD	TX GUNTER	TERRANITROGE	MARTINGRABIN	3	TILX 302032	26SEP02	4904210
L	MADILL OK	AR FOREMAN	KS CHANUTE	ASHGROCEMENT	ASHGROCEMENT	1	RTCX 27328	14SEP02	4810560
		AR FOREMAN	KS WINFIELD	ASHGROCEMENT	ASHGROCEMENT	13	UTLX 57979	08OCT02	4810560
		IL CHICAGO	OK MADILL	NORTRU	ASHGROCEMENT	2	UTLX 46760	16AUG02	4810560
		IL CHICAGO	OK MADILL	PETROCHEPROG	ASHGROCEMENT	7	UTLX 48962	28AUG02	4810560
		IL EOLA	OK MADILL	POLLUTCONIND	ASHGROCEMENT	1	GATX 29395	27AUG02	4810560
		IL JOLIET	OK MADILL	POLLUTCONIND	ASHGROCEMENT	1	GATX 19763	11SEP02	4809188
		KS CHANUTE	OK MADILL	ASHGROCEMENT	ASHGROCEMENT	9	UTLX 48587	06SEP02	4810560
		NM CINIZA	OK MADILL	GIANTRERFININ	FRONTITERTRA	30	UTLX 79967	02JUL02	4912219
		NM CINIZA	OK MADILL	GIANTRERFININ	TEXPAR	2	NATX 50054	01MAY03	4912219
		NM CINIZA	OK MADILL	GIANTRERFININ	TEXPARENERGY	2	PTLX 223661	29APR03	4912219
		OK VALLIANT	TN MEMPHIS	WEYERHAEUSER	MILLENSPECHE	14	UTLX 49638	25MAR03	4910186
		TX DEEPARK	OK MADILL	OCCIDECHEMIC	WEYERHAEUSER	4	UTLX 78703	10MAR03	4935240
		TX MACHOVEC	OK MADILL	VALEROMARSUP	NVALOK	9	GATX 89374	16MAY03	4961620
		TX MACHOVEC	OK MADILL	VALEROMARSUP	WEYERHAEUSER	11	NATX 26024	17MAY03	4962131
		WA KENT	OK MADILL	UNIVARUSA	ASHGROCEMENT	2	UTLX 46949	08MAY03	4810560
		WA KENT	OK MADILL	VOPAKUSA	ASHGROCEMENT	1	UTLX 812974	14JUN02	4810560

MADILL/CREEK SUBDIVISION - HAZMAT  
 RI/RR/AP/DD ON MADILL SUB; TD ON CREEK SUB  
 STCC STARTS WITH 48 & 49 - SORTED BY O/D PAIR  
 01JUN02 - 31MAY03

12:05 Thursday, June 19, 2003 4

L/E	STATION	ONLINE ORIG	ONLINE DEST	SHIPPER	CONSIGN	CAR COUNT	EXAMPLE CAR	EXAMPLE WB DT	EXAMPLE STCC
L	MADILL	OK WA WHEELER	OK MADILL	AKZONOCHEMI	DOMTARIND	3	UNPX 120766	25FEB03	4918723
		WA WHEELER	OK MADILL	EKACHEMICALS	DOMTARIND	9	UNPX 120973	14FEB03	4918723
L	MADILL	OK				121			
L	SHERMAN	TX OK WOODWARD	TX SHERMAN	TERRANITROGE	HELENACHEMIC	2	PLMX 3445	30SEP02	4904210
L						316			
						====			
						865			

## Peterson, William G

---

**From:** Galassi, David J  
**Sent:** 06/14/03 11:00  
**To:** Peterson, William G  
**Cc:** Stephens, Raymond E  
**Subject:** FW: Henryetta Request

Bill:

[Attached is trackage rights info at Henryetta.](#)

DJG

-----Original Message-----

**From:** Baker, Larry F  
**Sent:** Monday, June 09, 2003 11:46 AM  
**To:** Galassi, David J  
**Cc:** Hayes, William P  
**Subject:** Henryetta Request



Map -- Tulsa  
Henryetta- Muskogee..



Larry Contract.pdf  
(555 KB)

Dave,

Per your request BNSF / UPRR Haulage agreement is attached for reference.

The BN & UP entered in a Haulage agreement July 1, 1989 for the UP traffic to move on BN trains between Tulsa and Henryetta OK, a distance of 56.35 miles. The UP requested this Haulage Agreement to give them an alternate route which would allow them the opportunity to abandon their line between Muskogee and Henryetta. The Haulage agreement was granted and the UP abandoned their track.

The BNSF/UPRR have an open interchange at Tulsa OK, to handle this traffic. Section 1 (a) Page 1, states traffic "is limited to those cars in Pacific's account destined to and from industries served by Pacific on the effective date of this agreement and which are directly accessible from Burlington's trackage in Henryetta". Section 12 page 9, states "Pacific shall have the right to terminate this agreement and exercise its option to Trackage Rights as provided under separate Agreement, dated July 31, 1989, should the Burlington fail to perform to the service Commitment, as provided under Section 8 of this agreement, and such failure shall continue for a period of thirty (30) days after notice in writing of such failure to Burlington by Pacific".

I have exhausted the search for the above Trackage Right penalty signed July 1, 1989. To the best of my knowledge, there is no record of this agreement with the UP.

The UP is the only other party to this confidential agreement. Section 12 requires the UP to serve a written notice of any service failure and then grant the BNSF a thirty (30) day period to correct such service issue. Has the UP served such notice?

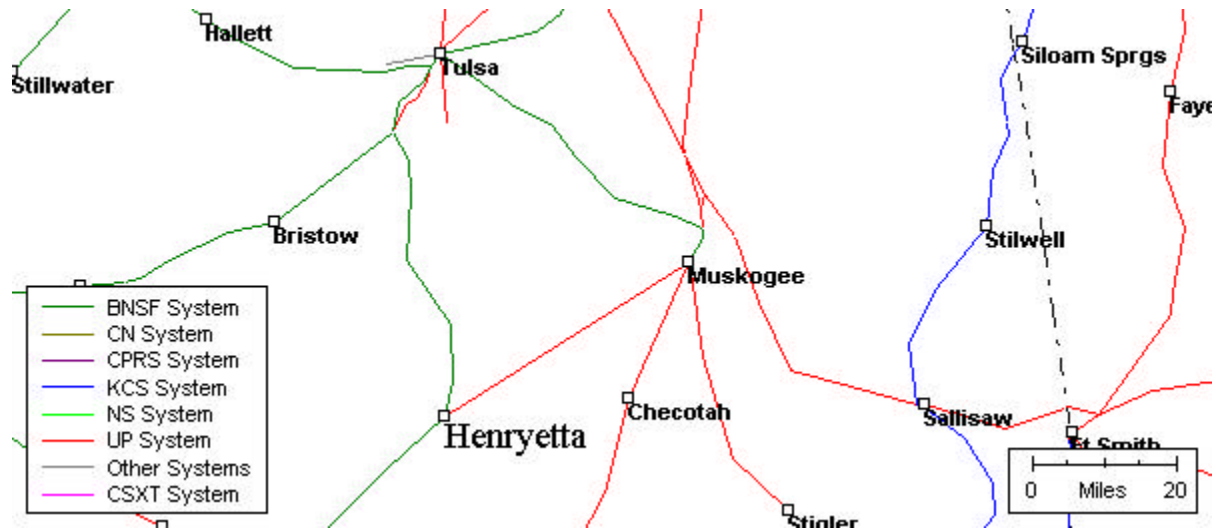
Hope this answers your request.

Larry Baker

## Peterson, William G

---

**From:** Baker, Larry F  
**Sent:** 06/09/03 09:52  
**To:** Baker, Larry F  
**Subject:** Map -- Tulsa Henryetta- Muskogee



# IN COUNTERPART

## TULSA-HENRYETTA CAR HAULAGE AGREEMENT

THIS AGREEMENT, made and entered into this 31<sup>st</sup> day of July, 1989, by and between BURLINGTON NORTHERN RAILROAD COMPANY, a Delaware corporation, hereinafter referred to as "Burlington," and MISSOURI PACIFIC RAILROAD COMPANY, a Delaware corporation, hereinafter referred to as "Pacific;" Burlington and Pacific being sometimes hereinafter referred to individually as "Party" and collectively as "Parties,"

WITNESSETH:

WHEREAS, Burlington owns and operates a line of railroad in and between Tulsa, Oklahoma and Henryetta, Oklahoma, a distance of 56.35 miles, which connects to Pacific at each location, as indicated on Exhibit "A", attached hereto and made a part hereof:

WHEREAS, Pacific desires to utilize said Burlington's line for movement of its cars, empty and loaded, in Burlington trains in each direction between Tulsa and Henryetta; and

WHEREAS, Burlington is agreeable to such an arrangement under the terms and conditions herein and hereafter set forth.

NOW, THEREFORE, in consideration of the premises and the covenants and agreements herein expressed, the Parties hereto covenant and agree as follows:

Section 1. Pacific hereby hires and confirms Burlington as its agent to move empty and loaded Pacific cars in Burlington trains over Burlington tracks between Tulsa and Henryetta when requested to do so by Pacific:

- (a) It is expressly understood that service under this agreement is limited to those cars in Pacific's account destined to and from industries served by

Pacific on the effective date of this Agreement and which are directly accessible from Burlington's trackage in Henryetta.

- (b) Cars in Pacific's account destined for Henryetta shall be delivered by Pacific to Burlington at the normal interchange location in Tulsa, having been blocked by Pacific separate from any other cars being so delivered to Burlington. Cars in Pacific's account originating at Henryetta will be delivered to Pacific by Burlington at such normal interchange location in Tulsa. The cars and traffic, while en route between Tulsa and Henryetta, shall remain in the account of Pacific the same as if the cars were handled in Pacific's own trains.
- (c) While performing such service, Burlington shall not be a connecting or intermediate carrier and shall not be entitled to any division of tariff, contract or switching rates or charges (except reciprocal switching charges currently applicable on Pacific traffic, which Pacific will pay to Burlington) other than as herein provided, and its acts shall be those of Pacific.

Section 2. If it is necessary to upgrade existing connection(s) or necessary to construct new connection(s) at Tulsa or Henryetta, that portion of work on Burlington's right of way to be performed by or caused to be performed by Burlington shall be at the full cost and expense of Pacific. Burlington shall own that portion of connection(s) on Burlington's right of way. That portion of work off Burlington's right of way to be performed by or caused to be performed by Pacific shall be at the full cost and expense of Pacific. Pacific shall own that portion of connection(s) off the Burlington's right of way.

Section 3. Tracks designated for pickup and for delivery of Pacific's cars by Burlington at Tulsa shall be as mutually agreed upon from time to time by the Chief Operating Officers of the Parties hereto.

Section 4. Cars shall be deemed received from Pacific when Burlington couples onto such cars and deemed delivered to Pacific when set out and uncoupled on the agreed to tracks at either Tulsa or Henryetta, as the case may be.

Section 5. For the rights and privileges herein granted and the services to be performed under this Agreement, Pacific shall pay to Burlington:

- (a) For handling and inspection of each loaded or empty car in Pacific's account, in movement in either direction between Tulsa and Henryetta, a haulage fee of \$85.00 per car, hereinafter called Base Rate.
- (b) Seventy percent (70%) of said base rate shall be subject to annual increase or decrease on each January 1, commencing on January 1, 1990, based on the relationship of the Association of the American Railroads (or successor organization) Indexes of Railroad Material Prices and Wage Rates for Railroads of Class I, Western District (material prices, wage rates and supplements combined, excluding fuel). Statistics for the year 1988 shall be used as the base year statistics, and the change effective on January 1, 1990 shall be made based on the relationship between 1989 statistics and 1988 statistics. Subsequent year changes also shall be made on the basis of subsequent year to year changes in these statistics, but in no event, shall the adjusted car handling rate be less than said Base Rate.



- (c) For Car Hire on each loaded or empty car in Pacific's account, in movement in either direction between Tulsa and Henryetta, a Car Hire fee of \$13.60 per car.

*NAQ*  
*R*  
*KJA*

Car Hire rate shall be subject to annual review during the term of this agreement. Either party may serve notice to the other to initiate review and negotiation of a new Car Hire rate and upon such notice the parties shall negotiate so as to establish a new Car Hire rate which shall be effective the next January 1, following date of notice.

Section 6. Pacific hereby agrees, in addition to the payments to be made to Burlington under the provisions of Section 5, to reimburse Burlington for any and all costs incurred by Burlington in providing employee protection benefits, if any, prescribed by law, governmental authority or employee protective agreements where such costs and expenses, including satisfaction of any and all labor claims, are directly attributable to or which may arise by reason of or result from Pacific's operation of cars under the terms of this Agreement. Burlington agrees that it will not provide employee protection benefits or satisfy any labor claims except upon approval of Pacific or after it has been determined by the appropriate board or tribunal that such protection benefits are properly payable or that such claims are valid. The parties hereto shall consult and cooperate with each other in the handling and defending of such matters.

Section 7. If any cars of Pacific are bad ordered enroute, and it is necessary that they be set out, such cars shall, after being promptly repaired, be promptly picked up and delivered to Pacific. Unless otherwise agreed, Burlington may at Pacific's expense furnish required labor and material and perform light repairs to

make such bad ordered equipment safe for movement. The employees and equipment of Burlington while in any manner so engaged, or while enroute to or returning from such repair assignment, shall be considered sole Pacific employees and exclusive Pacific equipment. In the case of such repairs by Burlington to Pacific freight cars, billing therefor shall be in accordance with the Field and Office Manuals of the Interchange Rules adopted by the Association of American Railroads, in effect at the date of performance of the repairs, hereinafter called "Interchange Rules." Burlington shall prepare and submit billing directly to and collect from the car owners for car owner responsibility items as determined under said Interchange Rules, and Burlington shall prepare and submit billing directly to and collect from Pacific for handling line responsibility items as determined under said Interchange Rules. Burlington shall also submit billing to and collect from Pacific any charges for repair to freight cars that are car owner responsibility items as determined under said Interchange Rules, should said car owner refuse or otherwise fail to make payment therefor.

Section 8. Burlington agrees to handle such cars of Pacific between Tulsa and Henryetta in a timely and impartial manner. An agreed-to "Service Commitment" shall be provided in a separate Letter of Understanding between appropriate Pacific and BN representatives to be attached to and made a part of this Agreement. Such Letter of Understanding may be revised from time to time by mutual consent.

Section 9. Except as otherwise expressly provided herein, neither party hereto shall be liable to the other party for any delay or interruption in performance as to any performance obligation hereunder (as opposed to a payment obligation) resulting from governmental orders, regulations, labor strikes or disturbances, acts

of God, fires, floods, explosion, derailments, or other cause beyond the reasonable control of either party.

Section 10. Except as otherwise provided, each Party assumes and agrees to settle or pay all claims for loss or damage, to property, including cars, empty and loaded, handled for each Party's sole account as follows:

(a) Pacific agrees to indemnify and hold Burlington harmless of and from any and all loss or damage to cars in Pacific's account, or the contents thereof, including damages for delay to freight arising out of Burlington's handling of such cars pursuant to this Agreement; and in the event claim is made against Burlington for any such loss, damage or delay of freight, Pacific agrees to process, adjust, settle and pay any such claim, to appear and defend any suit brought to enforce such claim, and to pay all expenses, costs and judgments obtained or incurred in any such suit.

(b) Pacific shall also assume and bear a proportion of all damage, injury or loss to Burlington's property used in handling cars in Pacific's account, including locomotives and cabooses, tracks and appurtenances, for which Burlington employees or third persons, or the property of such employees and third persons, may suffer as a result of the operation of Burlington's trains containing cars in Pacific's account; provided that Pacific shall not bear any portion of damage to or loss of freight cars in Burlington's account or the contents thereof which may result from such operation. The proportion of such loss, damage or injury occurring in connection with any such train to be assumed and borne by Pacific shall be in the proportion which the number of

cars in Pacific's account in such train shall bear to the total number of cars in such train (excluding locomotives and cabooses).

(c) It is mutually agreed, however, that the provisions of Subsection (b) of this Section 10 shall not be applicable in the event of a collision between a train of Burlington which contains cars in Pacific's account and a train of Burlington which does not contain cars in Pacific's account, when such collision is caused solely by negligence in the operation of Burlington's train which does not contain cars in Pacific's account; then, in such event, Burlington shall solely bear the loss of and damage to cars in Pacific's account and the contents thereof, and shall bear any other damage, injury or loss suffered by Pacific or a third party as a result of such collision.

(d) All employees of Burlington (except as provided in Section 10 (e) from time to time engaged in handling cars in Pacific's account, shall for the purpose of this Agreement, be regarded as joint employees of the parties hereto while so engaged. As between the parties hereto, each party shall assume, bear, settle and pay all loss, costs, damage or injury which its cars or other property, cars handled for its account, or property in its custody as a common carrier, or otherwise, shall suffer by reason of the fault of said joint employees while engaged in joint car handling. All damage to property jointly used in performing such car handling, including locomotives, cabooses, tracks and appurtenances, and in the performance of any of the services as aforesaid, and all damages or injury to third persons, or to property of third persons, and all loss, cost and damage or injury such joint employees may suffer as a result of such joint handling operation, or the

performance of such other duties as aforesaid, shall be treated as a common expense incident thereto. Such common expense shall be divided between the parties hereto in proportion that the number of cars being handled for Pacific by Burlington bears to the total number of cars being handled by Burlington in such joint car handling operation at the time such loss, damage or injury occurs.

(e) Notwithstanding any other provision of this Section to the contrary, Pacific shall not be liable for any loss, damage, injury, or costs whatsoever, whether to persons or property of Pacific, Burlington or third parties, which occur as a result of Burlington's gross negligence or willful, wanton or reckless misconduct.

Section 11. It shall be the obligation of Pacific to secure necessary governmental and/or regulatory authority for operations under this agreement. The term of this agreement shall commence upon the date of beginning of operation pursuant to the provisions of this agreement and shall continue in effect for a period of ten (10) years and thereafter until terminated by either party upon ninety (90) days' written notice. Termination of this agreement, for what ever cause, shall not affect any rights or obligations of the Parties hereto, which may have accrued, or liabilities accrued or otherwise which may have arisen prior to its termination. Notwithstanding the foregoing, this agreement shall terminate immediately upon the effective date of an order, if any, of the Interstate Commerce Commission or any other governmental agency having jurisdiction over this agreement and the operation contemplated thereunder denying permission for same.

Section 12. Notwithstanding any other provision of this Agreement, Pacific shall have the right to terminate this Agreement and exercise its option to Trackage Rights as provided under separate Agreement, dated this ~~31st~~ day of July, 1989, should Burlington fail to perform to the Service Commitment, as provided under Section 8 of this agreement, and such failure shall continue for a period of thirty (30) days after notice in writing of such failure to Burlington by Pacific.

Section 13. Any notice to be given hereunder to either Party shall be in writing and deemed to be properly served after deposit in the Post Office, postage prepaid, addressed to the Party as follows, unless notice of change of address has been previously given in writing:

Missouri Pacific Railroad Company  
Attn: Vice President - Operations  
1416 Dodge Street  
Omaha, Nebraska 68179

Burlington Northern Railroad Company  
Attn: Vice President - Southern Region  
373 Inverness Drive South  
Englewood, Colorado 80112

Section 14. This agreement shall inure to the benefit of and be binding upon the Parties hereto, their respective successors, lessees and assigns, but no assignment by Pacific of any interest or right under this agreement, separate and apart from an assignment, sale or lease of substantially its entire railroad, shall be valid without the written consent of Burlington.

Section 15. This agreement shall be construed liberally so as to secure to each Party hereto all the rights, privileges and benefits herein provided or manifestly intended. This agreement and each and every provision hereof is for the exclusive benefit of the Parties hereto and not for the benefit of any third party.

Section 16. The terms and conditions of this Agreement are confidential. Neither party shall disclose any of the terms of this Agreement except as required by law or court order, and only after prior written notice to the other party, or as otherwise agreed to in writing by the parties prior to disclosure.

IN WITNESS WHEREOF, the Parties hereto have executed this agreement as of the day and year first herein stated.

WITNESS:

BURLINGTON NORTHERN RAILROAD  
COMPANY

By: *James F. ...*

By: *R. I. Hawley*

WITNESS:

MISSOURI PACIFIC RAILROAD COMPANY

By: *W. F. ...*

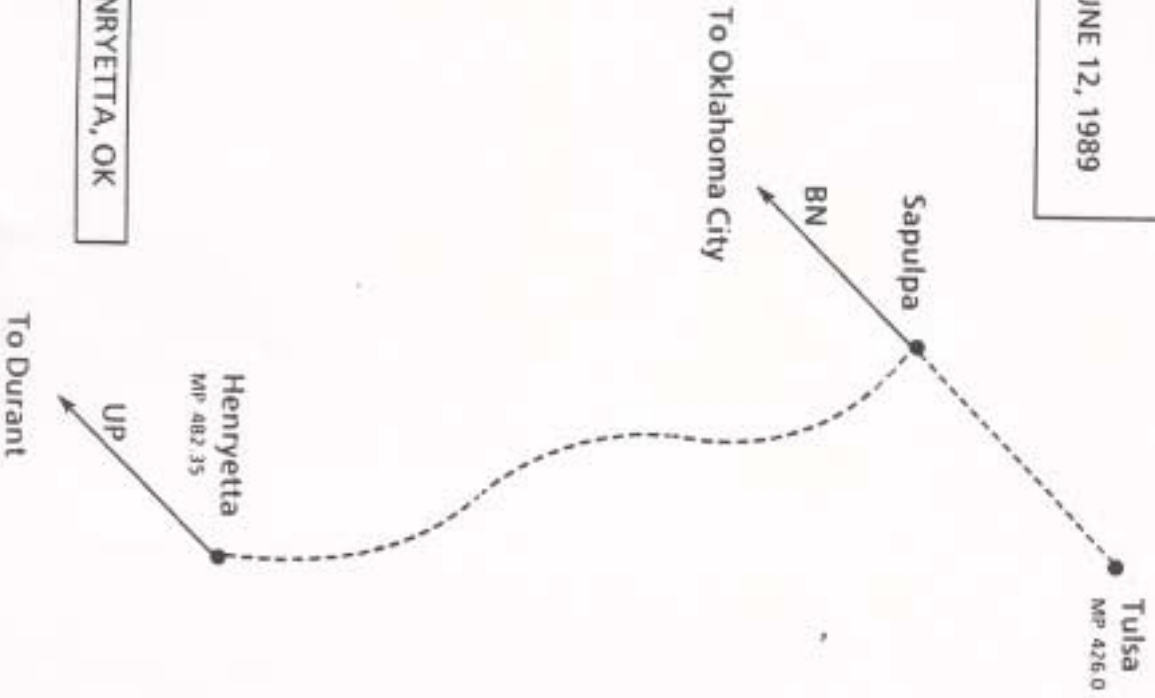
By: *R. K. ...*

LEGEND

----- BN OWNED TRACKAGE TO BE USED BY U P

SCALE: none

DATE: JUNE 12, 1989



# EXHIBIT "A"

UP TRACKAGE RIGHTS OVER BN, TULSA, OK TO HENRYETTA, OK



## Peterson, William G

---

**From:** Gaumer, Gary W  
**Sent:** 06/13/03 13:05  
**To:** Peterson, William G  
**Cc:** Galassi, David J; Stephens, Raymond E; Lehman, Anthony J; Kelso, John E  
**Subject:** FW: HBD Reports

Bill  
TWD logs from the Creek Sub sent to FRA per there request.  
Gary

-----Original Message-----

**From:** Jernegan, Joseph D  
**Sent:** Thursday, June 12, 2003 6:35 PM  
**To:** 'greg.likness@fra.dot.gov'  
**Cc:** 'george.rasco@fra.dot.gov'; Gaumer, Gary W  
**Subject:** HBD Reports

Please keep in mind that these logs reflect multiple movement by Road Switchers/Locals. Mr. Peterson will be providing AEI logs to compare rail traffic to.

J D Jernegan  
Signal Supervisor



OK061203.TXT (31  
KB)



FO061103.TXT (28  
KB)



MO061103.TXT (27  
KB)



WE061103.TXT (23  
KB)



YE061103.TXT (23  
KB)

?  
Okmulgee, OK  
Single Track  
MP: 474.7

BNSF MicroHBD Version 4.4  
Jun 12 2003  
09: 18: 22

Display Mode

- L - List Trains in Standard Directory
- LD - List Trains in Defect Directory
- D # - Detail Report for Train #
- R # - Summary Report for Train #
- A # - Display Axles with Alarms for Train #
- B # - Display Selected Axles for Train #
- P # - Display Heat Profile of All Axles for Train #
- V # - Replay/Display Train Voice Messages for Train #
- U - List Rebroadcast Logs
- G - List System Logs
- S - Show Statistical Information
- T - Simulate Test Train - Walk Around Test
- C - Test Scanner
- Z - Pass Through Serial Port
- I - Display Site Information
- X - Dump Memory Contents
- M - Change to Another Mode

Hangup - Terminate Modem Connection

Okmulgee, OK, Single Track. MP: 474.7  
Display > L

Escape to terminate  
Ctl+P to Pause

Okmulgee, OK Single Track 474.7  
Profile Key: \* = Warm, ^ = Alarm, \$ = Corrected

Indx #	Dir	Axle Cnt	Car Cnt	Speed In	Speed Out	Alrm Cnt	Int Cnt	Tmp F	Avg Ch1	Avg Ch2	Arrival Time	Date
256	North	266	65	16	29	0	0	76	30	34	20:47	06-11-2003
255	South	264	65	27	22	0	0	76	31	34	20:38	06-11-2003
254	South	252	62	35	27	0	0	82	44	46	17:07	06-11-2003
253	North	386	99	24	35	0	0	78	35	37	12:31	06-11-2003
252	North	8	2	51	51	0	0	78	15	17	12:00	06-11-2003
251	South	28	7	35	35	0	0	71	17	16	09:51	06-11-2003
250	South	418	103	34	20	0	0	78	28	30	20:15	06-10-2003
249	South	524	129	37	20	0	0	80	40	40	16:19	06-10-2003
248	North	40	10	53	54	0	0	78	24	23	11:29	06-10-2003
247	South	52	13	38	39	0	0	78	25	25	09:49	06-10-2003
246	North	564	139	22	40	0	0	74	23	24	07:21	06-10-2003
245	North	386	94	22	28	0	0	71	33	36	04:44	06-10-2003
244	South	450	112	32	21	0	0	79	28	30	16:16	06-09-2003
243	North	44	11	48	50	0	0	74	17	16	11:33	06-09-2003
242	South	44	11	17	20	0	0	71	11	11	09:38	06-09-2003
241	South	536	132	28	17	0	0	59	34	34	03:32	06-09-2003
240	North	568	140	23	33	0	0	64	29	31	20:25	06-08-2003
239	South	564	139	32	21	0	0	76	50	49	18:51	06-08-2003
238	North	370	97	18	30	0	0	76	32	33	18:11	06-08-2003
237	South	414	102	45	19	0	0	78	36	35	18:01	06-08-2003
236	North	286	72	18	34	0	0	74	37	39	18:18	06-07-2003
235	South	364	90	32	25	0	0	78	31	32	14:54	06-07-2003
234	North	424	105	19	37	0	0	78	24	26	11:48	06-07-2003
233	South	564	139	42	22	0	0	74	44	43	11:38	06-07-2003
232	North	554	137	18	40	0	0	63	24	26	21:38	06-06-2003
Escape to terminate, Any other key to continue...												
231	North	64	16	34	35	0	0	74	24	25	18:00	06-06-2003
230	North	180	47	23	34	0	0	76	40	42	17:27	06-06-2003
229	South	68	17	46	45	0	0	74	26	25	15:49	06-06-2003
228	South	308	75	34	24	0	0	74	32	33	15:10	06-06-2003
227	North	502	124	23	39	0	0	71	23	20	12:36	06-06-2003
226	North	428	113	25	26	0	0	66	27	28	11:01	06-06-2003
225	North	484	119	23	37	0	0	66	30	33	19:55	06-05-2003
224	South	346	86	41	23	0	0	67	27	28	18:12	06-05-2003

## OK061203.TXT

223	North	8	2	54	54	0	0	67	15	16	13:10	06-05-2003
222	South	36	9	39	40	0	0	66	22	23	11:06	06-05-2003
221	North	412	105	24	32	0	0	66	37	40	16:52	06-04-2003
220	South	360	88	34	24	0	0	63	28	29	14:20	06-04-2003
219	North	72	18	35	40	0	0	66	16	18	11:37	06-04-2003
218	North	556	142	24	39	0	0	66	21	23	11:21	06-04-2003
217	South	32	8	41	42	0	0	66	23	22	09:30	06-04-2003
216	North	548	134	23	34	0	0	64	36	39	18:52	06-03-2003
215	South	176	43	49	41	0	0	61	35	35	10:29	06-03-2003
214	South	556	137	37	21	0	0	61	41	40	01:37	06-03-2003
213	North	52	13	48	48	0	0	74	28	27	18:59	06-02-2003
212	North	192	47	23	30	0	0	72	37	37	18:11	06-02-2003
211	South	56	14	35	36	0	0	76	30	29	17:04	06-02-2003
210	South	254	62	26	22	0	0	76	32	34	16:32	06-02-2003
209	North	564	139	22	36	0	0	69	18	19	09:16	06-02-2003
208	North	406	103	26	34	0	0	71	42	48	18:36	06-01-2003
207	South	252	62	36	25	0	0	76	46	48	15:54	06-01-2003
Escape to terminate, Any other key to continue...												
206	South	202	49	49	43	0	0	76	42	42	13:41	06-01-2003
205	South	564	139	43	20	0	0	63	46	44	00:30	06-01-2003
204	North	564	139	25	42	0	0	64	28	30	21:40	05-31-2003
203	North	210	50	22	42	0	0	67	44	47	19:12	05-31-2003
202	North	372	92	25	34	0	0	71	42	45	17:39	05-31-2003
201	South	220	54	40	23	0	0	74	33	34	14:24	05-31-2003
200	North	218	43	23	35	0	0	71	36	39	10:15	05-31-2003
199	North	306	80	25	35	0	0	84	49	52	19:12	05-30-2003
198	South	322	79	28	25	0	0	89	31	31	13:33	05-30-2003
197	North	44	11	42	46	0	0	82	18	20	10:58	05-30-2003
196	South	564	139	37	20	0	0	79	41	40	09:45	05-30-2003
195	South	28	7	40	41	0	0	78	17	16	09:05	05-30-2003
194	North	502	123	23	34	0	0	84	47	50	17:38	05-29-2003
193	North	40	10	44	46	0	0	86	25	27	15:41	05-29-2003
192	South	80	20	20	21	0	0	86	24	25	14:02	05-29-2003
191	South	178	43	37	33	0	0	79	34	33	10:35	05-29-2003
190	North	298	76	26	34	0	0	82	42	42	17:41	05-28-2003
189	North	44	14	17	23	0	0	82	15	19	15:47	05-28-2003
188	South	350	85	37	22	0	0	82	34	33	15:38	05-28-2003
187	South	28	7	30	30	0	0	76	17	17	11:21	05-28-2003
186	North	124	30	38	42	0	0	74	45	45	15:31	05-27-2003
185	South	202	49	39	33	0	0	74	37	39	13:02	05-27-2003
184	North	60	15	37	40	0	0	71	15	14	11:19	05-27-2003
183	South	8	2	37	37	0	0	69	4	5	09:29	05-27-2003
182	South	558	138	42	23	0	0	63	41	40	08:00	05-27-2003
Escape to terminate, Any other key to continue...												
181	North	368	91	23	28	0	0	59	39	41	23:57	05-26-2003
180	North	564	139	25	39	0	0	67	29	33	19:00	05-26-2003
179	North	66	15	32	34	0	0	69	44	47	17:40	05-26-2003
178	South	480	119	32	18	0	0	72	33	36	16:09	05-26-2003
177	South	562	139	35	22	0	0	54	39	39	02:57	05-26-2003
176	North	546	135	22	23	0	0	55	26	28	22:46	05-25-2003
175	North	564	139	25	34	0	0	59	30	30	21:42	05-25-2003
174	North	410	101	45	48	0	0	64	30	30	16:17	05-25-2003
173	North	550	136	24	37	0	0	64	17	19	13:18	05-25-2003
172	North	48	12	43	45	0	0	64	9	9	12:13	05-25-2003
171	South	284	69	47	25	0	0	64	30	30	12:07	05-25-2003
170	South	564	139	42	25	0	0	63	43	41	09:40	05-25-2003
169	South	64	16	38	40	0	0	63	19	20	09:17	05-25-2003
168	North	568	141	23	39	0	0	64	26	28	03:37	05-25-2003
167	North	464	115	21	32	0	0	79	41	42	16:01	05-24-2003
166	South	564	139	38	21	0	0	71	37	34	12:38	05-24-2003
165	South	238	58	43	30	0	0	69	34	31	12:07	05-24-2003
164	North	542	133	24	37	0	0	63	26	27	06:36	05-24-2003
163	North	478	117	24	31	0	0	71	41	44	18:05	05-23-2003
162	South	434	107	44	23	0	0	71	35	36	16:30	05-23-2003
161	North	88	22	41	46	0	0	67	20	19	11:43	05-23-2003
160	South	40	13	18	20	0	0	66	19	20	09:10	05-23-2003
159	North	558	138	21	43	0	0	55	27	27	05:57	05-23-2003
158	North	338	83	27	37	0	0	71	39	43	17:59	05-22-2003
157	South	536	132	39	21	0	0	72	43	42	15:13	05-22-2003
Escape to terminate, Any other key to continue...												
156	South	174	42	33	30	0	0	72	39	40	13:47	05-22-2003
155	North	28	7	51	51	0	0	69	17	15	10:58	05-22-2003
154	North	558	138	25	36	0	0	64	14	15	09:12	05-22-2003
153	South	76	19	24	23	0	0	64	18	19	09:03	05-22-2003

## OK061203.TXT

152	North	422	104	25	35	0	0	59	36	38	22:38	05-21-2003
151	North	558	138	16	38	0	0	63	11	16	19:16	05-21-2003
150	North	8	2	49	48	0	0	64	15	21	18:53	05-21-2003
149	South	362	88	33	23	0	0	64	29	30	18:12	05-21-2003
148	South	564	139	15	28	0	0	66	40	42	16:56	05-21-2003
147	South	24	6	39	40	0	0	66	22	21	16:34	05-21-2003
146	North	554	137	27	31	0	0	57	25	25	06:50	05-21-2003
145	North	318	78	21	27	0	0	63	33	35	17:12	05-20-2003
144	South	431	109	32	23	0	0	63	29	32	16:42	05-20-2003
143	South	248	61	19	22	0	0	57	39	40	11:36	05-20-2003
142	North	358	88	24	34	0	0	74	42	47	19:22	05-19-2003
141	North	52	13	47	50	0	0	74	26	28	19:03	05-19-2003
140	South	40	10	37	39	0	0	78	30	32	17:27	05-19-2003
139	South	286	72	34	26	0	1	78	14	32	14:53	05-19-2003
138	North	564	139	22	37	0	0	69	25	26	22:18	05-18-2003
137	North	486	120	24	36	0	0	69	33	35	20:32	05-18-2003
136	North	78	18	42	46	0	0	76	40	42	16:53	05-18-2003
135	South	304	75	43	26	0	0	78	36	36	15:21	05-18-2003
134	North	24	6	50	50	0	0	72	20	20	11:46	05-18-2003
133	South	88	25	23	21	0	0	71	17	17	09:58	05-18-2003
132	South	464	114	32	24	0	0	55	37	35	05:31	05-18-2003
Escape to terminate, Any other key to continue...												
131	North	562	139	29	33	0	0	63	27	27	00:40	05-18-2003
130	North	544	134	23	37	0	0	63	27	27	23:20	05-17-2003
129	North	486	120	24	38	0	0	67	25	24	17:11	05-17-2003
128	North	286	70	27	37	0	0	67	29	28	15:57	05-17-2003
127	South	564	139	41	25	0	0	66	42	39	14:07	05-17-2003
126	South	254	62	39	30	0	0	64	34	31	12:32	05-17-2003
125	South	272	66	39	23	0	0	64	26	24	18:56	05-16-2003
124	North	272	68	24	36	0	0	67	36	36	16:50	05-16-2003
123	North	44	11	33	35	0	0	67	10	13	11:16	05-16-2003
122	North	558	138	26	28	0	0	66	19	24	11:02	05-16-2003
121	South	44	11	41	41	0	0	66	17	16	09:20	05-16-2003
120	South	564	139	38	21	0	0	69	42	41	21:46	05-15-2003
119	North	420	104	25	33	0	0	72	41	44	19:00	05-15-2003
118	South	304	75	51	28	0	0	76	29	29	14:17	05-15-2003
117	North	44	11	49	51	0	0	74	21	19	10:58	05-15-2003
116	South	80	20	49	49	0	0	71	17	16	09:33	05-15-2003
115	North	334	82	24	35	0	0	76	33	37	18:17	05-14-2003
114	South	308	76	46	24	0	0	76	36	35	16:01	05-14-2003
113	North	48	12	47	49	0	0	71	15	15	11:08	05-14-2003
112	South	32	8	41	42	0	0	69	14	14	09:52	05-14-2003
111	North	564	139	24	36	0	0	64	27	27	07:19	05-14-2003
110	North	498	122	26	36	0	0	64	34	36	17:56	05-13-2003
109	South	290	71	37	26	0	0	71	23	22	11:51	05-13-2003
108	South	564	139	31	23	0	0	59	40	39	01:31	05-13-2003
107	North	48	12	38	40	0	0	71	26	25	18:44	05-12-2003
Escape to terminate, Any other key to continue...												
106	North	170	41	27	32	0	0	72	41	45	18:30	05-12-2003
105	South	48	12	41	43	0	0	72	24	25	17:18	05-12-2003
104	South	398	98	30	25	0	0	74	33	35	15:30	05-12-2003
103	South	442	109	45	25	0	0	51	41	37	01:20	05-12-2003
102	North	560	138	24	39	0	0	54	27	28	23:01	05-11-2003
101	North	358	88	22	26	0	0	69	48	47	18:25	05-11-2003
100	South	252	62	38	29	0	0	69	52	49	15:49	05-11-2003
99	North	12	3	27	27	0	0	69	32	24	13:51	05-11-2003
98	South	464	114	36	17	0	0	69	27	24	13:41	05-11-2003
97	South	560	138	35	23	0	0	69	43	41	20:15	05-10-2003
96	North	290	70	29	40	0	0	76	36	38	17:02	05-10-2003
95	South	316	77	46	27	0	0	72	40	37	11:51	05-10-2003
94	North	404	99	27	28	0	0	78	36	38	18:19	05-09-2003
93	North	44	11	49	51	0	0	76	27	26	16:47	05-09-2003
92	South	44	11	31	32	0	0	79	26	27	15:12	05-09-2003
91	South	208	50	31	29	0	0	79	34	32	12:59	05-09-2003
90	South	380	94	26	22	0	0	74	43	43	19:54	05-08-2003
89	North	424	104	24	36	0	0	74	41	44	17:17	05-08-2003
88	South	178	43	31	32	0	0	76	33	32	12:46	05-08-2003
87	North	44	11	49	49	0	0	74	27	26	18:46	05-07-2003
86	North	282	69	23	36	0	0	74	41	46	17:47	05-07-2003
85	South	44	11	40	41	0	0	76	28	28	17:14	05-07-2003
84	South	458	112	33	22	0	0	76	32	34	14:58	05-07-2003
83	North	288	70	26	36	0	0	79	40	40	16:02	05-06-2003
82	North	36	9	51	52	0	0	80	15	18	12:13	05-06-2003
Escape to terminate, Any other key to continue...												

OK061203.TXT

81	South	254	60	39	28	0	0	80	33	32	12:06	05-06-2003
80	South	8	2	18	18	0	0	76	6	6	09:33	05-06-2003
79	North	52	13	46	49	0	0	82	25	24	17:56	05-05-2003
78	North	170	40	22	26	0	0	82	42	43	16:49	05-05-2003
77	South	24	6	39	39	0	0	82	25	25	15:50	05-05-2003
76	South	392	97	25	21	0	0	82	30	32	15:17	05-05-2003
75	North	162	43	25	34	0	0	74	45	48	17:19	05-04-2003
74	South	174	42	33	25	0	0	76	32	31	12:59	05-04-2003
73	North	24	6	51	51	0	0	71	17	17	11:07	05-04-2003
72	South	52	13	43	44	0	0	71	20	18	09:22	05-04-2003
71	North	564	139	22	34	0	0	71	23	24	04:43	05-04-2003
70	North	490	121	23	37	0	0	69	28	32	23:08	05-03-2003
69	North	438	108	21	35	0	0	74	41	47	15:57	05-03-2003
68	South	250	62	44	22	0	0	72	32	33	13:40	05-03-2003
67	South	114	28	31	29	0	0	55	29	27	03:59	05-03-2003
66	South	564	139	34	23	0	0	63	41	40	22:31	05-02-2003
65	North	422	105	28	34	0	0	69	37	40	17:07	05-02-2003
64	South	394	97	34	22	0	0	71	35	38	15:50	05-02-2003
63	North	28	7	52	52	0	0	61	18	15	08:38	05-02-2003
62	South	40	10	39	40	0	0	59	20	19	07:04	05-02-2003
61	North	256	63	26	35	0	0	79	46	41	16:11	05-01-2003
60	South	286	71	41	26	0	0	80	36	35	14:16	05-01-2003
59	North	100	25	40	45	0	0	78	22	22	11:29	05-01-2003
58	South	24	6	40	41	0	0	74	14	17	09:17	05-01-2003
57	North	8	5	18	18	0	0	74	26	27	19:20	04-30-2003

Escape to terminate, Any other key to continue...

56	North	356	88	32	39	0	0	76	33	36	17:59	04-30-2003
55	South	76	22	23	24	0	0	76	29	30	17:52	04-30-2003
54	South	274	67	36	25	0	0	78	41	38	14:49	04-30-2003
53	TST South	52	24	13	11	1	W	79	17	21	13:57	04-30-2003
52	South	252	62	42	31	0	0	78	49	46	12:15	04-30-2003
51	North	316	78	23	33	0	0	78	40	43	17:16	04-29-2003
50	South	262	65	39	27	0	0	74	37	35	12:38	04-29-2003
49	North	286	74	27	34	0	0	74	41	43	18:01	04-28-2003
48	North	40	10	36	37	0	0	76	15	14	17:14	04-28-2003
47	South	40	10	33	34	0	0	69	21	20	15:20	04-28-2003
46	South	258	63	43	23	0	0	71	35	33	11:52	04-28-2003
45	South	374	93	38	22	0	0	71	33	34	20:07	04-27-2003
44	North	206	50	24	33	0	0	74	40	45	18:28	04-27-2003
43	North	490	121	22	36	0	0	76	30	37	16:52	04-27-2003
42	North	564	139	23	40	0	0	59	24	26	01:34	04-27-2003
41*	North	318	79	27	43	0	0	66	40	43	19:12	04-26-2003
40	South	234	57	44	39	0	0	63	29	29	11:56	04-26-2003
39	South	564	139	36	25	0	0	61	41	38	20:03	04-25-2003
38	North	32	8	51	51	0	0	63	21	21	18:05	04-25-2003
37	North	182	44	23	35	0	0	63	21	18	16:42	04-25-2003
36	South	36	9	41	41	0	0	63	21	21	16:30	04-25-2003
35	South	386	95	31	20	0	0	63	31	30	15:28	04-25-2003
34	North	462	114	20	33	0	0	71	38	36	17:07	04-24-2003
33	South	404	98	39	25	0	0	74	30	28	15:22	04-24-2003
32	South	12	3	33	34	0	0	69	27	31	11:39	04-24-2003

Escape to terminate, Any other key to continue...

31	North	28	7	48	49	0	0	69	14	14	10:54	04-24-2003
30	South	24	6	41	42	0	0	64	11	14	09:22	04-24-2003
29	North	72	18	15	19	0	0	57	14	16	18:26	04-23-2003
28	North	322	79	24	35	0	0	55	37	40	18:01	04-23-2003
27	South	44	11	35	36	0	0	61	22	22	16:17	04-23-2003
26	South	206	50	37	25	0	0	63	28	30	12:00	04-23-2003
25	North	8	2	51	51	0	0	67	13	17	19:02	04-22-2003
24	North	374	91	22	30	0	0	67	38	43	17:41	04-22-2003
23	South	36	12	25	26	0	0	67	28	30	17:27	04-22-2003
22	South	302	74	41	27	0	0	69	32	35	16:20	04-22-2003
21	North	162	40	29	33	0	0	71	39	39	17:25	04-21-2003
20	North	52	13	46	47	0	0	71	20	20	16:35	04-21-2003
19	South	518	127	27	24	0	0	71	30	31	16:03	04-21-2003
18	South	8	2	38	38	0	0	69	20	20	13:56	04-21-2003
17	North	120	29	29	39	0	0	67	36	33	16:23	04-20-2003
16	South	198	49	43	26	0	0	67	32	30	16:16	04-20-2003
15	North	48	12	49	51	0	0	63	16	17	11:32	04-20-2003
14	South	88	22	38	39	0	0	57	18	18	09:44	04-20-2003
13	North	244	60	24	38	0	0	67	30	35	16:02	04-19-2003
12	South	380	94	36	24	0	0	67	27	28	14:13	04-19-2003
11	North	552	136	25	38	0	0	66	24	27	02:59	04-19-2003
10	North	420	104	29	37	0	0	71	41	45	17:56	04-18-2003

## OK061203. TXT

9	South	368	91	38	23	0	0	78	31	29	15:06	04-18-2003
8	North	104	26	37	43	0	0	78	20	21	11:35	04-18-2003
7	South	84	21	39	39	0	0	69	18	19	09:30	04-18-2003
Escape to terminate, Any other key to continue...												
6	South	548	135	34	19	0	0	53	37	37	01:02	04-18-2003
5	North	396	97	21	31	0	0	66	40	44	17:43	04-17-2003
4	South	262	63	50	39	0	0	63	35	32	11:25	04-17-2003
3	North	8	2	43	43	0	0	63	16	14	18:56	04-16-2003
2	North	338	83	25	34	0	0	64	34	31	18:44	04-16-2003
1	South	24	6	39	40	0	0	67	24	24	17:30	04-16-2003
441	South	244	60	35	23	0	0	66	24	21	12:39	04-16-2003
440	North	274	71	16	32	0	0	67	25	27	16:33	04-15-2003
439	South	432	105	36	24	0	0	67	28	27	16:23	04-15-2003
438	North	212	53	15	30	0	0	79	34	38	16:22	04-14-2003
437	South	252	62	40	25	0	0	78	46	45	16:14	04-14-2003
436	North	56	14	47	50	0	0	78	21	22	13:10	04-14-2003
435	South	204	50	25	22	0	0	76	31	31	11:48	04-14-2003
434	South	28	7	42	43	0	0	78	19	18	11:21	04-14-2003
433	South	332	81	30	21	0	0	72	30	32	19:07	04-13-2003
432	North	266	68	25	27	0	0	79	43	45	16:08	04-13-2003
431	North	8	2	46	46	0	0	76	14	16	11:28	04-13-2003
430	South	48	12	39	40	0	0	72	18	18	09:52	04-13-2003
429	North	184	44	34	40	0	0	79	38	40	15:27	04-12-2003
428	South	314	77	47	17	0	0	76	37	37	14:14	04-12-2003
427	North	362	95	21	31	0	0	57	38	40	20:49	04-11-2003
426	North	80	20	38	42	0	0	72	25	25	17:38	04-11-2003
425	South	76	19	39	37	0	0	76	26	27	15:31	04-11-2003
424	South	140	33	35	34	0	0	74	39	38	12:30	04-11-2003
423	North	560	138	23	44	0	0	42	26	27	02:41	04-11-2003
Escape to terminate, Any other key to continue...												
422	North	440	108	26	34	0	0	67	42	48	17:55	04-10-2003
421	North	52	13	34	40	0	0	69	10	11	13:30	04-10-2003
420	South	273	70	42	26	0	0	67	30	29	13:22	04-10-2003
419	South	84	21	34	34	0	0	61	14	16	11:31	04-10-2003
418	South	560	138	26	25	0	0	49	32	32	19:51	04-09-2003
417	North	258	62	29	36	0	0	54	29	31	18:12	04-09-2003
416	South	428	105	34	23	0	0	53	21	22	13:04	04-09-2003
415	North	278	76	18	29	0	0	40	20	17	17:44	04-08-2003
414	South	444	110	45	22	0	0	40	32	30	17:34	04-08-2003
413	North	60	15	46	49	0	0	54	23	20	18:41	04-07-2003
412	South	28	7	43	44	0	0	57	17	16	16:51	04-07-2003
411	North	98	23	32	35	0	0	57	27	27	15:41	04-07-2003
410	South	190	46	39	26	0	0	57	33	32	13:25	04-07-2003
409	South	258	63	28	26	0	0	53	43	40	11:41	04-07-2003
408	North	148	36	33	40	0	0	54	43	46	18:12	04-06-2003
407	North	8	2	45	45	0	0	53	7	10	12:07	04-06-2003
406	South	309	85	43	17	0	0	53	26	29	11:58	04-06-2003
405	South	56	17	22	26	0	0	51	18	17	10:03	04-06-2003
404	North	334	85	24	34	0	0	64	33	38	17:38	04-05-2003
403	South	258	63	42	31	0	0	61	30	31	13:19	04-05-2003
402	North	365	91	24	32	0	0	59	31	30	19:13	04-04-2003
401	South	302	74	34	24	0	0	64	32	31	16:28	04-04-2003
400	North	68	17	46	46	0	0	67	14	12	11:36	04-04-2003
399	South	24	6	39	40	0	0	67	17	15	09:56	04-04-2003
398	North	366	90	27	32	0	0	66	37	41	17:31	04-03-2003
Escape to terminate, Any other key to continue...												
397	North	4	1	16	16	0	0	64	6	9	15:24	04-03-2003
396	South	332	81	46	30	0	0	67	35	33	14:53	04-03-2003
395	South	32	8	37	38	0	0	67	18	18	13:27	04-03-2003
394	North	266	64	24	34	0	0	69	44	48	18:52	04-02-2003
393	North	44	11	43	45	0	0	71	25	25	18:22	04-02-2003
392	South	32	8	37	38	0	0	74	24	25	16:45	04-02-2003
391	North	564	139	13	32	0	0	74	23	25	15:33	04-02-2003
390	South	318	78	29	21	0	0	72	26	26	15:24	04-02-2003
389	North	318	80	25	28	0	0	67	36	39	19:03	04-01-2003
388	North	68	17	22	21	0	0	72	11	12	14:15	04-01-2003
387	South	226	59	50	12	0	0	69	26	24	12:47	04-01-2003
386	South	52	13	37	38	0	0	66	16	16	11:48	04-01-2003
385	South	564	139	34	20	0	0	66	35	32	10:34	04-01-2003

Okmulgee, OK, Single Track. MP: 474.7  
Display >

?  
 Fords, OK  
 Single Track  
 MP: 542.5

BNSF MicroHBD Version 4.4  
 Jun 11 2003  
 10:37:07

Display Mode

- L - List Trains in Standard Directory
- LD - List Trains in Defect Directory
- D # - Detail Report for Train #
- R # - Summary Report for Train #
- A # - Display Axles with Alarms for Train #
- B # - Display Selected Axles for Train #
- P # - Display Heat Profile of All Axles for Train #
- V # - Replay/Display Train Voice Messages for Train #
- U - List Rebroadcast Logs
- G - List System Logs
- S - Show Statistical Information
- T - Simulate Test Train - Walk Around Test
- C - Test Scanner
- Z - Pass Through Serial Port
- I - Display Site Information
- X - Dump Memory Contents
- M - Change to Another Mode

Hangup - Terminate Modem Connection

Fords, OK, Single Track. MP: 542.5  
 Display > L

Escape to terminate  
 Ctl+P to Pause

Fords, OK Single Track 542.5  
 Profile Key: \* = Warm, ^ = Alarm, \$ = Corrected

Indx #	Dir	Axle Cnt	Car Cnt	Speed In	Speed Out	Alrm Cnt	Int Cnt	Tmp F	Avg Ch1	Avg Ch2	Arrival Time	Arrival Date
181	South	240	58	22	28	0	0	87	6	10	10:14	06-11-2003
180	North	24	4	20	19	0	0	80	9	16	08:41	06-11-2003
179	South	418	106	14	17	0	0	70	15	17	04:45	06-11-2003
178	South	308	75	13	21	0	0	72	15	17	04:06	06-11-2003
177	North	374	96	13	15	0	0	92	14	19	18:10	06-10-2003
176	South	4	4	25	25	0	0	92	8	13	14:24	06-10-2003
175	North	16	7	20	20	0	0	84	12	14	10:14	06-10-2003
174	North	564	139	17	14	0	0	76	21	23	04:26	06-10-2003
173	South	450	115	13	23	0	0	84	13	19	21:05	06-09-2003
172	North	386	94	27	37	0	0	84	17	21	20:48	06-09-2003
171	South	536	132	23	31	0	0	72	24	27	06:56	06-09-2003
170	South	298	73	12	18	0	0	76	23	25	22:36	06-08-2003
169	South	564	139	15	29	0	0	76	32	34	22:19	06-08-2003
168	North	568	140	43	44	0	0	87	25	25	17:17	06-08-2003
167	North	250	61	43	51	0	0	84	29	28	14:36	06-08-2003
166	South	364	90	39	43	0	0	80	30	33	19:01	06-07-2003
165	South	564	139	13	29	0	0	90	22	21	15:07	06-07-2003
164	North	286	70	25	27	0	0	88	20	21	14:52	06-07-2003
163	North	424	105	44	47	0	0	77	22	23	08:35	06-07-2003
162	South	304	79	14	24	0	0	82	26	28	19:12	06-06-2003
161	North	554	137	40	39	0	0	82	21	24	18:27	06-06-2003
160	North	180	44	40	40	0	0	80	22	21	14:31	06-06-2003
159	North	502	124	44	43	0	0	74	22	19	10:03	06-06-2003
158	North	428	106	43	48	0	0	70	25	25	08:23	06-06-2003
157	South	346	86	35	40	0	0	72	30	33	20:55	06-05-2003
Escape to terminate, Any other key to continue...												
156	South	4	1	52	52	0	0	76	13	21	14:19	06-05-2003
155	North	496	122	18	17	0	0	74	21	24	12:40	06-05-2003
154	North	20	5	36	37	0	0	72	15	16	10:17	06-05-2003
153	South	356	87	32	41	0	0	74	30	33	16:50	06-04-2003
152	North	412	102	42	50	0	0	72	20	22	14:05	06-04-2003
151	North	556	137	44	45	0	0	67	22	23	08:48	06-04-2003
150	North	548	136	36	43	0	0	82	18	20	15:54	06-03-2003
149	South	176	43	44	49	0	0	84	34	38	12:12	06-03-2003



F0061103.TXT

148	South	556	137	20	29	0	0	67	31	31	04:18	06-03-2003
147	South	254	62	17	25	0	0	82	30	31	19:28	06-02-2003
146	South	28	7	53	55	0	0	88	9	14	18:19	06-02-2003
145	North	44	11	41	41	0	0	88	14	16	17:26	06-02-2003
144	North	192	49	24	31	0	0	90	19	17	15:10	06-02-2003
143	North	564	139	40	42	0	0	74	25	26	06:16	06-02-2003
142	South	252	62	18	26	0	0	84	31	35	18:32	06-01-2003
141	South	202	49	32	39	0	0	90	28	33	15:44	06-01-2003
140	North	406	103	26	38	0	0	87	31	33	15:07	06-01-2003
139	South	564	139	21	29	0	0	67	36	37	03:05	06-01-2003
138	South	212	52	17	26	0	0	77	24	27	19:21	05-31-2003
137	North	564	139	42	46	0	0	77	25	28	19:07	05-31-2003
136	North	210	47	44	45	0	0	88	40	40	16:31	05-31-2003
135	North	372	92	39	46	0	0	88	28	29	14:56	05-31-2003
134	North	218	39	41	48	0	0	76	32	29	07:37	05-31-2003
133	South	318	81	14	27	0	0	107	28	27	16:42	05-30-2003
132	North	563	552	3	6	0	W	108	5	11	15:07	05-30-2003
Escape to terminate, Any other key to continue...												
131	North	306	77	26	33	0	0	108	17	15	14:40	05-30-2003
130	South	4	1	34	34	0	0	102	16	20	15:46	05-29-2003
129	South	174	42	36	40	0	0	98	22	23	14:37	05-29-2003
128	North	502	123	34	46	0	0	100	21	21	14:28	05-29-2003
127	North	28	10	19	23	0	0	92	12	13	09:22	05-29-2003
126	South	350	85	22	28	0	0	88	31	32	18:54	05-28-2003
125	North	298	73	33	41	0	0	90	18	16	14:50	05-28-2003
124	South	4	1	46	46	0	0	80	13	13	09:10	05-28-2003
123	North	44	14	24	24	0	0	77	11	12	08:42	05-28-2003
122	South	202	49	29	35	0	0	84	32	36	15:16	05-27-2003
121	North	124	30	32	32	0	0	84	28	29	12:50	05-27-2003
120	South	558	138	15	26	0	0	82	28	32	10:36	05-27-2003
119	North	368	91	32	44	0	0	67	34	34	21:00	05-26-2003
118	South	480	122	20	27	0	0	76	29	32	19:00	05-26-2003
117	North	564	139	43	49	0	0	80	18	23	16:02	05-26-2003
116	North	66	15	31	31	0	0	77	35	37	14:45	05-26-2003
115	South	562	142	19	28	0	0	56	29	30	05:30	05-26-2003
114	North	546	135	42	45	0	0	66	25	27	20:06	05-25-2003
113	North	564	139	42	44	0	0	67	25	27	19:10	05-25-2003
112	South	284	69	41	47	0	0	77	33	33	14:22	05-25-2003
111	South	564	139	21	29	0	0	76	29	28	13:08	05-25-2003
110	North	278	68	40	28	0	0	77	28	28	12:38	05-25-2003
109	North	550	136	46	37	0	0	66	18	21	10:33	05-25-2003
108	North	568	141	42	42	0	0	74	22	24	00:57	05-25-2003
107	South	564	146	12	21	0	0	87	30	32	15:53	05-24-2003
Escape to terminate, Any other key to continue...												
106	South	230	56	34	39	0	0	87	34	35	14:18	05-24-2003
105	North	464	115	34	18	0	0	84	19	22	13:01	05-24-2003
104	South	4	1	54	54	0	0	76	21	26	08:55	05-24-2003
103	North	8	5	24	24	0	0	70	8	10	06:22	05-24-2003
102	North	542	133	44	49	0	0	67	23	25	04:02	05-24-2003
101	South	422	104	25	32	0	0	76	30	33	19:41	05-23-2003
100	North	478	117	41	31	0	0	87	25	24	14:40	05-23-2003
99	North	558	138	43	51	0	0	70	23	23	03:13	05-23-2003
98	South	542	140	13	25	0	0	76	26	27	19:25	05-22-2003
97	South	168	41	32	36	0	0	77	34	37	16:22	05-22-2003
96	North	338	83	31	40	0	0	77	19	20	14:55	05-22-2003
95	South	20	5	41	42	0	0	74	9	10	12:14	05-22-2003
94	North	40	10	29	29	0	0	72	15	15	11:26	05-22-2003
93	North	558	138	46	42	0	0	66	18	19	06:23	05-22-2003
92	South	362	88	25	32	0	0	67	33	35	20:40	05-21-2003
91	South	564	146	14	29	0	0	67	27	29	20:13	05-21-2003
90	North	422	104	34	40	0	0	70	20	21	18:27	05-21-2003
89	South	8	2	45	45	0	0	64	21	27	12:14	05-21-2003
88	North	558	138	28	18	0	0	62	16	18	11:49	05-21-2003
87	North	24	6	21	24	0	0	59	12	14	08:53	05-21-2003
86	North	554	137	41	45	0	0	62	23	24	04:06	05-21-2003
85	South	318	77	34	38	0	0	66	35	36	19:24	05-20-2003
84	South	248	61	15	25	0	0	66	25	25	14:30	05-20-2003
83	North	318	78	36	43	0	0	64	20	21	14:16	05-20-2003
82	South	290	71	28	35	0	0	82	29	32	19:11	05-19-2003
Escape to terminate, Any other key to continue...												
81	North	362	89	26	27	0	0	92	23	27	13:47	05-19-2003
80	North	564	139	42	40	0	0	80	24	27	19:38	05-18-2003
79	South	300	74	31	36	0	0	87	32	35	18:03	05-18-2003
78	North	486	120	23	20	0	0	88	23	27	17:41	05-18-2003

F0061103. TXT

77	North	78	18	46	48	0	0	90	27	29	14:22	05-18-2003
76	South	464	114	29	33	0	0	74	31	33	07:59	05-18-2003
75	North	562	139	47	47	0	0	70	24	26	22:15	05-17-2003
74	North	544	134	43	44	0	0	72	26	26	20:39	05-17-2003
73	South	564	139	22	29	0	0	76	34	33	17:08	05-17-2003
72	South	254	62	34	37	0	0	76	33	32	15:34	05-17-2003
71	North	486	120	42	48	0	0	76	17	16	13:57	05-17-2003
70	North	134	32	36	35	0	0	72	21	19	12:20	05-17-2003
69	South	268	65	19	26	0	0	67	29	27	21:37	05-16-2003
68	North	272	66	42	47	0	0	87	22	20	14:01	05-16-2003
67	South	20	5	42	42	0	0	82	10	13	11:42	05-16-2003
66	North	20	5	34	33	0	0	87	7	10	10:53	05-16-2003
65	North	558	138	46	44	0	0	72	20	26	08:32	05-16-2003
64	South	564	139	20	29	0	0	77	32	37	00:27	05-16-2003
63	South	304	78	26	36	0	0	80	24	29	16:27	05-15-2003
62	North	420	104	18	20	0	0	80	18	21	15:45	05-15-2003
61	South	32	8	39	40	0	0	80	13	16	11:18	05-15-2003
60	North	8	2	40	40	0	W	77	8	11	10:32	05-15-2003
59	South	308	76	27	32	0	0	80	32	34	19:04	05-14-2003
58	North	334	82	40	45	0	0	82	17	20	15:22	05-14-2003
57	South	4	1	54	54	0	0	80	22	28	11:41	05-14-2003
Escape to terminate, Any other key to continue...												
56	North	28	7	38	38	0	0	77	17	20	11:15	05-14-2003
55	North	564	139	37	41	0	0	76	20	22	04:32	05-14-2003
54	South	286	70	26	36	0	0	80	15	20	15:22	05-13-2003
53	North	498	122	36	44	0	0	80	21	22	15:11	05-13-2003
52	South	564	139	21	30	0	0	70	29	31	04:13	05-13-2003
51	South	398	98	29	35	0	0	82	30	34	18:15	05-12-2003
50	South	4	1	53	53	0	0	87	32	44	16:51	05-12-2003
49	North	170	41	38	42	0	0	87	18	21	15:38	05-12-2003
48	North	12	3	41	41	0	0	87	11	14	13:49	05-12-2003
47	South	442	109	34	43	0	0	62	37	38	03:27	05-12-2003
46	South	464	114	13	28	0	0	70	19	20	20:48	05-11-2003
45	North	560	138	41	45	0	0	70	24	26	20:28	05-11-2003
44	South	252	62	14	24	0	0	74	36	35	18:33	05-11-2003
43	North	358	88	38	47	0	0	77	37	37	15:23	05-11-2003
42	North	12	3	34	34	0	0	72	30	27	10:47	05-11-2003
41	South	560	141	13	27	0	0	70	31	31	22:50	05-10-2003
40	South	304	76	18	20	0	0	84	24	26	14:19	05-10-2003
39	North	290	70	40	43	0	0	84	22	23	14:05	05-10-2003
38	South	208	50	30	37	0	0	87	31	37	15:27	05-09-2003
37	North	404	99	26	18	0	0	90	22	23	14:31	05-09-2003
36	TST North	80	43	13	38	0	W	90	4	5	13:05	05-09-2003
35	TST South	152	71	37	40	2	W	88	3	5	13:02	05-09-2003
34	South	272	74	22	35	0	0	87	31	33	22:51	05-08-2003
33	South	182	44	38	43	0	0	88	25	30	15:30	05-08-2003
32	North	284	69	43	49	0	0	82	25	28	13:19	05-08-2003
Escape to terminate, Any other key to continue...												
31	North	96	24	28	31	0	0	84	10	12	11:05	05-08-2003
30	South	454	111	26	31	0	0	87	29	34	17:58	05-07-2003
29	South	8	2	45	45	0	0	87	20	24	17:03	05-07-2003
28	North	24	6	29	29	0	0	87	19	21	16:12	05-07-2003
27	North	282	69	40	44	0	0	87	19	21	14:46	05-07-2003
26	South	250	59	41	46	0	0	97	30	31	14:22	05-06-2003
25	North	288	70	42	47	0	0	94	22	22	13:07	05-06-2003
24	South	392	97	24	30	0	0	92	30	33	18:20	05-05-2003
23	North	170	40	41	43	0	0	92	20	21	14:10	05-05-2003
22	South	72	18	30	33	0	0	92	4	7	12:53	05-05-2003
21	North	16	4	41	41	0	0	76	12	13	10:12	05-05-2003
20	South	158	38	51	46	0	0	87	31	34	15:03	05-04-2003
19	North	162	43	19	20	0	0	88	34	34	14:45	05-04-2003
18	North	564	139	42	44	0	0	77	22	25	02:02	05-04-2003
17	North	490	121	43	45	0	0	77	24	28	20:37	05-03-2003
16	South	250	62	35	40	0	0	87	29	34	15:32	05-03-2003
15	North	438	108	38	45	0	0	82	23	26	13:00	05-03-2003
14	South	24	6	41	41	0	0	76	5	8	10:50	05-03-2003
13	North	12	3	25	24	0	0	76	4	9	10:01	05-03-2003
12	South	114	28	32	34	0	0	64	24	28	06:23	05-03-2003
11	South	564	139	20	29	0	0	62	28	29	03:58	05-03-2003
10	South	390	96	28	34	0	0	76	34	38	18:32	05-02-2003
9	North	270	67	37	44	0	0	80	20	22	13:27	05-02-2003
8	South	286	71	36	40	0	0	77	35	33	17:10	05-01-2003
7	North	256	63	40	47	0	0	92	23	20	13:34	05-01-2003
Escape to terminate, Any other key to continue...												

F0061103.TXT

6	South	4	1	54	54	0	0	92	28	29	12:28	05-01-2003	
5	North	32	8	34	35	0	0	87	15	16	09:25	05-01-2003	
4	South	274	67	31	35	0	0	87	34	37	17:03	04-30-2003	
3	South	252	62	14	24	0	0	90	27	32	14:51	04-30-2003	
2	North	356	88	42	46	0	0	88	22	22	14:34	04-30-2003	
1	South	258	64	34	38	0	0	88	35	39	14:44	04-29-2003	
441	North	316	78	35	35	0	0	87	18	19	14:04	04-29-2003	
440	South	250	61	28	38	0	0	87	19	21	15:19	04-28-2003	
439	North	286	71	36	43	0	0	87	24	24	15:09	04-28-2003	
438	South	370	92	40	43	0	0	76	31	36	22:35	04-27-2003	
437	North	206	50	41	46	0	0	88	21	23	15:56	04-27-2003	
436	North	490	121	43	47	0	0	88	19	25	14:17	04-27-2003	
435	North	564	139	41	44	0	0	66	23	25	22:58	04-26-2003	
434	North	318	79	44	49	0	0	80	28	31	16:45	04-26-2003	
433	South	234	57	34	39	0	0	77	34	37	13:46	04-26-2003	
432	South	28	7	38	39	0	0	70	8	9	10:28	04-26-2003	
431	North	4	1	46	46	0	0	67	8	8	09:48	04-26-2003	
430	South	564	139	21	29	0	0	57	34	32	22:37	04-25-2003	
429	South	386	98	27	32	0	0	72	35	34	17:52	04-25-2003	
428	North	182	44	44	47	0	0	70	18	17	12:55	04-25-2003	
427	South	404	98	35	40	0	0	77	31	28	17:57	04-24-2003	
426	South	4	1	39	39	0	0	82	16	19	15:33	04-24-2003	
425	South	12	6	24	25	0	0	82	27	29	14:03	04-24-2003	
424	North	462	114	34	41	0	0	82	28	25	13:48	04-24-2003	
423	North	16	4	29	29	0	0	80	8	7	12:12	04-24-2003	
Escape to terminate, Any other key to continue...													
422	South	202	52	24	35	0	0	64	12	20	15:43	04-23-2003	
421	North	322	79	34	43	0	0	64	19	22	15:31	04-23-2003	
420	South	20	5	29	30	0	0	64	7	11	10:57	04-23-2003	
419	North	32	8	29	29	0	0	62	15	16	09:48	04-23-2003	
418	South	298	73	34	41	0	0	64	32	35	18:57	04-22-2003	
417	North	374	91	35	41	0	0	77	22	25	15:01	04-22-2003	
416	TST	South	200	91	10	12	2	W	77	3	5	12:20	04-22-2003
415	South	410	100	25	32	0	0	72	31	33	19:24	04-21-2003	
414	North	162	40	30	28	0	0	80	23	23	14:25	04-21-2003	
413	South	198	49	41	47	0	0	70	35	35	18:17	04-20-2003	
412	North	104	25	45	45	0	0	72	32	28	13:19	04-20-2003	
411	South	380	94	21	29	0	0	90	28	29	17:17	04-19-2003	
410	North	244	60	44	47	0	0	88	18	22	13:13	04-19-2003	
409	North	552	136	42	44	0	0	76	20	23	00:22	04-19-2003	
408	South	368	94	13	24	0	0	80	23	27	18:06	04-18-2003	
407	North	420	104	32	43	0	0	84	14	17	15:14	04-18-2003	
406	South	20	5	41	42	0	0	84	5	7	10:49	04-18-2003	
405	North	8	2	50	50	0	0	82	7	9	10:06	04-18-2003	
404	South	548	135	21	29	0	0	59	28	31	03:36	04-18-2003	
403	South	262	63	32	41	0	0	82	19	20	15:16	04-17-2003	
402	North	396	97	37	46	0	0	80	21	22	15:04	04-17-2003	
401	South	4	1	49	49	0	0	74	23	24	12:28	04-17-2003	
400	North	4	1	50	50	0	0	64	10	10	10:08	04-17-2003	
399	South	244	62	20	28	0	0	76	21	18	15:28	04-16-2003	
398	North	222	54	44	47	0	0	76	19	17	15:18	04-16-2003	
Escape to terminate, Any other key to continue...													
397	South	92	23	15	21	0	0	76	6	7	12:32	04-16-2003	
396	North	8	2	29	29	0	0	76	4	5	10:45	04-16-2003	
395	South	280	69	28	37	0	0	74	20	26	19:09	04-15-2003	
394	South	4	1	42	42	0	0	76	8	14	14:07	04-15-2003	
393	North	16	4	27	27	0	0	76	11	13	13:38	04-15-2003	
392	North	274	68	36	42	0	0	74	23	24	13:22	04-15-2003	
391	South	252	62	22	28	0	0	80	34	39	18:42	04-14-2003	
390	South	204	50	30	36	0	0	88	24	30	14:53	04-14-2003	
389	South	4	1	36	36	0	0	88	13	17	14:35	04-14-2003	
388	North	212	51	33	35	0	0	87	31	34	13:18	04-14-2003	
387	North	16	4	41	41	0	0	82	12	10	10:52	04-14-2003	
386	South	224	54	34	40	0	0	72	24	28	23:24	04-13-2003	
385	North	266	65	40	46	0	0	88	33	35	13:36	04-13-2003	
384	South	306	75	32	36	0	0	87	31	35	16:42	04-12-2003	
383	North	184	44	36	40	0	0	84	19	22	12:54	04-12-2003	
382	North	306	74	38	43	0	0	82	25	28	17:35	04-11-2003	
381	South	140	33	33	35	0	0	82	35	39	14:43	04-11-2003	
380	South	16	4	40	40	0	0	82	8	10	12:30	04-11-2003	
379	North	8	2	42	42	0	0	80	6	9	11:43	04-11-2003	
378	North	560	138	43	44	0	0	64	20	22	00:14	04-11-2003	
377	South	272	66	25	35	0	0	80	30	33	15:26	04-10-2003	
376	North	440	108	39	43	0	0	80	21	22	15:08	04-10-2003	

F0061103. TXT

375	South	4	1	21	21	0	0	67	13	15	11:06	04-10-2003
374	North	4	1	49	49	0	0	56	8	8	08:44	04-10-2003
373	South	560	138	21	29	0	0	51	29	31	22:25	04-09-2003
Escape to terminate, Any other key to continue...												
372	South	4	4	22	22	0	0	62	11	9	18:12	04-09-2003
371	North	24	6	46	47	0	0	64	11	15	17:46	04-09-2003
370	South	428	105	25	31	0	0	64	22	21	15:29	04-09-2003
369	North	258	62	44	48	0	0	62	21	20	15:06	04-09-2003
368	South	436	108	19	31	0	0	36	32	32	20:19	04-08-2003
367	South	4	4	24	24	0	0	41	19	13	14:51	04-08-2003
366	North	278	68	24	25	0	0	44	21	18	13:29	04-08-2003
365	North	8	2	43	43	0	0	44	8	14	11:45	04-08-2003
364	South	182	44	43	44	0	0	64	37	37	16:21	04-07-2003
363	South	258	63	22	28	0	0	64	36	35	14:04	04-07-2003
362	North	98	23	44	45	0	0	59	33	32	12:26	04-07-2003
361	North	148	36	44	45	0	0	82	37	32	15:47	04-06-2003
360	South	308	75	36	41	0	0	84	26	28	14:29	04-06-2003
359	South	258	63	40	45	0	0	76	32	39	15:07	04-05-2003
358	North	334	82	34	27	0	0	72	17	20	14:20	04-05-2003
357	South	290	71	30	35	0	0	66	29	28	19:04	04-04-2003
356	North	244	59	46	50	0	0	76	22	21	14:42	04-04-2003
355	South	32	8	28	29	0	0	77	8	11	11:03	04-04-2003
354	North	12	3	41	41	0	0	76	8	10	09:53	04-04-2003
353	South	332	81	30	36	0	0	76	32	39	17:08	04-03-2003
352	North	366	90	40	45	0	0	76	23	25	14:53	04-03-2003
351 TST	South	408	187	15	12	0	W	76	7	10	12:11	04-03-2003
350 TST	North	88	37	16	41	0	W	76	1	3	12:09	04-03-2003
349 TST	South	88	60	11	36	1	W	76	7	11	12:08	04-03-2003
348	South	314	84	22	31	0	0	75	26	32	18:06	04-02-2003
Escape to terminate, Any other key to continue...												
347	North	266	64	41	47	0	0	82	18	20	15:29	04-02-2003
346	North	564	139	43	44	0	0	75	15	14	12:34	04-02-2003
345	South	220	53	35	43	0	0	78	13	19	16:29	04-01-2003
344	North	318	80	26	34	0	0	78	19	19	16:18	04-01-2003
343	South	8	2	53	53	0	0	75	11	15	13:42	04-01-2003
342	South	564	139	18	28	0	0	75	26	28	13:16	04-01-2003
341	North	8	2	42	42	0	0	68	3	4	10:03	04-01-2003

Fords, OK, Single Track. MP: 542.5  
 Display >

?  
Mounds, OK  
Single Track  
MP: 446.8

BNSF MicroHBD Version 4.4  
Jun 11 2003  
10:36:12

Display Mode

- L - List Trains in Standard Directory
- LD - List Trains in Defect Directory
- D # - Detail Report for Train #
- R # - Summary Report for Train #
- A # - Display Axles with Alarms for Train #
- B # - Display Selected Axles for Train #
- P # - Display Heat Profile of All Axles for Train #
- V # - Replay/Display Train Voice Messages for Train #
- U - List Rebroadcast Logs
- G - List System Logs
- S - Show Statistical Information
- T - Simulate Test Train - Walk Around Test
- C - Test Scanner
- Z - Pass Through Serial Port
- I - Display Site Information
- X - Dump Memory Contents
- M - Change to Another Mode

Hangup - Terminate Modem Connection

Mounds, OK, Single Track. MP: 446.8  
Display > L

Escape to terminate  
Ctl+P to Pause

Mounds, OK Single Track 446.8  
Profile Key: \* = Warm, ^ = Alarm, \$ = Corrected

Indx #	Dir	Axle Cnt	Car Cnt	Speed In	Speed Out	Alrm Cnt	Int Cnt	Tmp F	Avg Ch1	Avg Ch2	Arrival Time	Arrival Date
216	South	514	127	33	37	0	0	89	23	23	17:46	06-10-2003
215	South	524	129	36	39	0	0	89	34	35	15:18	06-10-2003
214	North	564	139	49	42	0	0	81	32	31	08:04	06-10-2003
213	North	456	112	49	52	0	0	81	35	35	07:41	06-10-2003
212	South	44	11	49	49	0	0	86	21	21	16:35	06-09-2003
211	South	502	125	37	33	0	0	86	23	24	14:40	06-09-2003
210	North	24	6	41	41	0	0	82	36	36	12:43	06-09-2003
209	South	536	132	42	41	0	0	62	32	32	02:39	06-09-2003
208	North	568	140	51	49	0	0	63	34	34	21:12	06-08-2003
207	North	370	91	46	48	0	0	75	38	38	19:16	06-08-2003
206	South	564	139	40	43	0	0	82	46	43	17:58	06-08-2003
205	South	506	125	39	40	0	0	81	28	26	16:27	06-08-2003
204	North	286	70	49	51	0	0	67	46	46	19:05	06-07-2003
203	South	368	91	43	42	0	0	81	24	23	13:43	06-07-2003
202	North	415	122	29	19	0	0	81	29	28	12:36	06-07-2003
201	South	564	139	40	44	0	0	77	33	32	10:50	06-07-2003
200	North	554	137	54	53	0	0	67	27	27	22:22	06-06-2003
199	North	444	110	47	43	0	0	73	34	36	19:50	06-06-2003
198	South	40	10	53	53	0	0	77	17	18	14:26	06-06-2003
197	South	316	77	37	35	0	0	77	22	21	13:49	06-06-2003
196	North	502	124	53	52	0	0	77	31	29	13:18	06-06-2003
195	North	428	106	52	49	0	0	75	33	33	11:45	06-06-2003
194	North	48	15	55	55	0	0	69	35	35	10:22	06-06-2003
193	North	512	126	45	48	0	0	69	34	36	22:19	06-05-2003
192	South	430	107	43	46	0	0	72	24	25	16:21	06-05-2003
Escape to terminate, Any other key to continue...												
191	North	548	136	49	49	0	0	69	34	36	20:26	06-04-2003
190	South	136	34	45	48	0	0	72	24	24	18:58	06-04-2003
189	North	96	24	45	47	0	0	72	41	42	16:22	06-04-2003
188	South	472	116	19	34	0	0	67	27	28	12:50	06-04-2003
187	North	556	137	49	50	0	0	67	26	28	12:06	06-04-2003
186	North	548	136	44	46	0	0	69	38	40	19:49	06-03-2003
185	South	236	58	53	53	0	0	62	29	29	09:32	06-03-2003
184	South	556	137	39	39	0	0	63	35	35	00:47	06-03-2003

MD061103.TXT

183	North	192	47	25	29	0	0	75	38	38	19:12	06-02-2003
182	South	52	13	39	43	0	0	79	18	17	15:46	06-02-2003
181	South	275	71	35	39	0	0	81	20	19	15:17	06-02-2003
180	North	36	9	40	41	0	0	73	25	25	10:17	06-02-2003
179	North	564	139	46	42	0	0	73	30	29	10:04	06-02-2003
178	North	406	100	47	47	0	0	77	45	48	19:27	06-01-2003
177	South	252	62	41	43	0	0	82	36	38	15:02	06-01-2003
176	South	218	53	51	53	0	0	79	33	31	12:46	06-01-2003
175	South	564	141	38	40	0	0	65	40	40	23:39	05-31-2003
174	North	564	139	49	51	0	0	67	31	32	22:23	05-31-2003
173	North	210	46	54	55	0	0	72	53	54	19:52	05-31-2003
172	North	372	92	46	48	0	0	73	45	49	18:26	05-31-2003
171	South	268	66	44	48	0	0	77	26	26	13:02	05-31-2003
170	North	218	41	52	52	0	0	73	48	49	10:57	05-31-2003
169	North	306	75	49	52	0	0	86	56	56	19:56	05-30-2003
168	South	60	15	33	35	0	0	98	27	27	15:00	05-30-2003
167	South	358	88	35	34	0	0	94	21	19	12:13	05-30-2003
Escape to terminate, Any other key to continue...												
166	North	32	11	52	52	0	0	92	29	26	11:53	05-30-2003
165	South	564	139	38	41	0	0	82	32	32	08:54	05-30-2003
164	North	558	137	42	45	0	0	84	40	42	19:33	05-29-2003
163	South	52	16	51	53	0	0	89	19	20	11:39	05-29-2003
162	South	222	54	36	38	0	0	81	25	24	09:28	05-29-2003
161	North	402	99	44	44	0	0	79	41	40	19:22	05-28-2003
160	North	140	35	51	52	0	0	84	39	38	17:58	05-28-2003
159	South	438	107	41	39	0	0	84	25	23	14:18	05-28-2003
158	North	192	47	49	49	0	0	81	41	40	17:09	05-27-2003
157	South	222	54	47	48	0	0	79	26	27	11:59	05-27-2003
156	South	558	138	37	41	0	0	62	35	35	07:14	05-27-2003
155	North	368	91	50	48	0	0	58	48	49	01:18	05-27-2003
154	North	564	139	54	55	0	0	67	36	37	19:40	05-26-2003
153	North	66	15	43	43	0	0	73	53	54	18:21	05-26-2003
152	South	540	134	40	43	0	0	75	28	28	14:57	05-26-2003
151	South	562	139	40	43	0	0	54	33	33	02:13	05-26-2003
150	North	546	135	43	47	0	0	58	29	30	23:33	05-25-2003
149	North	564	139	37	47	0	0	56	34	34	22:26	05-25-2003
148	North	478	118	45	53	0	0	67	36	37	17:11	05-25-2003
147	North	550	136	51	50	0	0	67	19	21	13:58	05-25-2003
146	South	364	89	52	53	0	0	63	32	30	10:49	05-25-2003
145	South	564	139	40	46	0	0	65	36	34	08:56	05-25-2003
144	North	568	141	49	50	0	0	65	29	29	04:19	05-25-2003
143	North	588	146	40	41	0	0	79	38	38	17:28	05-24-2003
142	South	564	139	40	43							
0	0	69	38	35	11:37							05-24-2003
Escape to terminate, Any other key to continue...												
141	South	306	75	47	51	0	0	65	30	27	10:57	05-24-2003
140	North	542	133	51	54	0	0	67	30	30	07:17	05-24-2003
139*	North	542	133	54	55	0	0	67	50	49	20:07	05-23-2003
138	South	76	19	50	50	0	0	75	26	26	15:57	05-23-2003
137	South	462	114	43	46	0	0	77	28	27	14:58	05-23-2003
136	North	20	5	41	42	0	0	75	36	37	13:24	05-23-2003
135	North	558	138	49	49	0	0	58	31	30	06:37	05-23-2003
134	North	466	115	54	54	0	0	73	42	44	19:18	05-22-2003
133	South	536	132	36	40	0	0	75	32	30	14:23	05-22-2003
132	South	234	57	45	48	0	0	75	30	29	12:43	05-22-2003
131	North	558	138	47	54	0	0	69	23	23	09:52	05-22-2003
130	North	478	118	52	51	0	0	58	37	38	00:18	05-22-2003
129	North	558	138	49	51	0	0	69	25	27	19:57	05-21-2003
128	South	406	99	39	38	0	0	72	30	30	16:36	05-21-2003
127	South	564	139	40	44	0	0	72	34	35	16:07	05-21-2003
126	South	88	22	51	52	0	0	72	25	22	15:11	05-21-2003
125	North	40	10	46	47	0	0	63	33	33	11:16	05-21-2003
124	North	554	137	51	46	0	0	58	27	28	07:41	05-21-2003
123	North	342	84	51	48	0	0	63	34	36	19:01	05-20-2003
122	South	518	127	43	42	0	0	67	27	28	14:54	05-20-2003
121	South	248	61	18	23	0	0	58	28	29	10:45	05-20-2003
120	North	358	88	55	55	0	0	77	54	53	20:03	05-19-2003
119	South	40	10	50	51	0	0	84	24	23	16:01	05-19-2003
118	South	350	86	34	37	0	0	89	25	25	13:42	05-19-2003
117	North	96	24	48	50	0	0	84	41	42	11:57	05-19-2003
Escape to terminate, Any other key to continue...												
116	North	564	139	46	49	0	0	69	31	32	23:00	05-18-2003
115*	North	486	120	49	51	0	0	72	40	42	21:11	05-18-2003
114	North	118	30	52	53	0	0	79	40	41	18:52	05-18-2003

MD061103.TXT

113	South	324	80	40	43	0	0	84	27	26	14:05	05-18-2003
112	South	464	114	44	44	0	0	60	31	30	04:45	05-18-2003
111	North	562	139	52	51	0	0	62	29	31	01:23	05-18-2003
110	North	544	134	47	40	0	0	63	34	34	00:01	05-18-2003
109	North	486	120	52	49	0	0	72	34	32	17:50	05-17-2003
108	North	438	108	53	47	0	0	72	38	38	17:22	05-17-2003
107	South	564	139	41	43	0	0	72	35	32	13:22	05-17-2003
106	South	330	81	46	48	0	0	63	29	28	11:36	05-17-2003
105	North	404	99	44	45	0	0	63	33	33	18:56	05-16-2003
104	South	108	27	52	53	0	0	65	28	29	17:46	05-16-2003
103	South	348	85	42	44	0	0	72	31	29	16:41	05-16-2003
102	North	12	3	53	53	0	0	72	17	20	12:45	05-16-2003
101	North	558	140	54	53	0	0	72	19	24	12:20	05-16-2003
100*	South	564	139	39	44	0	0	75	45	48	20:41	05-15-2003
99*	North	420	104	55	53	0	0	75	50	52	19:47	05-15-2003
98	South	388	96	45	48	0	0	81	26	24	12:46	05-15-2003
97	North	462	114	44	46	0	0	75	38	41	19:38	05-14-2003
96	South	120	30	43	42	0	0	84	23	23	17:02	05-14-2003
95	South	348	86	44	48	0	0	82	24	23	14:54	05-14-2003
94	North	52	13	49	51	0	0	81	35	34	12:26	05-14-2003
93	North	564	139	48	51	0	0	69	27	27	08:01	05-14-2003
92	North	466	114	42	47	0	0	69	35	37	18:58	05-13-2003
Escape to terminate, Any other key to continue...												
91	South	390	96	40	39	0	0	69	21	20	10:34	05-13-2003
90	South	564	139	40	45	0	0	63	31	30	00:45	05-13-2003
89	North	270	66	52	49	0	0	63	39	40	19:56	05-12-2003
88	South	410	101	38	40	0	0	81	25	24	14:20	05-12-2003
87	South	40	10	51	51	0	0	77	19	19	12:12	05-12-2003
86	North	56	14	52	53	0	0	73	35	35	09:50	05-12-2003
85	South	442	109	48	49	0	0	53	32	29	00:38	05-12-2003
84	North	560	138	49	50	0	0	54	30	29	23:41	05-11-2003
83	North	358	88	55	51	0	0	67	52	49	19:08	05-11-2003
82	South	252	62	40	41	0	0	73	35	28	15:02	05-11-2003
81	North	12	3	33	33	0	0	73	43	34	14:43	05-11-2003
80	South	496	122	38	41	0	0	69	22	20	12:01	05-11-2003
79	South	560	138	40	42	0	0	73	36	33	19:26	05-10-2003
78	North	394	96	42	45	0	0	77	35	33	18:40	05-10-2003
77	South	364	89	51	51	0	0	81	27	25	10:57	05-10-2003
76	North	380	93	44	48	0	0	82	43	43	19:18	05-09-2003
75	South	92	23	47	47	0	0	86	22	21	13:42	05-09-2003
74	South	240	58	31	31	0	0	86	25	23	11:54	05-09-2003
73	North	44	11	46	47	0	0	82	37	35	10:06	05-09-2003
72	South	380	94	42	47	0	0	81	29	28	19:11	05-08-2003
71	North	452	111	54	53	0	0	79	42	40	18:28	05-08-2003
70	South	238	58	41	42	0	0	81	25	24	11:35	05-08-2003
69	North	374	92	38	42	0	0	75	38	39	19:21	05-07-2003
68	South	72	18	50	51	0	0	81	21	22	15:50	05-07-2003
67	South	510	125	35	39	0	0	77	24	24	13:28	05-07-2003
Escape to terminate, Any other key to continue...												
66	North	44	11	43	44	0	0	75	29	30	12:21	05-07-2003
65	North	408	100	55	55	0	0	82	47	42	17:32	05-06-2003
64	South	342	82	53	53	0	0	86	24	23	10:47	05-06-2003
63	North	202	48	48	49	0	0	91	50	48	18:11	05-05-2003
62	South	400	99	38	36	0	0	89	24	23	13:21	05-05-2003
61	South	48	12	48	48	0	0	86	18	18	12:44	05-05-2003
60	North	68	17	40	42	0	0	77	26	25	09:43	05-05-2003
59	North	214	53	49	50	0	0	81	42	40	18:16	05-04-2003
58	South	242	59	40	40	0	0	81	29	27	11:34	05-04-2003
57	North	564	139	47	49	0	0	75	29	28	05:26	05-04-2003
56	North	490	121	48	48	0	0	75	31	33	23:50	05-03-2003
55	North	438	108	54	55	0	0	77	47	49	16:38	05-03-2003
54	South	306	76	48	51	0	0	75	23	23	12:30	05-03-2003
53	South	114	28	31	33	0	0	58	27	27	03:06	05-03-2003
52	South	564	139	38	40	0	0	63	33	32	21:42	05-02-2003
51	North	518	129	49	50	0	0	69	36	36	19:35	05-02-2003
50	South	458	113	43	47	0	0	75	27	27	14:30	05-02-2003
49	South	56	14	52	53	0	0	73	22	20	13:58	05-02-2003
48	North	44	11	42	44	0	0	67	28	29	10:46	05-02-2003
47	North	320	79	53	50	0	0	73	42	37	17:25	05-01-2003
46	South	366	91	49	50	0	0	84	23	22	13:16	05-01-2003
45	North	468	117	54	54	0	0	79	42	41	20:07	04-30-2003
44	South	96	24	49	50	0	0	86	22	24	16:38	04-30-2003
43	South	286	70	47	49	0	0	86	28	25	13:51	04-30-2003
42	North	40	10	41	42	0	0	84	32	29	12:33	04-30-2003

Escape to terminate, Any other key to continue...

41	South	252	62	43	44	0	0	82	36	34	11:31	04-30-2003
40	North	296	73	45	47	0	0	81	41	42	18:37	04-29-2003
39	South	342	85	45	49	0	0	82	26	24	11:26	04-29-2003
38	North	350	87	47	47	0	0	67	40	39	19:41	04-28-2003
37	South	40	10	49	50	0	0	81	18	16	12:36	04-28-2003
36	South	270	66	48	50	0	0	79	24	22	10:40	04-28-2003
35	North	108	27	41	43	0	0	79	31	28	10:25	04-28-2003
34	North	246	60	49	46	0	0	77	36	36	20:04	04-27-2003
33	South	430	107	49	50	0	0	81	28	28	18:39	04-27-2003
32	North	490	121	46	49	0	0	82	30	33	17:48	04-27-2003
31	North	564	139	48	49	0	0	60	26	26	02:34	04-27-2003
30	North	318	79	51	52	0	0	60	41	41	20:32	04-26-2003
29	South	262	64	50	51	0	0	62	23	23	10:46	04-26-2003
28	South	564	139	40	43	0	0	62	34	31	19:18	04-25-2003
27	North	318	78	55	55	0	0	63	32	30	18:04	04-25-2003
26	South	60	15	50	49	0	0	63	18	16	15:22	04-25-2003
25	South	434	107	43	46	0	0	63	26	25	14:17	04-25-2003
24	North	24	6	41	42	0	0	63	25	24	11:10	04-25-2003
23	North	510	126	45	46	0	0	69	39	33	18:39	04-24-2003
22	South	480	117	40	40	0	0	79	23	21	13:41	04-24-2003
21	South	12	3	35	34	0	0	72	25	24	10:49	04-24-2003
20	North	386	95	44	45	0	0	60	35	36	19:46	04-23-2003
19	South	72	18	47	49	0	0	67	17	18	11:57	04-23-2003
18	South	230	56	48	51	0	0	67	27	28	10:53	04-23-2003
17	North	24	6	44	44	0	0	63	23	27	09:36	04-23-2003

Escape to terminate, Any other key to continue...

16	North	426	106	58	54	0	0	63	40	40	19:18	04-22-2003
15	South	92	23	34	34	0	0	75	17	17	15:21	04-22-2003
14	South	334	82	46	49	0	0	75	25	25	14:55	04-22-2003
13	North	32	8	35	36	0	0	72	27	28	10:59	04-22-2003
12	North	218	54	52	53	0	0	69	39	37	18:45	04-21-2003
11	South	594	146	32	32	0	0	75	26	25	14:25	04-21-2003
10	South	20	5	49	49	0	0	72	12	14	13:11	04-21-2003
9	North	80	20	44	45	0	0	72	26	21	10:55	04-21-2003
8	North	164	40	47	51	0	0	69	41	36	17:28	04-20-2003
7	South	254	63	48	47	0	0	72	30	26	14:30	04-20-2003
6	North	400	99	47	48	0	0	73	31	33	17:28	04-19-2003
5	South	432	107	46	46	0	0	65	26	26	12:53	04-19-2003
4	North	552	136	48	48	0	0	72	28	28	03:40	04-19-2003
3	North	452	112	47	46	0	0	73	40	39	19:58	04-18-2003
2	South	76	19	47	47	0	0	84	19	20	15:30	04-18-2003
1	South	444	110	34	37	0	0	84	22	20	13:07	04-18-2003
441	North	24	6	41	41	0	0	86	35	33	12:24	04-18-2003
440	South	548	135	41	43	0	0	50	33	33	00:13	04-18-2003
439	North	476	117	45	44	0	0	63	37	37	19:10	04-17-2003
438	South	298	72	54	53	0	0	60	28	25	10:34	04-17-2003
437	North	338	83	55	54	0	0	62	42	35	19:23	04-16-2003
436	South	76	19	51	52	0	0	72	19	17	16:15	04-16-2003
435	North	44	11	43	44	0	0	65	30	26	12:24	04-16-2003
434	South	252	62	44	47	0	0	69	24	21	11:24	04-16-2003
433	North	382	95	50	51	0	0	73	34	34	17:47	04-15-2003

Escape to terminate, Any other key to continue...

432	South	500	122	44	46	0	0	72	27	25	14:44	04-15-2003
431	South	140	35	45	46	0	0	72	19	18	14:25	04-15-2003
430	North	76	19	38	40	0	0	72	31	30	10:07	04-15-2003
429	North	264	64	45	45	0	0	84	40	40	17:36	04-14-2003
428	South	252	62	32	30	0	0	89	28	27	15:22	04-14-2003
427	South	216	53	38	40	0	0	79	23	21	10:38	04-14-2003
426	South	400	98	38	39	0	0	84	21	21	17:10	04-13-2003
425*	North	266	65	46	49	0	0	86	51	48	16:49	04-13-2003
424	North	172	41	52	54	0	0	82	42	41	16:16	04-12-2003
423	South	342	84	50	49	0	0	82	25	24	13:19	04-12-2003
422	North	542	133	53	48	0	0	54	38	36	23:19	04-11-2003
421	South	52	13	48	48	0	0	77	19	19	13:57	04-11-2003
420	South	212	51	51	53	0	0	75	23	20	11:29	04-11-2003
419	North	12	3	43	43	0	0	73	13	15	10:51	04-11-2003



MD061103. TXT

418	North	560	138	49	51	0	0	41	27	26	03:22	04-11-2003
417	North	508	125	43	43	0	0	60	42	43	19:16	04-10-2003
416	South	329	84	46	49	0	0	65	19	19	12:26	04-10-2003
415	North	386	94	45	46	0	0	44	34	34	20:09	04-09-2003
414	South	560	138	40	45	0	0	56	35	33	17:53	04-09-2003
413	South	129	36	50	50	0	0	58	17	17	16:42	04-09-2003
412	South	448	110	38	40	0	0	48	22	20	11:44	04-09-2003
411*	North	60	15	39	40	0	0	43	30	29	10:29	04-09-2003
410	North	250	61	51	52	0	0	37	38	35	18:46	04-08-2003
409	South	568	141	35	39	0	0	39	26	23	15:28	04-08-2003
408	North	104	25	46	48	0	0	37	25	23	14:07	04-08-2003

Escape to terminate, Any other key to continue...

407	South	256	63	45	47	0	0	37	38	36	11:08	04-08-2003
406	North	230	56	47	49	0	0	58	33	31	17:02	04-07-2003
405	South	24	6	52	53	0	0	58	18	16	14:51	04-07-2003
404	South	242	59	52	54	0	0	53	26	24	12:18	04-07-2003
403	North	24	6	39	40	0	0	53	29	26	12:00	04-07-2003
402	South	258	63	41	43	0	0	50	37	31	10:53	04-07-2003
401*	North	304	75	48	46	0	0	54	38	37	19:29	04-06-2003
400	South	348	85	49	50	0	0	50	24	24	10:54	04-06-2003
399	North	470	116	51	51	0	0	58	33	34	19:27	04-05-2003
398	South	334	82	54	53	0	0	56	27	25	12:15	04-05-2003
397	North	360	88	55	58	0	0	53	38	36	20:39	04-04-2003
396	South	92	23	47	47	0	0	65	22	22	16:47	04-04-2003
395	South	331	86	34	34	0	0	65	25	22	15:20	04-04-2003
394	North	32	8	42	43	0	0	63	31	25	12:48	04-04-2003
393	South	36	9	51	51	0	0	72	18	16	19:35	04-03-2003
392	North	350	86	49	47	0	0	72	44	42	18:31	04-03-2003
391	North	128	32	48	50	0	0	72	34	33	17:16	04-03-2003
390	South	504	126	44	48	0	0	72	27	25	13:44	04-03-2003
389	North	286	69	46	44	0	0	73	46	43	20:06	04-02-2003
388	North	564	139	46	48	0	0	81	29	27	16:20	04-02-2003
387	South	374	92	33	36	0	0	75	23	21	12:31	04-02-2003
386	North	418	102	47	45	0	0	69	33	31	20:43	04-01-2003
385	South	344	86	46	25	0	0	72	24	22	11:12	04-01-2003
384	South	564	139	39	42	0	0	65	29	27	09:45	04-01-2003
383	South	4	1	40	40	0	0	62	6	6	08:50	04-01-2003

Mounds, OK, Single Track. MP: 446.8  
Display >

?Weleetka, OK  
Single Track  
MP: 496.4

BNSF MicroHBD Version 4.4  
Jun 11 2003  
10:42:29

Display Mode

L - List Trains in Standard Directory  
LD - List Trains in Defect Directory  
D # - Detail Report for Train #  
R # - Summary Report for Train #  
A # - Display Axles with Alarms for Train #  
B # - Display Selected Axles for Train #  
P # - Display Heat Profile of All Axles for Train #  
V # - Replay/Display Train Voice Messages for Train #  
U - List Rebroadcast Logs  
G - List System Logs  
S - Show Statistical Information  
T - Simulate Test Train - Walk Around Test  
C - Test Scanner  
Z - Pass Through Serial Port  
I - Display Site Information  
X - Dump Memory Contents  
M - Change to Another Mode

Hangup - Terminate Modem Connection

Weleetka, OK, Single Track. MP: 496.4  
Display > L

Escape to terminate  
Ctl+P to Pause

Weleetka, OK Single Track 496.4  
Profile Key: \* = Warm, ^ = Alarm, \$ = Corrected

Indx #	Dir	Axle Cnt	Car Cnt	Speed In	Speed Out	Alrm Cnt	Int Cnt	Tmp F	Avg Ch1	Avg Ch2	Arrival Time	Date
1	South	418	103	35	30	0	0	78	28	28	21:10	06-10-2003
441	South	524	129	35	25	0	0	89	35	36	17:14	06-10-2003
440	North	564	139	51	47	0	0	82	24	25	06:40	06-10-2003
439	North	386	94	46	47	0	0	82	30	30	04:00	06-10-2003
438	South	450	112	35	28	0	0	87	27	29	17:20	06-09-2003
437	South	536	132	36	30	0	0	63	29	30	05:02	06-09-2003
436	South	564	139	30	20	0	0	70	42	41	19:48	06-08-2003
435	South	414	102	36	30	0	0	70	29	28	19:34	06-08-2003
434	North	566	148	44	14	0	0	73	27	28	19:12	06-08-2003
433	North	371	95	47	43	0	0	82	30	28	17:09	06-08-2003
432	South	364	90	36	37	0	0	85	18	17	17:34	06-07-2003
431	North	286	70	46	50	0	0	85	36	33	17:20	06-07-2003
430	South	564	139	37	30	0	0	82	37	36	12:26	06-07-2003
429	North	424	118	53	119	0	0	80	27	26	10:29	06-07-2003
428	North	554	137	48	30	0	0	66	24	24	20:53	06-06-2003
427	South	308	75	28	22	0	0	82	21	20	16:59	06-06-2003
426	North	180	44	54	57	0	0	82	33	30	16:48	06-06-2003
425	North	502	124	49	46	0	0	75	24	18	11:57	06-06-2003
424	North	428	106	52	49	0	0	72	28	25	10:22	06-06-2003
423	South	346	86	34	31	0	0	72	26	27	19:18	06-05-2003
422	North	484	119	37	30	0	0	72	24	26	19:00	06-05-2003
421	North	412	102	51	54	0	0	72	35	34	16:13	06-04-2003
420	South	360	88	37	33	0	0	70	33	32	15:04	06-04-2003
419	North	556	137	50	44	0	0	68	22	22	10:42	06-04-2003
418	North	548	134	44	33	0	0	72	34	33	18:04	06-03-2003
Escape to terminate, Any other key to continue...												
417	South	176	43	55	50	0	0	68	40	39	11:04	06-03-2003
416	South	556	137	37	29	0	0	60	38	38	02:28	06-03-2003
415	South	255	66	38	32	0	0	83	32	31	17:33	06-02-2003
414	North	192	47	31	35	0	0	83	32	29	17:16	06-02-2003
413	North	564	139	50	45	0	0	72	25	26	08:18	06-02-2003
412	North	406	100	45	42	0	0	78	37	37	17:55	06-01-2003
411	South	252	62	41	36	0	0	80	43	46	16:40	06-01-2003
410	South	202	49	55	52	0	0	82	41	40	14:16	06-01-2003

## WE061103.TXT

409	South	564	139	38	31	0	0	66	44	44	01:19	06-01-2003
408	North	564	156	51	148	0	0	72	27	28	21:01	05-31-2003
407	North	210	44	51	53	0	0	75	41	41	18:32	05-31-2003
406	North	372	92	49	50	0	0	80	37	36	16:58	05-31-2003
405	South	220	54	48	44	0	0	82	36	34	15:05	05-31-2003
404	North	218	41	50	53	0	0	73	38	34	09:34	05-31-2003
403	North	306	75	39	39	0	0	93	38	37	18:32	05-30-2003
402	South	322	79	36	28	0	0	99	33	31	14:34	05-30-2003
401	South	564	139	30	22	0	0	95	22	21	11:25	05-30-2003
400	North	502	123	37	15	0	0	95	36	35	16:35	05-29-2003
399	South	178	43	38	37	0	0	89	33	31	11:13	05-29-2003
398	South	350	85	29	24	0	0	89	28	27	17:06	05-28-2003
397	North	298	73	44	46	0	0	89	39	36	16:52	05-28-2003
396	North	124	30	53	55	0	0	82	37	35	14:55	05-27-2003
395	South	202	49	47	44	0	0	80	36	37	13:47	05-27-2003
394	South	558	138	33	24	0	0	70	38	38	08:47	05-27-2003
393	North	368	91	39	46	0	0	58	40	39	23:11	05-26-2003
Escape to terminate, Any other key to continue...												
392	North	564	139	52	47	0	0	73	24	26	18:22	05-26-2003
391	South	480	119	38	33	0	0	75	32	33	17:10	05-26-2003
390	North	66	24	44	90	0	0	75	40	41	16:44	05-26-2003
389	South	562	139	36	30	0	0	51	38	38	03:45	05-26-2003
388	North	546	135	44	44	0	0	56	27	27	22:03	05-25-2003
387	North	564	139	44	45	0	0	56	29	31	21:04	05-25-2003
386	North	410	101	49	39	0	0	70	29	26	15:33	05-25-2003
385	South	284	69	43	43	0	0	70	33	31	12:50	05-25-2003
384	North	550	136	50	44	0	0	70	14	13	12:32	05-25-2003
383	South	564	139	38	30	0	0	68	41	39	10:25	05-25-2003
382	North	568	141	46	43	0	0	66	25	25	02:57	05-25-2003
381	North	464	115	51	46	0	0	85	34	34	15:19	05-24-2003
380	South	564	139	38	29	0	0	83	39	37	13:28	05-24-2003
379	South	239	62	51	47	0	0	80	39	37	12:44	05-24-2003
378	North	542	133	49	45	0	0	66	25	24	05:59	05-24-2003
377	South	434	107	28	25	0	0	75	31	31	17:41	05-23-2003
376	North	478	117	44	45	0	0	78	37	37	16:37	05-23-2003
375	North	558	179	46	136	0	0	54	27	27	05:17	05-23-2003
374	South	542	133	32	25	0	0	78	24	24	17:21	05-22-2003
373	North	338	83	42	35	0	0	80	34	34	17:04	05-22-2003
372	South	168	41	37	35	0	0	78	29	31	14:54	05-22-2003
371	North	558	138	47	45	0	0	68	14	14	08:20	05-22-2003
370	North	422	104	47	52	0	0	66	31	30	21:54	05-21-2003
369	South	362	88	43	38	0	0	68	37	37	18:58	05-21-2003
368	South	564	139	38	29	0	0	68	39	39	17:45	05-21-2003
Escape to terminate, Any other key to continue...												
R 367	North	558	138	49	48	0	0	68	12	11	13:56	05-21-2003
366	North	554	137	44	41	0	0	60	25	24	06:08	05-21-2003
365	South	431	109	44	39	0	0	66	36	36	17:45	05-20-2003
364	North	318	78	45	52	0	0	66	33	32	16:23	05-20-2003
363	South	249	66	42	38	0	0	60	42	42	12:23	05-20-2003
362	North	358	88	48	49	0	0	83	34	36	18:43	05-19-2003
361	South	290	71	40	35	0	0	89	33	34	15:38	05-19-2003
360	North	564	139	49	42	0	0	72	25	28	21:37	05-18-2003
359	North	486	120	46	44	0	0	73	32	35	19:55	05-18-2003
358	South	304	75	40	39	0	0	85	31	32	16:27	05-18-2003
357	North	78	18	52	52	0	0	85	37	37	16:18	05-18-2003
356	South	464	114	41	37	0	0	58	40	40	06:20	05-18-2003
355	North	562	139	50	43	0	0	63	27	28	00:00	05-18-2003
354	North	544	134	49	46	0	0	63	28	30	22:39	05-17-2003
353	North	486	120	51	49	0	0	72	23	20	16:34	05-17-2003
352	South	564	139	34	27	0	0	72	33	32	15:25	05-17-2003
351	North	286	70	52	48	0	0	72	30	26	15:10	05-17-2003
350	South	254	62	48	44	0	0	68	40	36	13:12	05-17-2003
349	South	272	66	38	32	0	0	66	34	32	19:43	05-16-2003
348	North	272	66	52	51	0	0	78	38	32	16:13	05-16-2003
347	North	558	138	48	46	0	0	72	21	23	10:22	05-16-2003
346	South	564	139	36	28	0	0	73	43	45	22:37	05-15-2003
345	North	420	104	46	49	0	0	80	35	35	18:19	05-15-2003
344	South	304	75	52	49	0	0	83	32	31	14:57	05-15-2003
343	South	308	76	34	31	0	0	82	25	26	17:30	05-14-2003
Escape to terminate, Any other key to continue...												
342	North	334	112	47	98	0	0	80	33	34	17:19	05-14-2003
341	North	564	139	47	44	0	0	70	25	26	06:35	05-14-2003
340	North	498	122	44	44	0	0	75	34	35	17:13	05-13-2003
339	South	290	76	48	40	0	0	75	32	30	12:31	05-13-2003

## WE061103. TXT

338	South	564	139	38	30	0	0	68	39	38	02:24	05-13-2003	
337	North	170	41	44	47	0	0	78	35	39	17:47	05-12-2003	
336	South	398	98	44	39	0	0	80	33	34	16:33	05-12-2003	
335	TST	South	52	24	14	38	0	W	72	5	5	10:23	05-12-2003
334	TST	North	152	89	12	10	2	W	73	4	4	10:19	05-12-2003
333	TST	South	52	21	13	39	0	W	72	4	5	09:49	05-12-2003
332	South	443	113	45	42	0	0	49	42	41	01:59	05-12-2003	
331	North	560	138	49	46	0	0	54	24	26	22:25	05-11-2003	
330	North	358	88	51	52	0	0	73	38	36	17:48	05-11-2003	
329	South	252	62	43	39	0	0	73	46	44	16:33	05-11-2003	
328	South	464	114	43	35	0	2	73	32	30	14:39	05-11-2003	
327	North	12	3	34	34	0	0	70	37	31	12:39	05-11-2003	
326	South	560	138	44	35	0	0	72	42	41	21:00	05-10-2003	
325	North	290	70	35	33	0	0	82	29	31	16:04	05-10-2003	
324	South	316	77	54	49	0	0	78	43	42	12:27	05-10-2003	
323	North	404	99	39	40	0	0	83	33	34	17:23	05-09-2003	
322	South	208	50	36	32	0	0	87	31	33	13:53	05-09-2003	
321	South	380	94	46	38	0	0	82	42	41	20:36	05-08-2003	
320	North	424	104	49	49	0	0	82	32	32	16:39	05-08-2003	
319	South	178	43	36	31	0	0	82	32	32	13:28	05-08-2003	
318	North	282	69	43	42	0	0	82	31	33	17:08	05-07-2003	

Escape to terminate, Any other key to continue...

317	South	458	112	44	38	0	0	82	34	36	15:56	05-07-2003
316	North	288	103	53	119	0	0	92	38	37	15:05	05-06-2003
315	South	254	60	55	49	0	0	93	35	33	12:40	05-06-2003
314	South	392	97	33	29	0	0	92	30	31	16:23	05-05-2003
313	North	170	40	48	49	0	0	92	38	39	16:05	05-05-2003
312	North	162	40	52	55	0	0	80	37	39	16:45	05-04-2003
311	South	174	42	56	53	0	0	85	36	34	13:32	05-04-2003
310	North	564	142	48	98	0	0	78	21	22	04:03	05-04-2003
309	North	490	121	47	44	0	0	75	24	27	22:31	05-03-2003
308	North	438	108	52	52	0	0	83	32	34	15:21	05-03-2003
307	South	250	62	54	50	0	0	82	34	34	14:16	05-03-2003
306	South	114	28	32	30	0	0	58	28	28	04:45	05-03-2003
305	South	564	139	44	35	0	0	64	40	41	23:18	05-02-2003
304	South	394	97	29	27	0	0	73	32	35	16:40	05-02-2003
303	North	422	105	43	49	0	0	73	27	28	16:22	05-02-2003
302	South	286	71	40	39	0	0	83	27	25	15:47	05-01-2003
301	North	256	63	51	55	0	0	85	39	34	15:35	05-01-2003
300	North	356	89	52	53	0	0	87	38	40	16:33	04-30-2003
299	South	274	67	49	45	0	0	85	42	42	15:29	04-30-2003
298	South	252	62	43	39	0	0	87	45	46	12:58	04-30-2003
297	North	316	78	46	46	0	0	83	33	35	16:38	04-29-2003
296	South	262	65	52	48	0	0	82	43	43	13:15	04-29-2003
295	North	286	71	48	54	0	0	82	39	39	17:24	04-28-2003
294	South	258	63	45	44	0	0	78	40	38	12:30	04-28-2003
293	South	374	93	49	46	0	0	73	39	39	20:48	04-27-2003

Escape to terminate, Any other key to continue...

292	North	206	50	49	52	0	0	82	33	36	17:52	04-27-2003
291	North	490	121	46	47	0	0	85	22	29	16:13	04-27-2003
290	North	564	139	49	46	0	0	60	24	26	00:57	04-27-2003
289*	North	318	79	52	55	0	0	70	41	43	18:37	04-26-2003
288	South	234	57	52	49	0	0	64	39	39	12:32	04-26-2003
287	South	564	139	44	35	0	0	60	45	43	20:49	04-25-2003
286	South	386	95	45	40	0	0	66	41	39	16:12	04-25-2003
285	North	182	44	55	57	0	0	68	36	30	15:02	04-25-2003
284	South	404	98	35	35	0	0	78	25	23	16:26	04-24-2003
283	North	462	114	41	40	0	0	80	38	34	16:12	04-24-2003
282	South	12	3	31	31	0	0	78	31	32	12:19	04-24-2003
281	North	322	79	51	54	0	0	58	34	36	17:26	04-23-2003
280	South	206	50	50	47	0	0	66	38	41	12:38	04-23-2003
279	South	302	74	37	36	0	0	72	30	32	17:17	04-22-2003
278	North	374	91	46	53	0	0	72	36	39	17:02	04-22-2003
277	South	518	127	39	33	0	0	75	34	34	16:50	04-21-2003
276	North	162	40	46	48	0	0	75	36	31	16:26	04-21-2003
275	South	4	4	4	4	0	W	72	8	12	11:40	04-21-2003
274	South	198	49	48	46	0	0	72	37	34	16:52	04-20-2003
273	North	120	29	52	55	0	0	72	35	28	15:28	04-20-2003
272	South	380	94	29	25	0	0	80	18	21	15:44	04-19-2003
271	North	244	60	53	55	0	0	78	29	31	15:28	04-19-2003
270	North	552	136	48	43	0	0	73	21	23	02:21	04-19-2003
269	North	420	104	44	44	0	0	78	31	34	17:19	04-18-2003
268	South	368	91	39	31	0	0	82	31	32	15:50	04-18-2003

## WE061103. TXT

					Escape	to	terminate,	Any	other	key	to	continue...
267	South	548	135	41	34	0	0	54	38	39	01:47	04-18-2003
266	North	396	97	46	52	0	0	75	34	33	17:05	04-17-2003
265	South	262	63	56	55	0	0	66	40	36	11:59	04-17-2003
264	North	338	83	51	54	0	0	70	30	25	18:10	04-16-2003
263	South	244	60	47	42	0	0	73	30	26	13:19	04-16-2003
262	South	432	105	43	39	0	0	73	33	33	17:05	04-15-2003
261	North	274	68	50	53	0	0	73	34	34	15:16	04-15-2003
260	South	252	62	43	39	0	0	85	42	44	16:58	04-14-2003
259	North	212	51	48	50	0	0	87	36	39	15:21	04-14-2003
258	South	204	50	38	34	0	0	83	30	30	12:29	04-14-2003
257	South	332	81	41	36	0	0	75	33	34	19:53	04-13-2003
256	North	266	65	52	56	0	0	87	36	38	15:32	04-13-2003
255	South	314	77	35	31	0	0	83	30	32	15:02	04-12-2003
254	North	184	44	53	55	0	0	85	30	30	14:47	04-12-2003
253	North	363	92	52	55	0	0	64	36	35	20:11	04-11-2003
252	South	140	33	57	55	0	0	78	42	40	13:16	04-11-2003
251	North	560	138	45	42	0	0	43	23	24	02:06	04-11-2003
250	North	440	108	41	38	0	0	75	34	36	17:16	04-10-2003
249	South	273	70	51	47	0	0	72	35	36	13:58	04-10-2003
248	South	560	142	42	34	0	0	47	38	38	20:36	04-09-2003
247	North	258	62	47	50	0	0	60	36	32	17:05	04-09-2003
246	South	428	105	36	39	0	0	54	25	25	13:46	04-09-2003
245	South	444	110	38	28	0	0	39	37	35	18:21	04-08-2003
244	North	278	68	49	54	0	0	39	33	28	15:34	04-08-2003
243	South	190	46	40	39	0	0	60	27	25	14:44	04-07-2003
242	North	98	23	50	50	0	0	60	33	28	14:32	04-07-2003
241	South	258	63	43	39	0	0	54	45	43	12:23	04-07-2003
240*	North	148	36	47	49	0	0	64	43	40	17:35	04-06-2003
239	South	312	76	52	48	0	0	56	32	33	12:41	04-06-2003
238	North	334	82	46	52	0	0	70	30	31	17:00	04-05-2003
237	South	258	63	50	48	0	0	64	38	39	13:53	04-05-2003
236	North	364	89	53	53	0	0	64	31	27	18:20	04-04-2003
235	South	302	74	40	37	0	0	68	31	27	17:10	04-04-2003
234	South	4	4	12	12	0	W	68	1	1	14:34	04-04-2003
233	North	366	90	51	55	0	0	72	34	36	16:53	04-03-2003
232	South	332	81	50	45	0	0	72	42	42	15:30	04-03-2003
231	North	266	64	51	54	0	0	75	30	33	18:17	04-02-2003
230	South	318	78	36	31	0	0	82	28	29	16:09	04-02-2003
229	North	564	139	49	46	0	0	80	16	19	14:29	04-02-2003
228	North	318	82	40	226	0	0	73	32	34	18:21	04-01-2003
227	South	228	55	54	53	0	0	75	35	34	13:25	04-01-2003
226	South	564	139	43	34	0	0	72	33	35	11:23	04-01-2003

Weleetka, OK, Single Track. MP: 496.4  
 Display >

?  
 Yeager, OK  
 Single Track  
 MP: 516.2

BNSF MicroHBD Version 4.4  
 Jun 11 2003  
 10:44:18

Display Mode

- L - List Trains in Standard Directory
- LD - List Trains in Defect Directory
- D # - Detail Report for Train #
- R # - Summary Report for Train #
- A # - Display Axles with Alarms for Train #
- B # - Display Selected Axles for Train #
- P # - Display Heat Profile of All Axles for Train #
- V # - Replay/Display Train Voice Messages for Train #
- U - List Rebroadcast Logs
- G - List System Logs
- S - Show Statistical Information
- T - Simulate Test Train - Walk Around Test
- C - Test Scanner
- Z - Pass Through Serial Port
- I - Display Site Information
- X - Dump Memory Contents
- M - Change to Another Mode

Hangup - Terminate Modem Connection

Yeager, OK, Single Track. MP: 516.2  
 Display > L

Escape to terminate  
 Ctl+P to Pause

Yeager, OK Single Track 516.2  
 Profile Key: \* = Warm, ^ = Alarm, \$ = Corrected

Indx #	Dir	Axle Cnt	Car Cnt	Speed In	Speed Out	Alrm Cnt	Int Cnt	Tmp F	Avg Ch1	Avg Ch2	Arrival Time	Date
7	North	374	96	26	25	0	0	80	22	22	09:20	06-11-2003
6	South	418	103	25	16	0	0	74	24	24	21:59	06-10-2003
5	South	524	129	25	13	0	0	94	28	32	18:02	06-10-2003
4	North	564	139	23	16	0	0	82	21	24	05:53	06-10-2003
3	North	386	94	27	23	0	0	82	23	25	03:12	06-10-2003
2	South	450	112	21	18	0	0	92	21	26	18:07	06-09-2003
1	South	536	132	21	15	0	0	70	25	27	05:49	06-09-2003
441	South	564	139	24	13	0	0	70	30	32	21:08	06-08-2003
440	South	414	102	32	24	0	0	74	32	34	20:10	06-08-2003
439	North	568	140	23	21	0	0	87	26	27	18:28	06-08-2003
438	North	370	91	20	25	0	0	88	19	17	16:26	06-08-2003
437	South	364	90	26	27	0	0	88	23	24	18:15	06-07-2003
436	North	286	70	22	21	0	0	88	27	25	16:29	06-07-2003
435	South	564	139	26	19	0	0	88	32	32	13:08	06-07-2003
434	North	424	105	26	24	0	0	84	23	24	09:44	06-07-2003
433	North	554	137	25	27	0	0	74	22	24	20:11	06-06-2003
432	South	308	75	25	22	0	0	87	25	26	17:45	06-06-2003
431	North	180	44	27	28	0	0	87	26	26	15:45	06-06-2003
430	North	502	124	24	24	0	0	76	21	18	11:13	06-06-2003
429	North	428	106	22	26	0	0	74	26	26	09:36	06-06-2003
428	South	346	86	24	24	0	0	76	24	27	20:04	06-05-2003
427	North	496	122	44	42	0	0	77	27	31	14:17	06-05-2003
426	South	360	88	23	24	0	0	76	26	28	15:50	06-04-2003
425	North	412	102	33	25	0	0	76	27	30	15:18	06-04-2003
424	North	556	139	25	23	0	0	72	23	23	09:58	06-04-2003
Escape to terminate, Any other key to continue...												
423	North	548	134	23	27	0	0	80	26	27	17:18	06-03-2003
422	South	176	46	24	24	0	0	77	29	33	11:36	06-03-2003
421	South	556	137	25	18	0	0	66	32	33	03:11	06-03-2003
420	South	254	62	21	21	0	0	88	28	28	18:18	06-02-2003
419	North	192	49	20	22	0	0	90	27	25	16:28	06-02-2003
418	North	564	139	22	22	0	0	76	23	25	07:30	06-02-2003
417	South	252	64	18	24	0	0	90	27	34	17:29	06-01-2003
416	North	406	100	29	28	0	0	90	29	34	16:52	06-01-2003

YE061103. TXT

415	South	202	52	23	28	0	0	90	29	33	14: 53	06-01-2003
414	South	564	139	22	19	0	0	70	39	41	02: 02	06-01-2003
413	North	564	139	25	27	0	0	76	25	28	20: 18	05-31-2003
412	South	220	59	20	25	0	0	82	16	17	18: 06	05-31-2003
411	North	210	47	23	24	0	0	84	32	35	17: 45	05-31-2003
410	North	372	92	23	25	0	0	88	28	29	16: 13	05-31-2003
409	North	218	41	25	25	0	0	77	30	31	08: 48	05-31-2003
408	North	306	75	25	30	0	0	108	26	27	17: 48	05-30-2003
407	South	322	82	25	22	0	0	107	26	26	15: 20	05-30-2003
406	South	564	139	24	15	0	0	102	24	23	12: 13	05-30-2003
405	North	502	123	22	24	0	0	100	27	27	15: 47	05-29-2003
404	South	178	43	21	25	0	0	100	19	18	13: 18	05-29-2003
403	South	350	88	24	22	0	0	92	27	28	17: 52	05-28-2003
402	North	298	73	27	26	0	0	94	27	27	16: 07	05-28-2003
401	South	202	49	18	27	0	0	87	28	32	14: 27	05-27-2003
400	North	124	30	23	22	0	0	84	28	31	14: 08	05-27-2003
399	South	558	138	27	20	0	0	80	32	35	09: 28	05-27-2003
Escape to terminate, Any other key to continue...												
398	North	368	91	25	31	0	0	64	36	38	22: 25	05-26-2003
397	South	480	122	23	20	0	0	80	27	31	17: 54	05-26-2003
396	North	564	139	23	24	0	0	80	21	24	17: 09	05-26-2003
395	North	66	15	20	20	0	0	80	30	34	16: 01	05-26-2003
394	South	562	139	27	24	0	0	57	30	33	04: 28	05-26-2003
393	North	546	135	24	24	0	0	64	27	29	21: 18	05-25-2003
392	North	564	139	24	26	0	0	66	28	31	20: 20	05-25-2003
391	North	410	101	27	25	0	0	74	16	16	14: 51	05-25-2003
390	South	284	71	25	25	0	0	76	28	27	13: 32	05-25-2003
389	South	564	139	28	20	0	0	76	23	22	12: 05	05-25-2003
388	North	550	136	25	24	0	0	76	15	14	11: 41	05-25-2003
387	North	568	141	23	23	0	0	74	23	25	02: 09	05-25-2003
386	South	564	139	26	19	0	0	90	27	29	14: 47	05-24-2003
385	North	464	115	18	23	0	0	92	25	27	14: 18	05-24-2003
384	South	238	58	22	21	0	0	88	29	32	13: 19	05-24-2003
383	North	542	133	26	25	0	0	70	25	26	05: 10	05-24-2003
382	South	434	107	24	21	0	0	80	27	30	18: 24	05-23-2003
381	North	478	119	25	24	0	0	84	29	32	15: 52	05-23-2003
380	North	558	138	21	21	0	0	66	23	24	04: 30	05-23-2003
379	South	542	133	25	15	0	0	84	27	29	18: 07	05-22-2003
378	North	338	86	19	23	0	0	82	26	27	16: 16	05-22-2003
377	South	168	43	19	26	0	0	80	30	34	15: 30	05-22-2003
376	North	558	138	25	22	0	0	67	18	18	07: 33	05-22-2003
375	North	422	104	25	23	0	0	70	24	26	20: 43	05-21-2003
374	South	362	88	23	20	0	0	72	29	33	19: 42	05-21-2003
Escape to terminate, Any other key to continue...												
373	South	564	139	23	18	0	0	72	29	33	18: 30	05-21-2003
372	North	558	138	24	25	0	0	70	17	18	13: 12	05-21-2003
371	North	554	137	22	25	0	0	64	24	24	05: 20	05-21-2003
370	South	430	105	29	24	0	0	70	35	37	18: 18	05-20-2003
369	North	318	78	24	24	0	0	70	26	28	15: 35	05-20-2003
368	South	248	61	23	25	0	0	74	34	36	13: 05	05-20-2003
367	South	290	71	25	23	0	0	88	18	22	18: 17	05-19-2003
366	North	358	88	23	26	0	0	88	23	27	17: 57	05-19-2003
365	North	564	139	24	21	0	0	76	24	27	20: 49	05-18-2003
364	North	486	120	24	27	0	0	82	26	30	19: 14	05-18-2003
363	South	304	75	24	24	0	0	88	27	31	17: 06	05-18-2003
362	North	78	18	23	23	0	0	90	25	27	15: 35	05-18-2003
361	South	464	114	26	21	0	0	67	31	34	07: 01	05-18-2003
360	North	562	139	26	26	0	0	67	26	28	23: 20	05-17-2003
359	North	544	134	26	22	0	0	70	28	30	21: 51	05-17-2003
358	South	564	139	25	20	0	0	76	33	32	16: 06	05-17-2003
357	North	486	120	22	20	0	0	76	19	17	15: 29	05-17-2003
356	South	254	62	26	23	0	0	76	22	19	14: 46	05-17-2003
355	North	286	70	26	27	0	0	76	14	12	14: 26	05-17-2003
354	South	272	66	24	24	0	0	72	28	26	20: 24	05-16-2003
353	North	272	68	24	27	0	0	87	26	23	15: 28	05-16-2003
352	North	558	138	24	28	0	0	76	21	25	09: 42	05-16-2003
351	South	564	139	25	20	0	0	77	33	39	23: 21	05-15-2003
350	North	420	104	24	25	0	0	87	24	28	17: 34	05-15-2003
349	South	304	78	25	24	0	0	87	24	27	15: 32	05-15-2003
Escape to terminate, Any other key to continue...												
348	South	308	76	22	24	0	0	84	26	30	18: 10	05-14-2003
347	North	334	82	25	26	0	0	87	25	28	16: 35	05-14-2003
346	North	564	139	22	21	0	0	77	22	24	05: 47	05-14-2003

YE061103. TXT

345	North	498	122	25	20	0	0	82	25	28	16:25	05-13-2003
344	South	290	71	20	25	0	0	82	23	26	13:08	05-13-2003
343	South	564	142	28	15	0	0	70	32	35	03:09	05-13-2003
342	South	398	98	30	23	0	0	84	25	31	17:17	05-12-2003
341	North	170	43	25	26	0	0	87	25	32	16:54	05-12-2003
340	South	442	109	22	24	0	0	57	33	35	02:38	05-12-2003
339	North	560	138	24	23	0	0	62	26	28	21:40	05-11-2003
338	South	252	62	23	24	0	0	80	38	37	17:18	05-11-2003
337	South	464	114	25	17	0	0	80	22	20	16:54	05-11-2003
336	North	358	88	23	28	0	0	80	36	34	16:33	05-11-2003
335	North	12	6	26	26	0	0	74	32	29	11:57	05-11-2003
334	South	560	138	25	16	0	0	76	34	35	21:42	05-10-2003
333	North	290	70	24	24	0	0	88	22	26	15:17	05-10-2003
332	South	316	77	36	28	0	2	82	22	23	12:57	05-10-2003
331	North	404	99	28	31	0	0	90	27	30	16:37	05-09-2003
330	South	208	50	19	21	0	0	92	25	29	14:36	05-09-2003
329	South	380	94	28	20	0	0	87	29	33	21:17	05-08-2003
328	North	424	104	22	23	0	0	88	19	22	15:52	05-08-2003
327	South	178	43	18	23	0	0	84	25	29	14:12	05-08-2003
326	South	458	112	27	23	0	0	87	28	34	16:37	05-07-2003
325	North	282	71	22	24	0	0	87	25	29	16:04	05-07-2003
324	North	288	70	23	22	0	0	97	30	33	14:18	05-06-2003
Escape to terminate, Any other key to continue...												
323	South	254	60	25	29	0	0	98	28	31	13:13	05-06-2003
322	South	392	97	24	19	0	0	97	28	32	17:09	05-05-2003
321	North	170	46	25	15	0	0	97	26	28	15:21	05-05-2003
320	North	162	40	33	29	0	0	88	31	35	16:05	05-04-2003
319	South	174	42	25	26	0	0	92	25	29	14:10	05-04-2003
318	North	564	139	24	21	0	0	80	20	22	03:15	05-04-2003
317	North	490	121	24	23	0	0	80	24	29	21:46	05-03-2003
316	South	250	65	24	29	0	0	90	25	30	14:52	05-03-2003
315	North	438	108	21	22	0	0	90	25	30	14:25	05-03-2003
314	South	114	28	25	24	0	0	64	24	25	05:30	05-03-2003
313	South	564	139	23	18	0	0	62	24	25	02:47	05-03-2003
312	South	394	97	25	21	0	0	80	31	34	17:22	05-02-2003
311	North	422	105	24	26	0	0	82	15	17	15:39	05-02-2003
310	South	286	74	24	23	0	0	87	27	25	16:25	05-01-2003
309	North	256	63	26	21	0	0	92	29	25	14:47	05-01-2003
308	South	274	67	24	23	0	0	90	29	34	16:09	04-30-2003
307	North	356	88	28	33	0	0	90	29	33	15:47	04-30-2003
306	South	252	64	22	25	0	0	92	31	38	13:39	04-30-2003
305	North	316	78	25	27	0	0	90	25	28	15:54	04-29-2003
304	South	262	65	29	26	0	0	88	32	36	13:50	04-29-2003
303	North	286	74	26	23	0	0	88	29	32	16:39	04-28-2003
302	South	258	63	23	24	0	0	87	30	31	13:11	04-28-2003
301	South	374	96	22	21	0	0	77	26	32	21:30	04-27-2003
300	North	206	50	23	25	0	0	90	26	31	17:07	04-27-2003
299	North	490	121	24	23	0	0	92	21	27	15:27	04-27-2003
Escape to terminate, Any other key to continue...												
298	North	564	139	22	22	0	0	64	21	24	00:10	04-27-2003
297*	North	318	82	23	22	0	0	77	30	36	17:54	04-26-2003
296	South	234	57	27	30	0	0	74	30	34	13:05	04-26-2003
295	South	564	139	25	19	0	0	62	36	37	21:30	04-25-2003
294	South	386	98	23	20	0	0	74	31	29	16:54	04-25-2003
293	North	182	46	24	24	0	0	72	27	23	14:22	04-25-2003
292	South	404	98	27	22	0	0	84	25	23	17:07	04-24-2003
291	North	462	114	21	28	0	0	88	30	28	15:24	04-24-2003
290	South	12	3	35	35	0	0	84	29	33	12:52	04-24-2003
289	North	322	79	28	26	0	0	66	27	34	16:43	04-23-2003
288	South	206	50	23	29	0	0	67	29	37	13:15	04-23-2003
287	South	302	74	22	23	0	0	76	29	33	17:54	04-22-2003
286	North	374	96	17	26	0	0	77	28	34	16:16	04-22-2003
285	South	518	130	22	20	0	0	82	29	30	17:34	04-21-2003
284	North	162	40	25	23	0	0	82	29	27	15:41	04-21-2003
283	TST North	68	36	14	12	0	W	80	5	4	13:46	04-21-2003
282	North	4	1	4	4	0	1	77	7	12	13:05	04-21-2003
281	North	5	5	5	4	0	W	80	8	9	12:58	04-21-2003
280	North	5	5	5	5	0	W	0	0	2	12:45	04-21-2003
279	South	198	52	24	24	0	0	72	30	27	17:31	04-20-2003
278	North	120	29	22	22	0	0	72	25	20	14:43	04-20-2003
277	South	380	94	29	22	0	0	84	22	27	16:21	04-19-2003
276	North	244	63	24	27	0	0	84	23	28	14:39	04-19-2003
275	North	552	136	24	22	0	0	76	19	22	01:33	04-19-2003
274	South	368	94	27	18	0	0	80	20	24	16:54	04-18-2003



YE061103. TXT

Escape to terminate, Any other key to continue...												
273	North	420	104	22	29	0	0	82	24	29	16:33	04-18-2003
272	South	548	135	22	20	0	0	56	30	33	02:30	04-18-2003
271	North	396	97	23	25	0	0	77	27	27	16:18	04-17-2003
270	South	262	66	24	26	0	0	70	31	30	12:35	04-17-2003
269	North	338	83	30	26	0	0	74	19	15	17:30	04-16-2003
268	South	244	60	20	26	0	0	76	23	20	13:58	04-16-2003
267	South	432	105	28	25	0	0	74	24	30	17:43	04-15-2003
266	North	274	71	22	22	0	0	76	27	30	14:31	04-15-2003
265	South	252	62	18	24	0	0	84	30	36	17:39	04-14-2003
264	North	212	51	30	24	0	0	88	27	33	14:38	04-14-2003
263	South	204	52	23	27	0	0	88	16	21	13:52	04-14-2003
262	South	332	81	19	23	0	0	76	26	30	20:38	04-13-2003
261	North	266	68	24	23	0	0	88	29	34	14:45	04-13-2003
260	South	314	77	25	26	0	0	87	27	29	15:44	04-12-2003
259	North	184	44	23	23	0	0	87	22	25	14:03	04-12-2003
258	North	362	88	26	26	0	0	66	26	28	19:24	04-11-2003
257	South	140	35	25	30	0	0	82	30	35	13:53	04-11-2003
256	North	560	138	24	22	0	0	47	21	22	01:22	04-11-2003
255	North	440	113	21	24	0	0	77	27	30	16:27	04-10-2003
254	South	273	70	26	29	0	0	76	29	32	14:33	04-10-2003
253	South	560	138	24	20	0	0	46	30	32	21:18	04-09-2003
252	North	258	62	28	26	0	0	64	32	31	16:25	04-09-2003
251	South	428	105	25	23	0	0	59	22	21	14:28	04-09-2003
250	South	444	113	25	18	0	0	37	31	30	19:04	04-08-2003
249	North	278	68	19	22	0	0	41	27	23	14:47	04-08-2003
Escape to terminate, Any other key to continue...												
248	South	190	49	27	29	0	0	64	34	31	15:22	04-07-2003
247	North	98	26	26	25	0	0	59	28	25	13:47	04-07-2003
246	South	258	63	22	27	0	0	57	35	33	13:04	04-07-2003
245	North	148	36	22	22	0	0	84	35	31	16:54	04-06-2003
244	South	312	76	23	22	0	0	70	20	25	13:22	04-06-2003
243	North	334	82	20	23	0	0	74	22	26	16:14	04-05-2003
242	South	258	63	26	31	0	0	67	29	34	14:26	04-05-2003
241	South	302	74	22	23	0	0	67	25	22	17:56	04-04-2003
240	North	364	89	27	21	0	0	72	20	15	17:07	04-04-2003
239	South	332	81	32	29	0	0	76	23	28	16:26	04-03-2003
238	North	366	93	25	25	0	0	76	27	31	16:07	04-03-2003
237	South	318	78	25	24	0	0	82	22	26	16:55	04-02-2003
236	North	266	64	29	23	0	0	82	27	31	16:33	04-02-2003
235	North	564	139	24	23	0	0	80	17	18	13:43	04-02-2003
234	North	318	77	28	29	0	0	77	26	28	17:35	04-01-2003
233	South	228	55	26	30	0	0	77	24	29	14:00	04-01-2003
232	South	564	139	24	18	0	0	76	24	29	12:06	04-01-2003

Yeager, OK, Single Track. MP: 516.2  
 Display >

## Peterson, William G

---

**From:** Miller, David W (FTW)  
**Sent:** 06/13/03 11:22  
**To:** Hanson, Lynn C  
**Cc:** McClendon, Mike J; Miller, David W (FTW)  
**Subject:** revised Hanson Data

Lynn, attached is a spreadsheet containing the AEI messages from the Data Warehouse from May 10th to June 10th 2003 for the readers at Okla. City south TA75331, and Ada south TA75685.



Hanson2data.xls  
(92 KB)

Please feel free to give me a call if there are any questions

David W. Miller  
593-1024



AEI Site ID	Direction Code	Start Event Date	TrainID
00022TA75331	N	05/10/03	Z-ALTWSP1-10B
00022TA75331	S	05/10/03	A-182 1-10?
00022TA75331	N	05/10/03	M-ALTKCK1-09A
00022TA75331	S	05/10/03	Z-WSPALT2-09B
00022TA75331	N	05/10/03	Q-FTWKCM1-09A
00022TA75331	S	05/10/03	G-FRELAR9-05B
00022TA75331	N	05/10/03	M-TPLLIN1-09A
00022TA75331	S	05/10/03	U-OKCALT1-09A
00022TA75331	S	05/10/03	H-KCKTPL1-08A
00022TA75331	S	05/10/03	H-KCKTPL1-09A
00022TA75331	N	05/10/03	M-TPLTUL1-09A
00022TA75331	N	05/10/03	M-TPLLIN1-08A
00022TA75331	S	05/10/03	V-KCKPEA1-10A
00022TA75331	N	05/10/03	Z-ALTWSP2-10B
00022TA75331	N	05/10/03	U-DAVSPM5-09B
00022TA75331	S	05/10/03	M-TULFTW1-09A
00022TA75331	N	05/10/03	A-182 1-10?
00022TA75331	S	05/10/03	M-TULFTW3-09A
00022TA75331	N	05/10/03	H-HOUGAL9-09A
00022TA75331	N	05/10/03	X-PTRWIC9-08A
00022TA75331	S	05/10/03	G-WELGAT9-08A
00022TA75331	S	05/10/03	G-CRILAR9-07A
00022TA75331	S	05/10/03	M-TULTEA2-10A
00022TA75331	S	05/10/03	M-TULTEA1-09A
00022TA75331	S	05/10/03	Z-WSPALT1-09B
00022TA75331	S	05/11/03	A-AMTK811-11?
00022TA75331	S	05/11/03	H-KCKTPL1-10A
00022TA75331	N	05/11/03	Q-FTWKCM1-10A
00022TA75331	N	05/11/03	A-182 1-11?
00022TA75331	S	05/11/03	Q-KCKFTW1-10A
00022TA75331	N	05/11/03	H-HOUGAL9-10A
00022TA75331	N	05/11/03	M-TPLTUL1-11A
00022TA75331	S	05/11/03	Z-WSPALT2-10B
00022TA75331	S	05/11/03	M-TULTEA1-10A
00022TA75331	S	05/11/03	V-KCKPEA1-11A
00022TA75331	S	05/11/03	M-TULTEA1-11A
00022TA75331	S	05/11/03	M-TULFTW1-10A
00022TA75331	N	05/11/03	X-CPSSIO9-09A
00022TA75331	N	05/11/03	H-DYTGAL1-10A
00022TA75331	S	05/11/03	M-NEWFTW1-10A
00022TA75331	N	05/11/03	M-ALTKCK1-10A
00022TA75331	S	05/11/03	M-TULFTW2-11A
00022TA75331	S	05/11/03	G-MCNEAP1-08A
00022TA75331	N	05/11/03	M-TPLTUL1-10A
00022TA75331	N	05/11/03	H-DYTGAL1-09A
00022TA75331	N	05/11/03	M-TPLLIN1-10A
00022TA75331	N	05/11/03	Z-ALTWSP2-11B
00022TA75331	S	05/12/03	A-AMTK811-12?
00022TA75331	S	05/12/03	M-TULFTW1-11A
00022TA75331	S	05/12/03	G-CCDEAP9-10A
00022TA75331	S	05/12/03	Q-KCKFTW1-12A

00022TA75331	N	05/12/03	V-ALTKCK4-11A
00022TA75331	S	05/12/03	M-TULFTW2-12A
00022TA75331	N	05/12/03	Z-ALTWSP9-12B
00022TA75331	S	05/12/03	H-KCKTPL1-11A
00022TA75331	N	05/12/03	A-182 1-12?
00022TA75331	S	05/12/03	Z-WSPALT9-11B
00022TA75331	N	05/12/03	H-HOUGAL9-11A
00022TA75331	S	05/12/03	G-ENIGAT9-10A
00022TA75331	N	05/12/03	M-TPLTUL1-12A
00022TA75331	N	05/12/03	X-EAPWEL8-10A
00022TA75331	S	05/12/03	V-KCKPEA1-12A
00022TA75331	S	05/12/03	G-BAYEAP9-09A
00022TA75331	S	05/13/03	V-KCKPEA1-13A
00022TA75331	S	05/13/03	G-WICPTR9-13A
00022TA75331	S	05/13/03	Z-WSPALT9-12B
00022TA75331	N	05/13/03	H-HOUGAL1-12A
00022TA75331	N	05/13/03	X-GATENI9-12A
00022TA75331	S	05/13/03	M-TULTEA1-12A
00022TA75331	N	05/13/03	Z-ALTWSP8-13B
00022TA75331	S	05/13/03	H-KCKTPL1-12A
00022TA75331	N	05/13/03	M-ALTKCK1-12A
00022TA75331	N	05/13/03	A-182 1-13?
00022TA75331	S	05/13/03	A-AMTK811-13?
00022TA75331	S	05/13/03	G-WICLAR9-13A
00022TA75331	S	05/13/03	G-DDCHOU9-12R
00022TA75331	N	05/13/03	M-TPLKCK1-12A
00022TA75331	S	05/13/03	G-CRILAR9-11A
00022TA75331	N	05/13/03	Q-FTWKCM1-12A
00022TA75331	N	05/13/03	M-TPLKCK1-11A
00022TA75331	S	05/13/03	Z-WSPALT8-12B
00022TA75331	S	05/13/03	M-TULTEA2-13A
00022TA75331	S	05/13/03	M-TULFTW1-12A
00022TA75331	N	05/13/03	Z-ALTWSP9-13B
00022TA75331	S	05/14/03	H-KCKTPL1-13A
00022TA75331	S	05/14/03	V-KCKALT3-13A
00022TA75331	N	05/14/03	Q-FTWKCM1-13A
00022TA75331	N	05/14/03	A-182 1-14?
00022TA75331	S	05/14/03	U-FSCDAV1-13B
00022TA75331	S	05/14/03	M-TULFTW2-14A
00022TA75331	N	05/14/03	X-TPLHUT1-11A
00022TA75331	N	05/14/03	H-HOUGAL9-13A
00022TA75331	N	05/14/03	Z-ALTWSP8-14B
00022TA75331	S	05/14/03	Z-WSPALT9-13A
00022TA75331	S	05/14/03	M-NEWFTW1-13A
00022TA75331	S	05/14/03	M-TULTEA1-13A
00022TA75331	S	05/14/03	Z-WSPALT8-13B
00022TA75331	S	05/14/03	A-AMTK811-14?
00022TA75331	S	05/14/03	M-TULTEA1-14A
00022TA75331	N	05/14/03	Z-ALTWSP9-14B
00022TA75331	S	05/14/03	U-KCKDAV5-12B
00022TA75331	N	05/14/03	X-GATEDU9-13G
00022TA75331	S	05/14/03	M-TULFTW1-13A

00022TA75331	N	05/14/03	M-TPLTUL1-13A
00022TA75331	S	05/14/03	Q-KCKFTW1-14B
00022TA75331	S	05/15/03	M-TULFTW1-15A
00022TA75331	S	05/15/03	Z-WSPALT8-14B
00022TA75331	N	05/15/03	H-DYTGAL1-14A
00022TA75331	N	05/15/03	V-ALTMEM4-15A
00022TA75331	S	05/15/03	H-KCKTPL1-14A
00022TA75331	N	05/15/03	U-DAVCRC1-15B
00022TA75331	S	05/15/03	Q-KCKFTW1-15B
00022TA75331	S	05/15/03	V-KCKPEA1-15A
00022TA75331	N	05/15/03	X-EAPABE8-14A
00022TA75331	N	05/15/03	H-DYTGAL1-13A
00022TA75331	N	05/15/03	U-4657 1-15?
00022TA75331	S	05/15/03	M-TULFTW1-14A
00022TA75331	N	05/15/03	A-182 1-15?
00022TA75331	N	05/15/03	M-TPLTUL1-14A
00022TA75331	S	05/15/03	Z-WSPALT9-14A
00022TA75331	N	05/15/03	H-HOUGAL9-14A
00022TA75331	S	05/15/03	A-AMTK811-15?
00022TA75331	N	05/15/03	V-MDOKCK4-14A
00022TA75331	N	05/15/03	M-TPLTUL1-15A
00022TA75331	S	05/15/03	G-ENIGAT9-14A
00022TA75331	S	05/15/03	M-TULTEA2-15A
00022TA75331	N	05/15/03	Z-ALTWSP9-15B
00022TA75331	N	05/15/03	M-TPLKCK1-13A
00022TA75331	N	05/15/03	Z-ALTWSP8-15B
00022TA75331	N	05/16/03	H-HOUGAL9-15A
00022TA75331	S	05/16/03	Z-WSPALT9-15B
00022TA75331	S	05/16/03	Z-WSPALT8-15B
00022TA75331	N	05/16/03	M-TPLKCK1-14A
00022TA75331	N	05/16/03	U-ALTFTL1-15M
00022TA75331	N	05/16/03	Z-ALTWSP1-16B
00022TA75331	S	05/16/03	V-KCKPEA1-16A
00022TA75331	S	05/16/03	M-TULFTW2-16A
00022TA75331	N	05/16/03	A-182 1-16?
00022TA75331	S	05/16/03	M-TULTEA1-15A
00022TA75331	N	05/16/03	H-DYTGAL1-15A
00022TA75331	S	05/16/03	M-NEWFTW1-15A
00022TA75331	S	05/16/03	U-FSCDAV1-14B
00022TA75331	N	05/16/03	Z-ALTWSP2-16B
00022TA75331	N	05/16/03	M-TPLKCK1-15A
00022TA75331	N	05/16/03	U-DAVFSC1-14B
00022TA75331	S	05/16/03	A-AMTK811-16?
00022TA75331	S	05/16/03	Q-KCKFTW1-16A
00022TA75331	S	05/17/03	M-TULTEA1-16A
00022TA75331	N	05/17/03	X-PTREDU9-15R
00022TA75331	N	05/17/03	H-HOUGAL9-16A
00022TA75331	N	05/17/03	Q-FTWKCM1-16A
00022TA75331	N	05/17/03	M-TPLTUL1-16A
00022TA75331	N	05/17/03	X-EAPWEL8-14A
00022TA75331	N	05/17/03	M-TPLKCK1-16A
00022TA75331	S	05/17/03	H-KCKTPL1-16A

00022TA75331	S	05/17/03	M-TULFTW1-16A
00022TA75331	S	05/17/03	Z-WSPALT3-16B
00022TA75331	N	05/17/03	U-OVBPUE1-16R
00022TA75331	S	05/17/03	A-AMTK811-17?
00022TA75331	S	05/17/03	Z-WSPALT2-16B
00022TA75331	S	05/17/03	M-TULTEA2-17A
00022TA75331	S	05/17/03	H-KCKTPL1-15A
00022TA75331	S	05/17/03	G-SIOLAR9-14A
00022TA75331	N	05/17/03	V-ALTBIR4-16A
00022TA75331	N	05/17/03	U-6871 1-17?
00022TA75331	N	05/17/03	A-182 1-17?
00022TA75331	N	05/17/03	H-DYTGAL1-16A
00022TA75331	N	05/17/03	Z-ALTWSP1-17B
00022TA75331	S	05/17/03	Z-WSPALT1-16B
00022TA75331	N	05/17/03	Z-ALTWSP2-17B
00022TA75331	S	05/18/03	M-TULFTW1-17A
00022TA75331	N	05/18/03	M-TPLKCK1-17A
00022TA75331	S	05/18/03	M-TULTEA1-17A
00022TA75331	S	05/18/03	Z-WSPALT2-17B
00022TA75331	S	05/18/03	V-KCKPEA1-17A
00022TA75331	N	05/18/03	Q-FTWKCM1-17A
00022TA75331	S	05/18/03	G-GLTALG1-15A
00022TA75331	N	05/18/03	X-HOUHFM9-15A
00022TA75331	N	05/18/03	X-EAPENI9-15A
00022TA75331	N	05/18/03	U-DAVFSC1-17B
00022TA75331	N	05/18/03	M-TPLTUL1-18A
00022TA75331	S	05/18/03	V-KCKPEA1-18A
00022TA75331	N	05/18/03	Z-ALTWSP2-18B
00022TA75331	N	05/18/03	A-182 1-18?
00022TA75331	N	05/18/03	M-TPLTUL1-17A
00022TA75331	S	05/18/03	U-2138 1-18?
00022TA75331	S	05/18/03	G-WELFTW1-17A
00022TA75331	N	05/18/03	H-DYTGAL1-17A
00022TA75331	S	05/18/03	U-HUTDAV1-18B
00022TA75331	N	05/18/03	X-EAPMND9-15A
00022TA75331	S	05/18/03	H-KCKTPL1-17A
00022TA75331	S	05/18/03	M-TULFTW2-18A
00022TA75331	S	05/18/03	A-AMTK811-18?
00022TA75331	N	05/18/03	X-CPSCCD9-17A
00022TA75331	N	05/18/03	X-GATENI9-17A
00022TA75331	N	05/18/03	H-HOUGAL9-17A
00022TA75331	S	05/18/03	G-ENIGAT9-18A
00022TA75331	S	05/18/03	M-NEWFTW1-17A
00022TA75331	S	05/19/03	V-KCKPEA3-18A
00022TA75331	S	05/19/03	M-TULTEA1-18A
00022TA75331	N	05/19/03	H-HOUGAL9-18A
00022TA75331	S	05/19/03	M-TULFTW2-19A
00022TA75331	S	05/19/03	V-KCKPEA1-19A
00022TA75331	S	05/19/03	A-AMTK811-19?
00022TA75331	N	05/19/03	Z-ALTWSP9-19B
00022TA75331	S	05/19/03	M-TULFTW1-18A
00022TA75331	S	05/19/03	G-HUTEAP9-19A

00022TA75331	N	05/19/03	A-182 1-19?
00022TA75331	S	05/19/03	H-KCKTPL1-18A
00022TA75331	N	05/19/03	X-CPSGFD9-18A
00022TA75331	N	05/19/03	M-TPLKCK1-18A
00022TA75331	S	05/19/03	M-TULTEA3-17A
00022TA75331	N	05/19/03	M-ALTKCK4-18A
00022TA75331	S	05/19/03	Z-WSPALT9-18B
00022TA75331	S	05/20/03	G-EDULAR9-16A
00022TA75331	N	05/20/03	Z-ALTWSP8-20B
00022TA75331	S	05/20/03	H-KCKTPL1-19A
00022TA75331	S	05/20/03	Z-WSPALT8-19B
00022TA75331	N	05/20/03	V-ALTMEM4-20A
00022TA75331	S	05/20/03	A-AMTK811-20?
00022TA75331	N	05/20/03	Z-ALTWSP9-20B
00022TA75331	S	05/20/03	Z-WSPALT9-19B
00022TA75331	N	05/20/03	A-182 1-20?
00022TA75331	S	05/20/03	U-2977 1-20?
00022TA75331	N	05/20/03	U-2977 1-20?
00022TA75331	N	05/20/03	H-HOUGAL1-19A
00022TA75331	N	05/20/03	U-DAVFSC1-19B
00022TA75331	S	05/20/03	M-TULTEA1-19A
00022TA75331	N	05/20/03	M-TPLTUL1-19A
00022TA75331	S	05/20/03	M-TULTEA2-20A
00022TA75331	S	05/20/03	M-TULFTW1-19A
00022TA75331	S	05/20/03	G-ENIGAT9-19A
00022TA75331	N	05/20/03	Q-FTWKCM1-19A
00022TA75331	S	05/20/03	U-4813 1-20?
00022TA75331	S	05/20/03	V-KCKPEA1-20A
00022TA75331	S	05/20/03	G-CCDHOU9-19A
00022TA75331	S	05/21/03	Q-KCKFTW1-21B
00022TA75331	S	05/21/03	G-ENIGAT9-20A
00022TA75331	S	05/21/03	M-TULFTW1-20A
00022TA75331	N	05/21/03	M-TPLKCK1-20A
00022TA75331	N	05/21/03	Z-ALTWSP8-21B
00022TA75331	S	05/21/03	Z-WSPALT9-20A
00022TA75331	S	05/21/03	U-2977 1-21?
00022TA75331	N	05/21/03	A-182 1-21?
00022TA75331	S	05/21/03	A-AMTK811-21?
00022TA75331	S	05/21/03	M-TULTEA1-20A
00022TA75331	N	05/21/03	H-HOUGAL9-20A
00022TA75331	S	05/21/03	M-TULFTW1-21A
00022TA75331	N	05/21/03	Q-FTWKCM1-20A
00022TA75331	N	05/21/03	Z-ALTWSP9-21B
00022TA75331	S	05/21/03	Z-WSPALT8-20B
00022TA75331	S	05/21/03	G-LINEAP1-18A
00022TA75331	S	05/21/03	Z-KCKALT8-21B
00022TA75331	S	05/21/03	H-KCKTPL1-20A
00022TA75331	N	05/21/03	U-2977 1-21?
00022TA75331	N	05/22/03	H-HOUGAL9-21A
00022TA75331	S	05/22/03	V-KCKPEA1-22A
00022TA75331	N	05/22/03	Z-ALTWSP9-22B
00022TA75331	N	05/22/03	M-TPLTUL1-21A

00022TA75331	N	05/22/03	M-ALTKCK4-21A
00022TA75331	N	05/22/03	X-GATHON9-20A
00022TA75331	N	05/22/03	Z-ALTWSP8-22B
00022TA75331	N	05/22/03	H-DYTGAL1-20A
00022TA75331	S	05/22/03	U-2977 1-22?
00022TA75331	N	05/22/03	W-OKCOKC1-22R
00022TA75331	N	05/22/03	X-EAPROS9-20A
00022TA75331	S	05/22/03	Z-WSPALT9-21A
00022TA75331	N	05/22/03	Q-FTWKCM1-21A
00022TA75331	S	05/22/03	G-FRELAR9-19B
00022TA75331	S	05/22/03	B-OKCALT1-22A
00022TA75331	N	05/22/03	M-TPLKCK1-21A
00022TA75331	S	05/22/03	M-NEWFTW1-20A
00022TA75331	S	05/22/03	A-AMTK811-22?
00022TA75331	S	05/22/03	Q-KCKFTW1-22B
00022TA75331	N	05/22/03	A-182 1-22?
00022TA75331	S	05/22/03	H-KCKTPL1-21A
00022TA75331	S	05/22/03	Z-WSPALT8-21B
00022TA75331	S	05/22/03	M-TULTEA1-21A
00022TA75331	S	05/23/03	A-AMTK811-23?
00022TA75331	S	05/23/03	M-TULFTW1-22A
00022TA75331	S	05/23/03	M-NEWFTW1-22A
00022TA75331	S	05/23/03	H-KCKTPL1-22A
00022TA75331	N	05/23/03	X-CPSDNE9-22A
00022TA75331	N	05/23/03	X-ALGHFM9-22A
00022TA75331	N	05/23/03	V-ALTKCK4-21A
00022TA75331	N	05/23/03	Z-ALTWSP1-23B
00022TA75331	S	05/23/03	Q-KCKFTW1-23B
00022TA75331	N	05/23/03	H-DYTGAL1-21A
00022TA75331	S	05/23/03	M-TULTEA1-22A
00022TA75331	N	05/23/03	M-TPLKCK1-22A
00022TA75331	S	05/23/03	M-TULTEA3-22A
00022TA75331	N	05/23/03	M-TPLTUL1-22A
00022TA75331	N	05/23/03	H-HOUGAL9-22A
00022TA75331	N	05/23/03	X-PTRENI9-21A
00022TA75331	N	05/23/03	Z-ALTWSP2-23B
00022TA75331	N	05/23/03	X-EAPEDU9-21A
00022TA75331	S	05/23/03	G-EDUEAP9-21B
00022TA75331	S	05/23/03	Z-WSPALT9-22B
00022TA75331	N	05/23/03	A-182 1-23?
00022TA75331	S	05/23/03	V-KCKPEA1-23A
00022TA75331	S	05/23/03	Z-WSPALT8-22B
00022TA75331	S	05/23/03	U-FSCDAV1-20B
00022TA75331	N	05/23/03	X-GATENI9-22A
00022TA75331	N	05/24/03	Z-ALTWSP1-24B
00022TA75331	S	05/24/03	V-KCKPEA1-24A
00022TA75331	S	05/24/03	A-AMTK811-24?
00022TA75331	S	05/24/03	M-TULTEA3-23A
00022TA75331	N	05/24/03	M-TPLTUL1-23A
00022TA75331	N	05/24/03	M-TPLKCK1-23A
00022TA75331	N	05/24/03	Q-FTWKCM1-23A
00022TA75331	N	05/24/03	M-ALTKCK4-24A



00022TA75331	N	05/24/03	H-DYTGAL1-22A
00022TA75331	S	05/24/03	Z-WSPALT1-23B
00022TA75331	S	05/24/03	H-KCKTPL1-23A
00022TA75331	N	05/24/03	X-GATLIN9-22S
00022TA75331	N	05/24/03	H-HOUGAL9-23A
00022TA75331	N	05/24/03	Z-ALTWSP2-24B
00022TA75331	S	05/24/03	Z-WSPALT2-23B
00022TA75331	S	05/24/03	M-TULTEA1-23A
00022TA75331	S	05/24/03	M-TULFTW1-23A
00022TA75331	N	05/24/03	A-182 1-24?
00022TA75331	S	05/24/03	G-ENIPTR9-23R
00022TA75331	N	05/25/03	A-182 1-25?
00022TA75331	N	05/25/03	X-CPSHWM9-24A
00022TA75331	S	05/25/03	M-TULFTW1-24A
00022TA75331	S	05/25/03	V-KCKPEA1-25A
00022TA75331	N	05/25/03	X-EAPRED9-22A
00022TA75331	N	05/25/03	M-TPLKCK1-24A
00022TA75331	N	05/25/03	Q-FTWKCM1-24A
00022TA75331	N	05/25/03	H-HOUGAL9-24A
00022TA75331	N	05/25/03	B-ALTNEW1-25A
00022TA75331	S	05/25/03	Q-KCKFTW1-24A
00022TA75331	S	05/25/03	G-ENIGAT9-24A
00022TA75331	S	05/25/03	M-TULTEA1-24A
00022TA75331	S	05/25/03	A-AMTK811-25?
00022TA75331	S	05/25/03	Z-WSPALT2-24B
00022TA75331	N	05/25/03	V-ALTMEM4-23A
00022TA75331	N	05/25/03	H-DYTGAL1-23A
00022TA75331	S	05/25/03	H-KCKTPL1-24A
00022TA75331	N	05/25/03	U-DAVFSC1-24B
00022TA75331	N	05/25/03	H-DYTGAL1-24A
00022TA75331	N	05/25/03	M-TPLTUL1-24A
00022TA75331	N	05/25/03	Z-ALTWSP2-25B
00022TA75331	S	05/25/03	M-TULFTW3-25A
00022TA75331	S	05/25/03	M-NEWFTW1-24A
00022TA75331	S	05/26/03	M-TULTEA1-26A
00022TA75331	S	05/26/03	A-AMTK811-26?
00022TA75331	N	05/26/03	B-ALTOKC1-26A
00022TA75331	S	05/26/03	M-TULFTW1-25A
00022TA75331	S	05/26/03	V-KCKPEA3-26A
00022TA75331	N	05/26/03	X-CPSWIC9-24A
00022TA75331	S	05/26/03	Z-WSPALT9-25B
00022TA75331	N	05/26/03	M-TPLTUL1-25A
00022TA75331	N	05/26/03	M-GNTARK4-25A
00022TA75331	S	05/26/03	G-SUPGAT4-23B
00022TA75331	S	05/26/03	H-KCKTPL1-25A
00022TA75331	N	05/26/03	H-HOUGAL9-25A
00022TA75331	N	05/26/03	X-CPSBRE9-24A
00022TA75331	N	05/26/03	Z-ALTWSP9-26B
00022TA75331	N	05/26/03	B-ALTNEW1-26A
00022TA75331	S	05/26/03	V-KCKPEA1-26A
00022TA75331	N	05/26/03	A-182 1-26?
00022TA75331	S	05/26/03	M-TULTEA1-25A

00022TA75331	S	05/27/03	A-AMTK811-27?
00022TA75331	N	05/27/03	M-TPLTUL1-26A
00022TA75331	N	05/27/03	M-ALTKCK4-26A
00022TA75331	N	05/27/03	M-TPLKCK1-25A
00022TA75331	S	05/27/03	H-KCKTPL1-26A
00022TA75331	S	05/27/03	G-CRILAR9-25A
00022TA75331	S	05/27/03	V-KCKPEA1-27A
00022TA75331	S	05/27/03	G-ENIGAT9-25A
00022TA75331	S	05/27/03	M-TULTEA3-26A
00022TA75331	S	05/27/03	M-TULFTW1-27A
00022TA75331	N	05/27/03	F-0 1-27?
00022TA75331	N	05/27/03	A-182 1-27?
00022TA75331	S	05/27/03	G-CAXALG1-26A
00022TA75331	N	05/27/03	M-TPLTUL1-27A
00022TA75331	N	05/27/03	H-HOUGAL1-26A
00022TA75331	S	05/27/03	M-TULFTW1-26A
00022TA75331	S	05/28/03	Z-WSPALT9-27A
00022TA75331	S	05/28/03	B-MEMALT5-28A
00022TA75331	S	05/28/03	M-NEWFTW1-27A
00022TA75331	S	05/28/03	M-TULTEA1-28A
00022TA75331	N	05/28/03	Z-ALTWSP9-28B
00022TA75331	S	05/28/03	M-TULTEA1-27A
00022TA75331	N	05/28/03	A-182 1-28?
00022TA75331	S	05/28/03	V-KCKPEA1-28A
00022TA75331	N	05/28/03	Q-FTWKCM1-27A
00022TA75331	N	05/28/03	H-HOUGAL9-27A
00022TA75331	S	05/28/03	G-GFDEAP9-24A
00022TA75331	S	05/28/03	H-KCKTPL1-27A
00022TA75331	S	05/28/03	M-TULFTW1-28A
00022TA75331	N	05/28/03	H-DYTGAL1-27A
00022TA75331	S	05/28/03	G-ENIGAT9-27A
00022TA75331	S	05/28/03	A-AMTK811-28?
00022TA75331	S	05/28/03	Z-WSPALT8-27B
00022TA75331	N	05/28/03	Z-ALTWSP8-28B
00022TA75331	N	05/28/03	M-TPLKCK1-27A
00022TA75331	N	05/29/03	X-GATNEN9-27A
00022TA75331	S	05/29/03	U-FSCDAV1-27B
00022TA75331	N	05/29/03	Z-ALTWSP8-29B
00022TA75331	N	05/29/03	A-182 1-29?
00022TA75331	N	05/29/03	M-TPLKCK1-28A
00022TA75331	S	05/29/03	Z-WSPALT8-28B
00022TA75331	N	05/29/03	H-HOUGAL9-28A
00022TA75331	S	05/29/03	A-AMTK811-29?
00022TA75331	S	05/29/03	M-TULTEA3-28A
00022TA75331	N	05/29/03	H-DYTGAL1-28A
00022TA75331	S	05/29/03	G-BAYLAR9-26A
00022TA75331	S	05/29/03	Q-KCKFTW1-29B
00022TA75331	S	05/29/03	Z-WSPALT9-28A
00022TA75331	N	05/29/03	Q-FTWKCM1-28A
00022TA75331	N	05/29/03	M-TPLTUL1-29A
00022TA75331	N	05/29/03	M-TPLTUL1-28A
00022TA75331	S	05/29/03	U-CDNDAV1-28B

00022TA75331	N	05/29/03	Z-ALTWSP9-29B
00022TA75331	S	05/30/03	Z-WSPALT9-29B
00022TA75331	N	05/30/03	H-HOUGAL9-29A
00022TA75331	S	05/30/03	M-TULTEA1-29A
00022TA75331	N	05/30/03	X-GATENI9-29A
00022TA75331	S	05/30/03	M-NEWFTW1-29A
00022TA75331	S	05/30/03	B-OKCALT1-30A
00022TA75331	N	05/30/03	U-DAVFSC1-30B
00022TA75331	N	05/30/03	M-TEAOKC4-29A
00022TA75331	S	05/30/03	Z-WSPALT8-29B
00022TA75331	S	05/30/03	A-AMTK811-30?
00022TA75331	N	05/30/03	X-EAPEDU9-27A
00022TA75331	S	05/30/03	F-0 1-30?
00022TA75331	N	05/30/03	Z-ALTWSP2-30B
00022TA75331	N	05/30/03	Z-ALTWSP1-30B
00022TA75331	N	05/30/03	M-ALTKCK4-28A
00022TA75331	N	05/30/03	M-TPLKCK1-29A
00022TA75331	S	05/30/03	M-TULFTW1-29A
00022TA75331	S	05/30/03	H-KCKTPL1-29A
00022TA75331	S	05/31/03	Z-WSPALT2-30B
00022TA75331	N	05/31/03	M-TPLTUL1-30A
00022TA75331	S	05/31/03	V-KCKPEA1-30A
00022TA75331	N	05/31/03	M-TPLKCK1-30A
00022TA75331	N	05/31/03	H-DYTGAL1-30A
00022TA75331	S	05/31/03	M-TULTEA1-30A
00022TA75331	N	05/31/03	A-182 1-31?
00022TA75331	N	05/31/03	H-DYTGAL1-29A
00022TA75331	S	05/31/03	H-KCKTPL1-30A
00022TA75331	S	05/31/03	M-TULFTW1-30A
00022TA75331	N	05/31/03	H-HOUGAL9-30A
00022TA75331	S	05/31/03	V-KCKPEA1-31A
00022TA75331	S	05/31/03	Q-KCKFTW1-31A
00022TA75331	N	05/31/03	U-DAVFSC1-31B
00022TA75331	S	05/31/03	U-CDNDAV1-29B
00022TA75331	S	05/31/03	Q-KCKFTW1-30B
00022TA75331	N	05/31/03	X-CPSCCD9-29A
00022TA75331	S	05/31/03	Z-WSPALT1-30B
00022TA75331	N	05/31/03	Z-ALTWSP2-31B
00022TA75331	S	06/01/03	G-BRECPS9-29A
00022TA75331	N	06/01/03	Q-FTWKCM1-31A
00022TA75331	N	06/01/03	M-TPLKCK1-31A
00022TA75331	N	06/01/03	H-DYTGAL1-31A
00022TA75331	S	06/01/03	H-KCKTPL1-31A
00022TA75331	N	06/01/03	X-HOUHWM9-29A
00022TA75331	N	06/01/03	X-GATENI9-30A
00022TA75331	N	06/01/03	A-182 1-01?
00022TA75331	S	06/01/03	M-TULFTW1-31A
00022TA75331	S	06/01/03	M-TULTEA1-31A
00022TA75331	N	06/01/03	M-TPLTUL1-31A
00022TA75331	S	06/01/03	Z-WSPALT2-31B
00022TA75331	S	06/01/03	A-AMTK811-01?
00022TA75331	S	06/01/03	M-NEWFTW1-31A

00022TA75331	S	06/01/03	G-ENIGAT9-30A
00022TA75331	N	06/01/03	V-ALTMEM4-30A
00022TA75331	N	06/01/03	Z-ALTWSP2-01B
00022TA75331	N	06/01/03	H-HOUGAL9-31A
00022TA75331	S	06/02/03	M-TULTEA1-01A
00022TA75331	N	06/02/03	H-HOUGAL9-01A
00022TA75331	N	06/02/03	E-SLPJRM0-65A
00022TA75331	N	06/02/03	X-CPSEDU9-31A
00022TA75331	S	06/02/03	H-KCKTPL1-01A
00022TA75331	S	06/02/03	A-AMTK811-02?
00022TA75331	N	06/02/03	M-TPLKCK1-01A
00022TA75331	S	06/02/03	V-KCKPEA1-01A
00022TA75331	N	06/02/03	B-ALTOKC1-02A
00022TA75331	S	06/02/03	Z-WSPALT9-01B
00022TA75331	S	06/02/03	V-KCKPEA1-02A
00022TA75331	S	06/02/03	M-TULTEA3-02A
00022TA75331	S	06/02/03	Q-KCKFTW1-02A
00022TA75331	S	06/02/03	G-WICLAR9-01A
00022TA75331	N	06/02/03	M-TPLTUL1-01A
00022TA75331	N	06/02/03	Z-ALTWSP9-02B
00022TA75331	S	06/02/03	G-ENIGAT9-01A
00022TA75331	N	06/02/03	A-182 1-02?
00022TA75331	S	06/02/03	M-TULFTW1-01A
00022TA75331	N	06/02/03	F-KCS6841-02?
00022TA75331	S	06/03/03	A-AMTK811-03?
00022TA75331	S	06/03/03	M-TULTEA1-02A
00022TA75331	S	06/03/03	X-WRKFTW9-02A
00022TA75331	S	06/03/03	X-SPMWCF1-03A
00022TA75331	N	06/03/03	U-DAVMMO1-31B
00022TA75331	N	06/03/03	U-DAVCDN1-30B
00022TA75331	S	06/03/03	M-TULFTW1-02A
00022TA75331	N	06/03/03	Q-FTWKCM1-02A
00022TA75331	N	06/03/03	M-TPLTUL1-02A
00022TA75331	S	06/03/03	G-ENIGAT9-02A
00022TA75331	N	06/03/03	U-KCS6501-03?
00022TA75331	N	06/03/03	H-HOUGAL1-02A
00022TA75331	S	06/03/03	Z-WSPALT8-02B
00022TA75331	S	06/03/03	M-TULFTW1-03A
00022TA75331	S	06/03/03	V-KCKPEA1-03A
00022TA75331	N	06/03/03	Z-ALTWSP9-03B
00022TA75331	S	06/03/03	G-ARKALG1-02A
00022TA75331	S	06/03/03	Z-WSPALT9-02B
00022TA75331	N	06/03/03	X-GATLIN9-03S
00022TA75331	S	06/03/03	H-KCKTPL1-02A
00022TA75331	N	06/03/03	Z-ALTWSP8-03B
00022TA75331	N	06/03/03	A-182 1-03?
00022TA75331	S	06/04/03	G-CRILAR9-02A
00022TA75331	N	06/04/03	U-ALTFTL1-03A
00022TA75331	N	06/04/03	Z-ALTWSP9-04B
00022TA75331	S	06/04/03	Z-WSPALT8-03B
00022TA75331	N	06/04/03	M-TPLKCK1-02A
00022TA75331	S	06/04/03	M-NEWFTW1-03A

00022TA75331	S	06/04/03	M-TULTEA1-03A
00022TA75331	S	06/04/03	U-FSCDAV1-30B
00022TA75331	N	06/04/03	V-ALTMCI7-03A
00022TA75331	S	06/04/03	A-AMTK811-04?
00022TA75331	S	06/04/03	Q-KCKFTW1-04B
00022TA75331	S	06/04/03	V-KCKPEA1-04A
00022TA75331	N	06/04/03	Q-FTWKCM1-03A
00022TA75331	S	06/04/03	Z-WSPALT9-03A
00022TA75331	S	06/04/03	G-WELEAP9-03A
00022TA75331	N	06/04/03	Z-ALTWSP8-04B
00022TA75331	N	06/04/03	H-HOUGAL9-03A
00022TA75331	S	06/04/03	H-KCKTPL1-03A
00022TA75331	N	06/05/03	U-5391 1-05?
00022TA75331	S	06/05/03	Z-WSPALT8-04B
00022TA75331	S	06/05/03	U-4373 1-05?
00022TA75331	N	06/05/03	Z-ALTWSP9-05B
00022TA75331	N	06/05/03	M-TPLTUL1-03A
00022TA75331	S	06/05/03	V-KCKPEA1-05A
00022TA75331	N	06/05/03	U-OKLCI 1-05?
00022TA75331	S	06/05/03	M-TULTEA1-04A
00022TA75331	S	06/05/03	Z-WSPALT9-04A
00022TA75331	S	06/05/03	M-TULFTW1-04A
00022TA75331	N	06/05/03	Q-FTWKCM1-04A
00022TA75331	N	06/05/03	X-GATENI9-04A
00022TA75331	N	06/05/03	H-DYTGAL1-04A
00022TA75331	N	06/05/03	U-DAVFSC1-05B
00022TA75331	N	06/05/03	X-CPSPLH9-04A
00022TA75331	N	06/05/03	M-TPLKCK1-04A
00022TA75331	N	06/05/03	Z-ALTWSP8-05B
00022TA75331	N	06/05/03	U-ALTFTL1-04A
00022TA75331	S	06/05/03	B-OKCALT1-05A
00022TA75331	N	06/05/03	M-TPLTUL1-04A
00022TA75331	N	06/05/03	H-HOUGAL9-04A
00022TA75331	S	06/05/03	U-KCKDAV1-04B
00022TA75331	N	06/05/03	H-DYTGAL1-03A
00022TA75331	N	06/05/03	U-OKLCI 1-05?
00022TA75331	S	06/05/03	U-OKLCI 1-05?
00022TA75331	S	06/05/03	H-KCKTPL1-04A
00022TA75331	S	06/06/03	Z-WSPALT8-05B
00022TA75331	S	06/06/03	U-OKCNWO1-06M
00022TA75331	N	06/06/03	U-DAVKCK1-06B
00022TA75331	S	06/06/03	V-KCKPEA1-06A
00022TA75331	S	06/06/03	Z-WSPSBD1-05B
00022TA75331	N	06/06/03	M-ALTKCK4-04A
00022TA75331	N	06/06/03	U-ALTFTL1-05A
00022TA75331	N	06/06/03	Z-NBYWSP8-04A
00022TA75331	N	06/06/03	M-TPLTUL1-05A
00022TA75331	S	06/06/03	Z-WSPALT9-05B
00022TA75331	S	06/06/03	M-TULFTW1-05A
00022TA75331	N	06/06/03	Z-ALTWSP2-06B
00022TA75331	N	06/06/03	E-SLPBKM0-70A
00022TA75331	S	06/06/03	U-OKLCI 1-06?

00022TA75331	N	06/06/03	Z-NBYWSP9-04A
00022TA75331	N	06/06/03	H-HOUGAL9-05A
00022TA75331	N	06/06/03	U-OKLCI 1-06?
00022TA75331	N	06/06/03	Z-ALTWSP1-06B
00022TA75331	S	06/06/03	U-MMODAV1-04B
00022TA75331	S	06/06/03	H-KCKTPL1-05A
00022TA75331	S	06/06/03	M-TULTEA1-05A
00022TA75331	S	06/06/03	U-FSCDAV1-05B
00022TA75331	S	06/07/03	Q-KCKFTW1-07A
00022TA75331	N	06/07/03	Z-ALTWSP2-07B
00022TA75331	N	06/07/03	U-DAVMMO1-06B
00022TA75331	N	06/07/03	H-DYTGAL1-06A
00022TA75331	N	06/07/03	H-HOUGAL9-06A
00022TA75331	S	06/07/03	G-ENIGAT9-06A
00022TA75331	S	06/07/03	Z-WSPALT1-06B
00022TA75331	S	06/07/03	Z-WSPALT2-06B
00022TA75331	N	06/07/03	Q-FTWKCM1-06A
00022TA75331	N	06/07/03	X-GATDDC9-05A
00022TA75331	N	06/07/03	M-TPLKCK1-06A
00022TA75331	S	06/07/03	H-KCKTPL1-06A
00022TA75331	N	06/07/03	Z-ALTWSP1-07B
00022TA75331	S	06/07/03	M-TULTEA1-06A
00022TA75331	S	06/07/03	U-OKLCI 1-07?
00022TA75331	N	06/07/03	U-OKLCI 1-07?
00022TA75331	S	06/07/03	M-NEWFTW1-05A
00022TA75331	N	06/07/03	H-DYTGAL1-05A
00022TA75331	N	06/07/03	X-EAPNEN9-04A
00022TA75331	S	06/07/03	Q-KCKFTW1-06B
00022TA75331	S	06/07/03	M-TULFTW1-06A
00022TA75331	N	06/07/03	M-TPLTUL1-06A
00022TA75331	S	06/08/03	Z-WSPALT2-07B
00022TA75331	N	06/08/03	B-ALTOKC1-08A
00022TA75331	N	06/08/03	Z-ALTWSP2-08B
00022TA75331	S	06/08/03	M-NEWFTW1-07A
00022TA75331	S	06/08/03	M-TULTEA1-07A
00022TA75331	S	06/08/03	V-KCKPEA1-08A
00022TA75331	S	06/08/03	U-OKLCI 1-08?
00022TA75331	S	06/08/03	M-TULFTW1-08A
00022TA75331	S	06/08/03	M-TULFTW1-07A
00022TA75331	S	06/08/03	V-KCKPEA1-07A
00022TA75331	S	06/08/03	G-LINTPL1-04A
00022TA75331	N	06/08/03	H-HOUGAL9-07A
00022TA75331	N	06/08/03	U-OKLCI 1-08?
00022TA75331	S	06/08/03	H-KCKTPL1-07A
00022TA75331	N	06/08/03	U-DAVFSC1-07B
00022TA75331	N	06/08/03	Q-FTWKCM1-07A
00022TA75331	N	06/08/03	M-TPLKCK1-05A
00022TA75331	S	06/08/03	G-WICLAR9-08A
00022TA75331	N	06/08/03	V-ALTMEM4-07A
00022TA75331	N	06/08/03	M-TPLTUL1-07A
00022TA75331	S	06/08/03	M-TULTEA3-07A
00022TA75331	N	06/09/03	G-PTRJAM1-06R

00022TA75331	N	06/09/03	V-ALTCHC4-08A
00022TA75331	S	06/09/03	Z-WSPALT9-08B
00022TA75331	N	06/09/03	Z-ALTWSP9-09B
00022TA75331	S	06/09/03	Z-KCKALT3-09A
00022TA75331	N	06/09/03	M-TPLTUL1-08A
00022TA75331	N	06/09/03	U-OKLCI 1-09?
00022TA75331	N	06/09/03	U-DAVEMP5-09B
00022TA75331	N	06/09/03	M-TPLTUL3-08X
00022TA75331	N	06/09/03	H-HOUGAL9-08A
00022TA75331	N	06/09/03	B-ALTCHC1-09A
00022TA75331	S	06/09/03	M-TULTEA1-08A
00022TA75331	S	06/09/03	C-CAMSLP1-35A
00022TA75331	N	06/09/03	X-GATEDU9-07G
00022TA75331	N	06/09/03	M-TPLKCK1-07A
00022TA75331	S	06/09/03	H-KCKTPL1-08A
00022TA75331	S	06/09/03	G-CCDGAT9-08A
00022TA75331	N	06/09/03	X-GATENI1-07A
00022TA75331	N	06/09/03	H-DYTGAL1-07A
00022TA75331	S	06/09/03	C-CAMSLP1-36A
00022TA75331	S	06/09/03	U-OKLCI 1-09?
00022TA75331	N	06/10/03	M-TPLKCK1-09A
00022TA75331	S	06/10/03	G-DDCGAT9-08A
00022TA75331	N	06/10/03	U-OKLCI 1-10?
00022TA75331	N	06/10/03	Q-FTWKCM1-09A
00022TA75331	S	06/10/03	M-TULFTW1-09A
00022TA75331	N	06/10/03	Z-ALTWSP9-10B
00022TA75331	N	06/10/03	H-HOUGAL1-09A
00022TA75331	N	06/10/03	Z-ALTWSP8-10B
00022TA75331	N	06/10/03	M-TPLTUL1-09A
00022TA75331	S	06/10/03	Q-KCKFTW1-09A
00022TA75331	S	06/10/03	M-TULTEA1-09A
00022TA75331	S	06/10/03	Z-WSPALT9-09B
00022TA75331	S	06/10/03	H-KCKTPL1-09A
00022TA75331	S	06/10/03	M-TULFTW1-10A
00022TA75331	N	06/10/03	X-GATHUT9-09A
00022TA75331	S	06/10/03	U-OKLCI 1-10?
00022TA75331	S	06/10/03	Z-WSPALT8-09B
00022TA75331	S	06/10/03	U-MMODAV1-09B

AEI Site ID	Direction Code	Start Event Date	TrainID
00076TA75685	N	05/10/03	L-TEX6501-10T
00076TA75685	S	05/10/03	U-2555 1-10?
00076TA75685	N	05/10/03	U-2555 1-10?
00076TA75685	S	05/10/03	L-TEX6511-10T
00076TA75685	N	05/11/03	L-TEX6501-11T
00076TA75685	N	05/11/03	E-MAHBKM0-13A
00076TA75685	S	05/11/03	C-BKMMAH0-13A
00076TA75685	S	05/11/03	G-EDYIRB6-09A
00076TA75685	S	05/11/03	L-TEX6511-11T
00076TA75685	S	05/12/03	M-TULTEA3-11A
00076TA75685	S	05/12/03	U-2555 1-12?
00076TA75685	N	05/12/03	L-TEX6501-12T

00076TA75685	S	05/12/03	L-TEX6511-12T
00076TA75685	N	05/12/03	U-2555 1-12?
00076TA75685	N	05/13/03	L-TEX6501-13T
00076TA75685	N	05/13/03	U-2555 1-13?
00076TA75685	S	05/13/03	C-NRMMAH0-21A
00076TA75685	S	05/13/03	U-2555 1-13?
00076TA75685	S	05/13/03	L-TEX6511-13T
00076TA75685	N	05/14/03	E-MAHNRM0-21A
00076TA75685	S	05/14/03	L-TEX6511-14T
00076TA75685	N	05/14/03	U-2555 1-14?
00076TA75685	N	05/14/03	L-TEX6501-14T
00076TA75685	S	05/14/03	U-2555 1-14?
00076TA75685	N	05/15/03	L-TEX6501-15T
00076TA75685	N	05/15/03	U-2555 1-15?
00076TA75685	S	05/15/03	U-2555 1-15?
00076TA75685	S	05/15/03	L-TEX6511-15T
00076TA75685	S	05/16/03	L-TEX6511-16T
00076TA75685	N	05/16/03	F-UP64551-16?
00076TA75685	N	05/16/03	U-2555 1-16?
00076TA75685	N	05/16/03	L-TEX6501-16T
00076TA75685	S	05/16/03	U-2555 1-16?
00076TA75685	S	05/16/03	C-NRMMAH0-22A
00076TA75685	N	05/17/03	E-IOGCDM0-26C
00076TA75685	S	05/17/03	L-TEX6511-17T
00076TA75685	N	05/17/03	E-MAHNRM0-22A
00076TA75685	N	05/17/03	U-9837 1-17?
00076TA75685	N	05/17/03	L-TEX6501-17T
00076TA75685	S	05/17/03	C-BKMMAH0-14A
00076TA75685	N	05/17/03	F-UP71881-17?
00076TA75685	S	05/18/03	G-EDIPT9-16A
00076TA75685	S	05/18/03	L-TEX6511-18T
00076TA75685	N	05/18/03	E-IOGCRM0-18C
00076TA75685	N	05/18/03	L-TEX6501-18T
00076TA75685	N	05/18/03	E-MAHBKM0-14A
00076TA75685	N	05/19/03	L-TEX6501-19T
00076TA75685	S	05/19/03	L-TEX6511-19T
00076TA75685	S	05/20/03	L-TEX6511-20T
00076TA75685	N	05/20/03	L-TEX6501-20T
00076TA75685	S	05/20/03	G-EDYIRB6-18A
00076TA75685	S	05/21/03	U-1532 1-21?
00076TA75685	N	05/21/03	F-UP68041-21?
00076TA75685	S	05/21/03	L-TEX6511-21T
00076TA75685	N	05/21/03	F-0 1-21?
00076TA75685	S	05/21/03	C-NRMMAH0-23A
00076TA75685	N	05/21/03	U-1532 1-21?
00076TA75685	N	05/21/03	L-TEX6501-21T
00076TA75685	S	05/22/03	U-1532 1-22?
00076TA75685	S	05/22/03	C-NRMMAH0-24A
00076TA75685	N	05/22/03	U-1532 1-22?
00076TA75685	S	05/22/03	L-TEX6511-22T
00076TA75685	N	05/22/03	L-TEX6501-22T
00076TA75685	N	05/22/03	F-UP64841-22?



00076TA75685	N	05/23/03	U-1532 1-23?
00076TA75685	S	05/23/03	L-TEX6511-23T
00076TA75685	N	05/23/03	L-TEX6501-23T
00076TA75685	S	05/23/03	U-1532 1-23?
00076TA75685	N	05/23/03	E-MAHNRM0-23A
00076TA75685	S	05/24/03	L-TEX6511-24T
00076TA75685	S	05/24/03	C-BKMMAH0-15A
00076TA75685	S	05/24/03	U-1532 1-24?
00076TA75685	N	05/24/03	U-1532 1-24?
00076TA75685	N	05/24/03	L-TEX6501-24T
00076TA75685	N	05/24/03	U-9747 1-24?
00076TA75685	S	05/25/03	C-BKMMAH0-16A
00076TA75685	N	05/25/03	F-UP71541-25?
00076TA75685	N	05/25/03	F-8811 1-25?
00076TA75685	S	05/25/03	L-TEX6511-25T
00076TA75685	N	05/25/03	F-UP66381-25?
00076TA75685	N	05/25/03	E-MAHBKM0-15A
00076TA75685	N	05/25/03	L-TEX6501-25T
00076TA75685	N	05/26/03	F-UP82661-26?
00076TA75685	N	05/26/03	U-8905 1-26?
00076TA75685	S	05/26/03	F-UP59371-26?
00076TA75685	S	05/26/03	L-TEX6511-26T
00076TA75685	N	05/26/03	L-TEX6501-26T
00076TA75685	S	05/27/03	F-UP67391-27?
00076TA75685	S	05/27/03	L-TEX6511-27T
00076TA75685	N	05/27/03	L-TEX6501-27T
00076TA75685	N	05/28/03	L-TEX6501-28T
00076TA75685	S	05/28/03	L-TEX6511-28T
00076TA75685	S	05/28/03	U-1532 1-28?
00076TA75685	N	05/28/03	U-1532 1-28?
00076TA75685	S	05/29/03	L-TEX6511-29T
00076TA75685	N	05/29/03	U-1532 1-29?
00076TA75685	S	05/29/03	U-1532 1-29?
00076TA75685	N	05/29/03	L-TEX6501-29T
00076TA75685	S	05/30/03	C-NRMMAH0-25A
00076TA75685	N	05/30/03	L-TEX6501-30T
00076TA75685	S	05/30/03	L-TEX6511-30T
00076TA75685	N	05/31/03	Q-FTWKCM1-30A
00076TA75685	N	05/31/03	Z-ALTWSP1-31B
00076TA75685	N	05/31/03	L-TEX6501-31T
00076TA75685	N	05/31/03	E-MAHNRM0-25A
00076TA75685	S	05/31/03	L-TEX6511-31T
00076TA75685	S	06/01/03	L-TEX6511-01T
00076TA75685	S	06/01/03	G-EDYIRB6-30A
00076TA75685	S	06/01/03	C-NRMMAH0-26A
00076TA75685	N	06/01/03	L-TEX6501-01T
00076TA75685	N	06/02/03	L-TEX6501-02T
00076TA75685	N	06/02/03	E-MAHNRM0-26A
00076TA75685	S	06/02/03	L-TEX6511-02T
00076TA75685	S	06/02/03	U-2176 1-02?
00076TA75685	N	06/02/03	U-2176 1-02?
00076TA75685	N	06/03/03	L-TEX6501-03T

00076TA75685	S	06/03/03	C-NRMMAH0-27A
00076TA75685	S	06/03/03	L-TEX6511-03T
00076TA75685	S	06/04/03	L-TEX6511-04T
00076TA75685	N	06/04/03	L-TEX6501-04T
00076TA75685	N	06/04/03	E-MAHNRM0-27A
00076TA75685	S	06/05/03	U-2176 1-05?
00076TA75685	N	06/05/03	L-TEX6501-05T
00076TA75685	S	06/05/03	L-TEX6511-05T
00076TA75685	N	06/05/03	U-2176 1-05?
00076TA75685	N	06/06/03	F-UP59371-06?
00076TA75685	N	06/06/03	E-IOGCDM0-32A
00076TA75685	N	06/06/03	L-TEX6501-06T
00076TA75685	N	06/06/03	F-UP70331-06?
00076TA75685	S	06/06/03	L-TEX6511-06T
00076TA75685	S	06/07/03	L-TEX6511-07T
00076TA75685	N	06/07/03	F-UP93641-07?
00076TA75685	N	06/07/03	L-TEX6501-07T
00076TA75685	S	06/07/03	C-NRMMAH0-28A
00076TA75685	N	06/08/03	L-TEX6501-08T
00076TA75685	S	06/08/03	C-NRMMAH0-29A
00076TA75685	N	06/08/03	E-MAHNRM0-28A
00076TA75685	S	06/09/03	L-TEX6511-08T
00076TA75685	S	06/09/03	U-1485 1-09?
00076TA75685	S	06/09/03	L-TEX6511-09T
00076TA75685	N	06/09/03	U-1485 1-09?
00076TA75685	S	06/09/03	C-JRMSLP0-70A
00076TA75685	N	06/09/03	L-TEX6501-09T
00076TA75685	S	06/10/03	U-2176 1-10?
00076TA75685	N	06/10/03	L-TEX6501-10T
00076TA75685	N	06/10/03	E-MAHNRM0-29A
00076TA75685	N	06/10/03	U-2176 1-10?

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present Reportable On-Track Incidents  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC		
NC-0498-109	SCA	MOJAVE	Y	4	H008	IMPROPER OPS TRAIN L	MAIN	A	OTHER IMPACTS	1	
NC-0498-109	SCA	MOJAVE	Y	4	H008	IMPROPER OPS TRAIN L	MAIN	A	OTHER IMPACTS	1	
PR-0198-101	PWR	BUTTE	Y	4	H516	FAILURE TO PROPERLY	MAIN	A	OTHER IMPACTS	1	
NC-0698-103	NCA	BAKERSFIELD	Y	5	M501	INTERFERENCE (NOT VAN	MAIN	A	OTHER IMPACTS	1	
KC-0598-105	KAN	EMPORIA	Y	4	T314	SWITCH POINT WORN OR	MAIN	C	DERAILMENT	1	
NM-0198-106	KAN	DALHART	Y	2	E07C	RIGGING DOWN OR DRAG	MAIN	E	DERAILMENT	1	
NM-0998-100	SWE	CLOVIS	Y	5	E19C	OTHER TOPC/COFC DEFE	MAIN	E	DERAILMENT	1	
TX-0698-116	GFC	CORPUS CHRISTI	Y	2	E21C	CENTER SILL BROKEN O	MAIN	E	OTHER ACCIDENTS	1	
GC-0298-102	TEX	DFW	Y	4	E22C	DRAFT SILL BROKEN OR	MAIN	E	DERAILMENT	1	
AO-0998-100	KAN	PANHANDLE	Y	5	E29C	OTHER BODY DEFECTS (	MAIN	E	DERAILMENT	1	
NE-0598-100	NEB	OMAHA	Y	4	E29C	OTHER BODY DEFECTS (	MAIN	E	DERAILMENT	1	
GC-0798-112	GFC	GALVESTON	Y	4	E33C	COUPLER RETAINER PIN	MAIN	E	DERAILMENT	1	
IL-0698-103	CHI	NS	Y	4	E40C	SIDE BEARING CLEARAN	MAIN	E	DERAILMENT	1	
NC-1098-103	NCA	MOJAVE	Y	2	E40C	SIDE BEARING CLEARAN	MAIN	E	DERAILMENT	1	
MS-1298-120	SPR	RIVER	Y	4	E40C	SIDE BEARING CLEARAN	MAIN	E	DERAILMENT	1	
NM-0998-103	SWE	CLOVIS	Y	5	E41C	SIDE BEARING EXCESSI	MAIN	E	DERAILMENT	1	
MT-0898-109	MON	HILLINE	Y	2	E46C	TRUCK BOLSTER STIFF,	MAIN	E	DERAILMENT	1	
SC-0698-106	SCA	NEEDLES	Y	4	E46C	TRUCK BOLSTER STIFF,	MAIN	E	C	DERAILMENT	1
AO-0398-108	KAN	HEREFORD	Y	4	E51L	BROKEN OR BENT BETWE	MAIN	E	DERAILMENT	1	
CO-0498-101	PWR	UP	Y	2	E51L	BROKEN OR BENT BETWE	MAIN	E	DERAILMENT	1	
NE-0898-118	NEB	HASTINGS	Y	4	E52C	JOURNAL - PLAIN - FA	MAIN	E	DERAILMENT	1	
MN-0198-104	CHI	AURORA	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
IL-0298-105	CHI	BARSTOW	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	J	DERAILMENT	1
CO-0598-121	MON	CASPER	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
NE-0398-114	NEB	RAVENNA	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
WA-0398-103	NWE	KOOTENAI RIVER	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
SC-0698-104	SCA	SAN BERNARDINO	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
TX-0998-101	TEX	MADILL	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
MN-0198-101	TWI	K. O.	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
DK-0198-102	TWI	WAYZATA	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
MN-1298-119	TWI	ST PAUL	Y	5	E53C	JOURNAL - ROLLER BEA	MAIN	E	OTHER ACCIDENTS	1	
PR-1298-170	MON	BIG HORN	Y	4	E59L	OTHER AXLE AND JOURN	MAIN	E	DERAILMENT	1	
MT-0498-115	MON	HILLINE	Y	3	E61C	WHEELS - BROKEN RIM	MAIN	E	DERAILMENT	1	
NE-1198-111	NEB	CRESTON	Y	4	E61C	WHEELS - BROKEN RIM	MAIN	E	DERAILMENT	1	
DK-1298-115	TWI	MORRIS	Y	3	E62C	WHEELS - BROKEN PLAT	MAIN	E	DERAILMENT	1	
MN-0898-112	TWI	K. O.	Y	4	E71L	TRACTION MOTOR FAILU	MAIN	E	DERAILMENT	1	
SC-0998-110	SCA	CAJON	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	OTHER ACCIDENTS	1	
MS-1198-107	SPR	BIRMINGHAM	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	OTHER ACCIDENTS	1	
CH-0998-100	CHI	CHILLICOTHE	Y	5	H402	MOTOR CAR OR ON-TRK	MAIN	E	OBSTRUCTION INC	1	
CH-0998-100	CHI	CHILLICOTHE	Y	5	H402	MOTOR CAR OR ON-TRK	MAIN	E	OBSTRUCTION INC	1	
MT-0698-104	MON	GLASGOW	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	E	OBSTRUCTION INC	1	
MT-0698-104	MON	GLASGOW	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	E	OBSTRUCTION INC	1	
OR-0698-112	NWE	FALL BRIDGE	Y	5	H402	MOTOR CAR OR ON-TRK	MAIN	E	OBSTRUCTION INC	1	
OR-0398-112	NCA	GATEWAY	Y	1	H503	BUFFING OR SLACK ACT	MAIN	E	DERAILMENT	1	

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	DIV	SUB DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
KS-0498-103	TEX	RED ROCK	Y	3	H503	BUFFING OR SLACK ACT	MAIN	E		DERAILMENT	1
KS-0498-103	TEX	RED ROCK	Y	3	H503	BUFFING OR SLACK ACT	MAIN	E		DERAILMENT	1
NC-0598-113	SCA	MOJAVE	Y	5	H516	FAILURE TO PROPERLY	MAIN	E		DERAILMENT	1
MT-0998-103	MON	HILINE	Y	2	H605	FAILURE TO COMPLY WI	MAIN	E		OTHER IMPACTS	1
MT-0998-103	MON	HILINE	Y	2	H605	FAILURE TO COMPLY WI	MAIN	E		OTHER IMPACTS	1
NC-0998-109	SCA	MOJAVE	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E		REAR END COLL	1
NC-0998-109	SCA	MOJAVE	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E		REAR END COLL	1
NC-0998-114	NCA	UP	Y	3	H699	SPEED, OTHER (PROVID	MAIN	E		SIDE COLL	1
NC-0998-114	NCA	UP	Y	3	H699	SPEED, OTHER (PROVID	MAIN	E		SIDE COLL	1
IL-0698-107	CHI	CHILLICOTHE	Y	5	H702	SWITCH IMPROPERLY LI	MAIN	E		SIDE COLL	1
IL-0698-107	CHI	CHILLICOTHE	Y	5	H702	SWITCH IMPROPERLY LI	MAIN	E		SIDE COLL	1
SC-1298-110	SCA	SAN DIEGO	Y	1	H704	SWITCH PREVIOUSLY RU	MAIN	E		DERAILMENT	1
MT-0898-103	MON	HILINE	Y	3	H705	MOVEABLE POINT SWITC	MAIN	E		DERAILMENT	1
MT-0798-100	MON	GLASGOW	Y	5	M102	EXTREME ENVIRONMENTA	MAIN	E		DERAILMENT	1
MT-0798-100	MON	GLASGOW	Y	5	M102	EXTREME ENVIRONMENTA	MAIN	E		DERAILMENT	1
AO-0398-103	KAN	DALHART	Y	5	M105	EXTREME ENVIRONMENTA	MAIN	E		OTHER ACCIDENTS	1
TX-0598-106	TEX	UP	Y	3	M201	LOAD SHIFTED	MAIN	E		DERAILMENT	1
NE-0298-201	NEB	OMAHA	Y	1	M301	HWY USER IMPAIRMENT	MAIN	E	L	HGX XING COLL	1
GC-0698-201	GFC	GALVESTON	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-0598-200	KAN	EMPORIA	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
AO-0698-203	KAN	HEREFORD	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-0898-201	KAN	EMPORIA	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
MT-0398-201	MON	GLASGOW	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E	J	HGX XING COLL	1
NC-0598-201	NCA	STOCKTON	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
SC-1298-204	SCA	SAN BERNARDINO	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NC-0898-202	NCA	BAKERSFIELD	Y	5	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
PR-0398-200	PWR	BLACK HILLS	Y	4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
TX-1198-201	TEX	DFW	Y	3	M304	HWY USER CITED FOR V	MAIN	E		HGX XING COLL	1
MS-1198-201	SPR	RIVER	Y	4	M399	OTHER HWY/RAIL CROSS	MAIN	E		HGX XING COLL	1
AO-0598-116	KAN	HEREFORD	Y	5	M402	OBJECT OR EQUIPMENT	MAIN	E		OBSTRUCTION INC	1
CO-0598-107	PWR	TWIN PEAKS	Y	2	M405	INTERACTION OF L/V F	MAIN	E		DERAILMENT	1
PR-1298-129	PWR	CANYON	Y	4	M409	OBJ SUCH AS LADING C	MAIN	E		OTHER ACCIDENTS	1
IL-1198-113	CHI	MARCELINE	Y	5	M599	OTHER MISCELLANEOUS	MAIN	E		DERAILMENT	1
PR-0798-127	PWR	BUTTE	Y	4	T001	ROADBED SETTLED OR S	MAIN	E		DERAILMENT	1
PR-1098-117	PWR	BUTTE	Y	2	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
SF-0598-119	SPR	CUBA	Y	3	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
NE-0598-110	NEB	ST JOSEPH	Y	4	T105	INSUFFICIENT BALLAST	MAIN	E		DERAILMENT	1
IL-0798-101	CHI	MARCELINE	Y	4	T106	SUPERELEVATION IMPRO	MAIN	E		DERAILMENT	1
NE-0698-108	NEB	CRESTON	Y	4	T107	SUPERELEVATION RUNOF	MAIN	E		DERAILMENT	1
NE-0698-108	NEB	CRESTON	Y	4	T107	SUPERELEVATION RUNOF	MAIN	E		DERAILMENT	1
MT-0798-106	MON	HILINE	Y	3	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
MT-0998-108	MON	HILINE	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	E	L	DERAILMENT	1
NE-0998-100	NEB	ST JOSEPH	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
PR-0798-116	PWR	CANYON	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
PR-0898-125	PWR SAND HILLS	Y 4	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
SF-0798-101	SPR CHEROKEE	Y 4	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
NE-0698-106	NEB HASTINGS	Y 4	T199	OTHER TRK GEOMETRY D	MAIN	E		DERAILMENT	1
MT-0198-101	MON HILLINE	Y 3	T204	BROKEN RAIL - WELD (	MAIN	E		DERAILMENT	1
PR-1198-149	PWR BLACK HILLS	Y 4	T204	BROKEN RAIL - WELD (	MAIN	E		DERAILMENT	1
CO-0798-113	PWR PUEBLO	Y 1	T206	DEFECTIVE/MISSING SP	MAIN	E		DERAILMENT	1
NM-0198-109	SWE GLORIETA	Y 4	T207	BROKEN RAIL - DETAIL	MAIN	E		DERAILMENT	1
KC-0198-105	KAN BROOKFIELD	Y 2	T314	SWITCH POINT WORN OR	MAIN	E		DERAILMENT	1
KS-0298-101	KAN EMPORIA	Y 5	T314	SWITCH POINT WORN OR	MAIN	E		DERAILMENT	1
AO-1198-106	KAN PANHANDLE	Y 3	T314	SWITCH POINT WORN OR	MAIN	E		DERAILMENT	1
SC-0798-110	SCA NEEDLES	Y 4	T314	SWITCH POINT WORN OR	MAIN	E	J	DERAILMENT	1
MS-0298-108	SPR THAYER SOUTH	Y 2	T314	SWITCH POINT WORN OR	MAIN	E	L	DERAILMENT	1
SC-0998-106	SCA HARBOR	Y 1	T319	SWITCH POINT GAPPED	MAIN	E		DERAILMENT	1
IL-0198-205	CHI BROOKFIELD	Y 3	M306	HWY USER INABILITY T	MAIN	F		HGX XING COLL	1
CO-0398-111	PWR RATON	Y 3	E51C	BROKEN OR BENT BETWE	MAIN	G	J	DERAILMENT	1
AO-0398-106	KAN PANHANDLE	Y 5	E53C	JOURNAL - ROLLER BEA	MAIN	G		DERAILMENT	1
DK-0298-100	TWI JAMESTOWN	Y 4	E53C	JOURNAL - ROLLER BEA	MAIN	G		DERAILMENT	1
CH-0798-102	CHI CHILLICOTHE	Y 4	H402	MOTOR CAR OR ON-TRK	MAIN	G		OBSTRUCTION INC	1
CH-0798-102	CHI CHILLICOTHE	Y 4	H402	MOTOR CAR OR ON-TRK	MAIN	G		OBSTRUCTION INC	1
NE-0398-121	NEB CRESTON	Y 4	H605	FAILURE TO COMPLY WI	MAIN	G		REAR END COLL	1
NE-0398-121	NEB CRESTON	Y 4	H605	FAILURE TO COMPLY WI	MAIN	G		REAR END COLL	1
NE-0398-121	NEB CRESTON	Y 4	H605	FAILURE TO COMPLY WI	MAIN	G		REAR END COLL	1
SC-1198-104	SCA CAJON	Y 5	H605	FAILURE TO COMPLY WI	MAIN	G		REAR END COLL	1
SC-1198-104	SCA CAJON	Y 5	H605	FAILURE TO COMPLY WI	MAIN	G		REAR END COLL	1
DK-0398-109	MON FORSYTH	Y 4	M101	SNOW, ICE, MUD, GRAVEL,	MAIN	G	J	DERAILMENT	1
KS-1298-202	KAN TOPEKA	Y 4	M302	HIGHWAY USER INATTEN	MAIN	G		HGX XING COLL	1
NE-0398-124	NEB CRESTON	Y 5	T106	SUPERELEVATION IMPRO	MAIN	G		DERAILMENT	1
MN-0698-205	TWI STAPLES	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	H		HGX XING COLL	1
KC-0598-104	KAN BROOKFIELD	Y 2	M204	IMPROPERLY LOADED CA	MAIN	I		DERAILMENT	1
OR-1198-107	NWE SEATTLE	Y 4	M404	OBJECT OR EQUIPMENT	MAIN	I	J	OBSTRUCTION INC	1
KC-1098-103	KAN EMPORIA	Y 4	T002	WASHOUT/RAIN/SLIDE/S	MAIN	I		OTHER ACCIDENTS	1
OR-0998-108	NWE OREGON TRUNK	Y 3	E06C	BRAKE VALVE MALFUNCT	MAIN	J	G	DERAILMENT	1
CO-0198-103	MON CASPER	Y 4	E33C	COUPLER RETAINER PIN	MAIN	J	M	DERAILMENT	1
WA-0498-105	NWE KETTLE FALLS	Y 2	E34C	DRAFT GEAR/MECHANISM	MAIN	J		DERAILMENT	1
OR-0798-112	NCA GATEWAY	Y 2	E46C	TRUCK BOLSTER STIFF,	MAIN	J		DERAILMENT	1
AZ-0598-102	SWE SELIGMAN	Y 3	E46C	TRUCK BOLSTER STIFF,	MAIN	J	G	DERAILMENT	1
DK-0798-107	TWI WATERTOWN	Y 2	E46C	TRUCK BOLSTER STIFF,	MAIN	J	I	DERAILMENT	1
AO-0298-112	KAN DALHART	Y 4	E52C	JOURNAL - PLAIN - FA	MAIN	J	G	DERAILMENT	1
DK-0298-111	MON FORSYTH	Y 4	E52C	JOURNAL - PLAIN - FA	MAIN	J		DERAILMENT	1
AO-1098-113	KAN BOISE CITY	Y 4	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
DK-1198-107	MON HETTINGER	Y 3	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
AZ-1098-106	SWE GALLUP	Y 5	E62C	WHEELS - BROKEN PLAT	MAIN	J		DERAILMENT	1
SF-0198-103	TEX RED ROCK	Y 2	E67C	WHEELS - DAMAGED FLA	MAIN	J		DERAILMENT	1
AO-0598-111	KAN DALHART	Y 4	E69C	WHEELS - OTHER WHEEL	MAIN	J		OTHER ACCIDENTS	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC		
SC-0698-109	SCA	NEEDLES	Y	5	E79L	OTHER LOCOMOTIVE DEF	MAIN	J	G	DERAILMENT	1
NM-0498-100	SWE	EL PASO	Y	3	E85C	BOTTOM OUTLET CAR DO	MAIN	J		DERAILMENT	1
GC-0598-103	GFC	LONGVIEW	Y	3	H021	FAILURE TO APPLY HAN	MAIN	J		DERAILMENT	1
CO-0798-103	PWR	RATON	Y	3	H210	RADIO COMMUNICATION,	MAIN	J	G	DERAILMENT	1
NE-1198-117	NEB	BAYARD	Y	1	H302	CARS LEFT FOUL	MAIN	J		OTHER IMPACTS	1
IL-0798-118	CHI	MARCELINE	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	J		OBSTRUCTION INC	1
DK-0998-111	MON	FORSYTH	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	J	G	OBSTRUCTION INC	1
DK-0998-111	MON	FORSYTH	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	J	G	OBSTRUCTION INC	1
PA-1298-108	NWE	STAMPEDE	Y	2	H501	IMPROPER TRAIN MAKE-	MAIN	J		DERAILMENT	1
NM-0998-107	SWE	GLORIETA	Y	3	H506	LATERAL DRAWBAR FORC	MAIN	J	G	DERAILMENT	1
CO-1098-107	PWR	FRONT RANGE	Y	2	H519	DYNAMIC BRAKE, TOO R	MAIN	J	L	DERAILMENT	1
NC-0898-102	NCA	RIVERBANK	Y	X	H525	INDEPENDENT ENGINE B	MAIN	J		DERAILMENT	1
DK-1298-107	MON	FORSYTH	Y	2	H704	SWITCH PREVIOUSLY RU	MAIN	J		DERAILMENT	1
CO-1298-140	PWR	FRONT RANGE	Y	4	M105	EXTREME ENVIRONMENTA	MAIN	J		DERAILMENT	1
DK-1198-102	DK	GENESEEO	Y	1	M299	MISCELLANEOUS LOADIN	MAIN	J		DERAILMENT	1
MS-0698-203	SPR	MOBILE	Y	3	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
MN-0598-200	TWI	HILLSBORO	Y	4	M302	HIGHWAY USER INATTEN	MAIN	J	G	HGX XING COLL	1
DK-0598-201	TWI	MARSHALL	Y	4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
GC-1098-200	GFC	CONROE	Y	2	M304	HWY USER CITED FOR V	MAIN	J		HGX XING COLL	1
IL-0798-106	CHI	MARCELINE	Y	2	M402	OBJECT OR EQUIPMENT	MAIN	J		OTHER ACCIDENTS	1
OR-0798-101	NCA	GATEWAY	Y	2	M405	INTERACTION OF L/V F	MAIN	J		DERAILMENT	1
DK-1198-113	TWI	MADISON	Y	1	M405	INTERACTION OF L/V F	MAIN	J		DERAILMENT	1
MT-0898-100	MON	LAUREL	Y	2	T001	ROADBED SETTLED OR S	MAIN	J		DERAILMENT	1
DK-1198-103	TWI	ABERDEEN	Y	2	T001	ROADBED SETTLED OR S	MAIN	J		DERAILMENT	1
TX-0998-103	TEX	HOUSTON SUB UP RR	Y	2	T102	CROSS LEVEL OF TRACK	MAIN	J		DERAILMENT	1
TX-0598-110	TEX	WICHITA FALLS	Y	3	T108	TRK ALIGNMENT IRREGU	MAIN	J	G	DERAILMENT	1
IL-0898-100	CHI	BEARDSTOWN	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
GC-0698-100	GFC	LONGVIEW	Y	3	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
AO-0698-104	KAN	BOISE CITY	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
NC-0698-104	NCA	RIVERBANK	Y	2	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
MN-0798-104	TWI	WESTHOPE	Y	1	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
SF-0298-112	SPR	LEAD LINE	Y	1	T110	WIDE GAGE (DUE TO DE	MAIN	J		DERAILMENT	1
MT-1198-110	MON	CROSBY	Y	X	T202	BROKEN RAIL - BASE	MAIN	J		DERAILMENT	1
NC-0598-106	NCA	STOCKTON	Y	4	T205	DEFECTIVE/MISSING CR	MAIN	J		DERAILMENT	1
NC-0598-106	NCA	STOCKTON	Y	4	T205	DEFECTIVE/MISSING CR	MAIN	J		DERAILMENT	1
OR-0698-108	NCA	GATEWAY	Y	3	T205	DEFECTIVE/MISSING CR	MAIN	J		DERAILMENT	1
DK-0498-111	TWI	WATERTOWN	Y	2	T207	BROKEN RAIL - DETAIL	MAIN	J		DERAILMENT	1
MT-0698-102	MON	HILINE	Y	4	T210	BROKEN RAIL - HEAD A	MAIN	J		DERAILMENT	1
CO-1298-118	MON	CASPER	Y	4	T215	JOINT BAR BROKEN (NO	MAIN	J		DERAILMENT	1
KS-1298-112	TEX	CHICKASHA	Y	3	T220	BROKEN RAIL - TRANSV	MAIN	J		DERAILMENT	1
MN-0998-116	TWI	LAKES	Y	1	T221	BROKEN RAIL - VERTIC	MAIN	J		DERAILMENT	1
SF-1298-114	SPR	AVARD	Y	3	T299	OTHER RAIL/JOINT BAR	MAIN	J		DERAILMENT	1
NM-0998-105	SWE	EL PASO	Y	3	T299	OTHER RAIL/JOINT BAR	MAIN	J		DERAILMENT	1
MN-1198-110	MN	ROCKFORD	Y	1	T314	SWITCH POINT WORN OR	MAIN	J	O	DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	SUB DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
SF-0998-130	SPR	AVARD	Y	4	T401	BRIDGE MISALIGNMENT	MAIN	J		DERAILMENT	1
GC-0598-101	GFC	GALVESTON	Y	2	H703	SWITCH NOT LATCHED O	MAIN	L		DERAILMENT	1
MT-0198-105	MON	LAUREL	Y	1	H999	OTHER TRAIN OPERATIO	MAIN	L		OTHER ACCIDENTS	1
GC-0398-113	GFC	CORPUS CHRISTI	Y	2	M405	INTERACTION OF L/V F	MAIN	L		DERAILMENT	1
MN-0398-114	MN	ROCKFORD	Y	1	T314	SWITCH POINT WORN OR	MAIN	L		DERAILMENT	1
MN-0698-114	MN	ROCKFORD	Y	1	T319	SWITCH POINT GAPPED	MAIN	L		DERAILMENT	1
WA-0198-111	NWE	KETTLE FALLS	Y	2	H212	RADIO COMMUNICATION,	MAIN	M		OTHER IMPACTS	1
GC-0198-104	GFC	SILSBEE	Y	1	H302	CARS LEFT FOUL	MAIN	N	J	DERAILMENT	1
WA-0298-109	NWE	PEND OREILLE	Y	1	H402	MOTOR CAR OR ON-TRK	MAIN	N		OBSTRUCTION INC	1
OR-0598-109	NWE	SEATTLE	Y	5	H402	MOTOR CAR OR ON-TRK	MAIN	N		OTHER IMPACTS	1
WA-0198-110	NWE	KOOTENAI RIVER	Y	1	T311	SWITCH DAMAGED OR OU	MAIN	N		OTHER ACCIDENTS	1
GC-1198-109	GFC	CONROE	Y	1	T399	OTHER FROG/SWITCH/TR	MAIN	N		DERAILMENT	1
CO-0998-123	PWR	SPANISH PEAKS	Y	2	E53C	JOURNAL - ROLLER BEA	MAIN	O	J	DERAILMENT	1
MT-1098-200	MON	GLASGOW	Y	4	M302	HIGHWAY USER INATTEN	MAIN	O		HGX XING COLL	1
TX-1198-131	TEX	FT WORTH	Y	1	M502	VANDALISM OF ON-TRAC	MAIN	O		DERAILMENT	1
TOTAL 1998											191
PR-0599-107	PWR	ORIN	Y	4	E62C	WHEELS - BROKEN PLAT	MAIN			OTHER ACCIDENTS	1
PR-0999-109	PWR	SAND HILLS	Y	4	E62C	WHEELS - BROKEN PLAT	MAIN	A		DERAILMENT	1
NC-0499-101	NCA	UP	Y	2	H508	IMPROPER TRAIN MAKE-	MAIN	A		DERAILMENT	1
MN-0499-103	CHI	AURORA	Y	4	E21C	CENTER SILL BROKEN O	MAIN	E		OTHER ACCIDENTS	1
AZ-0499-111	SWE	SELIGMAN	Y	2	E21C	CENTER SILL BROKEN O	MAIN	E		OTHER ACCIDENTS	1
TX-0599-121	TEX	FT WORTH	Y	3	E21C	CENTER SILL BROKEN O	MAIN	E		DERAILMENT	1
MS-0999-101	SPR	RIVER	Y	3	E34C	DRAFT GEAR/MECHANISM	MAIN	E		DERAILMENT	1
PR-0999-110	PWR	BUTTE	Y	1	E40C	SIDE BEARING CLEARAN	MAIN	E		DERAILMENT	1
SF-0699-108	SPR	CUBA	Y	3	E40C	SIDE BEARING CLEARAN	MAIN	E		DERAILMENT	1
KS-0599-100	TEX	RED ROCK	Y	4	E40C	SIDE BEARING CLEARAN	MAIN	E		DERAILMENT	1
SF-0799-103	SPR	THAYER NORTH	Y	4	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
SF-0899-103	SPR	FT SCOTT	Y	2	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
SF-1099-107	SPR	FT SCOTT	Y	4	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
AZ-0599-103	SWE	SELIGMAN	Y	4	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
TX-1299-105	TEX	MADILL	Y	2	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
CO-1099-110	PWR	BRUSH	Y	4	E49C	OTHER TRUCK COMPONENT	MAIN	E		DERAILMENT	1
AO-0799-119	KAN	SLATON	Y	4	E4TC	TRUCK HUNTING	MAIN	E		DERAILMENT	1
MS-0799-112	SPR	RIVER	Y	4	E4TC	TRUCK HUNTING	MAIN	E		DERAILMENT	1
AZ-0799-101	SWE	GALLUP	Y	4	E51L	BROKEN OR BENT BETWE	MAIN	E		DERAILMENT	1
NM-0799-103	SWE	CLOVIS	Y	5	E52C	JOURNAL - PLAIN - FA	MAIN	E		DERAILMENT	1
MN-0399-107	TWI	STAPLES	Y	4	E52C	JOURNAL - PLAIN - FA	MAIN	E	I	DERAILMENT	1
AO-0399-105	KAN	SLATON	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
AO-0499-102	KAN	PANHANDLE	Y	5	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
KS-0699-103	KAN	EMPORIA	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
NE-0499-107	NEB	ST JOSEPH	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
IL-0699-102	NEB OTTUMWA	Y 4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
WA-0799-102	NWE KOOTENAI RIVER	Y 3	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
PR-0199-151	PWR ANGORA	Y 4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
SF-1099-100	SPR CUBA	Y 4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
MN-0199-101	TWI LAKES	Y 3	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
MN-0599-112	TWI STAPLES	Y 4	E55C	JOURNAL FRACTURED, C	MAIN	E	J	DERAILMENT	1
IL-0799-101	CHI BROOKFIELD	Y 4	E61C	WHEELS - BROKEN RIM	MAIN	E		DERAILMENT	1
PR-0299-102	PWR SAND HILLS	Y 4	E61C	WHEELS - BROKEN RIM	MAIN	E		DERAILMENT	1
NM-0199-103	SWE CLOVIS	Y 5	E61C	WHEELS - BROKEN RIM	MAIN	E		DERAILMENT	1
MS-1299-109	SPR THAYER SOUTH	Y 4	E62C	WHEELS - BROKEN PLAT	MAIN	E		DERAILMENT	1
NM-1299-101	SWE CLOVIS	Y 4	E62C	WHEELS - BROKEN PLAT	MAIN	E		DERAILMENT	1
AZ-0499-101	SWE GALLUP	Y 4	E63C	WHEELS - BROKEN HUB	MAIN	E		DERAILMENT	1
DK-0299-103	TWI MORRIS	Y 3	E63C	WHEELS - BROKEN HUB	MAIN	E		DERAILMENT	1
NC-0399-103	NCA UP	Y 2	E67C	WHEELS - DAMAGED FLA	MAIN	E		DERAILMENT	1
SF-0199-121	SPR CHEROKEE	Y 4	E67C	WHEELS - DAMAGED FLA	MAIN	E		DERAILMENT	1
CO-0699-118	PWR BRUSH	Y 4	E68C	WHEELS - LOOSE WHEEL	MAIN	E		DERAILMENT	1
AZ-0499-102	SWE SELIGMAN	Y 4	E79L	OTHER LOCOMOTIVE DEF	MAIN	E		DERAILMENT	1
GC-0599-108	GFC MYKAWA	Y 4	E89C	OTHER CAR DOOR DEFEC	MAIN	E		DERAILMENT	1
GC-0599-108	GFC MYKAWA	Y 4	E89C	OTHER CAR DOOR DEFEC	MAIN	E		DERAILMENT	1
IL-0199-113	CHI CHILLICOTHE	Y 5	H204	FIXED SIGNAL, FAILUR	MAIN	E		REAR END COLL	1
IL-0199-113	CHI CHILLICOTHE	Y 5	H204	FIXED SIGNAL, FAILUR	MAIN	E		REAR END COLL	1
AO-0499-107	KAN LAJUNTA	Y 4	H204	FIXED SIGNAL, FAILUR	MAIN	E		OTHER ACCIDENTS	1
AO-0799-108	KAN PANHANDLE	Y 5	H215	BLOCK SIGNAL, FAILUR	MAIN	E		SIDE COLL	1
AO-0799-108	KAN PANHANDLE	Y 5	H215	BLOCK SIGNAL, FAILUR	MAIN	E		SIDE COLL	1
NE-0699-104	NEB HASTINGS	Y 4	H215	BLOCK SIGNAL, FAILUR	MAIN	E		DERAILMENT	1
SC-0199-114	SCA CAJON	Y 4	H306	SHOVING MVMT, ABSENC	MAIN	E		DERAILMENT	1
AO-1099-103	KAN HEREFORD	Y 5	H402	MOTOR CAR OR ON-TRK	MAIN	E		OTHER ACCIDENTS	1
PR-1099-108	PWR SAND HILLS	Y 4	H402	MOTOR CAR OR ON-TRK	MAIN	E		OBSTRUCTION INC	1
MS-0399-104	SPR THAYER SOUTH	Y 3	H402	MOTOR CAR OR ON-TRK	MAIN	E		OBSTRUCTION INC	1
MS-0399-104	SPR THAYER SOUTH	Y 3	H402	MOTOR CAR OR ON-TRK	MAIN	E		OBSTRUCTION INC	1
SF-0499-105	TEX CREEK	Y 4	H402	MOTOR CAR OR ON-TRK	MAIN	E		OBSTRUCTION INC	1
SF-0499-105	TEX CREEK	Y 4	H402	MOTOR CAR OR ON-TRK	MAIN	E		OBSTRUCTION INC	1
IL-0399-102	CHI BROOKFIELD	Y 3	H404	T ORDER/WARRANT/BULL	MAIN	E	J	OBSTRUCTION INC	1
IL-0399-102	CHI BROOKFIELD	Y 3	H404	T ORDER/WARRANT/BULL	MAIN	E	J	OBSTRUCTION INC	1
CH-0999-101	CHI CHILLICOTHE	Y 5	H404	T ORDER/WARRANT/BULL	MAIN	E		OBSTRUCTION INC	1
NE-0699-101	NEB OMAHA	Y 1	H504	BUFFING OR SLACK ACT	MAIN	E	I	DERAILMENT	1
NM-0499-100	SWE CLOVIS	Y 4	H519	DYNAMIC BRAKE, TOO R	MAIN	E		DERAILMENT	1
NM-0299-101	SWE CLOVIS	Y 4	H599	OTHER CAUSES, TRAIN	MAIN	E		DERAILMENT	1
PR-0999-113	MON BIG HORN	Y 4	H601	COUPLING SPEED EXCES	MAIN	E	I	DERAILMENT	1
PR-0499-104	PWR ANGORA	Y 4	H605	FAILURE TO COMPLY WI	MAIN	E		HEAD ON COLL	1
PR-0499-104	PWR ANGORA	Y 4	H605	FAILURE TO COMPLY WI	MAIN	E		HEAD ON COLL	1
NM-0699-107	SWE CLOVIS	Y 5	H993	HUMAN FACTOR - TRACK	MAIN	E		DERAILMENT	1
OR-0299-106	NWE SEATTLE	Y 5	M101	SNOW,ICE,MUD,GRAVEL,	MAIN	E		OBSTRUCTION INC	1
MN-0799-100	TWI K.O.	Y 4	M105	EXTREME ENVIRONMENTA	MAIN	E		DERAILMENT	1



BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK REP	PRIMARY CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
PR-0899-100	PWR ANGORA	Y	4	M201	LOAD SHIFTED	MAIN	E		OTHER ACCIDENTS	1
KS-0799-202	KAN EMPORIA	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-0999-201	KAN EMPORIA	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NC-0199-201	NCA RIVERBANK	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NC-1299-200	NCA STOCKTON	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NE-0899-202	NEB OMAHA	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
MS-0699-200	SPR RIVER	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
SF-0899-201	SPR THAYER NORTH	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
MS-0999-202	SPR BIRMINGHAM	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
AZ-0799-202	SWE SELIGMAN	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NM-0999-200	SWE GLORIETA	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
SC-0999-204	SCA SAN BERNARDINO	Y	5	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
TX-1299-201	TEX DFW	Y	4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
IL-0199-203	CHI BEARDSTOWN	Y	4	M304	HWY USER CITED FOR V	MAIN	E		HGX XING COLL	1
CH-0599-200	CHI CHICAGO	Y	5	M304	HWY USER CITED FOR V	MAIN	E	D	HGX XING COLL	1
NM-1199-200	SWE RATON	Y	5	M304	HWY USER CITED FOR V	MAIN	E		HGX XING COLL	1
CH-0699-200	CHI CHILLICOTHE	Y	4	M399	OTHER HWY/RAIL CROSS	MAIN	E		HGX XING COLL	1
MT-0699-200	MON GLASGOW	Y	5	M399	OTHER HWY/RAIL CROSS	MAIN	E		HGX XING COLL	1
NE-0699-206	NEB ST JOSEPH	Y	4	M399	OTHER HWY/RAIL CROSS	MAIN	E		HGX XING COLL	1
SF-1299-202	SPR CUBA	Y	4	M399	OTHER HWY/RAIL CROSS	MAIN	E		HGX XING COLL	1
NC-0899-112	NCA BAKERSFIELD	Y	4	M404	OBJECT OR EQUIPMENT	MAIN	E		OBSTRUCTION INC	1
NC-1199-108	NCA STOCKTON	Y	4	M404	OBJECT OR EQUIPMENT	MAIN	E		OBSTRUCTION INC	1
PR-1299-103	PWR CANYON	Y	3	M599	OTHER MISCELLANEOUS	MAIN	E		DERAILMENT	1
SC-1099-102	SCA CAJON	Y	3	M599	OTHER MISCELLANEOUS	MAIN	E		DERAILMENT	1
MS-0899-104	SPR THAYER SOUTH	Y	3	M599	OTHER MISCELLANEOUS	MAIN	E		DERAILMENT	1
SF-0699-104	SPR AVARD	Y	3	T001	ROADBED SETTLED OR S	MAIN	E		DERAILMENT	1
PA-0399-105	NWE SCENIC	Y	2	T002	WASHOUT/RAIN/SLIDE/S	MAIN	E		OBSTRUCTION INC	1
CO-0499-100	PWR BRUSH	Y	4	T101	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
GC-0999-121	GFC GALVESTON	Y	4	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
KC-1299-102	KAN BROOKFIELD	Y	1	T102	CROSS LEVEL OF TRACK	MAIN	E		RAKING COLL	1
KC-1299-102	KAN BROOKFIELD	Y	1	T102	CROSS LEVEL OF TRACK	MAIN	E		RAKING COLL	1
SF-1299-108	SPR FT SCOTT	Y	4	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
KS-0799-109	TEX RED ROCK	Y	2	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
SF-0199-123	SPR FT SCOTT	Y	2	T106	SUPERELEVATION IMPRO	MAIN	E		DERAILMENT	1
PR-0699-105	PWR ORIN	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
PR-0799-102	PWR BLACK HILLS	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
TX-0499-107	TEX RED RIVER VALLEY	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
NE-0199-106	NEB CRESTON	Y	1	T110	WIDE GAGE (DUE TO DE	MAIN	E		DERAILMENT	1
IL-1299-115	NEB OTTUMWA	Y	1	T110	WIDE GAGE (DUE TO DE	MAIN	E		DERAILMENT	1
KC-0999-105	KAN BROOKFIELD	Y	1	T199	OTHER TRK GEOMETRY D	MAIN	E		DERAILMENT	1
NE-0399-111	NEB CRESTON	Y	4	T204	BROKEN RAIL - WELD (	MAIN	E		DERAILMENT	1
IL-1199-101	CHI BROOKFIELD	Y	1	T207	BROKEN RAIL - DETAIL	MAIN	E		DERAILMENT	1
PR-0999-107	PWR ORIN	Y	4	T207	BROKEN RAIL - DETAIL	MAIN	E		DERAILMENT	1
SF-0699-102	SPR CHEROKEE	Y	4	T211	BROKEN RAIL - HEAD A	MAIN	E		DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC		
IL-0899-104	CHI	BROOKFIELD	Y	4	T220	BROKEN RAIL - TRANSV	MAIN	E	DERAILMENT	1	
KC-1099-103	KAN	BROOKFIELD	Y	1	T314	SWITCH POINT WORN OR	MAIN	E	DERAILMENT	1	
IL-0299-108	NEB	OTTUMWA	Y	1	T314	SWITCH POINT WORN OR	MAIN	E	DERAILMENT	1	
MN-0199-105	CHI	AURORA	Y	4	T318	TURNOUT FROG (SPRING	MAIN	E	DERAILMENT	1	
AO-0499-103	KAN	HEREFORD	Y	5	T318	TURNOUT FROG (SPRING	MAIN	E	DERAILMENT	1	
PR-0899-110	PWR	BUTTE	Y	4	E27C	SIDE SILL BROKEN	MAIN	G	OTHER ACCIDENTS	1	
OR-0199-101	NWE	FALL BRIDGE	Y	1	E60C	WHEELS - BROKEN FLAN	MAIN	G	DERAILMENT	1	
OR-0799-101	NWE	OREGON TRUNK	Y	3	H605	FAILURE TO COMPLY WI	MAIN	G	J	OBSTRUCTION INC	1
OR-0799-101	NWE	OREGON TRUNK	Y	3	H605	FAILURE TO COMPLY WI	MAIN	G	J	OBSTRUCTION INC	1
NC-0799-104	NCA	UP	Y	4	M201	LOAD SHIFTED	MAIN	G	H	DERAILMENT	1
IL-1099-203	NEB	OTTUMWA	Y	5	M302	HIGHWAY USER INATTEN	MAIN	G	J	HGX XING COLL	1
IL-1199-201	NEB	OTTUMWA	Y	4	M303	HWY USER MISJUDGEMEN	MAIN	G	J	HGX XING COLL	1
OR-0499-101	NWE	OREGON TRUNK	Y	3	T101	CROSS LEVEL OF TRACK	MAIN	G	J	DERAILMENT	1
SC-0199-105	SCA	NEEDLES	Y	5	T399	OTHER FROG/SWITCH/TR	MAIN	G		DERAILMENT	1
NC-1199-201	NCA	STOCKTON	Y	5	M302	HIGHWAY USER INATTEN	MAIN	H		HGX XING COLL	1
IL-0699-109	CHI	BROOKFIELD	Y	3	T314	SWITCH POINT WORN OR	MAIN	H		DERAILMENT	1
NC-0899-102	NCA	BAKERSFIELD	Y	1	H703	SWITCH NOT LATCHED O	MAIN	I		DERAILMENT	1
SC-0499-110	SCA	HARBOR	Y	2	T101	CROSS LEVEL OF TRACK	MAIN	I		DERAILMENT	1
MT-0399-105	MON	SWEET GRASS	Y	3	T207	BROKEN RAIL - DETAIL	MAIN	I	J	DERAILMENT	1
AZ-0799-100	SWE	GALLUP	Y	4	E39C	OTHER COUPLER/DRAFT	MAIN	J		DERAILMENT	1
AZ-0399-101	SWE	SELIGMAN	Y	2	E40C	SIDE BEARING CLEARAN	MAIN	J		DERAILMENT	1
OR-0199-105	NCA	GATEWAY	Y	2	E43C	SIDE BEARING MISSING	MAIN	J		DERAILMENT	1
AZ-0799-105	SWE	PHOENIX	Y	3	E46C	TRUCK BOLSTER STIFF,	MAIN	J		DERAILMENT	1
MN-0999-102	TWI	WAYZATA	Y	2	E46C	TRUCK BOLSTER STIFF,	MAIN	J		DERAILMENT	1
TX-0899-101	GFC	LAMPASAS	Y	4	E4TC	TRUCK HUNTING	MAIN	J		DERAILMENT	1
GC-0199-102	GFC	HOUSTON	Y	4	E51C	BROKEN OR BENT BETWE	MAIN	J		DERAILMENT	1
MT-0699-100	MON	LAUREL	Y	2	E51C	BROKEN OR BENT BETWE	MAIN	J		DERAILMENT	1
TX-1199-101	TEX	RED RIVER VALLEY	Y	4	E51C	BROKEN OR BENT BETWE	MAIN	J		DERAILMENT	1
DK-0199-118	MON	HETTINGER	Y	3	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
WA-0699-100	NWE	KETTLE FALLS	Y	3	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
CO-0199-107	PWR	UP	Y	3	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
DK-0899-119	TWI	MARSHALL	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
DK-0899-118	TWI	MARSHALL	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
IL-0299-104	NEB	OTTUMWA	Y	4	E61C	WHEELS - BROKEN RIM	MAIN	J		DERAILMENT	1
DK-0199-106	MON	HETTINGER	Y	3	E65C	WHEELS - WORN TREAD	MAIN	J		DERAILMENT	1
PA-1099-100	NWE	SEATTLE	Y	4	H018	FAILURE TO PROPERLY	MAIN	J		OTHER IMPACTS	1
CO-0899-117	PWR	SPANISH PEAKS	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	J		OBSTRUCTION INC	1
CO-0899-117	PWR	SPANISH PEAKS	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	J		OBSTRUCTION INC	1
TX-0199-112	TEX	WICHITA FALLS	Y	4	H504	BUFFING OR SLACK ACT	MAIN	J	G	BROKEN TRN COLL	1
MT-0599-105	MON	SWEET GRASS	Y	3	H599	OTHER CAUSES, TRAIN	MAIN	J		OTHER ACCIDENTS	1
OR-0399-106	NWE	OREGON TRUNK	Y	2	H605	FAILURE TO COMPLY WI	MAIN	J		HEAD ON COLL	1
OR-0399-106	NWE	OREGON TRUNK	Y	2	H605	FAILURE TO COMPLY WI	MAIN	J		HEAD ON COLL	1
CO-0999-104	PWR	SPANISH PEAKS	Y	4	H999	OTHER TRAIN OPERATIO	MAIN	J	G	DERAILMENT	1
SC-0299-111	SCA	CAJON	Y	5	H999	OTHER TRAIN OPERATIO	MAIN	J		OBSTRUCTION INC	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
DK-0499-110	TWI JAMESTOWN	Y 1	M299	MISCELLANEOUS LOADIN	MAIN	J		DERAILMENT	1
AO-0299-202	KAN BOISE CITY	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
KS-1099-200	KAN LAJUNTA	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J	G	HGX XING COLL	1
NE-1299-203	NEB WYMORE	Y 2	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
AZ-0999-202	SWE PHOENIX	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
NC-0999-202	NCA RIVERBANK	Y 2	M303	HWY USER MISJUDGEMEN	MAIN	J		HGX XING COLL	1
DK-0899-201	TWI MARSHALL	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	J		HGX XING COLL	1
DK-1099-203	TWI MARSHALL	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	J		HGX XING COLL	1
NE-0999-200	NEB SIOUX CITY	Y 3	M399	OTHER HWY/RAIL CROSS	MAIN	J		HGX XING COLL	1
CO-0199-101	PWR PIKES PEAK	Y 4	M402	OBJECT OR EQUIPMENT	MAIN	J	G	OBSTRUCTION INC	1
KS-1299-101	KAN LAJUNTA	Y 5	M405	INTERACTION OF L/V F	MAIN	J		DERAILMENT	1
TX-1299-107	TEX VENUS	Y 2	M599	OTHER MISCELLANEOUS	MAIN	J		DERAILMENT	1
MS-0199-123	SPR AMORY	Y 4	T001	ROADBED SETTLED OR S	MAIN	J		DERAILMENT	1
MN-0699-106	TWI NOYES	Y 2	T101	CROSS LEVEL OF TRACK	MAIN	J		DERAILMENT	1
SF-1099-105	SPR AVARD	Y 4	T102	CROSS LEVEL OF TRACK	MAIN	J		DERAILMENT	1
TX-1099-117	TEX VENUS	Y 2	T102	CROSS LEVEL OF TRACK	MAIN	J		DERAILMENT	1
GC-0899-102	GFC SILSBEE	Y 2	T108	TRK ALIGNMENT IRREGU	MAIN	J		DERAILMENT	1
DK-0899-120	TWI JAMESTOWN	Y 4	T109	TRACK ALINEMENT IRRE	MAIN	J	I	DERAILMENT	1
AZ-0899-100	SWE DEFIANCE	Y 2	T199	OTHER TRK GEOMETRY D	MAIN	J		DERAILMENT	1
CO-0499-104	PWR FRONT RANGE	Y 4	T202	BROKEN RAIL - BASE	MAIN	J		DERAILMENT	1
MS-0299-109	SPR AMORY	Y 2	T205	DEFECTIVE/MISSING CR	MAIN	J		DERAILMENT	1
MT-0899-102	MON LAUREL	Y 4	T207	BROKEN RAIL - DETAIL	MAIN	J		DERAILMENT	1
DK-0199-124	TWI ZAP	Y 3	T207	BROKEN RAIL - DETAIL	MAIN	J		DERAILMENT	1
DK-0899-107	TWI ABERDEEN	Y 2	T207	BROKEN RAIL - DETAIL	MAIN	J		DERAILMENT	1
MN-1199-110	TWI BRAINERD	Y 4	T215	JOINT BAR BROKEN (NO	MAIN	J		DERAILMENT	1
DK-0899-105	TWI WATERTOWN	Y 2	T220	BROKEN RAIL - TRANSV	MAIN	J		DERAILMENT	1
WA-1299-104	NWE KETTLE FALLS	Y 1	T221	BROKEN RAIL - VERTIC	MAIN	J		DERAILMENT	1
DK-0199-129	TWI ABERDEEN	Y 2	T221	BROKEN RAIL - VERTIC	MAIN	J		DERAILMENT	1
SC-1199-122	SCA HARBOR	Y 2	T314	SWITCH POINT WORN OR	MAIN	J		DERAILMENT	1
WA-0599-106	NWE KETTLE FALLS	Y 2	T399	OTHER FROG/SWITCH/TR	MAIN	J		DERAILMENT	1
NE-0299-108	NEB ST JOSEPH	Y 4	T499	OTHER WAY AND STRUCT	MAIN	J		RAKING COLL	1
NE-0299-108	NEB ST JOSEPH	Y 4	T499	OTHER WAY AND STRUCT	MAIN	J		RAKING COLL	1
MN-1199-203	TWI K.O.	Y 4	M304	HWY USER CITED FOR V	MAIN	K		HGX XING COLL	1
NE-0199-101	NEB RAVENNA	Y 5	T399	OTHER FROG/SWITCH/TR	MAIN	K		DERAILMENT	1
SF-0199-109	SPR CREEK	Y X	H104	EMPLOYEE ASLEEP	MAIN	L	N	SIDE COLL	1
SF-0199-109	SPR CREEK	Y X	H104	EMPLOYEE ASLEEP	MAIN	L	N	SIDE COLL	1
DK-0699-109	TWI JAMESTOWN	Y 1	H399	RULES AND INSTRUCTIO	MAIN	L		OTHER ACCIDENTS	1
KC-0999-103	KAN BROOKFIELD	Y 1	H703	SWITCH NOT LATCHED O	MAIN	L		DERAILMENT	1
PA-0299-105	NWE SCENIC	Y 2	M405	INTERACTION OF L/V F	MAIN	L		DERAILMENT	1
PA-0799-105	NWE NEW WESTMINISTER	Y 1	M405	INTERACTION OF L/V F	MAIN	L		DERAILMENT	1
NE-0799-112	NEB HASTINGS	Y 2	T101	CROSS LEVEL OF TRACK	MAIN	L		DERAILMENT	1
SC-1099-110	SCA NEEDLES	Y 5	M199	OTHER EXTREME ENVIRO	MAIN	M		DERAILMENT	1
TX-0799-104	TEX VENUS	Y 2	M201	LOAD SHIFTED	MAIN	M		DERAILMENT	1
CO-1099-100	MON CASPER	Y 4	T215	JOINT BAR BROKEN (NO	MAIN	M		DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	DIV	SUB DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
DK-0299-100	TWI	WAYZATA	Y	3	E29C	OTHER BODY DEFECTS (	MAIN	N		OTHER IMPACTS	1
NC-0899-200	NCA	STOCKTON	Y	3	M302	HIGHWAY USER INATTEN	MAIN	N		HGX XING COLL	1
SF-0499-110	SPR	CREEK	Y	1	S007	CLASSIFICATION YARD	MAIN	N		OTHER IMPACTS	1
SF-0499-110	SPR	CREEK	Y	1	S007	CLASSIFICATION YARD	MAIN	N		OTHER IMPACTS	1
KC-1299-103	KAN	EMPORIA	Y	1	T202	BROKEN RAIL - BASE	MAIN	N		DERAILMENT	1
NE-0299-105	NEB	CRESTON	Y	1	T211	BROKEN RAIL - HEAD A	MAIN	N		DERAILMENT	1
SF-1199-104	SPR	FT SCOTT	Y	2	E23C	CENTER PLATE BROKEN	MAIN	O		DERAILMENT	1
DK-0899-117	TWI	ABERDEEN	Y	2	E29C	OTHER BODY DEFECTS (	MAIN	O		OTHER ACCIDENTS	1
DK-0799-109	MON	GLASGOW	Y	2	H601	COUPLING SPEED EXCES	MAIN	O		OTHER IMPACTS	1
PR-1299-101	PWR	BLACK HILLS	Y	4	H601	COUPLING SPEED EXCES	MAIN	O		DERAILMENT	1
CO-0899-118	PWR	BRUSH	Y	4	T102	CROSS LEVEL OF TRACK	MAIN	O		DERAILMENT	1
CO-0899-118	PWR	BRUSH	Y	4	T102	CROSS LEVEL OF TRACK	MAIN	O		DERAILMENT	1
TOTAL 1999											
213											
GC-1200-203	GFC	LAFAYETTE	Y	5	M303	HWY USER MISJUDGEMEN	MAIN			HGX XING COLL	1
DK-1200-109	TWI	MORRIS	Y	3	E53C	JOURNAL - ROLLER BEA	MAIN	A		DERAILMENT	1
MT-1100-103	MON	HILINE	Y	3	E67C	WHEELS - DAMAGED FLA	MAIN	A		DERAILMENT	1
NM-0100-103	SWE	RATON	Y	2	E06C	BRAKE VALVE MALFUNCT	MAIN	E		DERAILMENT	1
IL-0100-110	CHI	BARSTOW	Y	3	E07C	RIGGING DOWN OR DRAG	MAIN	E		DERAILMENT	1
NC-0800-108	NCA	BAKERSFIELD	Y	5	E07C	RIGGING DOWN OR DRAG	MAIN	E		DERAILMENT	1
NM-1200-107	SWE	RATON	Y	2	E09C	OTHER BRAKE DEFECTS	MAIN	E		DERAILMENT	1
AO-1000-103	KAN	HEREFORD	Y	5	E11C	BROKEN OR DEFECTIVE	MAIN	E		OTHER ACCIDENTS	1
MT-0900-103	MON	HILINE	Y	4	E21C	CENTER SILL BROKEN O	MAIN	E		OBSTRUCTION INC	1
SF-1000-103	SPR	CUBA	Y	4	E27C	SIDE SILL BROKEN	MAIN	E		DERAILMENT	1
AZ-0500-103	SWE	SELIGMAN	Y	4	E30C	KNUCKLE BROKEN OR DE	MAIN	E		DERAILMENT	1
IL-0600-104	CHI	BARSTOW	Y	4	E33C	COUPLER RETAINER PIN	MAIN	E		OTHER ACCIDENTS	1
PR-1100-101	PWR	VALLEY	Y	4	E33C	COUPLER RETAINER PIN	MAIN	E		DERAILMENT	1
SF-0600-115	SPR	AFTON	Y	4	E33C	COUPLER RETAINER PIN	MAIN	E		DERAILMENT	1
IL-0700-107	CHI	MARCELINE	Y	5	E40C	SIDE BEARING CLEARAN	MAIN	E		DERAILMENT	1
WA-0700-102	NWE	KOOTENAI RIVER	Y	3	E40L	SIDE BEARING CLEARAN	MAIN	E		DERAILMENT	1
SF-1200-111	SPR	HANNIBAL	Y	3	E44C	TRUCK BOLSTER BROKEN	MAIN	E		DERAILMENT	1
NC-0700-101	NCA	STOCKTON	Y	5	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
SF-0400-110	SPR	CUBA	Y	3	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
AZ-0700-109	SWE	SELIGMAN	Y	4	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
KS-0700-104	KAN	EMPORIA	Y	4	E47C	DEFECTIVE SNUBBING	MAIN	E		DERAILMENT	1
SC-0700-104	SCA	NEEDLES	Y	4	E47C	DEFECTIVE SNUBBING	MAIN	E		DERAILMENT	1
KS-1000-107	KAN	LAJUNTA	Y	5	E4TC	TRUCK HUNTING	MAIN	E		DERAILMENT	1
NE-0700-107	NEB	HASTINGS	Y	4	E4TC	TRUCK HUNTING	MAIN	E	I	DERAILMENT	1
OR-1000-102	NWE	SEATTLE	Y	4	E51L	BROKEN OR BENT BETWE	MAIN	E	I	DERAILMENT	1
DK-1100-117	TWI	MORRIS	Y	3	E52C	JOURNAL - PLAIN - FA	MAIN	E		OTHER ACCIDENTS	1
IL-0800-101	CHI	BARSTOW	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
MN-1000-104	CHI	AURORA	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC		
PR-0800-105	MON	BIG HORN	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
NE-0400-110	NEB	ST JOSEPH	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
NE-0700-117	NEB	HASTINGS	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
NE-1200-107	NEB	CRESTON	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
OR-1000-105	NWE	SEATTLE	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
PR-0300-110	PWR	BUTTE	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
CO-0400-100	PWR	AKRON	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
PR-1200-112	PWR	BLACK HILLS	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
AZ-0300-107	SWE	SELIGMAN	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	OTHER ACCIDENTS	1	
TX-0500-111	TEX	RED ROCK	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
TX-1000-111	TEX	CREEK	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
MN-0700-119	TWI	STAPLES	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
MN-0800-101	TWI	K.O.	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E	DERAILMENT	1	
PR-0100-109	PWR	ORIN	Y	3	E59C	OTHER AXLE AND JOURN	MAIN	E	DERAILMENT	1	
IL-0100-106	CHI	BARSTOW	Y	3	E61C	WHEELS - BROKEN RIM	MAIN	E	DERAILMENT	1	
PR-1000-100	PWR	BLACK HILLS	Y	4	E61C	WHEELS - BROKEN RIM	MAIN	E	DERAILMENT	1	
NM-0100-101	SWE	CLOVIS	Y	4	E61C	WHEELS - BROKEN RIM	MAIN	E	OTHER ACCIDENTS	1	
MT-1200-103	MON	HILLINE	Y	3	E67C	WHEELS - DAMAGED FLA	MAIN	E	I	DERAILMENT	1
MN-0100-106	TWI	K.O.	Y	4	E67C	WHEELS - DAMAGED FLA	MAIN	E	DERAILMENT	1	
CO-0900-118	PWR	TWIN PEAKS	Y	3	E68C	WHEELS - LOOSE WHEEL	MAIN	E	DERAILMENT	1	
AZ-0200-103	SWE	GALLUP	Y	5	E6AC	WHEELS - THERMAL CRA	MAIN	E	DERAILMENT	1	
PR-0500-114	PWR	BLACK HILLS	Y	4	E71L	TRACTION MOTOR FAILU	MAIN	E	OTHER ACCIDENTS	1	
GC-0400-105	GFC	GALVESTON	Y	1	H306	SHOVING MVMT, ABSENC	MAIN	E	DERAILMENT	1	
GC-0400-105	GFC	GALVESTON	Y	1	H306	SHOVING MVMT, ABSENC	MAIN	E	DERAILMENT	1	
CH-0900-108	CHI	CHICAGO	Y	3	H401	FAILURE TO STOP TRAI	MAIN	E	OTHER ACCIDENTS	1	
KS-1100-107	KAN	EMPORIA	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	E	OBSTRUCTION INC	1	
KS-1100-107	KAN	EMPORIA	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	E	OBSTRUCTION INC	1	
NM-0300-101	SWE	CLOVIS	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	E	REAR END COLL	1	
NM-0300-101	SWE	CLOVIS	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	E	REAR END COLL	1	
IL-0600-107	CHI	CHILLICOTHE	Y	5	H508	IMPROPER TRAIN MAKE-	MAIN	E	DERAILMENT	1	
SC-1200-106	SCA	SAN BERNARDINO	Y	3	H509	IMPROPER TRAIN INSPE	MAIN	E	DERAILMENT	1	
SF-1100-100	SPR	CHEROKEE	Y	4	H519	DYNAMIC BRAKE, TOO R	MAIN	E	DERAILMENT	1	
AO-0400-107	KAN	SLATON	Y	4	H524	EXCESSIVE HORSEPOWER	MAIN	E	DERAILMENT	1	
SC-0700-117	SCA	SAN BERNARDINO	Y	3	H524	EXCESSIVE HORSEPOWER	MAIN	E	DERAILMENT	1	
CH-0700-107	CHI	CHILLICOTHE	Y	4	H599	OTHER CAUSES, TRAIN	MAIN	E	OTHER ACCIDENTS	1	
MT-0600-100	MON	HILLINE	Y	2	H599	OTHER CAUSES, TRAIN	MAIN	E	DERAILMENT	1	
AZ-1000-112	SWE	SELIGMAN	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E	REAR END COLL	1	
AZ-1000-112	SWE	SELIGMAN	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E	REAR END COLL	1	
MS-1200-102	SPR	THAYER SOUTH	Y	2	H799	USE OF SWITCHES, OTH	MAIN	E	OTHER ACCIDENTS	1	
PR-0100-113	PWR	ORIN	Y	2	H994	HUMAN FACTOR - SIGNA	MAIN	E	DERAILMENT	1	
NE-0700-115	NEB	ST JOSEPH	Y	4	H995	HUMAN FACTOR - MOTIV	MAIN	E	RAKING COLL	1	
NE-0700-115	NEB	ST JOSEPH	Y	4	H995	HUMAN FACTOR - MOTIV	MAIN	E	RAKING COLL	1	
PR-0400-108	PWR	BLACK HILLS	Y	4	H995	HUMAN FACTOR - MOTIV	MAIN	E	FIRE-VLT RUPTURE	1	
DK-1100-100	TWI	MOBRIDGE	Y	4	H995	HUMAN FACTOR - MOTIV	MAIN	E	DERAILMENT	1	

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	DIV	SUB DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
AZ-0400-101	SWE	SELIGMAN	Y	4	H999	OTHER TRAIN OPERATIO	MAIN	E		OTHER IMPACTS	1
AZ-0400-101	SWE	SELIGMAN	Y	4	H999	OTHER TRAIN OPERATIO	MAIN	E		OTHER IMPACTS	1
WA-1100-101	NWE	LAKESIDE	Y	4	M101	SNOW,ICE,MUD,GRAVEL,	MAIN	E		SIDE COLL	1
WA-1100-101	NWE	LAKESIDE	Y	4	M101	SNOW,ICE,MUD,GRAVEL,	MAIN	E		SIDE COLL	1
SF-0900-106	SPR	HANNIBAL	Y	4	M101	SNOW,ICE,MUD,GRAVEL,	MAIN	E		DERAILMENT	1
DK-0800-104	TWI	MOBRIDGE	Y	3	M105	EXTREME ENVIRONMENTA	MAIN	E	J	DERAILMENT	1
SC-0200-124	SCA	CAJON	Y	2	M201	LOAD SHIFTED	MAIN	E		DERAILMENT	1
NE-0700-114	NEB	HASTINGS	Y	4	M202	LOAD FELL FROM CAR	MAIN	E	I	OTHER ACCIDENTS	1
AZ-1000-110	SWE	GALLUP	Y	5	M207	OVERLOADED CONTAINER	MAIN	E	C	DERAILMENT	1
TX-0500-202	GFC		Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-0600-200	KAN	LAJUNTA	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-1200-203	KAN	EMPORIA	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NC-0400-200	NCA	STOCKTON	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NC-1100-200	NCA	BAKERSFIELD	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NE-0900-200	NEB	HASTINGS	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
SC-0200-203	SCA	SAN BERNARDINO	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
SF-1100-200	SPR	CUBA	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
MS-1200-201	SPR	BIRMINGHAM	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
TX-0900-201	TEX	WICHITA FALLS	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E	J	HGX XING COLL	1
TX-1200-200	TEX	RED RIVER VALLEY	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NC-0900-201	NCA	STOCKTON	Y	5	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
WA-0700-200	NWE	PEND OREILLE	Y	4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
PR-0100-200	PWR	SAND HILLS	Y	4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
TX-1100-203	TEX	FT WORTH	Y	4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
MN-0900-205	TWI	STAPLES	Y	4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
KS-0600-100	KAN	EMPORIA	Y	5	M404	OBJECT OR EQUIPMENT	MAIN	E		RAKING COLL	1
KS-0600-100	KAN	EMPORIA	Y	5	M404	OBJECT OR EQUIPMENT	MAIN	E		RAKING COLL	1
AO-0400-111	GFC	SLATON	Y	3	M405	INTERACTION OF L/V F	MAIN	E		DERAILMENT	1
NE-0900-103	NEB	HASTINGS	Y	2	M405	INTERACTION OF L/V F	MAIN	E		DERAILMENT	1
MN-0200-106	TWI	K.O.	Y	4	M409	OBJ SUCH AS LADING C	MAIN	E		OTHER ACCIDENTS	1
NC-0800-113	NCA	BAKERSFIELD	Y	4	M599	OTHER MISCELLANEOUS	MAIN	E		DERAILMENT	1
PR-0700-105	PWR	BUTTE	Y	4	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
MS-1100-102	SPR	RIVER	Y	3	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
SF-1100-109	SPR	FT SCOTT	Y	4	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
KC-0200-104	KAN	EMPORIA	Y	1	T110	WIDE GAGE (DUE TO DE	MAIN	E	L	DERAILMENT	1
CO-0900-107	PWR	PUEBLO	Y	1	T110	WIDE GAGE (DUE TO DE	MAIN	E		DERAILMENT	1
MS-1100-110	SPR	THAYER SOUTH	Y	2	T110	WIDE GAGE (DUE TO DE	MAIN	E		DERAILMENT	1
IL-0100-109	NEB	OTTUMWA	Y	2	T111	WIDE GAGE (DEFECTIVE	MAIN	E		DERAILMENT	1
WA-0300-101	NWE	KOOTENAI RIVER	Y	4	T204	BROKEN RAIL - WELD (	MAIN	E		DERAILMENT	1
PR-0900-105	PWR	ORIN	Y	4	T207	BROKEN RAIL - DETAIL	MAIN	E		DERAILMENT	1
PR-0900-105	PWR	ORIN	Y	4	T207	BROKEN RAIL - DETAIL	MAIN	E		DERAILMENT	1
TX-0600-108	TEX	RED ROCK	Y	4	T215	JOINT BAR BROKEN (NO	MAIN	E		DERAILMENT	1
MT-0100-101	MON	HILINE	Y	3	T318	TURNOUT FROG (SPRING	MAIN	E	I	DERAILMENT	1
NE-1200-103	NEB	CRESTON	Y	4	T318	TURNOUT FROG (SPRING	MAIN	E		DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	DIV	SUB DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
GC-0200-108	GFC	LAFAYETTE	Y	2	H605	FAILURE TO COMPLY WI	MAIN	F		DERAILMENT	1
SF-0900-100	SPR	CUBA	Y	2	T101	CROSS LEVEL OF TRACK	MAIN	F		DERAILMENT	1
AZ-0100-101	SWE	GALLUP	Y	4	E21C	CENTER SILL BROKEN O	MAIN	G		DERAILMENT	1
SF-0600-106	SPR	CREEK	Y	4	E33C	COUPLER RETAINER PIN	MAIN	G		DERAILMENT	1
GC-0200-101	GFC	LAMPASAS	Y	4	E49C	OTHER TRUCK COMPONEN	MAIN	G	J	OTHER IMPACTS	1
GC-0200-101	GFC	LAMPASAS	Y	4	E49C	OTHER TRUCK COMPONEN	MAIN	G	J	OTHER IMPACTS	1
AZ-0400-103	SWE	SELIGMAN	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	G	J	DERAILMENT	1
DK-0300-100	MON	DICKINSON	Y	3	E61C	WHEELS - BROKEN RIM	MAIN	G	J	DERAILMENT	1
PR-0500-106	PWR	BUTTE	Y	4	E62C	WHEELS - BROKEN PLAT	MAIN	G		DERAILMENT	1
MN-0400-106	CHI	AURORA	Y	1	H303	DERAIL, FAILURE TO A	MAIN	G		DERAILMENT	1
GC-1100-202	GFC	LAFAYETTE	Y	4	M302	HIGHWAY USER INATTEN	MAIN	G	K	HGX XING COLL	1
PA-0400-200	NWE	SCENIC	Y	2	M302	HIGHWAY USER INATTEN	MAIN	G		HGX XING COLL	1
AZ-0800-111	SWE	GALLUP	Y	5	E62C	WHEELS - BROKEN PLAT	MAIN	H		OTHER ACCIDENTS	1
CO-0700-103	PWR	PIKES PEAK	Y	3	M502	VANDALISM OF ON-TRAC	MAIN	H	G	OTHER IMPACTS	1
CO-0700-103	PWR	PIKES PEAK	Y	3	M502	VANDALISM OF ON-TRAC	MAIN	H	G	OTHER IMPACTS	1
MS-0900-100	SPR	BIRMINGHAM	Y	4	T207	BROKEN RAIL - DETAIL	MAIN	H		DERAILMENT	1
NC-1100-101	NCA		Y	5	M405	INTERACTION OF L/V F	MAIN	I		DERAILMENT	1
TX-1000-109	TEX	WICHITA FALLS	Y	4	E35C	COUPLER CARRIER BROK	MAIN	J		DERAILMENT	1
TX-0500-108	TEX	GNBC	Y	1	E40C	SIDE BEARING CLEARAN	MAIN	J		DERAILMENT	1
TX-1000-101	TEX	MADILL	Y	4	E40C	SIDE BEARING CLEARAN	MAIN	J		DERAILMENT	1
PA-1100-100	NWE	SCENIC	Y	2	E46C	TRUCK BOLSTER STIFF,	MAIN	J		DERAILMENT	1
DK-0800-102	TWI	WATERTOWN	Y	2	E46C	TRUCK BOLSTER STIFF,	MAIN	J	I	DERAILMENT	1
WA-0400-103	NWE	KETTLE FALLS	Y	2	E49C	OTHER TRUCK COMPONEN	MAIN	J	L	DERAILMENT	1
GC-1200-111	GFC	CONROE	Y	4	E52C	JOURNAL - PLAIN - FA	MAIN	J		DERAILMENT	1
MN-0900-118	CHI	AURORA	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
MN-1200-101	CHI	AURORA	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	J	G	DERAILMENT	1
OR-0600-105	NWE	OREGON TRUNK	Y	3	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
CO-0900-100	PWR	UP	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
AZ-1000-106	SWE	GALLUP	Y	5	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
AO-0700-104	KAN	DALHART	Y	4	E54C	JOURNAL FRACTURED, N	MAIN	J	G	DERAILMENT	1
IL-0300-101	CHI	BEARDSTOWN	Y	3	E61C	WHEELS - BROKEN RIM	MAIN	J		OTHER ACCIDENTS	1
DK-0600-104	MON	FORSYTH	Y	4	E61C	WHEELS - BROKEN RIM	MAIN	J		DERAILMENT	1
DK-1000-106	MON	DICKINSON	Y	3	E61C	WHEELS - BROKEN RIM	MAIN	J	G	DERAILMENT	1
KS-0100-102	KAN	LAJUNTA	Y	5	E62C	WHEELS - BROKEN PLAT	MAIN	J		DERAILMENT	1
AO-0300-104	KAN	BOISE CITY	Y	4	E62C	WHEELS - BROKEN PLAT	MAIN	J		OTHER ACCIDENTS	1
NM-0700-102	SWE	EL PASO	Y	3	E65C	WHEELS - WORN TREAD	MAIN	J		DERAILMENT	1
AO-1000-101	KAN	PLAINVIEW	Y	1	E89C	OTHER CAR DOOR DEFEC	MAIN	J		DERAILMENT	1
DK-0400-105	TWI	MARSHALL	Y	3	E99C	OTHER MECHANICAL AND	MAIN	J		DERAILMENT	1
TX-0700-108	TEX	RED RIVER VALLEY	Y	1	H020	FAILURE TO APPLY SUF	MAIN	J		OTHER IMPACTS	1
IL-1200-102	NEB	OTTUMWA	Y	5	H215	BLOCK SIGNAL, FAILUR	MAIN	J		REAR END COLL	1
IL-1200-102	NEB	OTTUMWA	Y	5	H215	BLOCK SIGNAL, FAILUR	MAIN	J		REAR END COLL	1
TX-1200-116	TEX	RED RIVER VALLEY	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	J		HEAD ON COLL	1
TX-1200-116	TEX	RED RIVER VALLEY	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	J		HEAD ON COLL	1
CO-0400-109	MON	CASPER	Y	3	H401	FAILURE TO STOP TRAI	MAIN	J		HEAD ON COLL	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	SUB DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
CO-0400-109	MON	CASPER	Y	3	H401	FAILURE TO STOP TRAI	MAIN	J		HEAD ON COLL	1
CO-0200-104	PWR	PIKES PEAK	Y	2	H503	BUFFING OR SLACK ACT	MAIN	J		DERAILMENT	1
CO-1000-103	MON	CASPER	Y	4	H699	SPEED, OTHER (PROVID	MAIN	J		REAR END COLL	1
CO-1000-103	MON	CASPER	Y	4	H699	SPEED, OTHER (PROVID	MAIN	J		REAR END COLL	1
GC-0200-102	GFC	HOUSTON	Y	1	H702	SWITCH IMPROPERLY LI	MAIN	J	G	DERAILMENT	1
TX-1000-107	TEX	MADILL	Y	4	H702	SWITCH IMPROPERLY LI	MAIN	J		DERAILMENT	1
NC-0800-104	NCA	RIVERBANK	Y	2	H703	SWITCH NOT LATCHED O	MAIN	J		DERAILMENT	1
PA-1100-102	NWE	YAKIMA VALLEY	Y	4	H995	HUMAN FACTOR - MOTIV	MAIN	J		DERAILMENT	1
GC-0800-115	GFC	LAMPASAS	Y	4	H999	OTHER TRAIN OPERATIO	MAIN	J		OBSTRUCTION INC	1
GC-0800-115	GFC	LAMPASAS	Y	4	H999	OTHER TRAIN OPERATIO	MAIN	J		OBSTRUCTION INC	1
GC-0200-205	GFC		Y	4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
GC-0300-204	GFC	HOUSTON	Y	3	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
GC-1000-202	GFC	CONROE	Y	4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
CO-0900-201	NEB	IMPERIAL	Y	3	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
NM-0300-201	SWE	CARLSBAD	Y	4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
TX-0700-202	TEX	RED RIVER VALLEY	Y	4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
MN-0400-200	TWI	GRAND FORKS	Y	4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
MN-1000-203	TWI	DEVILS LAKE	Y	3	M303	HWY USER MISJUDGEMEN	MAIN	J		HGX XING COLL	1
DK-0300-201	TWI	MARSHALL	Y	4	M304	HWY USER CITED FOR V	MAIN	J		HGX XING COLL	1
OR-0300-104	NCA	GATEWAY	Y	2	M405	INTERACTION OF L/V F	MAIN	J		DERAILMENT	1
GC-0800-120	TEX	DFW	Y	3	M405	INTERACTION OF L/V F	MAIN	J		DERAILMENT	1
IL-0700-105	NEB	OTTUMWA	Y	4	M503	VANDALISM OF TRACK O	MAIN	J		OBSTRUCTION INC	1
CO-0400-121	MON	CASPER	Y	3	T002	WASHOUT/RAIN/SLIDE/S	MAIN	J		DERAILMENT	1
OR-1000-106	NCA	GATEWAY	Y	3	T102	CROSS LEVEL OF TRACK	MAIN	J		DERAILMENT	1
CO-1200-110	PWR	PIKES PEAK	Y	3	T106	SUPERELEVATION IMPRO	MAIN	J	G	DERAILMENT	1
SF-0300-111	SPR	AVARD	Y	4	T106	SUPERELEVATION IMPRO	MAIN	J		DERAILMENT	1
MT-0700-106	MON	SWEET GRASS	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
MN-0600-105	TWI	BRAINERD	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
DK-0100-102	TWI	WATERTOWN	Y	1	T111	WIDE GAGE (DEFECTIVE	MAIN	J	I	DERAILMENT	1
DK-1200-103	MON	DICKINSON	Y	4	T207	BROKEN RAIL - DETAIL	MAIN	J	G	DERAILMENT	1
OR-1100-100	NCA	GATEWAY	Y	1	T207	BROKEN RAIL - DETAIL	MAIN	J		DERAILMENT	1
MS-0100-105	SPR	AMORY	Y	4	T207	BROKEN RAIL - DETAIL	MAIN	J		DERAILMENT	1
MN-0100-102	TWI	CASCO	Y	3	T207	BROKEN RAIL - DETAIL	MAIN	J		DERAILMENT	1
GC-1100-104	GFC	HOUSTON	Y	1	T210	BROKEN RAIL - HEAD A	MAIN	J	G	DERAILMENT	1
NM-0200-101	SWE	EL PASO	Y	3	T211	BROKEN RAIL - HEAD A	MAIN	J		DERAILMENT	1
CO-0400-112	MON	CASPER	Y	4	T215	JOINT BAR BROKEN (NO	MAIN	J	I	DERAILMENT	1
IL-1000-102	NEB	DES MOINES	Y	3	T215	JOINT BAR BROKEN (NO	MAIN	J		DERAILMENT	1
MS-0500-101	SPR	AMORY	Y	3	T215	JOINT BAR BROKEN (NO	MAIN	J		DERAILMENT	1
MN-0800-110	TWI	DEVILS LAKE	Y	4	T313	SWITCH OUT OF ADJUST	MAIN	J		DERAILMENT	1
GC-1100-118	GFC	UP	Y	4	E40C	SIDE BEARING CLEARAN	MAIN	K		DERAILMENT	1
GC-0500-103	GFC	LAFAYETTE	Y	2	T102	CROSS LEVEL OF TRACK	MAIN	K	J	DERAILMENT	1
TX-1200-100	TEX	WICHITA FALLS	Y	2	E46L	TRUCK, STIFF, IMPROP	MAIN	L		DERAILMENT	1
DK-0800-111	TWI	ABERDEEN	Y	2	E69C	WHEELS - OTHER WHEEL	MAIN	L		DERAILMENT	1
KS-1200-110	KAN	EMPORIA	Y	2	H017	FAILURE TO PROPERLY	MAIN	L		OTHER IMPACTS	1



BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
1998 - Present CTC vs. Dark Reportable Derailments  
Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	DIV	SUB DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
CO-0300-117	MON	CASPER	Y	2	H020	FAILURE TO APPLY SUF	MAIN	L	M	OTHER IMPACTS	1
NC-0700-105	NCA	RIVERBANK	Y	5	H211	RADIO COMMUNICATION,	MAIN	L		DERAILMENT	1
DK-0900-109	MON	FORSYTH	Y	1	H702	SWITCH IMPROPERLY LI	MAIN	L	J	OTHER ACCIDENTS	1
NC-0400-100	NCA	STOCKTON	Y	1	H702	SWITCH IMPROPERLY LI	MAIN	L		OTHER IMPACTS	1
NC-0400-100	NCA	STOCKTON	Y	1	H702	SWITCH IMPROPERLY LI	MAIN	L		OTHER IMPACTS	1
DK-0200-200	TWI	ABERDEEN	Y	2	M301	HWY USER IMPAIRMENT	MAIN	L		HGX XING COLL	1
AO-0500-106	GFC	SLATON	Y	1	M405	INTERACTION OF L/V F	MAIN	L		DERAILMENT	1
KS-1000-108	KAN	EMPORIA	Y	1	T207	BROKEN RAIL - DETAIL	MAIN	L		DERAILMENT	1
OR-0300-101	NWE	OE	Y	1	T222	WORN RAIL	MAIN	L		DERAILMENT	1
NE-0500-103	NEB	CRESTON	Y	1	E46C	TRUCK BOLSTER STIFF,	MAIN	N		DERAILMENT	1
NE-0900-106	NEB	CRESTON	Y	4	E47C	DEFECTIVE SNUBBING	MAIN	N		DERAILMENT	1
MT-0800-101	MON	MILKRIVER	Y	5	E53C	JOURNAL - ROLLER BEA	MAIN	N		DERAILMENT	1
AO-1100-105	KAN	PANHANDLE	Y	5	E61C	WHEELS - BROKEN RIM	MAIN	N		DERAILMENT	1
SC-1000-100	SCA	CAJON	Y	1	H401	FAILURE TO STOP TRAI	MAIN	N		SIDE COLL	1
SC-1000-100	SCA	CAJON	Y	1	H401	FAILURE TO STOP TRAI	MAIN	N		SIDE COLL	1
SF-0400-104	SPR	THAYER NORTH	Y	2	H503	BUFFING OR SLACK ACT	MAIN	N		DERAILMENT	1
AZ-0900-105	SWE	SELIGMAN	Y	4	H605	FAILURE TO COMPLY WI	MAIN	N		REAR END COLL	1
AZ-0900-105	SWE	SELIGMAN	Y	4	H605	FAILURE TO COMPLY WI	MAIN	N		REAR END COLL	1
MS-0700-104	SPR	THAYER SOUTH	Y	1	H703	SWITCH NOT LATCHED O	MAIN	N		DERAILMENT	1
AZ-0300-106	SWE	GALLUP	Y	1	H995	HUMAN FACTOR - MOTIV	MAIN	N	O	OTHER ACCIDENTS	1
PA-1200-201	NWE	SEATTLE	Y	5	M301	HWY USER IMPAIRMENT	MAIN	N		HGX XING COLL	1
CO-1100-201	PWR		Y	4	M302	HIGHWAY USER INATTEN	MAIN	N		HGX XING COLL	1
SF-0800-101	SPR	CREEK	Y	1	S099	OTHER SIGNAL FAILURE	MAIN	N		DERAILMENT	1
CO-0200-106	MON	CASPER	Y	1	T001	ROADBED SETTLED OR S	MAIN	N	M	DERAILMENT	1
TX-1000-110	TEX	CHICKASHA	Y	2	T002	WASHOUT/RAIN/SLIDE/S	MAIN	N		DERAILMENT	1
MT-0700-103	MON	SWEET GRASS	Y	3	T109	TRACK ALINEMENT IRRE	MAIN	N		DERAILMENT	1
IL-0200-102	CHI	BROOKFIELD	Y	1	T110	WIDE GAGE (DUE TO DE	MAIN	N		DERAILMENT	1
IL-1000-100	CHI	BARSTOW	Y	1	T110	WIDE GAGE (DUE TO DE	MAIN	N		DERAILMENT	1
MN-0200-100	TWI	LAKES	Y	1	T111	WIDE GAGE (DEFECTIVE	MAIN	N		DERAILMENT	1
NE-0600-107	NEB	HASTINGS	Y	4	T207	BROKEN RAIL - DETAIL	MAIN	N	E	DERAILMENT	1
SF-1200-104	SPR	CUBA	Y	4	T307	SPRING/POWER SWITCH	MAIN	N		DERAILMENT	1
MN-0500-100	TWI	K.O.	Y	1	T399	OTHER FROG/SWITCH/TR	MAIN	N		DERAILMENT	1
MN-0500-109	TWI	GRAND FORKS	Y	1	T399	OTHER FROG/SWITCH/TR	MAIN	N		DERAILMENT	1
WA-0400-101	NWE	LAKESIDE	Y	4	E22C	DRAFT SILL BROKEN OR	MAIN	O		DERAILMENT	1
SF-0200-103	SPR	CUBA	Y	4	E40C	SIDE BEARING CLEARAN	MAIN	O		DERAILMENT	1
MS-1200-117	SPR	THAYER SOUTH	Y	3	E6AC	WHEELS - THERMAL CRA	MAIN	O		DERAILMENT	1
IL-1100-101	CHI	CHILLICOTHE	Y	5	M207	OVERLOADED CONTAINER	MAIN	O		DERAILMENT	1
TOTAL 2000											241
DK-0601-101	TWI	MOORHEAD	Y	3	H503	BUFFING OR SLACK ACT	MAIN	A		OTHER ACCIDENTS	1
MN-0101-107	CHI	AURORA	Y	3	H702	SWITCH IMPROPERLY LI	MAIN	A		OTHER ACCIDENTS	1
NC-0301-100	NCA	STOCKTON	Y	4	E05C	BRAKE VALVE MALFUNCT	MAIN	E		OTHER ACCIDENTS	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	SUB DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
CO-0901-104	PWR	BRUSH	Y	4	E06C	BRAKE VALVE MALFUNCT	MAIN	E		DERAILMENT	1
NE-1201-121	NEB	ST JOSEPH	Y	3	E07C	RIGGING DOWN OR DRAG	MAIN	E		DERAILMENT	1
AZ-0901-103	SWE	SELIGMAN	Y	6	E09C	OTHER BRAKE DEFECTS	MAIN	E		REAR END COLL	1
AZ-0901-103	SWE	SELIGMAN	Y	6	E09C	OTHER BRAKE DEFECTS	MAIN	E		REAR END COLL	1
KS-0101-114	KAN	EMPORIA	Y	2	E12C	BROKEN OR DEFECTIVE	MAIN	E		DERAILMENT	1
KS-0101-114	KAN	EMPORIA	Y	2	E12C	BROKEN OR DEFECTIVE	MAIN	E		DERAILMENT	1
AZ-0901-113	SWE	GALLUP	Y	5	E29C	OTHER BODY DEFECTS (	MAIN	E		OBSTRUCTION INC	1
AZ-0901-113	SWE	GALLUP	Y	5	E29C	OTHER BODY DEFECTS (	MAIN	E		OBSTRUCTION INC	1
IL-0301-100	CHI	MENDOTA	Y	5	E33C	COUPLER RETAINER PIN	MAIN	E		DERAILMENT	1
TX-0701-109	TEX	RED ROCK	Y	4	E33C	COUPLER RETAINER PIN	MAIN	E		DERAILMENT	1
CO-0701-115	PWR		Y	2	E34C	DRAFT GEAR/MECHANISM	MAIN	E		DERAILMENT	1
IL-0601-102	CHI	MENDOTA	Y	4	E35C	COUPLER CARRIER BROK	MAIN	E		DERAILMENT	1
MS-0201-117	SPR	RIVER	Y	4	E44C	TRUCK BOLSTER BROKEN	MAIN	E		DERAILMENT	1
GC-0501-107	GFC	GALVESTON	Y	4	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
CO-0501-121	PWR		Y	2	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
SF-0801-115	SPR	FT SCOTT	Y	4	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
TX-0601-103	TEX	RED ROCK	Y	4	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
TX-0801-109	TEX	FT WORTH	Y	3	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
NC-1201-101	NCA	UP	Y	3	E47C	DEFECTIVE SNUBBING	MAIN	E		DERAILMENT	1
AZ-0601-102	SWE	SELIGMAN	Y	5	E49C	OTHER TRUCK COMPONENT	MAIN	E		DERAILMENT	1
NC-0301-105	NCA	BAKERSFIELD	Y	5	E4TC	TRUCK HUNTING	MAIN	E		DERAILMENT	1
NC-0401-101	NCA	BAKERSFIELD	Y	5	E4TC	TRUCK HUNTING	MAIN	E		DERAILMENT	1
TX-0401-105	TEX	RED ROCK	Y	4	E51C	BROKEN OR BENT BETWE	MAIN	E		DERAILMENT	1
SF-0701-102	SPR	HANNIBAL	Y	4	E52C	JOURNAL - PLAIN - FA	MAIN	E		OTHER ACCIDENTS	1
MT-0301-100	MON	HILINE	Y	3	E53C	JOURNAL - ROLLER BEA	MAIN	E	I	DERAILMENT	1
NE-0901-105	NEB	HASTINGS	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
PR-0201-111	PWR	SAND HILLS	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
PR-1101-112	PWR	BRUSH	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E		OTHER ACCIDENTS	1
AZ-0701-103	SWE	GALLUP	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
MS-0601-125	SPR	RIVER	Y	4	E59C	OTHER AXLE AND JOURN	MAIN	E		DERAILMENT	1
SF-0901-109	SPR	CUBA	Y	3	E59C	OTHER AXLE AND JOURN	MAIN	E		DERAILMENT	1
NE-0101-101	NEB	RAVENNA	Y	4	E61C	WHEELS - BROKEN RIM	MAIN	E		DERAILMENT	1
PR-0201-113	PWR	BUTTE	Y	4	E61C	WHEELS - BROKEN RIM	MAIN	E		DERAILMENT	1
SF-0801-107	SPR	CUBA	Y	2	E62C	WHEELS - BROKEN PLAT	MAIN	E		DERAILMENT	1
IL-0801-106	SPR	HANNIBAL	Y	2	E62C	WHEELS - BROKEN PLAT	MAIN	E		DERAILMENT	1
SW-1101-103	SWE	GALLUP	Y	5	E62C	WHEELS - BROKEN PLAT	MAIN	E		DERAILMENT	1
AO-0501-106	KAN	PANHANDLE	Y	1	E64C	WHEELS - WORN FLANGE	MAIN	E	N	DERAILMENT	1
SF-1201-115	SPR	CREEK	Y	4	E68C	WHEELS - LOOSE WHEEL	MAIN	E		DERAILMENT	1
PR-1201-102	PWR	CANYON	Y	3	E69C	WHEELS - OTHER WHEEL	MAIN	E		DERAILMENT	1
NM-0701-103	SWE	CLOVIS	Y	5	E69C	WHEELS - OTHER WHEEL	MAIN	E		DERAILMENT	1
SF-1001-107	SPR	CHEROKEE	Y	4	H018	FAILURE TO PROPERLY	MAIN	E		OTHER IMPACTS	1
SF-1001-107	SPR	CHEROKEE	Y	4	H018	FAILURE TO PROPERLY	MAIN	E		OTHER IMPACTS	1
CO-0701-116	PWR	AKRON	Y	5	H204	FIXED SIGNAL, FAILUR	MAIN	E		OTHER ACCIDENTS	1
SF-0101-111	SPR	CHEROKEE	Y	4	H204	FIXED SIGNAL, FAILUR	MAIN	E		SIDE COLL	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC		
SF-0101-111	SPR	CHEROKEE	Y	4	H204	FIXED SIGNAL, FAILUR	MAIN	E	SIDE COLL	1	
MS-0401-113	SPR	BIRMINGHAM	Y	4	H204	FIXED SIGNAL, FAILUR	MAIN	E	OTHER ACCIDENTS	1	
MS-0401-113	SPR	BIRMINGHAM	Y	4	H204	FIXED SIGNAL, FAILUR	MAIN	E	OTHER ACCIDENTS	1	
IL-0801-101	CHI	CHILLICOTHE	Y	5	H215	BLOCK SIGNAL, FAILUR	MAIN	E	REAR END COLL	1	
IL-0801-101	CHI	CHILLICOTHE	Y	5	H215	BLOCK SIGNAL, FAILUR	MAIN	E	REAR END COLL	1	
GC-1101-116	GFC	GALVESTON	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	REAR END COLL	1	
GC-1101-116	GFC	GALVESTON	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	REAR END COLL	1	
GC-1201-104	GFC		Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	I	SIDE COLL	1
GC-1201-104	GFC		Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	I	SIDE COLL	1
PR-0701-101	PWR	ORIN	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	OTHER ACCIDENTS	1	
AZ-0101-104	SWE	SELIGMAN	Y	5	H215	BLOCK SIGNAL, FAILUR	MAIN	E	OTHER ACCIDENTS	1	
MS-0801-112	SPR	BIRMINGHAM	Y	2	H307	SHOVING MVMT, MAN ON	MAIN	E	DERAILMENT	1	
TX-0101-111	TEX	RED RIVER VALLEY	Y	4	H307	SHOVING MVMT, MAN ON	MAIN	E	OTHER IMPACTS	1	
MT-0201-106	MON	HILLINE	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	E	OTHER IMPACTS	1	
PR-0101-110	PWR	SAND HILLS	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	E	OTHER ACCIDENTS	1	
PR-0101-110	PWR	SAND HILLS	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	E	OTHER ACCIDENTS	1	
SC-0901-107	SCA	CAJON	Y	4	H499	OTHER MAIN TRACK AUT	MAIN	E	OTHER IMPACTS	1	
SC-0901-107	SCA	CAJON	Y	4	H499	OTHER MAIN TRACK AUT	MAIN	E	OTHER IMPACTS	1	
AZ-0201-104	SWE	SELIGMAN	Y	4	H503	BUFFING OR SLACK ACT	MAIN	E	DERAILMENT	1	
GC-1201-105	GFC	GALVESTON	Y	4	H519	DYNAMIC BRAKE, TOO R	MAIN	E	I	DERAILMENT	1
NM-0801-100	SWE	CLOVIS	Y	5	H524	EXCESSIVE HORSEPOWER	MAIN	E		BROKEN TRN COLL	1
OR-0201-105	NWE	SEATTLE	Y	4	H601	COUPLING SPEED EXCES	MAIN	E		OTHER IMPACTS	1
NM-0501-101	SWE	CLOVIS	Y	1	H603	TRAIN ON MAIN TRACK	MAIN	E	N	DERAILMENT	1
PR-0601-109	PWR	SAND HILLS	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E		REAR END COLL	1
PR-0601-109	PWR	SAND HILLS	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E		REAR END COLL	1
PR-0601-109	PWR	SAND HILLS	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E		REAR END COLL	1
SC-0101-101	SCA	CAJON	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E		OTHER IMPACTS	1
SC-0101-101	SCA	CAJON	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E		OTHER IMPACTS	1
TX-0901-108	TEX	FT WORTH	Y	4	H702	SWITCH IMPROPERLY LI	MAIN	E		OTHER ACCIDENTS	1
PR-0601-107	PWR	SAND HILLS	Y	4	H999	OTHER TRAIN OPERATIO	MAIN	E		OBSTRUCTION INC	1
NM-0301-102	SWE	CLOVIS	Y	2	H999	OTHER TRAIN OPERATIO	MAIN	E		OTHER IMPACTS	1
NM-0301-102	SWE	CLOVIS	Y	2	H999	OTHER TRAIN OPERATIO	MAIN	E		OTHER IMPACTS	1
TX-0201-100	TEX	FT WORTH	Y	4	M102	EXTREME ENVIRONMENTA	MAIN	E		DERAILMENT	1
CO-0401-103	PWR	AKRON	Y	4	M105	EXTREME ENVIRONMENTA	MAIN	E		DERAILMENT	1
KS-1101-119	KAN	EMPORIA	Y	4	M201	LOAD SHIFTED	MAIN	E		DERAILMENT	1
AO-0101-104	KAN	PANHANDLE	Y	5	M207	OVERLOADED CONTAINER	MAIN	E		DERAILMENT	1
CH-0401-202	CHI	CHILLICOTHE	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
IL-1001-200	CHI	MARCELINE	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E	J	HGX XING COLL	1
AO-0101-200	KAN	SLATON	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
AO-0301-200	KAN	SLATON	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-0601-201	KAN	ARKANSAS CITY	Y	4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
AO-0601-200	KAN	HEREFORD	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NC-0401-201	NCA	BAKERSFIELD	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NC-1201-200	NCA	BAKERSFIELD	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
CO-1001-202	PWR BRUSH	Y 3	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
MS-0701-201	SPR THAYER SOUTH	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
TX-0101-202	TEX RED RIVER VALLEY	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
TX-0501-203	TEX CREEK	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
CH-1201-200	CHI BARSTOW	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
GC-1201-201	GFC LAFAYETTE	Y 5	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
NC-1201-202	NCA STOCKTON	Y 5	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
TX-0101-200	TEX FT WORTH	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
AO-0801-200	KAN SLATON	Y 4	M304	HWY USER CITED FOR V	MAIN	E		HGX XING COLL	1
NC-0901-200	NCA STOCKTON	Y 5	M304	HWY USER CITED FOR V	MAIN	E		HGX XING COLL	1
NE-0601-201	NEB RAVENNA	Y 4	M304	HWY USER CITED FOR V	MAIN	E		HGX XING COLL	1
TX-1101-203	TEX RED ROCK	Y 4	M399	OTHER HWY/RAIL CROSS	MAIN	E		HGX XING COLL	1
AO-0601-105	KAN HEREFORD	Y 5	M402	OBJECT OR EQUIPMENT	MAIN	E		OBSTRUCTION INC	1
AO-0901-100	KAN HEREFORD	Y 5	M402	OBJECT OR EQUIPMENT	MAIN	E		OBSTRUCTION INC	1
KS-1001-103	KAN EMPORIA	Y 5	M402	OBJECT OR EQUIPMENT	MAIN	E		OBSTRUCTION INC	1
KS-0801-103	KAN EMPORIA	Y 1	M405	INTERACTION OF L/V F	MAIN	E		DERAILMENT	1
NC-0901-104	NCA	Y 2	M405	INTERACTION OF L/V F	MAIN	E		DERAILMENT	1
PR-0501-115	PWR BIG HORN	Y 4	M406	FIRE, OTHER THAN VAN	MAIN	E		FIRE-VLT RUPTURE	1
KS-0501-106	KAN DOUGLASS	Y 4	M503	VANDALISM OF TRACK O	MAIN	E		OBSTRUCTION INC	1
KS-0801-118	KAN EMPORIA	Y 5	M503	VANDALISM OF TRACK O	MAIN	E		OBSTRUCTION INC	1
NE-0801-107	NEB CRESTON	Y 5	M599	OTHER MISCELLANEOUS	MAIN	E		REAR END COLL	1
NE-0801-107	NEB CRESTON	Y 5	M599	OTHER MISCELLANEOUS	MAIN	E		REAR END COLL	1
MN-0401-117	TWI ST PAUL	Y 3	T002	WASHOUT/RAIN/SLIDE/S	MAIN	E		DERAILMENT	1
KS-0201-106	KAN EMPORIA	Y 1	T102	CROSS LEVEL OF TRACK	MAIN	E	N	DERAILMENT	1
MS-0101-102	SPR RIVER	Y 4	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
MS-0601-122	SPR RIVER	Y 4	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
MS-0801-103	SPR RIVER	Y 4	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
TX-0901-114	TEX RED ROCK	Y 4	T102	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
CH-0801-102	CHI CHILLICOTHE	Y 3	T106	SUPERELEVATION IMPRO	MAIN	E		DERAILMENT	1
SF-0901-105	SPR FT SCOTT	Y 3	T108	TRK ALIGNMENT IRREGU	MAIN	E		DERAILMENT	1
PR-0901-102	MON BIG HORN	Y 4	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
NE-0701-101	NEB ST JOSEPH	Y 4	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
NE-0701-112	NEB RAVENNA	Y 4	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
PR-0501-106	PWR BUTTE	Y 3	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
NE-0801-103	NEB CRESTON	Y 1	T110	WIDE GAGE (DUE TO DE	MAIN	E		DERAILMENT	1
TX-0401-114	TEX RED ROCK	Y 1	T110	WIDE GAGE (DUE TO DE	MAIN	E	N	DERAILMENT	1
MT-0101-106	MON MILK RIVER	Y 2	T111	WIDE GAGE (DEFECTIVE	MAIN	E		DERAILMENT	1
MT-0201-102	MON HILINE	Y 4	T111	WIDE GAGE (DEFECTIVE	MAIN	E		DERAILMENT	1
MN-0201-111	TWI ST PAUL	Y 3	T111	WIDE GAGE (DEFECTIVE	MAIN	E	J	DERAILMENT	1
SF-1101-100	SPR CUBA	Y 1	T199	OTHER TRK GEOMETRY D	MAIN	E		DERAILMENT	1
OR-0601-108	NWE FALLBRIDGE	Y 2	T202	BROKEN RAIL - BASE	MAIN	E		DERAILMENT	1
CH-1201-100	CHI BROOKFIELD	Y 2	T207	BROKEN RAIL - DETAIL	MAIN	E		DERAILMENT	1
NE-1201-101	NEB CRESTON	Y 4	T207	BROKEN RAIL - DETAIL	MAIN	E		DERAILMENT	1
SW-1201-109	SWE GALLUP	Y 5	T207	BROKEN RAIL - DETAIL	MAIN	E		DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	DIV	SUB DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
NE-0301-109	NEB	CRESTON	Y	4	T220	BROKEN RAIL - TRANSV	MAIN	E	I	DERAILMENT	1
KS-0701-122	KAN	EMPORIA	Y	3	T314	SWITCH POINT WORN OR	MAIN	E		DERAILMENT	1
TX-1101-105	TEX	FT WORTH	Y	4	T314	SWITCH POINT WORN OR	MAIN	E		DERAILMENT	1
GC-1201-101	GFC	LAMPASAS	Y	4	E23C	CENTER PLATE BROKEN	MAIN	G	J	DERAILMENT	1
AZ-0201-100	SWE	SELIGMAN	Y	2	E46C	TRUCK BOLSTER STIFF,	MAIN	G		DERAILMENT	1
IL-0801-102	CHI	MARCELINE	Y	5	E4TC	TRUCK HUNTING	MAIN	G	C	DERAILMENT	1
PR-1201-122	PWR	PIKES PEAK	Y	3	E53C	JOURNAL - ROLLER BEA	MAIN	G		DERAILMENT	1
MN-0301-122	TWI	HINCKLEY	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	G	J	DERAILMENT	1
DK-0301-107	TWI	MOORHEAD	Y	3	E60C	WHEELS - BROKEN FLAN	MAIN	G	E	DERAILMENT	1
DK-0501-114	MON	DICKINSON	Y	4	E62C	WHEELS - BROKEN PLAT	MAIN	G	J	DERAILMENT	1
AZ-0601-104	SWE	SELIGMAN	Y	4	H210	RADIO COMMUNICATION,	MAIN	G		DERAILMENT	1
AZ-0701-102	SWE	GALLUP	Y	4	H509	IMPROPER TRAIN INSPE	MAIN	G	J	DERAILMENT	1
GC-1201-200	GFC	LAFAYETTE	Y	4	M302	HIGHWAY USER INATTEN	MAIN	G	J	HGX XING COLL	1
NM-0701-201	SWE	GLORIETA	Y	5	M302	HIGHWAY USER INATTEN	MAIN	G	K	HGX XING COLL	1
DK-0101-200	TWI	ABERDEEN	Y	3	M302	HIGHWAY USER INATTEN	MAIN	G	J	HGX XING COLL	1
MN-0501-200	TWI	HILLSBORO	Y	4	M302	HIGHWAY USER INATTEN	MAIN	G	J	HGX XING COLL	1
MN-0801-202	TWI	STAPLES	Y	4	M399	OTHER HWY/RAIL CROSS	MAIN	G	J	HGX XING COLL	1
PR-0901-110	PWR	BUTTE	Y	4	T001	ROADBED SETTLED OR S	MAIN	G		DERAILMENT	1
IL-0601-104	CHI	MARCELINE	Y	3	T102	CROSS LEVEL OF TRACK	MAIN	G	C	BROKEN TRN COLL	1
IL-0601-104	CHI	MARCELINE	Y	3	T102	CROSS LEVEL OF TRACK	MAIN	G	C	BROKEN TRN COLL	1
PR-0601-108	PWR	BUTTE	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	G		DERAILMENT	1
IL-0401-103	CHI	MARCELINE	Y	4	T206	DEFECTIVE/MISSING SP	MAIN	G		DERAILMENT	1
TC-1101-106	TWI	HINCKLEY	Y	4	T221	BROKEN RAIL - VERTIC	MAIN	G		DERAILMENT	1
IL-0101-106	CHI	CHILLICOTHE	Y	5	T314	SWITCH POINT WORN OR	MAIN	G		DERAILMENT	1
CO-0901-109	PWR	PIKES PEAK	Y	3	E61C	WHEELS - BROKEN RIM	MAIN	H		DERAILMENT	1
NC-0101-200	NCA	MOJAVE	Y	4	M302	HIGHWAY USER INATTEN	MAIN	H		HGX XING COLL	1
KS-0301-200	KAN	EMPORIA	Y	5	M303	HWY USER MISJUDGEMEN	MAIN	H		HGX XING COLL	1
NC-0501-200	NCA	STOCKTON	Y	5	M307	MALFUNCTION-IMPROPER	MAIN	H		HGX XING COLL	1
MN-1001-111	TWI	PROSPER	Y	2	T307	SPRING/POWER SWITCH	MAIN	H	L	DERAILMENT	1
TC-1101-109	TWI	JAMESTOWN	Y	4	E04C	OTHER BRAKE COMP-DAM	MAIN	J		OTHER IMPACTS	1
TC-1101-109	TWI	JAMESTOWN	Y	4	E04C	OTHER BRAKE COMP-DAM	MAIN	J		OTHER IMPACTS	1
DK-0101-112	MON	DICKINSON	Y	4	E06C	BRAKE VALVE MALFUNCT	MAIN	J		DERAILMENT	1
SF-0901-104	SPR	AVARD	Y	4	E22C	DRAFT SILL BROKEN OR	MAIN	J		DERAILMENT	1
KS-1101-108	KAN	LAJUNTA	Y	4	E33C	COUPLER RETAINER PIN	MAIN	J		DERAILMENT	1
MS-0801-124	SPR	AMORY	Y	4	E33C	COUPLER RETAINER PIN	MAIN	J		DERAILMENT	1
CO-0401-100	PWR	SPANISH PEAKS	Y	3	E35C	COUPLER CARRIER BROK	MAIN	J		DERAILMENT	1
OR-0201-102	NWE	OREGON TRUNK	Y	4	E40C	SIDE BEARING CLEARAN	MAIN	J		DERAILMENT	1
SC-0601-103	SCA	NEEDLES	Y	4	E40C	SIDE BEARING CLEARAN	MAIN	J	G	DERAILMENT	1
MN-0801-100	TWI	ST CROIX	Y	4	E4TC	TRUCK HUNTING	MAIN	J		DERAILMENT	1
MN-0301-111	TWI	HINCKLEY	Y	4	E52C	JOURNAL - PLAIN - FA	MAIN	J		DERAILMENT	1
MN-0301-101	CHI	AURORA	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	J		OTHER ACCIDENTS	1
AO-0501-105	KAN	DALHART	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	J	G	DERAILMENT	1
KS-0601-105	KAN	LAJUNTA	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
PR-1201-117	PWR	TWIN PEAKS	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	J	G	OTHER ACCIDENTS	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
SF-1201-128	SPR AVARD	Y 4	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
MN-0201-101	TWI LAKES	Y 3	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
DK-0701-102	TWI ZAP	Y 3	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
DK-0701-102	TWI ZAP	Y 3	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
IL-0201-101	NEB OTTUMWA	Y 4	E54C	JOURNAL FRACTURED, N	MAIN	J		DERAILMENT	1
TX-0101-102	TEX WICHITA FALLS	Y 4	E54C	JOURNAL FRACTURED, N	MAIN	J		DERAILMENT	1
DK-0201-127	TWI MADISON	Y 1	E60C	WHEELS - BROKEN FLAN	MAIN	J		DERAILMENT	1
DK-0501-100	TWI JAMESTOWN	Y 4	E61C	WHEELS - BROKEN RIM	MAIN	J		DERAILMENT	1
TC-1001-101	TWI HINCKLEY	Y 4	E62C	WHEELS - BROKEN PLAT	MAIN	J		OTHER ACCIDENTS	1
PR-1101-121	PWR SPANISH PEAKS	Y 2	E72L	CRANK CASE OR AIR BO	MAIN	J	G	FIRE-VLT RUPTURE	1
NC-1201-106	NCA GATEWAY	Y 3	E99C	OTHER MECHANICAL AND	MAIN	J		OTHER ACCIDENTS	1
WA-0601-102	NWE KETTLE FALLS	Y 3	E99C	OTHER MECHANICAL AND	MAIN	J	L	DERAILMENT	1
CO-0701-107	PWR FRONT RANGE	Y 3	H018	FAILURE TO PROPERLY	MAIN	J		DERAILMENT	1
GC-0201-109	GFC LONGVIEW	Y 2	H402	MOTOR CAR OR ON-TRK	MAIN	J	O	OTHER IMPACTS	1
NC-1201-103	NCA STOCKTON	Y 4	H402	MOTOR CAR OR ON-TRK	MAIN	J		OBSTRUCTION INC	1
NC-1201-103	NCA STOCKTON	Y 4	H402	MOTOR CAR OR ON-TRK	MAIN	J		OBSTRUCTION INC	1
AZ-0501-101	SWE PHOENIX	Y 3	H402	MOTOR CAR OR ON-TRK	MAIN	J	O	OTHER IMPACTS	1
AZ-0501-101	SWE PHOENIX	Y 3	H402	MOTOR CAR OR ON-TRK	MAIN	J	O	OTHER IMPACTS	1
GC-0501-124	GFC	Y 4	H404	T ORDER/WARRANT/BULL	MAIN	J		OTHER IMPACTS	1
GC-0501-124	GFC	Y 4	H404	T ORDER/WARRANT/BULL	MAIN	J		OTHER IMPACTS	1
WA-0501-105	NWE PEND OREILLE	Y 1	H603	TRAIN ON MAIN TRACK	MAIN	J		DERAILMENT	1
MT-1201-103	MON CASPER	Y 4	H702	SWITCH IMPROPERLY LI	MAIN	J		REAR END COLL	1
MT-1201-103	MON CASPER	Y 4	H702	SWITCH IMPROPERLY LI	MAIN	J		REAR END COLL	1
TC-1101-100	TWI GRAND FORKS	Y 3	H704	SWITCH PREVIOUSLY RU	MAIN	J		DERAILMENT	1
DK-0201-120	TWI BROWNS VALLEY	Y 2	M101	SNOW, ICE, MUD, GRAVEL,	MAIN	J		DERAILMENT	1
CO-0901-101	MON CASPER	Y 3	M102	EXTREME ENVIRONMENTA	MAIN	J		OBSTRUCTION INC	1
WA-0501-102	NWE SAN POIL	Y 2	M204	IMPROPERLY LOADED CA	MAIN	J		DERAILMENT	1
KS-0801-203	KAN LAJUNTA	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
AO-0901-200	KAN PLAINVIEW	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
KS-1001-201	KAN LAJUNTA	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
NE-0201-204	NEB SIOUX CITY	Y 3	M302	HIGHWAY USER INATTEN	MAIN	J	M	HGX XING COLL	1
IL-0701-203	NEB OTTUMWA	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
SF-0301-204	SPR AVARD	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
TX-1101-201	TEX MADILL	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
NC-1201-201	NCA STOCKTON	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	J	G	HGX XING COLL	1
MN-1001-205	TWI GRAND FORKS	Y 4	M304	HWY USER CITED FOR V	MAIN	J		HGX XING COLL	1
GC-0201-206	GFC LAMPASAS	Y 4	M399	OTHER HWY/RAIL CROSS	MAIN	J		HGX XING COLL	1
KS-0201-200	KAN LAJUNTA	Y 6	M399	OTHER HWY/RAIL CROSS	MAIN	J		HGX XING COLL	1
GC-1201-114	GFC SAN ANTONIO	Y 3	M405	INTERACTION OF L/V F	MAIN	J		DERAILMENT	1
PA-0101-101	NWE YAKIMA VALLEY	Y 4	M409	OBJ SUCH AS LADING C	MAIN	J		DERAILMENT	1
DK-0701-100	MON HETTINGER	Y 2	T001	ROADBED SETTLED OR S	MAIN	J		DERAILMENT	1
TX-0801-104	TEX DFW	Y 3	T099	OTHER ROADBED DEFECT	MAIN	J	G	DERAILMENT	1
TX-0701-114	TEX DFW	Y 3	T102	CROSS LEVEL OF TRACK	MAIN	J	G	DERAILMENT	1
MN-0801-105	TWI DEVILS LAKE	Y 2	T108	TRK ALIGNMENT IRREGU	MAIN	J		DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
MN-0701-110	TWI BRAINERD	Y 4	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
IL-0901-104	CHI THOMAS HILL	Y 2	T207	BROKEN RAIL - DETAIL	MAIN	J	I	DERAILMENT	1
GC-0801-100	GFC HOUSTON	Y 3	T207	BROKEN RAIL - DETAIL	MAIN	J		DERAILMENT	1
GC-1001-111	GFC CONROE	Y 4	T215	JOINT BAR BROKEN (NO	MAIN	J		DERAILMENT	1
SF-0501-108	SPR AVARD	Y 4	T215	JOINT BAR BROKEN (NO	MAIN	J		DERAILMENT	1
IL-0401-102	NEB DES MOINES	Y 4	T221	BROKEN RAIL - VERTIC	MAIN	J		DERAILMENT	1
MN-0201-105	TWI DRAYTON	Y 1	T318	TURNOUT FROG (SPRING	MAIN	J		DERAILMENT	1
IL-0101-101	NEB OTTUMWA	Y 4	T399	OTHER FROG/SWITCH/TR	MAIN	J	E	DERAILMENT	1
GC-1201-102	GFC UPRR	Y 2	H702	SWITCH IMPROPERLY LI	MAIN	K		DERAILMENT	1
GC-0301-116	GFC CONROE	Y 1	H399	RULES AND INSTRUCTIO	MAIN	L		DERAILMENT	1
TX-0601-101	TEX DFW	Y 3	H702	SWITCH IMPROPERLY LI	MAIN	L		DERAILMENT	1
WA-0301-100	NWE LAKESIDE	Y 1	T203	BROKEN RAIL - WELD (	MAIN	L		DERAILMENT	1
MT-1101-101	MON CASPER	Y 1	T314	SWITCH POINT WORN OR	MAIN	L		DERAILMENT	1
SC-0301-117	SCA SAN JACINTO IND	Y 2	E40C	SIDE BEARING CLEARAN	MAIN	M		DERAILMENT	1
LA-0201-106	SCA SAN BERNARDINO	Y 4	E46C	TRUCK BOLSTER STIFF,	MAIN	N		DERAILMENT	1
LA-0201-106	SCA SAN BERNARDINO	Y 4	E46C	TRUCK BOLSTER STIFF,	MAIN	N		DERAILMENT	1
SC-0501-106	SCA SAN BERNARDINO	Y 2	E46C	TRUCK BOLSTER STIFF,	MAIN	N		DERAILMENT	1
AZ-0201-108	SWE GALLUP	Y 5	E4TC	TRUCK HUNTING	MAIN	N		DERAILMENT	1
MN-0201-116	CHI AURORA	Y 4	E53C	JOURNAL - ROLLER BEA	MAIN	N		DERAILMENT	1
CO-0801-101	PWR PUEBLO	Y 2	E64C	WHEELS - WORN FLANGE	MAIN	N		DERAILMENT	1
TC-1101-108	TWI MADISON	Y 1	H303	DERAIL, FAILURE TO A	MAIN	N	I	DERAILMENT	1
NM-0201-100	SWE CLOVIS	Y 3	H513	AUTOMATIC BRAKE, OTH	MAIN	N		DERAILMENT	1
CO-0201-105	PWR BRUSH	Y 1	H703	SWITCH NOT LATCHED O	MAIN	N	E	DERAILMENT	1
CO-0501-118	PWR BRUSH	Y 1	H703	SWITCH NOT LATCHED O	MAIN	N		DERAILMENT	1
CO-0501-118	PWR BRUSH	Y 1	H703	SWITCH NOT LATCHED O	MAIN	N		DERAILMENT	1
PR-1101-116	PWR BRUSH	Y 1	H703	SWITCH NOT LATCHED O	MAIN	N		DERAILMENT	1
KS-0101-128	KAN BROOKFIELD	Y 1	M101	SNOW,ICE,MUD,GRAVEL,	MAIN	N		DERAILMENT	1
AO-0401-100	KAN PANHANDLE	Y 4	M105	EXTREME ENVIRONMENTA	MAIN	N		DERAILMENT	1
AO-0201-200	KAN PANHANDLE	Y 4	M302	HIGHWAY USER INATTEN	MAIN	N		HGX XING COLL	1
KS-0301-203	KAN LAJUNTA	Y 5	M302	HIGHWAY USER INATTEN	MAIN	N		HGX XING COLL	1
NE-0201-202	NEB ST JOSEPH	Y 4	M302	HIGHWAY USER INATTEN	MAIN	N		HGX XING COLL	1
NM-0501-202	SWE EL PASO	Y 4	M304	HWY USER CITED FOR V	MAIN	N		HGX XING COLL	1
GC-0201-202	GFC LAFAYETTE	Y 4	M399	OTHER HWY/RAIL CROSS	MAIN	N		HGX XING COLL	1
CO-0501-111	PWR AKRON	Y 2	M503	VANDALISM OF TRACK O	MAIN	N		DERAILMENT	1
MN-1001-102	TWI LAKES	Y 1	M503	VANDALISM OF TRACK O	MAIN	N		DERAILMENT	1
MN-0601-110	TWI MIDWAY	Y 1	T108	TRK ALIGNMENT IRREGU	MAIN	N		DERAILMENT	1
GC-1101-109	GFC LAMPASAS	Y 2	T110	WIDE GAGE (DUE TO DE	MAIN	N		DERAILMENT	1
KS-0101-103	KAN TOPEKA	Y 1	T110	WIDE GAGE (DUE TO DE	MAIN	N		DERAILMENT	1
MN-0301-127	TWI STAPLES	Y 1	T110	WIDE GAGE (DUE TO DE	MAIN	N		DERAILMENT	1
MS-0701-100	SPR BIRMINGHAM	Y 4	T201	BROKEN RAIL - BOLT H	MAIN	N		DERAILMENT	1
CO-0201-103	PWR PIKES PEAK	Y 3	T202	BROKEN RAIL - BASE	MAIN	N		DERAILMENT	1
MT-0401-105	MON LAUREL	Y 4	T207	BROKEN RAIL - DETAIL	MAIN	N		DERAILMENT	1
NE-0601-107	NEB CRESTON	Y 1	T207	BROKEN RAIL - DETAIL	MAIN	N		DERAILMENT	1
WA-0901-100	NWE PEND OREILLE	Y 1	T207	BROKEN RAIL - DETAIL	MAIN	N	L	DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	SUB DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	INCIDENT	NO. INC
IL-0501-100	CHI	BEARDSTOWN	Y	4	T308	STOCK RAIL WORN, BRO	MAIN	N		DERAILMENT	1
MN-0801-103	TWI	LAKES	Y	1	T311	SWITCH DAMAGED OR OU	MAIN	N		DERAILMENT	1
CO-0501-117	PWR	BRUSH	Y	1	T314	SWITCH POINT WORN OR	MAIN	N	I	DERAILMENT	1
NW-1101-100	NWE	SCENIC	Y	5	H402	MOTOR CAR OR ON-TRK	MAIN	O		OTHER IMPACTS	1
AZ-0601-101	SWE	PHOENIX	Y	2	H702	SWITCH IMPROPERLY LI	MAIN	O		DERAILMENT	1
PR-0901-107	PWR	ORIN	Y	4	H993	HUMAN FACTOR - TRACK	MAIN	O	E	OTHER ACCIDENTS	1
PR-0501-111	PWR	ORIN	Y	4	T109	TRACK ALINEMENT IRRE	MAIN	O		DERAILMENT	1
TOTAL 2001											274
SF-1002-115	SPR	CUBA	Y	3	E46C	TRUCK BOLSTER STIFF,	MAIN	A		DERAILMENT	1
SC-0402-112	SCA	SDNX	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	A		OTHER IMPACTS	1
SC-0402-112	SCA	SDNX	Y	4	H402	MOTOR CAR OR ON-TRK	MAIN	A		OTHER IMPACTS	1
GC-0502-210	GFC	LAFAYETTE	Y	5	M303	HWY USER MISJUDGEMEN	MAIN	A	J	HGX XING COLL	1
PR-1102-106	PWR	BRUSH	Y	4	E54C	JOURNAL FRACTURED, N	MAIN	B		DERAILMENT	1
PR-0802-102	PWR	SAND HILLS	Y	4	E04C	OTHER BRAKE COMP-DAM	MAIN	E		OTHER IMPACTS	1
CH-0302-120	CHI	BARSTOW	Y	4	E07C	RIGGING DOWN OR DRAG	MAIN	E		DERAILMENT	1
NE-0502-107	NEB	ST JOSEPH	Y	3	E07C	RIGGING DOWN OR DRAG	MAIN	E		DERAILMENT	1
NC-0302-106	NCA	MOJAVE	Y	3	E09C	OTHER BRAKE DEFECTS	MAIN	E		DERAILMENT	1
NC-0302-106	NCA	MOJAVE	Y	3	E09C	OTHER BRAKE DEFECTS	MAIN	E		DERAILMENT	1
CH-0302-124	CHI	CHILLICOTHE	Y	4	E21C	CENTER SILL BROKEN O	MAIN	E		DERAILMENT	1
CH-0702-107	CHI	BROOKFIELD	Y	2	E21C	CENTER SILL BROKEN O	MAIN	E		DERAILMENT	1
PR-1202-102	PWR	ORIN	Y	4	E34C	DRAFT GEAR/MECHANISM	MAIN	E		DERAILMENT	1
KS-1202-104	KAN	EMPORIA	Y	2	E36C	COUPLER SHANK BROKEN	MAIN	E		DERAILMENT	1
PR-0202-104	PWR	PUEBLO	Y	4	E39C	OTHER COUPLER/DRAFT	MAIN	E		DERAILMENT	1
TX-0202-100	TEX	RED ROCK	Y	4	E39C	OTHER COUPLER/DRAFT	MAIN	E		DERAILMENT	1
GC-0702-117	GFC	DEL RIO LINE UP	Y	2	E40C	SIDE BEARING CLEARAN	MAIN	E		DERAILMENT	1
GC-0902-110	GFC	MYKAWA	Y	4	E40C	SIDE BEARING CLEARAN	MAIN	E		DERAILMENT	1
SF-0902-134	SPR	CUBA	Y	4	E40C	SIDE BEARING CLEARAN	MAIN	E		DERAILMENT	1
MT-1002-101	MON	HILINE	Y	4	E45C	SIDE FRAME BROKEN	MAIN	E		DERAILMENT	1
CH-0302-119	CHI	OTTUMWA	Y	5	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
GC-0802-109	GFC	GALVESTON	Y	4	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
SF-0702-111	SPR	HANNIBAL	Y	2	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
SW-0802-100	SWE	SELIGMAN	Y	3	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
NC-1002-108	NCA	STOCKTON	Y	5	E49C	OTHER TRUCK COMPONEN	MAIN	E		DERAILMENT	1
NW-0102-118	NWE	KOOTENAI RIVER	Y	4	E49C	OTHER TRUCK COMPONEN	MAIN	E		DERAILMENT	1
NC-0702-101	NCA	BAKERSFIELD	Y	4	E4TC	TRUCK HUNTING	MAIN	E		DERAILMENT	1
NC-1102-101	NCA	BAKERSFIELD	Y	5	E4TC	TRUCK HUNTING	MAIN	E		DERAILMENT	1
TX-0902-116	TEX	FT WORTH	Y	4	E4TC	TRUCK HUNTING	MAIN	E		DERAILMENT	1
CH-0202-116	CHI	BROOKFIELD	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
KS-0502-113	KAN	HEREFORD	Y	5	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
PR-1002-101	PWR	BUTTE	Y	4	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
NE-1202-109	NEB	RAVENNA	Y	4	E59C	OTHER AXLE AND JOURN	MAIN	E	J	DERAILMENT	1



BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC		
MT-1002-104	MON	BIG HORN	Y	4	E60C	WHEELS - BROKEN FLAN	MAIN	E	DERAILMENT	1	
PR-0202-106	PWR	BLACK HILLS	Y	4	E60C	WHEELS - BROKEN FLAN	MAIN	E	DERAILMENT	1	
GC-0302-111	GFC		Y	4	E61C	WHEELS - BROKEN RIM	MAIN	E	DERAILMENT	1	
SW-0602-111	SWE	SELIGMAN	Y	5	E61C	WHEELS - BROKEN RIM	MAIN	E	DERAILMENT	1	
PR-0102-120	PWR	ANGORA	Y	3	E62C	WHEELS - BROKEN PLAT	MAIN	E	J	DERAILMENT	1
GC-0302-100	GFC	UPRR	Y	2	E67C	WHEELS - DAMAGED FLA	MAIN	E	L	DERAILMENT	1
SF-0502-115	SPR	FT SCOTT	Y	4	E69C	WHEELS - OTHER WHEEL	MAIN	E	E	DERAILMENT	1
TC-0702-101	TWI	STAPLES	Y	4	E69C	WHEELS - OTHER WHEEL	MAIN	E	E	DERAILMENT	1
SC-0502-113	SCA	NEEDLES	Y	4	E73L	OIL OR FULE FIRE (LO	MAIN	E	J	FIRE-VLT RUPTURE	1
SW-0102-100	SWE	SELIGMAN	Y	4	E73L	OIL OR FULE FIRE (LO	MAIN	E	E	FIRE-VLT RUPTURE	1
KS-0402-107	KAN	DALHART	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	E	OTHER ACCIDENTS	1
NW-0902-111	NWE	SEATTLE	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	E	REAR END COLL	1
NW-0902-111	NWE	SEATTLE	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	E	REAR END COLL	1
PR-0502-107	PWR	ORIN	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	E	HEAD ON COLL	1
PR-0502-107	PWR	ORIN	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	E	HEAD ON COLL	1
SC-0402-109	SCA	SAN BERNARDINO	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	E	HEAD ON COLL	1
SC-0402-109	SCA	SAN BERNARDINO	Y	4	H215	BLOCK SIGNAL, FAILUR	MAIN	E	E	HEAD ON COLL	1
PR-0402-109	PWR	BLACK HILLS	Y	4	H302	CARS LEFT FOUL	MAIN	E	E	DERAILMENT	1
CH-0602-105	CHI	CHICAGO	Y	3	H403	MOVEMENT OF ENGINES	MAIN	E	E	HEAD ON COLL	1
CH-0602-105	CHI	CHICAGO	Y	3	H403	MOVEMENT OF ENGINES	MAIN	E	E	HEAD ON COLL	1
TX-0102-102	TEX	FT WORTH	Y	3	H503	BUFFING OR SLACK ACT	MAIN	E	E	DERAILMENT	1
SF-0102-124	SPR	CUBA	Y	3	H506	LATERAL DRAWBAR FORC	MAIN	E	E	DERAILMENT	1
NW-0802-101	NWE	SCENIC	Y	2	H508	IMPROPER TRAIN MAKE-	MAIN	E	E	DERAILMENT	1
SC-0302-104	SCA	NEEDLES	Y	3	H509	IMPROPER TRAIN INSPE	MAIN	E	E	DERAILMENT	1
PR-0302-102	PWR	BRUSH	Y	5	H522	THROTTLE (POWER), IM	MAIN	E	E	OTHER ACCIDENTS	1
NW-0102-117	NWE	KOOTENAI RIVER	Y	4	H523	THROTTLE (POWER), TO	MAIN	E	E	DERAILMENT	1
PR-0102-107	PWR	BIG HORN	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E	E	OTHER IMPACTS	1
PR-0102-107	PWR	BIG HORN	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E	E	OTHER IMPACTS	1
PR-0302-119	PWR	SAND HILLS	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E	E	OTHER IMPACTS	1
PR-0302-119	PWR	SAND HILLS	Y	4	H605	FAILURE TO COMPLY WI	MAIN	E	E	OTHER IMPACTS	1
TX-0202-102	TEX	RED ROCK	Y	3	H606	TRAIN OUTSIDE YD LIM	MAIN	E	E	OTHER IMPACTS	1
TX-0202-102	TEX	RED ROCK	Y	3	H606	TRAIN OUTSIDE YD LIM	MAIN	E	E	OTHER IMPACTS	1
SF-0302-101	SPR	CHEROKEE	Y	4	H699	SPEED, OTHER (PROVID	MAIN	E	E	OTHER IMPACTS	1
SF-0302-101	SPR	CHEROKEE	Y	4	H699	SPEED, OTHER (PROVID	MAIN	E	E	OTHER IMPACTS	1
NW-0102-112	NWE	SCENIC	Y	2	H702	SWITCH IMPROPERLY LI	MAIN	E	E	OTHER ACCIDENTS	1
SF-1102-116	SPR	RIVER	Y	4	H702	SWITCH IMPROPERLY LI	MAIN	E	E	DERAILMENT	1
SF-0502-105	SPR	THAYER NORTH	Y	4	M103	EXTREME ENVIRONMENTA	MAIN	E	E	DERAILMENT	1
MT-0102-105	MON	HILINE	Y	2	M105	EXTREME ENVIRONMENTA	MAIN	E	I	DERAILMENT	1
MT-0702-104	MON	HILINE	Y	4	M105	EXTREME ENVIRONMENTA	MAIN	E	E	DERAILMENT	1
SF-0302-111	SPR	THAYER SOUTH	Y	4	M105	EXTREME ENVIRONMENTA	MAIN	E	E	DERAILMENT	1
NC-0302-105	NCA	MOJAVE	Y	2	M204	IMPROPERLY LOADED CA	MAIN	E	E	DERAILMENT	1
TX-0402-111	TEX	CREEK	Y	5	M204	IMPROPERLY LOADED CA	MAIN	E	E	DERAILMENT	1
TC-0102-106	TWI	K.O.	Y	4	M207	OVERLOADED CONTAINER	MAIN	E	E	DERAILMENT	1
CH-0702-202	CHI	MARCELINE	Y	5	M302	HIGHWAY USER INATTEN	MAIN	E	J	HGX XING COLL	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
CH-0902-201	CHI BARSTOW	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
GC-0702-200	GFC GALVESTON	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-0302-206	KAN SLATON	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-0402-203	KAN HEREFORD	Y 5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-0402-204	KAN EMPORIA	Y 5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-0702-200	KAN LAJUNTA	Y 5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-0902-200	KAN EMPORIA	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-1002-202	KAN PANHANDLE	Y 5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NC-1002-201	NCA STOCKTON	Y 5	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NE-1202-201	NEB HASTINGS	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
SF-0902-206	SPR RIVER	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
SF-1002-206	SPR TRRA	Y 2	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
KS-0102-200	SWE LAJUNTA	Y 6	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
TX-0602-203	TEX FT WORTH	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
NC-0902-200	NCA BAKERSFIELD	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
NE-0202-200	NEB RAVENNA	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
TX-1102-202	TEX BAIRD (UP)	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
CH-0802-200	CHI AURORA	Y 4	M304	HWY USER CITED FOR V	MAIN	E		HGX XING COLL	1
NC-1102-202	NCA BAKERSFIELD	Y 5	M306	HWY USER INABILITY T	MAIN	E		HGX XING COLL	1
NC-0702-200	NCA STOCKTON	Y 4	M399	OTHER HWY/RAIL CROSS	MAIN	E		HGX XING COLL	1
NW-0902-201	NWE SCENIC	Y 4	M399	OTHER HWY/RAIL CROSS	MAIN	E	I	HGX XING COLL	1
TC-0702-201	TWI STAPLES	Y 4	M399	OTHER HWY/RAIL CROSS	MAIN	E		HGX XING COLL	1
GC-0702-104	GFC GALVESTON	Y 4	M402	OBJECT OR EQUIPMENT	MAIN	E		OBSTRUCTION INC	1
NW-0102-100	NWE SEATTLE	Y 5	M402	OBJECT OR EQUIPMENT	MAIN	E		OBSTRUCTION INC	1
CH-0602-110	CHI CHICAGO	Y 1	M405	INTERACTION OF L/V F	MAIN	E		DERAILMENT	1
PR-0202-115	PWR BUTTE	Y 2	M405	INTERACTION OF L/V F	MAIN	E		DERAILMENT	1
SF-0602-111	SPR FT SCOTT	Y 4	M405	INTERACTION OF L/V F	MAIN	E		DERAILMENT	1
NW-0302-118	NWE KOOTENAI RIVER	Y 4	M406	FIRE, OTHER THAN VAN	MAIN	E		FIRE-VLT RUPTURE	1
NC-0802-108	NCA BAKERSFIELD	Y 5	M501	INTERFERENCE (NOT VAN	MAIN	E		DERAILMENT	1
TX-0802-112	TEX MADILL	Y 4	M599	OTHER MISCELLANEOUS	MAIN	E		OTHER ACCIDENTS	1
TC-0902-119	TWI K.O.	Y 3	S099	OTHER SIGNAL FAILURE	MAIN	E		DERAILMENT	1
KS-1102-101	KAN EMPORIA	Y 4	T101	CROSS LEVEL OF TRACK	MAIN	E		DERAILMENT	1
KS-0702-126	KAN EMPORIA	Y 5	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
MT-0902-101	MON MILKRIVER	Y 5	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
PR-0502-121	PWR BUTTE	Y 4	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
TX-0702-108	TEX RED ROCK	Y 3	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
SF-0402-107	SPR BIRMINGHAM	Y 4	T110	WIDE GAGE (DUE TO DE	MAIN	E		DERAILMENT	1
KS-0202-108	KAN PANHANDLE	Y 5	T204	BROKEN RAIL - WELD (	MAIN	E		DERAILMENT	1
SW-0402-100	SWE SELIGMAN	Y 4	T206	DEFECTIVE/MISSING SP	MAIN	E		DERAILMENT	1
PR-0802-109	PWR BUTTE	Y 1	T218	BROKEN RAIL - PIPED	MAIN	E		DERAILMENT	1
PR-1102-101	PWR SAND HILLS	Y 4	T299	OTHER RAIL/JOINT BAR	MAIN	E		DERAILMENT	1
TC-1102-100	TWI MOORHEAD	Y 1	T314	SWITCH POINT WORN OR	MAIN	E	I	DERAILMENT	1
MT-1102-104	MON HILINE	Y 4	T315	SWITCH ROD WORN, BEN	MAIN	E		DERAILMENT	1
PR-1002-118	PWR BRUSH	Y 2	H522	THROTTLE (POWER), IM	MAIN	F		DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
PR-0302-121	PWR UP	Y 4	E22C	DRAFT SILL BROKEN OR	MAIN	G	J	DERAILMENT	1
SW-1102-103	SWE GLORIETA	Y 2	E46C	TRUCK BOLSTER STIFF,	MAIN	G	J	DERAILMENT	1
MT-0402-105	MON DICKINSON	Y 3	E53C	JOURNAL - ROLLER BEA	MAIN	G	J	DERAILMENT	1
TX-1102-115	TEX DFW	Y 3	E61C	WHEELS - BROKEN RIM	MAIN	G		DERAILMENT	1
SW-1002-105	SWE SELIGMAN	Y 5	H702	SWITCH IMPROPERLY LI	MAIN	G		DERAILMENT	1
NE-1202-104	NEB OTTUMWA	Y 4	H999	OTHER TRAIN OPERATIO	MAIN	G		DERAILMENT	1
SW-0902-107	SWE SELIGMAN	Y 4	H999	OTHER TRAIN OPERATIO	MAIN	G	J	DERAILMENT	1
GC-0502-204	GFC LAMPASAS	Y 4	M302	HIGHWAY USER INATTEN	MAIN	G		HGX XING COLL	1
GC-0702-207	GFC LAMPASAS	Y 4	M302	HIGHWAY USER INATTEN	MAIN	G	J	HGX XING COLL	1
NC-0802-200	NCA STOCKTON	Y 5	M302	HIGHWAY USER INATTEN	MAIN	G	J	HGX XING COLL	1
NW-0902-200	NWE SCENIC	Y 3	M302	HIGHWAY USER INATTEN	MAIN	G	L	HGX XING COLL	1
NW-1002-202	NWE SCENIC	Y 2	M302	HIGHWAY USER INATTEN	MAIN	G	L	HGX XING COLL	1
SF-0302-200	SPR BIRMINGHAM	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	G	I	HGX XING COLL	1
TC-1202-101	TWI APPLETON	Y 3	M402	OBJECT OR EQUIPMENT	MAIN	G	J	OBSTRUCTION INC	1
CH-0402-105	CHI AURORA	Y 3	E53C	JOURNAL - ROLLER BEA	MAIN	H		DERAILMENT	1
SF-0902-204	SPR BIRMINGHAM	Y 4	M302	HIGHWAY USER INATTEN	MAIN	H		HGX XING COLL	1
CH-0502-201	CHI AURORA	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	H		HGX XING COLL	1
GC-0102-118	GFC BAY CITY	Y 1	T205	DEFECTIVE/MISSING CR	MAIN	I		DERAILMENT	1
NE-0502-104	NEB DES MOINES	Y 3	E21C	CENTER SILL BROKEN O	MAIN	J	O	DERAILMENT	1
MT-0702-106	MON GLASGOW	Y 2	E24C	CENTER PLATE DISENGA	MAIN	J	I	DERAILMENT	1
GC-0202-121	GFC	Y 3	E33C	COUPLER RETAINER PIN	MAIN	J		DERAILMENT	1
GC-1102-109	GFC LAMPASAS	Y 4	E41C	SIDE BEARING EXCESSI	MAIN	J		DERAILMENT	1
TX-0502-112	TEX UP	Y 3	E41C	SIDE BEARING EXCESSI	MAIN	J		DERAILMENT	1
PR-0702-121	PWR PIKES PEAK	Y 4	E46C	TRUCK BOLSTER STIFF,	MAIN	J		DERAILMENT	1
SW-0702-100	SWE PHOENIX	Y 3	E46C	TRUCK BOLSTER STIFF,	MAIN	J		DERAILMENT	1
MT-0902-102	MON DICKINSON	Y 3	E51C	BROKEN OR BENT BETWE	MAIN	J	G	DERAILMENT	1
TC-0502-114	TWI JAMESTOWN	Y 4	E52C	JOURNAL - PLAIN - FA	MAIN	J		DERAILMENT	1
PR-0202-112	PWR FRONT RANGE	Y 4	E53C	JOURNAL - ROLLER BEA	MAIN	J		OTHER ACCIDENTS	1
SF-0902-133	SPR AMORY	Y 4	E53C	JOURNAL - ROLLER BEA	MAIN	J		DERAILMENT	1
MT-0602-100	MON DICKINSON	Y 3	E60C	WHEELS - BROKEN FLAN	MAIN	J		OTHER ACCIDENTS	1
PR-0302-116	PWR FRONT RANGE	Y 2	E62C	WHEELS - BROKEN PLAT	MAIN	J		DERAILMENT	1
NW-0502-115	NWE WOODINVILLE	Y 1	H306	SHOVING MVMT, ABSENC	MAIN	J		SIDE COLL	1
NW-0502-115	NWE WOODINVILLE	Y 1	H306	SHOVING MVMT, ABSENC	MAIN	J		SIDE COLL	1
TX-0502-117	TEX RED RIVER VALLEY	Y 4	H499	OTHER MAIN TRACK AUT	MAIN	J		HEAD ON COLL	1
TX-0502-117	TEX RED RIVER VALLEY	Y 4	H499	OTHER MAIN TRACK AUT	MAIN	J		HEAD ON COLL	1
GC-0402-101	GFC UP	Y 2	H525	INDEPENDENT ENGINE B	MAIN	J		DERAILMENT	1
TC-1002-115	TWI STAPLES	Y 4	H703	SWITCH NOT LATCHED O	MAIN	J		DERAILMENT	1
GC-0702-201	GFC	Y 3	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
GC-1202-207	GFC LAFAYETTE	Y 5	M302	HIGHWAY USER INATTEN	MAIN	J	G	HGX XING COLL	1
NC-1002-200	NCA GATEWAY	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
NC-1102-200	NCA GATEWAY	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
SW-0402-200	SWE CARLSBAD	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
TC-1002-204	TWI ABERDEEN	Y 2	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
GC-0202-202	GFC LONGVIEW	Y 2	M304	HWY USER CITED FOR V	MAIN	J		HGX XING COLL	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	DIV	SUB DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
GC-0602-202	GFC	CONROE	Y	4	M304	HWY USER CITED FOR V	MAIN	J	I	HGX XING COLL	1
SF-1202-205	SPR	AVARD	Y	4	M304	HWY USER CITED FOR V	MAIN	J		HGX XING COLL	1
SW-0602-201	SWE	EL PASO	Y	4	M304	HWY USER CITED FOR V	MAIN	J		HGX XING COLL	1
NC-0602-101	NCA	BAKERSFIELD	Y	5	M402	OBJECT OR EQUIPMENT	MAIN	J		OBSTRUCTION INC	1
NC-0602-105	NCA	GATEWAY	Y	2	M405	INTERACTION OF L/V F	MAIN	J		DERAILMENT	1
TX-1002-117	TEX	VENUS	Y	2	T001	ROADBED SETTLED OR S	MAIN	J		DERAILMENT	1
TX-0902-113	TEX	DFW	Y	3	T099	OTHER ROADBED DEFECT	MAIN	J	G	DERAILMENT	1
NW-0202-119	NWE	OE	Y	2	T101	CROSS LEVEL OF TRACK	MAIN	J		DERAILMENT	1
GC-0602-101	GFC	BAY CITY	Y	1	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
KS-0702-108	KAN	STRONG CITY	Y	3	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
NE-0602-105	NEB	DES MOINES	Y	3	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
TC-0602-116	TWI	MARSHALL	Y	3	T109	TRACK ALINEMENT IRRE	MAIN	J		DERAILMENT	1
GC-0202-106	GFC	CONROE	Y	1	T110	WIDE GAGE (DUE TO DE	MAIN	J		DERAILMENT	1
CH-0602-114	CHI	BEARDSTOWN	Y	4	T202	BROKEN RAIL - BASE	MAIN	J		DERAILMENT	1
GC-0902-100	GFC	BAY CITY	Y	1	T207	BROKEN RAIL - DETAIL	MAIN	J		DERAILMENT	1
SW-0102-108	SWE	GALLUP	Y	5	E61C	WHEELS - BROKEN RIM	MAIN	K	C	DERAILMENT	1
PR-1102-200	PWR	BRUSH	Y	4	M303	HWY USER MISJUDGEMEN	MAIN	K		HGX XING COLL	1
MT-0502-102	MON	MILKRIVER	Y	1	E07C	RIGGING DOWN OR DRAG	MAIN	L		DERAILMENT	1
KS-1002-108	KAN	BROOKFIELD	Y	1	H702	SWITCH IMPROPERLY LI	MAIN	L		DERAILMENT	1
GC-0802-115	GFC	GALVESTON	Y	1	T207	BROKEN RAIL - DETAIL	MAIN	L		DERAILMENT	1
TC-0502-102	TWI	MADISON	Y	2	T220	BROKEN RAIL - TRANSV	MAIN	L		DERAILMENT	1
CH-0302-125	CHI	BROOKFIELD	Y	1	H303	DERAIL, FAILURE TO A	MAIN	N		DERAILMENT	1
KS-0702-114	KAN	PANHANDLE	Y	5	H309	FAILURE TO STRETCH C	MAIN	N		REAR END COLL	1
KS-0702-114	KAN	PANHANDLE	Y	5	H309	FAILURE TO STRETCH C	MAIN	N		REAR END COLL	1
SW-0202-108	SWE	CARLSBAD	Y	1	H701	SPRING SWITCH NOT CL	MAIN	N		DERAILMENT	1
TC-1002-102	TWI	ABERDEEN	Y	1	H702	SWITCH IMPROPERLY LI	MAIN	N		DERAILMENT	1
NE-1102-200	NEB	HASTINGS	Y	1	M302	HIGHWAY USER INATTEN	MAIN	N		HGX XING COLL	1
CH-0402-112	CHI	CHILLICOTHE	Y	3	M404	OBJECT OR EQUIPMENT	MAIN	N		OBSTRUCTION INC	1
CH-0402-112	CHI	CHILLICOTHE	Y	3	M404	OBJECT OR EQUIPMENT	MAIN	N		OBSTRUCTION INC	1
TC-0502-107	MON	CASPER	Y	1	T001	ROADBED SETTLED OR S	MAIN	N	L	DERAILMENT	1
TC-0402-115	TWI	GRAND FORKS	Y	1	T110	WIDE GAGE (DUE TO DE	MAIN	N		DERAILMENT	1
SF-0402-131	SPR	BIRMINGHAM	Y	1	T205	DEFECTIVE/MISSING CR	MAIN	N		DERAILMENT	1
SC-0802-103	SCA	SAN JACINTO	IND SPR	Y	1	T206	DEFECTIVE/MISSING SP	MAIN	N	DERAILMENT	1
KS-1002-104	KAN	EMPORIA	Y	1	T207	BROKEN RAIL - DETAIL	MAIN	N		DERAILMENT	1
PR-1102-110	PWR	SAND HILLS	Y	4	E51C	BROKEN OR BENT BETWE	MAIN	O		DERAILMENT	1
SW-0902-109	SWE	CLOVIS	Y	5	E53C	JOURNAL - ROLLER BEA	MAIN	O		DERAILMENT	1
PR-0102-127	PWR	BLACK HILLS	Y	4	H999	OTHER TRAIN OPERATIO	MAIN	O		OBSTRUCTION INC	1
TOTAL 2002											
NW-0103-122	NWE	FALLBRIDGE	Y	4	E45C	SIDE FRAME BROKEN	MAIN	E		DERAILMENT	1
PR-0103-105	PWR	PIKES PEAK	Y	4	E46C	TRUCK BOLSTER STIFF,	MAIN	E		DERAILMENT	1
PR-0103-106	PWR	CANYON	Y	3	E53C	JOURNAL - ROLLER BEA	MAIN	E		DERAILMENT	1
202											

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
MT-0203-105	MON DUTCH	Y 3	E61C	WHEELS - BROKEN RIM	MAIN	E		DERAILMENT	1
PR-0503-106	PWR ANGORA	Y 4	E62C	WHEELS - BROKEN PLAT	MAIN	E		DERAILMENT	1
PR-0303-111	PWR BLACK HILLS	Y 4	E6AC	WHEELS - THERMAL CRA	MAIN	E		DERAILMENT	1
PR-0403-110	PWR TWIN PEAKS	Y 3	E85C	BOTTOM OUTLET CAR DO	MAIN	E		DERAILMENT	1
TX-0503-100	TEX FT WORTH	Y 4	H019	FAILURE TO RELEASE H	MAIN	E		DERAILMENT	1
TX-0203-107	TEX FT WORTH	Y 4	H212	RADIO COMMUNICATION,	MAIN	E		SIDE COLL	1
TX-0203-107	TEX FT WORTH	Y 4	H212	RADIO COMMUNICATION,	MAIN	E		SIDE COLL	1
SC-0103-116	SCA CAJON	Y 3	H299	FLAGGING/FIXED/HAND/	MAIN	E		DERAILMENT	1
PR-0603-100	PWR BLACK HILLS	Y 4	H306	SHOVING MVMT, ABSENC	MAIN	E		REAR END COLL	1
PR-0603-100	PWR BLACK HILLS	Y 4	H306	SHOVING MVMT, ABSENC	MAIN	E		REAR END COLL	1
PR-0603-100	PWR BLACK HILLS	Y 4	H306	SHOVING MVMT, ABSENC	MAIN	E		REAR END COLL	1
PR-0203-105	PWR BUTTE	Y 4	H309	FAILURE TO STRETCH C	MAIN	E		REAR END COLL	1
PR-0203-105	PWR BUTTE	Y 4	H309	FAILURE TO STRETCH C	MAIN	E		REAR END COLL	1
NW-0303-104	NWE LAKESIDE	Y 4	H605	FAILURE TO COMPLY WI	MAIN	E		OTHER ACCIDENTS	1
PR-0503-101	PWR SAND HILLS	Y 4	H605	FAILURE TO COMPLY WI	MAIN	E		REAR END COLL	1
PR-0503-101	PWR SAND HILLS	Y 4	H605	FAILURE TO COMPLY WI	MAIN	E		REAR END COLL	1
PR-0503-101	PWR SAND HILLS	Y 4	H605	FAILURE TO COMPLY WI	MAIN	E		REAR END COLL	1
PR-0203-112	PWR VALLEY	Y 4	H702	SWITCH IMPROPERLY LI	MAIN	E	N	OTHER IMPACTS	1
PR-0203-112	PWR VALLEY	Y 4	H702	SWITCH IMPROPERLY LI	MAIN	E	N	OTHER IMPACTS	1
SF-0203-115	SPR RIVER	Y 4	H702	SWITCH IMPROPERLY LI	MAIN	E		OTHER ACCIDENTS	1
GC-0503-101	GFC GALVESTON	Y 4	H997	MOTOR CAR/OTH ON-TRK	MAIN	E		OBSTRUCTION INC	1
GC-0503-101	GFC GALVESTON	Y 4	H997	MOTOR CAR/OTH ON-TRK	MAIN	E		OBSTRUCTION INC	1
MT-0103-105	MON BIG HORN	Y 4	H999	OTHER TRAIN OPERATIO	MAIN	E		REAR END COLL	1
MT-0103-105	MON BIG HORN	Y 4	H999	OTHER TRAIN OPERATIO	MAIN	E		REAR END COLL	1
PR-0303-107	PWR VALLEY	Y 1	M101	SNOW, ICE, MUD, GRAVEL,	MAIN	E		DERAILMENT	1
KS-0503-107	KAN EMPORIA	Y 5	M105	EXTREME ENVIRONMENTA	MAIN	E		DERAILMENT	1
PR-0303-106	PWR TWIN PEAKS	Y 4	M204	IMPROPERLY LOADED CA	MAIN	E		DERAILMENT	1
SW-0503-101	SWE SELIGMAN	Y 5	M299	MISCELLANEOUS LOADIN	MAIN	E		DERAILMENT	1
GC-0603-201	GFC	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E	I	HGX XING COLL	1
NE-0203-202	NEB RAVENNA	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E	J	HGX XING COLL	1
TX-0303-203	TEX CREEK	Y 2	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
TX-0303-205	TEX FT WORTH	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
TX-0403-201	TEX BAIRD SUB UPSP	Y 4	M302	HIGHWAY USER INATTEN	MAIN	E		HGX XING COLL	1
CH-0203-200	CHI MARCELINE	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	E	J	HGX XING COLL	1
NC-0303-201	NCA STOCKTON	Y 5	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
TX-0503-201	TEX FT WORTH	Y 4	M303	HWY USER MISJUDGEMEN	MAIN	E		HGX XING COLL	1
KS-0203-200	KAN PANHANDLE	Y 5	M399	OTHER HWY/RAIL CROSS	MAIN	E		HGX XING COLL	1
SF-0603-200	SPR BIRMINGHAM	Y 3	M399	OTHER HWY/RAIL CROSS	MAIN	E	I	HGX XING COLL	1
NC-0203-106	NCA STOCKTON	Y 5	M402	OBJECT OR EQUIPMENT	MAIN	E		OBSTRUCTION INC	1
SW-0203-100	SWE SELIGMAN	Y 4	M402	OBJECT OR EQUIPMENT	MAIN	E		OBSTRUCTION INC	1
KS-0503-111	KAN EMPORIA	Y 4	M505	CAUSE UNDER ACTIVE I	MAIN	E		SIDE COLL	1
KS-0503-111	KAN EMPORIA	Y 4	M505	CAUSE UNDER ACTIVE I	MAIN	E		SIDE COLL	1
KS-0603-102	KAN PANHANDLE	Y 5	M505	CAUSE UNDER ACTIVE I	MAIN	E		DERAILMENT	1
KS-0603-107	KAN HEREFORD	Y 5	M505	CAUSE UNDER ACTIVE I	MAIN	E		DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
SF-0403-135	SPR RIVER	Y 4	M505	CAUSE UNDER ACTIVE I	MAIN	E		DERAILMENT	1
SF-0603-116	SPR TRRA	Y 2	M505	CAUSE UNDER ACTIVE I	MAIN	E		DERAILMENT	1
CH-0503-112	CHI MENDOTA	Y 4	M599	OTHER MISCELLANEOUS	MAIN	E		OTHER ACCIDENTS	1
TX-0503-118	TEX RED ROCK	Y 3	T109	TRACK ALINEMENT IRRE	MAIN	E		DERAILMENT	1
KS-0103-122	KAN EMPORIA	Y 4	T202	BROKEN RAIL - BASE	MAIN	E		DERAILMENT	1
SF-0103-119	KAN FT SCOTT	Y 3	T207	BROKEN RAIL - DETAIL	MAIN	E		DERAILMENT	1
SW-0503-107	SWE GALLUP	Y 4	T214	JOINT BAR BROKEN (IN	MAIN	E		DERAILMENT	1
NE-0603-100	NEB RAVENNA	Y 3	T299	OTHER RAIL/JOINT BAR	MAIN	E	J	DERAILMENT	1
MT-0303-102	MON HILLINE	Y 3	T311	SWITCH DAMAGED OR OU	MAIN	E	I	DERAILMENT	1
TC-0203-102	TWI STAPLES	Y 4	T318	TURNOUT FROG (SPRING	MAIN	E		DERAILMENT	1
MT-0303-105	MON DICKINSON	Y 4	E61C	WHEELS - BROKEN RIM	MAIN	G	J	DERAILMENT	1
NW-0303-109	NWE SCENIC	Y 3	H215	BLOCK SIGNAL, FAILUR	MAIN	G	F	SIDE COLL	1
NW-0303-109	NWE SCENIC	Y 3	H215	BLOCK SIGNAL, FAILUR	MAIN	G	F	SIDE COLL	1
NW-0503-100	NWE SEATTLE	Y 4	H401	FAILURE TO STOP TRAI	MAIN	G		REAR END COLL	1
NW-0503-100	NWE SEATTLE	Y 4	H401	FAILURE TO STOP TRAI	MAIN	G		REAR END COLL	1
CH-0203-108	CHI CHILLICOTHE	Y 5	M105	EXTREME ENVIRONMENTA	MAIN	G		DERAILMENT	1
SW-0103-203	PWR RATON	Y 6	M304	HWY USER CITED FOR V	MAIN	G	J	HGX XING COLL	1
TX-0103-105	TEX FT WORTH	Y 4	M402	OBJECT OR EQUIPMENT	MAIN	G	E	OBSTRUCTION INC	1
SF-0403-106	SPR FT SCOTT	Y 4	T109	TRACK ALINEMENT IRRE	MAIN	G		DERAILMENT	1
SW-0303-200	SWE EL PASO	Y 5	M302	HIGHWAY USER INATTEN	MAIN	I		HGX XING COLL	1
NC-0403-101	NCA GATEWAY	Y 2	E21C	CENTER SILL BROKEN O	MAIN	J		DERAILMENT	1
NW-0303-117	NWE KETTLE FALLS	Y 2	E46C	TRUCK BOLSTER STIFF,	MAIN	J		DERAILMENT	1
MT-0503-100	MON LAUREL	Y 4	E79L	OTHER LOCOMOTIVE DEF	MAIN	J		FIRE-VLT RUPTURE	1
PR-0103-103	PWR DME	Y 1	H303	DERAIL, FAILURE TO A	MAIN	J		DERAILMENT	1
NC-0303-105	NCA STOCKTON	Y 4	H403	MOVEMENT OF ENGINES	MAIN	J	G	DERAILMENT	1
NC-0303-105	NCA STOCKTON	Y 4	H403	MOVEMENT OF ENGINES	MAIN	J	G	DERAILMENT	1
NW-0503-108	NWE OREGON TRUNK	Y 4	H405	T ORDER/WARRANT/BULL	MAIN	J		HEAD ON COLL	1
NW-0503-108	NWE OREGON TRUNK	Y 4	H405	T ORDER/WARRANT/BULL	MAIN	J		HEAD ON COLL	1
CH-0203-120	CHI BEARDSTOWN	Y 4	H702	SWITCH IMPROPERLY LI	MAIN	J		OTHER IMPACTS	1
CH-0203-120	CHI BEARDSTOWN	Y 4	H702	SWITCH IMPROPERLY LI	MAIN	J		OTHER IMPACTS	1
GC-0303-112	GFC LAMPASAS	Y 4	H994	HUMAN FACTOR - SIGNA	MAIN	J	G	DERAILMENT	1
NW-0103-101	NWE KETTLE FALLS	Y 2	M101	SNOW,ICE,MUD,GRAVEL,	MAIN	J		OBSTRUCTION INC	1
GC-0103-203	GFC LAFAYETTE	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
KS-0503-202	KAN BOISE CITY	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J		HGX XING COLL	1
SW-0303-201	SWE GLORIETA	Y 4	M302	HIGHWAY USER INATTEN	MAIN	J	G	HGX XING COLL	1
NE-0403-112	NEB SIOUX CITY	Y 4	M504	FAILURE BY NONRR EMP	MAIN	J		OTHER IMPACTS	1
NE-0403-112	NEB SIOUX CITY	Y 4	M504	FAILURE BY NONRR EMP	MAIN	J		OTHER IMPACTS	1
NC-0203-102	NCA GATEWAY	Y 2	M505	CAUSE UNDER ACTIVE I	MAIN	J		DERAILMENT	1
NW-0103-131	NWE KETTLE FALLS	Y 3	T202	BROKEN RAIL - BASE	MAIN	J		DERAILMENT	1
TX-0303-109	TEX RED RIVER VALLEY	Y 4	T204	BROKEN RAIL - WELD (	MAIN	J		DERAILMENT	1
CH-0103-108	CHI BEARDSTOWN	Y 4	T207	BROKEN RAIL - DETAIL	MAIN	J		DERAILMENT	1
GC-0303-114	GFC HOUSTON	Y 3	T315	SWITCH ROD WORN, BEN	MAIN	J		DERAILMENT	1
GC-0303-114	GFC HOUSTON	Y 3	T315	SWITCH ROD WORN, BEN	MAIN	J		DERAILMENT	1
SF-0303-103	SPR RIVER	Y 4	T111	WIDE GAGE (DEFECTIVE	MAIN	K		DERAILMENT	1

BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY  
 1998 - Present CTC vs. Dark Reportable Derailments  
 Prepared 06/17/03 using /data/bnsf/sf/b804216/test.fex

ACDNT ID	SUB DIV	DIVN	REP	TRK CLASS	PRIMARY CODE	PRIMARY DESC	TRK TYPE	METH 1	METH 2	TYPE INCIDENT	NO. INC
CH-0103-101	CHI	BROOKFIELD	Y	2	E51C	BROKEN OR BENT BETWE	MAIN	L		DERAILMENT	1
NW-0503-105	NWE	KOOTENAI RIVER	Y	3	E53C	JOURNAL - ROLLER BEA	MAIN	L	I	OTHER ACCIDENTS	1
GC-0203-101	GFC	CONROE	Y	4	H021	FAILURE TO APPLY HAN	MAIN	L		OTHER IMPACTS	1
GC-0203-101	GFC	CONROE	Y	4	H021	FAILURE TO APPLY HAN	MAIN	L		OTHER IMPACTS	1
SW-0203-103	SWE	PHOENIX	Y	1	M103	EXTREME ENVIRONMENTA	MAIN	L	J	DERAILMENT	1
TC-0603-108	TWI	K.O.	Y	1	E49C	OTHER TRUCK COMPONEN	MAIN	N		DERAILMENT	1
NC-0403-106	NCA	STOCKTON	Y	4	H018	FAILURE TO PROPERLY	MAIN	N		DERAILMENT	1
CH-0403-124	CHI	CHILLICOTHE	Y	4	H702	SWITCH IMPROPERLY LI	MAIN	N	L	DERAILMENT	1
SW-0103-111	SWE	CLOVIS	Y	1	H702	SWITCH IMPROPERLY LI	MAIN	N		OTHER IMPACTS	1
SW-0103-111	SWE	CLOVIS	Y	1	H702	SWITCH IMPROPERLY LI	MAIN	N		OTHER IMPACTS	1
SF-0603-201	SPR	BIRMINGHAM	Y	4	M399	OTHER HWY/RAIL CROSS	MAIN	N		HGX XING COLL	1
CH-0603-106	CHI	BROOKFIELD	Y	1	M505	CAUSE UNDER ACTIVE I	MAIN	N		DERAILMENT	1
SF-0503-121	SPR	CREEK	Y	1	T110	WIDE GAGE (DUE TO DE	MAIN	N		DERAILMENT	1
NE-0503-116	NEB	RAVENNA	Y	1	T111	WIDE GAGE (DEFECTIVE	MAIN	N		DERAILMENT	1
SF-0103-120	SPR	CUBA	Y	1	T112	WIDE GAGE (DUE TO LO	MAIN	N		DERAILMENT	1
KS-0103-108	KAN	PLAINVIEW	Y	1	T199	OTHER TRK GEOMETRY D	MAIN	N		DERAILMENT	1
KS-0403-102	KAN	DALHART	Y	2	H503	BUFFING OR SLACK ACT	MAIN	O	L	DERAILMENT	1
SW-0303-110	SWE	PHOENIX	Y	2	M101	SNOW,ICE,MUD,GRAVEL,	MAIN	O		DERAILMENT	1

TOTAL 2003

109

TOTAL

1230

A = ATCS  
 B = AUTO TRAIN CONTROL  
 C = AUTO TRAIN STOP  
 D = CAB SIGNALS  
 E = TRAFFIC CONTROL  
 F = INTERLOCKING  
 G = AUTOMATIC BLOCK  
 H = CURRENT OF TRAFFIC  
 I = TIMETABLE/TRAIN ORDERS  
 J = TRACK WARRANT CONTROL  
 K = DIRECT TRAFFIC CONTROL  
 L = YARD LIMITS  
 M = SPECIAL INSTRUCTIONS  
 N = OTHER THAN MAIN TRACK RULES  
 P = POSITIVE TRAIN CONTROL  
 O = OTHER

**BNSF**



Date: June 23, 2003

To: Bill Peterson

From: Ed Poulson

Subject: Proposed Training for Creek Sub Employees

The current Computer Based Training (CBT) training program that is being used on the BNSF system for our TE&Y employees includes all modes of operations, including Track Warrant Control (TWC). All of our operating employees are required to complete the training modules and examination on a biennial basis.

Realizing that CBT training on TWC is not the same as first hand experience working on TWC we will offer additional training for the Creek Subdivision employees. The additional training will be offered if our request to remove CTC is approved.

Manager of Field Training, Brad Bryant has prepared subdivision specific training in the past and will do the same for the Creek Subdivision. Half day training sessions will be prepared and made available to all TE&Y, MOW and Signal employees. The training will be designed using the Creek subdivision timetable with all of the questions being specific to that subdivision. Mr. Bryant has had great success in providing this type of location specific training at other locations.