

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

EX PARTE No. 772

ENTERED
Office of Proceedings
December 12, 2022
Part of
Public Record

OVERSIGHT HEARING PERTAINING TO
UNION PACIFIC RAILROAD COMPANY'S EMBARGOES

**NOTICE OF FILING OF UNION OFFICER STATEMENTS
AND MEMBERSHIP DATA**

In connection with the scheduled hearing in the above-referenced matter, the Brotherhood of Maintenance of Way Employees Division/IBT, Brotherhood of Railroad Signalmen, International Association of Sheet Metal, Air, Rail and Transportation Workers Mechanical Division, International Brotherhood of Boilermakers, National Conference of Firemen and Oilers/32BJ SEIU and the Brotherhood of Locomotive Engineers and Trainmen (BLET) are submitting statements of several union officers: BLET General Chairman Chad Lambert, BLET Local Chairman Joel Mueller, BLET Division No. 9 President Bradley Bell, BRS Director of Research Christopher Hand, and BMWED Director of Safety Roy Morrison, III. Also submitted with this filing is union membership data for the Class I railroads from September to September of October to October, including for Union Pacific that show employment in the crafts has declined during that period or has been stagnant. The statements discuss the impact of employee shortages on rail operations and thus on rail service. These materials will be referenced at the hearing in this matter by the Unions' counsel, Richard S. Edelman.

Respectfully submitted,

/s/Richard S. Edelman

Richard S. Edelman

Mooney, Green, Saindon, Murphy and Welch PC
1920 L Street NW, Suite 400

**BEFORE THE
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EX PARTE No. 772

**OVERSIGHT HEARING PERTAINING TO
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STATEMENT OF CHAD M. LAMBERT

I, Chad M. Lambert, declare under penalty of perjury that the following is true and correct.

1. I am the General Chairman of the Brotherhood of Locomotive Engineers and Trainmen, General Committee of Adjustment with jurisdiction over the Union Pacific Eastern District of the Union Pacific Railroad ("UP"). Our territory encompasses the states of Colorado, Wyoming, Nebraska, Kansas, and a small part of Iowa.

2. UP locomotive engineers work in various assignments across the railroad in road (pool), local, yard, and extra board service. Engineers bid on the assignment they wish to work, and those assignments are awarded to engineers based on seniority. An important component of locomotive engineer assignments is extra boards. Locomotive engineers assigned to an extra board temporarily replace engineers that are absent from their regular assignment in all classes of service. Such engineers may be absent from work for many reasons including attending a rules class, observing vacation, observing a personal leave day, FMLA, a personal or family illness, etc. They also perform the duties of relieving crews when they expire under the Hours of Service Act and perform extra work such as delivering and picking up train shuttles between terminals and/or on branch lines.

3. With the advent of UP's implementation of the new cost-cutting business model branded as "Precision Scheduled Railroading (PSR)," it is believed that the carrier is laser focused on cutting costs and lowering its operating ratio. Because of this, UP has a significantly lower number of locomotive engineer assignments than it did prior to the implementation of PSR. The reductions continued after the start of the pandemic when many engineers were forced back into train service due to the Carrier furloughing many junior train service employees. By UP's relentless commitment to cost-cutting, furloughed workers have become victims of UP's workforce reductions in a variety of ways. Many furloughed employees drop alternative employment and return to UP only to be furloughed again once UP worked its way out of the self-inflicted service mess it had created. Other furloughed workers were faced with the prospect of relocating or having to travel long distances for work without any assurance that they would not be furloughed again when UP decided they were no longer needed. Therefore, many furloughed trainmen did not return when UP began to regain traffic. Because of UP's ironclad commitment to keeping its operating costs (and therefore its operating ratio) down, UP does not have enough trainmen to adequately serve its customers. More than likely, UP will blame this on the so-called "Great Resignation" that took place across the country, but it is just an effort to deflect blame for their deliberate decisions to reduce staffing levels. It must further be noted, across most of the territory covered by our General Committee, the biggest problem is a shortage of trainmen. The Carrier has moved junior engineers back into train service to help alleviate the trainmen shortage. Moreover, the Carrier refuses to call back our locomotive engineers from train service when requested and/or required by the collective bargaining agreement. As a result of this practice, it leaves the staffing for both

engineers and trainmen too low.

The reduction in staffing levels is best illustrated in Attachment A. Our Committee began tracking our extra board staffing levels shortly after UP adopted its new draconian attendance policy. This new attendance policy is a points-based, “no-fault” system wherein if a Train, Engine and Yard Service (“TE&Y”) employee exceeds 28 points, they could be subject to a permanent dismissal. Under the first version of their new points-based policy, a locomotive engineer could exceed the 28-point threshold with as few as three (3) days of being absent from work. The policy has been altered a few times over the past couple of years, but only with a few minor changes. Our Organization believes that the true intent behind the new attendance policy is to ensure that the TE&Y workforce would be available more of the time, thereby working them more often allowing the Carrier to reduce the workforce even further. This is especially true with our extra board employees because the Carrier possesses sole discretion on the staffing levels of those boards, hence the reason we began collecting extra board staffing data. The understaffing of our extra boards further impacts our membership in negative ways. As examples, locomotive engineers are often denied their earned compensated time off when requested and locomotive engineers in pool service are being called in to service much sooner than they would have otherwise because they are having to pick up extra work that they are not normally required to work, all of which have a negative impact on the workforce, which has led to resignations¹.

4. Based solely off the information our Organization has been able to obtain, we can only assume that the manpower shortage, coupled with the mammoth trains that the Carrier insists on operating, and the Carrier’s reluctance to properly maintain their equipment, is one of the many real driving forces behind the embargos. In looking at the data we’ve shared compared to the number of embargos as shown in STB Docket No. EP 772 Notice, the spike in embargos appear to coincide with UP’s implementation of the PSR model and the workforce reductions. This should come as no surprise to anyone, on January 23, 2020, the Wall Street Journal published a news article,² and contained within that article, UP outlined their plans on how they were going to reduce their workforce numbers and run longer trains.

For years, our Organization has been sounding the alarm that we have a manpower shortage across our territory, that trains are being run with excessive lengths, and that the equipment our members are being forced to use is not being maintained properly, all of which result in many on-line break downs, excessive recrew rates, and faster depletion of train crews. Bottom line, the Carrier is fully aware of all of this; they are simply unwilling to dig into their pockets to fix it.

It must further be noted that our Organization and the Carrier are currently in talks wherein we are searching for ways to improve the quality-of-life issues that our members, and their employees, most definitely deserve. We are committed to working with the Carrier to make improvements that will benefit everyone.

12/09/2022

Date

Chad M Lambert

¹ Attachment B

² Attachment C

COMPARISON / # OF ENGINEERS ASSIGNED TO EXTRA BOARDS

Union Pacific - Eastern District

Week	3/6/2020	3/17/2022	12/7/2022
Denver, CO_XE01	13	13	11
Denver, CO_XE34	3	3	3
Grand Junction, CO_XE31	4	6	6
La Salle, CO_XE01	4	4	4
Phippsburg, CO_XE31	5	5	5
Pueblo, CO_XE33	9	5	7
Wichita, KS_XE30	5	5	5
Salina, KS_XE01	5	6	5
Oakley, KS_XE10	1	1	1
Herington, KS_XE33	18	17	24
Hutchinson, KS_XE30	1	1	2
Valley, NE_XE15	1	1	2
Marysville, KS_XE18	10	9	11
Council Bluffs, IA_XE01	18	13	7
Fremont, NE_XE01	8	6	4
Missouri Valley, IA_XE01	10	5	5
North Platte, NE_XE20	18	10	18
North Platte, NE_XE03	22	14	17
North Platte, NE_XE30	4	2	2
Cheyenne, WY_XE04	14	9	10
Cheyenne, WY_XE05	18	10	16
Cheyenne, WY_XE06	3	1	3
Rawlins, WY_XE06	10	6	11
Green River, WY_XE13	11	9	10
Total # of XB Engineers	215	161	189
Diff. since 1st week March '20		-25.10%	-12.10%
Weekly Carloads	149,429	160,462	158,990 (week 48 - 2022)
Diff. since 1st week March '20		6.90% Increase	6.01% Increase

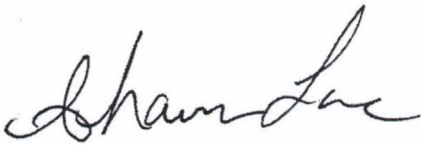
(Supporting documentation can be made available upon proper request)

To whom this may concern,

My name is Shawn Love and I have been an employee of Union Pacific Railroad since April 22, 1997. I went from maintenance away to conductor to now engineer. After 25 years of faithful duty to Union Pacific I am resigning from my position effective immediately. In the last 5 years alone, my health has deteriorated due to being unable to attend appointments with my doctors, in one instance I spend 4 days running back to back chasing my turn when I finally arrived home, I ended up at the hospital, obtained points because I had to layoff, that visit I was told had I not come in when I did the issue in question could have cost me my life, chasing my turn almost led to the end of my life, this being because of the attendance policy in place by Union Pacific. You give us X amount of PL days and vacation days/weeks to which we are denied the use of due to manpower. All the while I am called, spend up to 12+ hours on a train, get to my destination, spend 10+ hours there to then, turn around spend another 12+ hours on a train be home for 10 hours and then back out again. In the last 5 years I've also missed half my children's lives, school events, sporting events and medical appointments. Due to again not being able to use my earned personal days you gave me to use at my discretion. In order to be able to attend events and/or appointments I must lay off sick in which then causes me to obtain points again due to the ridiculous attendance policy in place. I have spent the last 4 years working alongside my fellow brothers without a contract in which was promised time and time again. Promises made are promises broken by the railroad. Safety of the men on the trains is of least importance to Union Pacific and they have proven this time and time again to all the men/woman out there keeping America moving by dedicating our time and energy to the railroad instead of our families. There have been many instances that my crew and I have had dog catch crews come out to check on us while our train was broke down or one instance where my air hose on my train kinked into an S shape and not one manager bothered to make sure my crew and I were safe and okay, this instance happened one week after 2 of our fellow brothers were killed on a train on the same hill this instance happened on. And yet still there is no regard for the crews out there making sure shipments get to where they need to go. After 25 years of dedication to Union Pacific, countless days and months away from my family, and my health taking a unhealthy turn it shouldn't have had to come to me resigning however at this time this is the only option I am given. Union Pacific Railroad should take a long hard look into the importance of medical appointments, the lack of time we get with our families, the amount of exhaustion we feel as we work ourselves to the bone while some sit in a nice comfy chair and bark orders and have no a single clue what we go through because they aren't expected to miss a minute of their lives all the while being compensated in the excess that to which should go to the men/woman out there actually doing the work. I was forced to receive a COVID vaccine or risk losing my job knowing full and well that my health issues could have potentially caused me severe illness and death had there been a minor reaction to the vaccine, my health was not even considered in that situation, my wife and kids were not considered in the event something happened to me who would have made sure they were taken care of? Union Pacific? Not a chance. Union Pacific has taken full advantage of the engineers and conductors out there on those trains by ensuring that they worked harder than most out there and were not compensated for it. My fellow brothers and myself haven't received a bonus since 2018, 4 years and why is that? Because Union Pacific has failed to negotiate a fair and

reasonable contract for fear of losing money for the big guys who get their bonuses faithfully. To keep America moving you should consider taking care of the ones who are doing it. The ones who get called all hours of the night, have 2 hours which is a recent change it used to be 1.5 hours to get ready, be at the depot in time for a job briefing, get on a train and ride it to wherever it is going, then turn around and do the same to get back home to their families in hopes of getting more than just a few hours with them before resting to ensure they are rested to safely run that train again when the next call comes in. 25 years is a long time for a man to just say I'm done but in the last 1-2 years several men with that amount of time have left and Union Pacific hasn't questioned why. Why is that? Do you not wonder why men who have worked that hard toward retirement would just up and leave after so many years? Have you never questioned what Union Pacific may be doing wrong to cause these men to quit? Nobody just leaves a job after 25+ years without cause or reason unless its to retire, however this hasn't been the case. Your attendance policy has changed multiple times since I first started not once to the benefit of the railroad workers but more to the benefit of Union Pacific itself. Raises are stated to be given however aren't. Bonuses are promised and then fall to the wayside and are forgotten about. So, with all that being said I Shawn Love resign from my position as a Union Pacific Railroad Engineer. I hope in the future Union Pacific will realize the importance of rest, medical appointments, family time and compensation for work provided.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Shawn Love". The signature is fluid and cursive, with the first name "Shawn" written in a larger, more prominent script than the last name "Love".

Shawn Love

As a railroad wife and watching my husband barely be able to keep his head up and stay awake to give his family a little bit of his time I am appalled. When I married my husband, I was always told you are part of a family that cares about its railroaders and their family. I don't see that at all in the last 4 years of being married and being a railroad wife, I've seen nothing but selfishness, greed and disregard for human life and safety. I've watched my husband miss dang near every holiday and birthday, every school event, every medical appointment he has scheduled, and I would know as I am the one who gets to call and find a new doctor when he misses to many appointments. Well, the list of doctors who strictly work with diabetics is short here in Cheyenne. No human being should ever run the risk of health concerns because their employer doesn't have the "manpower" for him/her to make sure they attend appointments. Missing out on our children's events is very hard for them and unfortunate but missing medical appointments that are necessary is absolutely absurd and uncalled for in any way, shape, or form. I have never seen a company that didn't value human life the way I have seen it in the last few years. The complete disregard for anything related to their employee's health and safety. As a business owner myself I could never even imagine treating my employees the way I've watched my husband and fellow brothers treated. May Union Pacific wake up and realize that without your employees being healthy they are no good to you. If they aren't taking care of themselves medically, what good are they out there on the trains? My husband's life is worth more money than you could ever offer in a million years. My husbands well being matters more than a UPS shipment getting to where it needs to go. My husband's mental health is more important than the job he has performed for many years without a single care in how he is handling things. I watched my husband terrified to step onto a train after an accident claimed the life of 2 of his not only brothers but friends. No man or woman should go to work in fear of not coming home. Union Pacific then asked him to do peer support, but did anyone ask my husband if he needed anything himself after all that? NO not one person associated with Union Pacific higher ups. His fellow brothers did, and he reached out to many and made sure they were solid all the while he himself wasn't. He himself was struggling with it all. Human regard must be taken into consideration in all areas of life. Union Pacific couldn't care less about human regard. DO BETTER and you will keep your employees.

Warm Regards

A handwritten signature in cursive script that reads "Karee Love". The signature is written in dark ink and is positioned below the "Warm Regards" text.

Karee Love

A pissed off ex railroad wife.

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THE WALL STREET JOURNAL.

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<https://www.wsj.com/articles/union-pacific-to-cut-nearly-3-000-jobs-11579798292>

BUSINESS | EARNINGS

Union-Pacific Says It Will Need 3,000 Fewer Workers in 2020

Railroad, like its rivals, continues to streamline operations; quarterly profit fell 10%



Union Pacific locomotives and railcars in Kansas City, Mo. The railroad operator plans to cut its average number of workers by about 8% this year.

PHOTO: WHITNEY CURTIS/BLOOMBERG NEWS

By *Paul Ziobro*

Updated Jan. 23, 2020 5:25 pm ET

Union Pacific Corp. [UNP -1.65%](#) ▼ plans to run its railroad with nearly 3,000 fewer workers this year as the company pushes ahead with a new operating plan that runs fewer, longer trains.

The Omaha, Neb.-based company said it plans to reduce its average number of workers

by around 8% in 2020 after reducing its staffing by 11% in 2019. The railroad averaged around 37,500 workers during 2019 and nearly 42,000 during 2018.

Union Pacific is in the midst of a vast transformation of its operations as it runs fewer trains with more cars. It is also closing some yards that sort trains as it eliminates additional handling of cargo.

The strategy, known as precision-scheduled railroading, is sweeping across the U.S. freight railroading industry after being honed by Canadian railroads

“The service design is reducing work that doesn’t need to occur and that’s eliminating jobs,” Union Pacific Chief Executive Lance Fritz said in an interview Thursday. The company averaged 34,500 workers during the fourth quarter.

He said that as the railroad ships more goods, the company should be able to add back some jobs. “As volume comes back, we’ll be able to grow our workforce,” he said.

Rival CSX Corp., which operates in the eastern U.S. and is further along in implementing precision-scheduled railroading, ended 2019 with about 20,900 people, nearly 1,600 fewer jobs than the previous year. It had 27,000 in December 2016 before the late Hunter Harrison was named CEO and revamped the company.

As recently as two years ago, Union Pacific was offering railroad workers signing bonuses of as much as \$25,000 as it and other freight railroads were struggling to fill jobs. But the recent changes to the operating plan mean that Union Pacific can operate its network with fewer people.

Union Pacific on Thursday said its quarterly profit fell almost 10% as revenue decreased from the comparable quarter a year ago.

The company’s fourth-quarter earnings were \$1.4 billion, or \$2.02 a share, down from \$2.12 a share a year earlier. Analysts polled by FactSet expected \$2.07 a share. Revenue was \$5.21 billion, down 9.5%. Analysts had a consensus expectation of \$5.22 billion.

[STB Docket 772 - UP Embargoes](#)[GC Lambert Statement](#)[Attachment C 3 of 3](#)

The company said it expected an increase in shipping volume for the full year after a slump in 2019. It is also targeting at least \$500 million in cost cuts.

Shares of Union Pacific rose 3.46% on Thursday.

—*Allison Prang contributed to this article.*

Write to Paul Ziobro at Paul.Ziobro@wsj.com

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JOEL MUELLER STATEMENT

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

EX PARTE No. 772

**OVERSIGHT HEARING PERTAINING TO
UNION PACIFIC RAILROAD COMPANY'S EMBARGOES**

STATEMENT OF JOEL MUELLER

I, Joel Mueller, declare under penalty of perjury that the following is true and correct.

1. I am a Locomotive Engineer employed by the Union Pacific Railroad working mostly in Minnesota. I am the Local Chairman for Division No. 9 of the Brotherhood of Locomotive Engineers and Trainmen and the BLET State Legislative Representative for Minnesota. I am submitting this statement to explain how Union Pacific's cost-cutting business model has led to self-inflicted congestion problems that have in turn caused Union Pacific to reduce service by issuing embargoes.

2. A good example of the congestion the carrier is causing for itself occurred on December 5, 2022 doing to itself. The UP MNPVP 04 train was 13,000' long and would not fit in the 9000' siding at West St. James MN. It had to wait for the MSSDM Train that would fit there. Due to this the south end of the siding was blocked and the LTU 62, which is a roadswitcher working out of St. James MN that services several Ethanol plants as well as a major grain processor, could not leave St. James to do its work until after the meet occurred between the MNPVP and MSSDM trains. This caused the LTU62 job to not complete its work within 12 hours. Attached as Exhibit 1 are train summaries that show the crew for LTU62 went on duty at St James at 0800 and did not depart until 23:25 due to the delay because of the train meet of MNPVP 04 and MSSDM 06, that MNPVP 04 was a 13,812' long train and that MSSDM 06 was a 5609' long trains scheduled to arrive at West St James at 16:16.

3. This is a common occurrence with this job. The carrier regularly operated the MNPVP train over the maximum siding length on this corridor which is 9,000 to 10,000 feet. Over the last week the MNPVP train has regularly operated at over 13,000 feet. Attached as Exhibit 2 are timetables for the Mankato and Worthington Subdivisions showing the length of the sidings in those subdivisions, as well as recent train summaries for MNPVP train showing that it has consistently run at lengths that exceed the sidings.

4. There are several grain elevators along this corridor that ship shuttle trains. These trains often show up empty without sufficient power to move the train when loaded. Locomotive reliability continues to be an issue with these trains, and sometimes the power (locomotive or locomotives) that shows up is bad order (defective or not fully operational). I recently filed a

complaint with the Federal Railroad Administration concerning locomotives that were non-compliant due to exhaust manifold leaks. The locomotives were later restored to service and dispatched to North Platte NE on a train under power, with no repairs being made. After arriving in North Platte the locomotives in question had the repairs made to the exhaust system. It is not unheard of for trains to wait up to two weeks to be pulled after being loaded.

5. Crew shortages eased a bit with the borrow-outs (reassigned Engineers) from other parts of the Union Pacific. But with the upcoming holidays it is expected that several will return to their home terminals. And there are times when the carrier has no crews to move trains at St. James despite the borrow-outs. One Engineer working out of St. James exceeded his maximum limbo time for the month of November by 12 hours, working 42 hours 37 minutes of limbo time from November 1 thru November 30.

6. In Mankato the carrier has embargoed ADM, which is another major grain processor, effective 11/19 extending through 11/16/23. The cause listed is congestion. In Sioux City IA, the carrier has reduced the number of daily switch engine shifts from four to two. Crews are required to work 12 hours causing fatigue. This has caused the carrier to not be able to keep up with classifying cars. Attached as Exhibit 3 are notes from local management to the crews pressuring them to keep up work though lunch or take a short lunch; local management was scrambling for ways to handle the work and looking for ideas about how to run these trains; adding crews was not one of the options.

7. BLET has members who work the jobs at Roseport MN. This is the location of a major petroleum refinery. The carrier has eliminated several jobs at this location. putting work on the remaining Engineers who have not been able to keep up with demand. Due to the carrier's manpower shortages, oftentimes these jobs went unfilled when the regular conductor lays off and the borrow-outs on the extra board are unfamiliar with the intricate switching moves and spotting that the refinery requires.

8. UPRR's use of trains exceptionally long trains creates other service problems. Attached as Exhibit 4 is a December 7, 2022 re-crew report (typically this occurs when a crew is on duty at or near the Hours of Service law limitations on time on duty). Trains MNPAL 06 and MSSDM 05 (highlighted) both needed to be re-crewed at Mason City, IA due to a 11,000' train working in that terminal. Train CWTRE 06 (highlighted) needed to be re-crewed to combine two trains, and train IG4SE 05 (highlighted) needed to re-crew due to a coupler failure because two coal trains ahead of IG4SE 05 had been combined into a single train which caused a four hour delay.

9. Service can also be disrupted or delayed as a result of what UPRR would characterize as "congestion" because of trains being held for power— they need additional locomotives. UPRR has filed reports advising this Board that it has restored some mothballed locomotives to service. But Exhibit E shows that UPRR still had 2182 locomotives in storage at a time when many trains are being held for lack of power.

Date: December 8, 2022

/s/Joel Mueller
Joel Mueller

JOEL MUELLER EXHIBIT 1

12:53



ees.www.uprr.com

**MyUP**

Command or Search

Go



Messages

Train Summary (Bl



Scheduled Train Summary (BU) Results for LTU62 12/6▼

Search Again

▼ Current Status

Train ID: LTU62 12/06▼
Origin Station: St James, MN (SX117▼)
Final Dest: St James, MN (SX117▼)
Conductor: E B MORTWEDT
Engineer: J J KOETZLE

Last OS

Location: St James, MN
Date: 12/07/22 08:15 CST
Time Difference

Consist Totals

Loads: 0 **Empties:** 0
Tons: 0 **Feet:** 0
Consist last updated at St James, MN (SX117▼)

▶ Wind Speed Blower

▼ Locomotive Information

Loco ID	Pickup	Setout	DPU
UP 2377	SX117	SX117	H



13

12:53



ees.www.uprr.com

**MyUP**

Command or Search

Go



Messages

Train Summary (BL



FUEL: (F)ull, (P)artial -or- (C)heck
 INSPECT: (E)xtended, Class (O), 1000 m(l)les, -or- 1500 mile(S)
 Crew Call (CC)

Location EVENT:Time	LD MTY	Tons Feet
▼ Completed Events		
St James, MN CP: 12/06/22 15:50 CST		
St James, MN CT: 12/06/22 08:02 CST		
St James, MN TD: 12/06/22 23:25 CST	10 36	2,593 3,027
-11:25		
Heron Lake, MN CS: 12/07/22 00:24 CST		
Heron Lake, MN CP: 12/07/22 05:56 CST		
Elk Creek, MN CS: 12/07/22 02:33 CST		
Elk Creek, MN CP: 12/07/22 03:43 CST		
Brewster, MN CS: 12/07/22 04:45 CST		
Bingham Lake, MN CP: 12/07/22 07:13 CST		
St James, MN TA: 12/07/22 07:58 CST	43 2	5,833 2,969
-12:13		
St James, MN		



13

12:54



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**MyUP**

Command or Search

Go



Messages

Train Summary (BL

**Scheduled Train Summary (BU) Results for MNPVP 12/4**

Search Again

▼ Current Status

Train ID: MNPVP 12/04 ▼
Origin Station: North Platte East, NE (NX284E ▼)
Final Dest: Valley Park, MN (SX020 ▼)
Conductor: T R COOKS
Engineer: C S CRUMRINE

Last OS

Location: Valley Park, MN
Date: 12/06/22 22:59 CST
Time Difference

Consist Totals

Loads: 0 **Empties:** 0
Tons: 0 **Feet:** 0
Consist last updated at Valley Park, MN (SX020 ▼)

▶ Wind Speed Blowover**▼ Locomotive Information**

Loco ID	Pickup	Setout	DPU
UP 7692	NX284E	SX020	H



13

12:54



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**MyUP**

Command or Search

Go



Messages

Train Summary (BL



Loco ID	Pickup	Setout	DPU
UP 7692	NX284E	SX020	H
NS 1008	NX284E	SX020	H
UP 4192	NX284E	SX020	H
TPA Actual: (Low=430)			

▼ Scheduled and Reported Event Information

FUEL: (F)ull, (P)artial -or- (C)heck

INSPECT: (E)xtended, Class (O), 1000 m(l)les, -or- 1500 mile(S)

Crew Call (CC)

Location EVENT:Time	LD MTY	Tons Feet
------------------------	-----------	--------------

▼ Completed Events

North Platte East, NE (F) (O)

CP: 12/06/22 13:31 CST

North Platte East, NE

CT: 12/04/22 11:17 CST

North Platte East, NE

TD: 12/04/22 13:18 CST

-00:18

60

12,484

125

11,523

Beck, NE

PA: 12/04/22 13:19 CST

+00:21

Pawnee, NE

PA: 12/04/22 13:53 CST

+00:20

Vroman, NE



13

12:55



ees.www.uprr.com

**MyUP**

Command or Search

Go



Messages

Train Summary (BL



TD: 12/05/22 17:56 CST

-06:31

186

14,781

Carnes, IA

PA: 12/05/22 19:27 CST

-05:58

Worthington, MN

55

13,762

TA: 12/05/22 22:54 CST

-06:18

186

14,781

Worthington, MN

55

13,762

TD: 12/05/22 22:57 CST

-06:16

186

14,781

Elk Creek, MN

55

13,762

TA: 12/05/22 23:04 CST

-06:05

186

14,781

Elk Creek, MN

CS: 12/06/22 13:31 CST

Elk Creek, MN

55

13,235

TD: 12/06/22 01:40 CST

-08:11

170

13,812

Mountain Lake Hbd, MN

PA: 12/06/22 06:50 CST

-11:14

Butterfield, MN

PA: 12/06/22 11:31 CST

-15:34

West St James, MN

PA: 12/06/22 11:40 CST

-15:25

St James, MN

55

13,235

TA: 12/06/22 16:44 CST

-20:19

170

13,812

St James, MN

CT: 12/06/22 15:00 CST

St James, MN

55

13,235

TD: 12/06/22 17:02 CST

-20:17

170

13,812

Lake Crystal Hbd, MN

PA: 12/06/22 17:11 CST

-19:00



13

12:55



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**MyUP**

Command or Search

Go



Messages

Train Summary (Bl



Mondamin Hbd, IA	55	13,762
TA: 12/05/22 09:30 CST	-03:07	186 14,781
Mondamin Hbd, IA	55	13,762
TD: 12/05/22 11:33 CST	-05:10	186 14,781
Salix, IA		
PA: 12/05/22 13:36 CST	-05:10	
Sioux City, IA	55	13,762
TA: 12/05/22 16:12 CST	-06:32	186 14,781
Sioux City, IA		
CT: 12/05/22 14:35 CST		
Sioux City, IA	55	13,762
TD: 12/05/22 17:56 CST	-06:31	186 14,781
Carnes, IA		
PA: 12/05/22 19:27 CST	-05:58	
Worthington, MN	55	13,762
TA: 12/05/22 22:54 CST	-06:18	186 14,781
Worthington, MN	55	13,762
TD: 12/05/22 22:57 CST	-06:16	186 14,781
Elk Creek, MN	55	13,762
TA: 12/05/22 23:04 CST	-06:05	186 14,781
Elk Creek, MN		
CS: 12/06/22 13:31 CST		
Elk Creek, MN	55	13,235
TD: 12/06/22 01:40 CST	-08:11	170 13,812
Mountain Lake Hbd, MN		
PA: 12/06/22 06:50 CST	-11:14	



13

12:55



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**MyUP**

Command or Search

Go



Messages

Train Summary (BL



St James, MN	55	13,235
TA: 12/06/22 16:44 CST	-20:19	170 13,812
St James, MN		
CT: 12/06/22 15:00 CST		
St James, MN	55	13,235
TD: 12/06/22 17:02 CST	-20:17	170 13,812
Lake Crystal Hbd, MN		
PA: 12/06/22 17:44 CST	-19:23	
Mankato, MN	55	13,235
TA: 12/06/22 18:34 CST	-19:18	170 13,812
Mankato, MN		
CS: 12/06/22 18:33 CST		
Mankato, MN		
CP: 12/06/22 18:42 CST		
Mankato, MN	52	8,853
TD: 12/06/22 20:24 CST	-17:58	56 6,657
Kasota, MN	52	8,853
TA: 12/06/22 20:31 CST	-17:30	56 6,657
Kasota, MN	52	8,853
TD: 12/06/22 20:32 CST	-16:31	56 6,657
Merriam Hbd, MN		
PA: 12/06/22 21:52 CST	-14:39	
Shakopee, MN	52	8,853
TA: 12/06/22 22:16 CST	-14:48	56 6,657
Shakopee, MN	52	8,853
TD: 12/06/22 22:17 CST	-13:49	56 6,657



13

12:54



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**MyUP**

Command or Search

Go



Messages

Train Summary (BL



Scheduled Train Summary (BU) Results for MNPVP 12/4▼

Search Again

▼ Current Status

Train ID: MNPVP 12/04▼
Origin Station: North Platte East, NE (NX284E▼)
Final Dest: Valley Park, MN (SX020▼)
Conductor: T R COOKS
Engineer: C S CRUMRINE

Last OS

Location: Valley Park, MN
Date: 12/06/22 22:59 CST
Time Difference

Consist Totals

Loads: 0 **Empties:** 0
Tons: 0 **Feet:** 0
Consist last updated at Valley Park, MN (SX020▼)

▶ Wind Speed Blower

▼ Locomotive Information

Loco ID	Pickup	Setout	DPU
UP 7692	NX284E	SX020	H



13

12:54



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**MyUP**

Command or Search

Go



Messages

Train Summary (BL)



Loco ID	Pickup	Setout	DPU
UP 7692	NX284E	SX020	H
NS 1008	NX284E	SX020	H
UP 4192	NX284E	SX020	H

TPA Actual: (Low=430)

▼ Scheduled and Reported Event Information

FUEL: (F)ull, (P)artial -or- (C)heck

INSPECT: (E)xtended, Class (O), 1000 m(l)les, -or- 1500 mile(S)

Crew Call (CC)

Location EVENT:Time	LD MTY	Tons Feet
------------------------	-----------	--------------

▼ Completed Events

North Platte East, NE (F) (O)

CP: 12/06/22 13:31 CST

North Platte East, NE

CT: 12/04/22 11:17 CST

North Platte East, NE

TD: 12/04/22 13:18 CST

-00:18

60

12,484

125

11,523

Beck, NE

PA: 12/04/22 13:19 CST

+00:21

Pawnee, NE

PA: 12/04/22 13:53 CST

+00:20

Vroman, NE



13

12:55



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**MyUP**

Command or Search

Go



Messages

Train Summary (BL



TD: 12/05/22 17:56 CST

-00:31

180

14,781

Carnes, IA

PA: 12/05/22 19:27 CST

-05:58

Worthington, MN

55

13,762

TA: 12/05/22 22:54 CST

-06:18

186

14,781

Worthington, MN

55

13,762

TD: 12/05/22 22:57 CST

-06:16

186

14,781

Elk Creek, MN

55

13,762

TA: 12/05/22 23:04 CST

-06:05

186

14,781

Elk Creek, MN

CS: 12/06/22 13:31 CST

Elk Creek, MN

55

13,235

TD: 12/06/22 01:40 CST

-08:11

170

13,812

Mountain Lake Hbd, MN

PA: 12/06/22 06:50 CST

-11:14

Butterfield, MN

PA: 12/06/22 11:31 CST

-15:34

West St James, MN

PA: 12/06/22 11:40 CST

-15:25

St James, MN

55

13,235

TA: 12/06/22 16:44 CST

-20:19

170

13,812

St James, MN

CT: 12/06/22 15:00 CST

St James, MN

55

13,235

TD: 12/06/22 17:02 CST

-20:17

170

13,812

Lake Crystal Hbd, MN

PA: 12/06/22 17:11 CST

-10:00



13

12:55



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**MyUP**

Command or Search

Go



Messages

Train Summary (BL



Mondamin Hbd, IA	55	13,762
TA: 12/05/22 09:30 CST	-03:07	186 14,781
Mondamin Hbd, IA	55	13,762
TD: 12/05/22 11:33 CST	-05:10	186 14,781
Salix, IA		
PA: 12/05/22 13:36 CST	-05:10	
Sioux City, IA	55	13,762
TA: 12/05/22 16:12 CST	-06:32	186 14,781
Sioux City, IA		
CT: 12/05/22 14:35 CST		
Sioux City, IA	55	13,762
TD: 12/05/22 17:56 CST	-06:31	186 14,781
Carnes, IA		
PA: 12/05/22 19:27 CST	-05:58	
Worthington, MN	55	13,762
TA: 12/05/22 22:54 CST	-06:18	186 14,781
Worthington, MN	55	13,762
TD: 12/05/22 22:57 CST	-06:16	186 14,781
Elk Creek, MN	55	13,762
TA: 12/05/22 23:04 CST	-06:05	186 14,781
Elk Creek, MN		
CS: 12/06/22 13:31 CST		
Elk Creek, MN	55	13,235
TD: 12/06/22 01:40 CST	-08:11	170 13,812
Mountain Lake Hbd, MN		
PA: 12/06/22 06:50 CST	-11:14	



13

12:55



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Command or Search

Go



Messages

Train Summary (BL



St James, MN

55

13,235

TA: 12/06/22 16:44 CST

-20:19

170

13,812

St James, MN

CT: 12/06/22 15:00 CST

St James, MN

55

13,235

TD: 12/06/22 17:02 CST

-20:17

170

13,812

Lake Crystal Hbd, MN

PA: 12/06/22 17:44 CST

-19:23

Mankato, MN

55

13,235

TA: 12/06/22 18:34 CST

-19:18

170

13,812

Mankato, MN

CS: 12/06/22 18:33 CST

Mankato, MN

CP: 12/06/22 18:42 CST

Mankato, MN

52

8,853

TD: 12/06/22 20:24 CST

-17:58

56

6,657

Kasota, MN

52

8,853

TA: 12/06/22 20:31 CST

-17:30

56

6,657

Kasota, MN

52

8,853

TD: 12/06/22 20:32 CST

-16:31

56

6,657

Merriam Hbd, MN

PA: 12/06/22 21:52 CST

-14:39

Shakopee, MN

52

8,853

TA: 12/06/22 22:16 CST

-14:48

56

6,657

Shakopee, MN

52

8,853

TD: 12/06/22 22:17 CST

-13:49

56

6,657



13

SCHEDULED TRAIN SUMMARY--ALL EVENTS

TRAIN/JOB MSSDM 06 ORIG STA SSTPAUL MN DM004 ATCS-WO
 CATEGORY - M-STANDARD MANIFEST TYPE-THRU SECONDARY ID-FMSSDM0106
 CONDUCTOR M HANSON ENGINEER P HOWARD

****LINK	ORIGIN****	*****LINK	DEST*****	D#PCDAAS	SCHED	PROJ	P	VAR	MAX	REQ
				BLSSPTXT	TONS	TONS	M	%%	TPA	EPA
MANKATO	MN SX082	STJAMES	MN SX117	Y.....3	7461			000	500	015
STJAMES	MN SX117	MASCITY	IA DM136	Y.....3	16320			000	500	033
MASCITY	IA DM136	SHOYARD	IA FP003	Y.....3	27937			000	457	061

ST LOCOMOTIVE	EQVP	PICKUP	SETOUT	RECV	*NEXT ASSIGNMENT	PVCAHECDASD
CD INIT NUMBER	AXLE D	CIRC-7	CIRC-7	ROAD	****OR NOTES****	CCACCMSPPTB DP
X UP 003793	10.4 F	DM004	FP003	G	100 N 1203	OYYYY.B.G3E H
X UP 006582	12.1 B	DM004	FP003	Y DF	100 Y 1119	OYYYY.BDG3A H
X UP 008827	12.1 B	DM004	FP003	W D	100 N 1203	OYYYMBDG4A H
X PD UP 001947	---- B	DM004	DM136	B F	0 N 1022	D.YY....G3F H
X PD UP 001135	---- B	DM004	DM136	B F	0 N 1128	OYYY..Y.G3F H
X DG UP 007398	---- F	DM004	FP003	R D	100 Y 1117	OYYYYPBDG4A H

TOTAL EPA: 34.6 CUR CREW SEG EPA 15 CUR CREW SEG TPA 500
 CURRENT TONS = 7461 ----> ACTUAL TPA 216 LOWEST TPA IN ROUTE 457
 ABOVE TONS AND TPA INCLUDES OFFLINE LOCOMOTIVES

CABOOSE ID- NONE REPORTED

FRONT TRAIN UNITS: END TRAIN UNITS: UPRQ 068870 WK BATT EOT

CUR STATS 43LDS 43MTYS 6911TONS 5609FT AEI AT MINNEOPA MN SX087

LAST AEI SITE 0452 SX087 MANKATO SW AEI CAR COUNT 086

CONSIST VALIDATED BY AEI

INSPECTION LOCATIONS:
 SSTPAUL MN DM004 O - CLASS 1

FUELING LOCATIONS:
 SSTPAUL MN DM004 FULL FUEL

EVENT	CITY/ST	STA/YD	MO-DA-YR-TIME	TIM DIF	LOADS	MTYS	CAR-TONS	TRN-LGTH
CT	SSTPAUL	MN DM004	12-06-22-0016	-01:14				
TD	SSTPAUL	MN DM004	12-06-22-0237	00:23	53	69	9360	7276
PU	SSTPAUL	MN DM004	12-06-22-0624		53	69	9360	6855
PA	DAYBLUFF	MN DM000	12-06-22-0238	00:52				
TA	VALPARK	MN SX020	12-06-22-0445	00:15	53	69	9360	7276
TD	VALPARK	MN SX020	12-06-22-0523	-01:27	61	90	10891	9191
CT	VALPARK	MN SX020	12-06-22-0645	00:55				
PU	VALPARK	MN SX020	12-06-22-1336		8	21	1531	1915

PA SHAKOPEE	MN	SX026	12-06-22-0547	-01:27				
PA MERHBD	MN	SX030	12-06-22-0833	01:05				
TA BELPLAINE	MN	SX045	12-06-22-0933	01:05	61	90	10891	9191
TD BELPLAINE	MN	SX045	12-06-22-1033	01:05	61	90	10891	9191
PA KASOTA	MN	SX074	12-06-22-1124	00:02				
TA MANKATO	MN	SX082	12-06-22-1134	00:25	61	90	10891	9191
SO MANKATO	MN	SX082	12-06-22-1137		37	82	7727	6988
PU MANKATO	MN	SX082	12-06-22-1336		19	35	3747	3407
TD MANKATO	MN	SX082	12-06-22-1337	00:08	43	43	6911	5609
PA LAKCRYHBD	MN	SX097	12-06-22-1415	00:05				

CT STJAMES	MN	SX117	12-06-22-1505	00:05				
TA STJAMES	MN	SX117	12-06-22-1545	00:05	43	43	6911	5609
TD STJAMES	MN	SX117	12-06-22-1605	00:05	43	43	6911	5609
PA WSTJAMES	MN	SX120	12-06-22-1616	00:05				
PA BUTTERFIE	MN	SX125	12-06-22-1640	00:05				
PA FAIRMONT	MN	DF031	12-06-22-1855	00:05				
PA BRICELYN	MN	DF065	12-06-22-2123	00:05				
PU BRICELYN	MN	DF065			67	1	8860	4034
PA SCARVILLE	IA	DF077	12-06-22-2217	00:05				
PA HANLONTOW	IA	DF096	12-06-22-2338	00:05				
PA FAICONNEC	IA	DM134	12-07-22-0028	00:05				
TA MASCITY	IA	DM136	12-07-22-0035	00:05	110	44	15771	9643
CT MASCITY	IA	DM136	12-07-22-0155	00:05				
TD MASCITY	IA	DM136	12-07-22-0255	00:05	204	18	27727	13741
SO MASCITY	IA	DM136			0	32	1040	1962
PU MASCITY	IA	DM136			94	6	12996	6187
PA BEATRAP	IA	DM137	12-07-22-0259	00:05				
PA FLINT	IA	DM139	12-07-22-0305	00:05				
PA SHEFFIELD	IA	DM154	12-07-22-0402	00:05				
PA ARGON	IA	DM180	12-07-22-0541	00:05				
PA SNEVADA	IA	DM222	12-07-22-0810	00:05				
PA SCHIJCT	IA	DM224	12-07-22-0817	00:05				
PA CAMBRIDGE	IA	DM232	12-07-22-0851	00:05				
TA HULAVEYAR	IA	DM252	12-07-22-1010	00:05	204	18	27727	13741
TD HULAVEYAR	IA	DM252	12-07-22-1015	00:05	204	18	27727	13741
PA EASBLVD	IA	DM253	12-07-22-1017	00:05				
TA SHOYARD	IA	FP003	12-07-22-1025	00:05	204	18	27727	13741
SO SHOYARD	IA	FP003			204	18	27727	13448

ACTIVITIES AND/OR REMARKS:

*** TRAIN ACTIVITY AT DM004 SSTPAUL MN

FOR 00' 00'' NST 12-06-22-0016

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

*** TRAIN ACTIVITY AT SX020 VALPARK MN

FOR 00' 00'' NST 12-06-22-0645

FOR: AUTO SCHEDULE ADJ - LATE

SJ DEPARTURE LATE

JOEL MUELLER EXHIBIT 2

SCHEDULED TRAIN SUMMARY--ALL EVENTS

TRAIN/JOB MNPVP 30 ORIG STA NPLAEAST NE NX284E ATCS-WO
 CATEGORY - M-STANDARD MANIFEST TYPE-THRU

CONDUCTOR D PABST ENGINEER M VOSSEN
 ENGINE ID - NS 004237 UP 006777 UP 003823
 CABOOSE ID- NONE REPORTED

CUR STATS OLDS OMTYS OTONS OFT AEI AT VALPARK MN SX020

LAST AEI SITE 0467 SX020 VALLEY PARK WEST AEI CAR COUNT 081

CONSIST VALIDATED BY AEI

INSPECTION LOCATIONS:
 NPLAEAST NE NX284E O - CLASS 1

FUELING LOCATIONS:
 NPLAEAST NE NX284E FULL FUEL

EVENT	CITY/ST	STA/YD	MO-DA-YR-TIME	TIM DIF	LOADS	MTYS	CAR-TONS	TRN-LGTH
CT	NPLAEAST	NE NX284E	11-30-22-1045	00:45				
TD	NPLAEAST	NE NX284E	11-30-22-1214	00:46	21	92	6001	7618
PA	BECK	NE NX281	11-30-22-1215	-01:25				
PA	PAWNEE	NE NX267	11-30-22-1304	-01:09				
PA	VROMAN	NE NX254	11-30-22-1320	-01:14				
PA	DARR	NE NX233	11-30-22-1347	-01:21				
PA	SIMONDS	NE NX208	11-30-22-1426	-01:36				
PA	GIBBON	NE NX176	11-30-22-1527	-01:38				
TA	GRAISLAND	NE NX147	11-30-22-1606	-01:57	21	92	6001	7618
TD	GRAISLAND	NE NX147	11-30-22-1609	-01:59	21	92	6001	7618
PA	SILCREEK	NE NX102	11-30-22-1729	-02:05				
PA	SHECREEK	NE NX064	11-30-22-1820	-02:29				
TA	FREMONT	NE NX039	11-30-22-1853	-02:44	21	92	6001	7618
TD	FREMONT	NE NX039	11-30-22-1903	-02:39	21	92	6001	7618
PA	OMA57TST	NE NX008	11-30-22-1943	-03:01				
PA	OMAHA	NE NX003	11-30-22-1953	-03:00				
TA	COUBLUFFS	IA NX001	11-30-22-1957	-03:03	21	92	6001	7618
TD	COUBLUFFS	IA NX001	12-01-22-0058	01:38	21	92	6001	7618
CT	COUBLUFFS	IA NX001	12-01-22-0200	03:40				

TA NCOUBLUFF	IA	SX354	12-01-22-0059	01:24	21	92	6001	7618
SO NCOUBLUFF	IA	SX354	12-01-22-0121		8	41	2518	3167
TD NCOUBLUFF	IA	SX354	12-01-22-0338	01:33	45	176	11541	13956
PA LOVELAND	IA	SX339	12-01-22-0452	01:37				
PA WILCREEK	IA	NZ461	12-01-22-0514	01:38				
PA CALJCTEAS	IA	NZ464	12-01-22-0536	01:35				
PA FENNEN	IA	SX331	12-01-22-0539	01:28				
TA SIOCITY	IA	SX263	12-01-22-1029	00:49	45	176	11541	13956
CT SIOCITY	IA	SX263	12-01-22-1230	02:05				
TD SIOCITY	IA	SX263	12-01-22-1425	03:00	45	176	11541	13956
PA CARNES	IA	SX229	12-01-22-1537	02:08				
TA WORTHINGT	MN	SX174	12-01-22-1820	01:44	45	176	11541	13956
TA ELKCREEK	MN	SX169	12-01-22-1828	01:29	45	176	11541	13956
TD ELKCREEK	MN	SX169	12-01-22-1932	02:03	45	155	10812	12697
PA MOULAKHBD	MN	SX132	12-01-22-2144	02:08				
PA BUTTERFIE	MN	SX125	12-01-22-2154	01:57				
PA WSTJAMES	MN	SX120	12-01-22-2201	01:46				
CT STJAMES	MN	SX117	12-01-22-2130	01:45				
TA STJAMES	MN	SX117	12-02-22-0101	04:36	45	155	10812	12697
TD STJAMES	MN	SX117	12-02-22-0117	04:32	45	155	10812	12697
PA LAKCRYHBD	MN	SX097	12-02-22-0205	03:44				
SO MANKATO	MN	SX082	12-02-22-0349		16	133	6645	9240
TA MANKATO	MN	SX082	12-02-22-0351	04:35	45	155	10812	12697
TD MANKATO	MN	SX082	12-02-22-0447	02:21	59	22	7885	5053
CT MANKATO	MN	SX082	12-02-22-0903	06:37				
PU MANKATO	MN	SX082	12-04-22-0604		30	0	3717	1875
TA KASOTA	MN	SX074	12-02-22-0513	02:12	59	22	7885	5053
TD KASOTA	MN	SX074	12-02-22-0514	01:13	59	22	7885	5125
PA MERHBD	MN	SX030	12-02-22-1854	11:41				
TA SHAKOPEE	MN	SX026	12-02-22-1902	11:34	59	22	7885	5125
TD SHAKOPEE	MN	SX026	12-02-22-1903	10:35	59	22	7885	5125

TA VALPARK	MN SX020	12-02-22-1926	10:31	59	22	7885	5125
SO VALPARK	MN SX020	12-04-22-0604		59	22	7885	4907

ACTIVITIES AND/OR REMARKS:

*** TRAIN ACTIVITY AT NX284E NPLAEAST NE

FOR 00' 00'' NST 11-30-22-1045

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

*** TRAIN ACTIVITY AT NX267 PAWNEE NE

FOR 00' 18'' NST

FOR: TRAIN MEET DT ARRIVAL LATE

train called ahead

*** TRAIN ACTIVITY AT NX147 GRAISLAND NE

FOR 00' 16'' NST

FOR: OTHER/INACCURATE TRAIN SCHEDULE TN DEPARTURE LATE

no delay reporting done by dispatcher AAK

*** TRAIN ACTIVITY AT NX001 COUBLUFFS IA

FOR 04' 41'' NST 12-01-22-0201

FOR: STOPPED TRAIN - UNKNOWN REASON ZS DEPARTURE LATE

Train held for unknown reason

FOR 00' 00'' NST 12-01-22-0200

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

*** TRAIN ACTIVITY AT SX263 SIOCITY IA

FOR 00' 00'' NST 12-01-22-1414

FOR: OVERDUE REPORTINGS SCHEDULE AD ZX DEPARTURE LATE

Rule 1: Delayed because no crew call was reported within 60 minutes of the ETC

FOR 00' 00'' NST 12-01-22-1230

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

*** TRAIN ACTIVITY AT SX169 ELKCREEK MN

FOR 00' 00'' NST 12-01-22-2130

FOR: OVERDUE REPORTINGS SCHEDULE AD ZX DEPARTURE LATE

Rule 3: Delayed because it is 30 min past the estimated departure time

*** TRAIN ACTIVITY AT SX117 STJAMES MN

FOR 00' 00'' NST

FOR: ACTIVITY - CREW CHANGE ZC DEPARTURE LATE

FOR 00' 00'' NST 12-01-22-2130

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

SCHEDULED TRAIN SUMMARY--ALL EVENTS

TRAIN/JOB MNPVP 03 ORIG STA NPLAEAST NE NX284E ATCS-WO
 CATEGORY - M-STANDARD MANIFEST TYPE-THRU

CONDUCTOR T LAWRENCE ENGINEER P BRUVOLD
 ENGINE ID - UP 005590 UP 006701
 CABOOSE ID- NONE REPORTED

CUR STATS OLDS OMTYS OTONS OFT AEI AT VALPARK MN SX020

LAST AEI SITE 0467 SX020 VALLEY PARK WEST AEI CAR COUNT 102

CONSIST VALIDATED BY AEI

INSPECTION LOCATIONS:
 NPLAEAST NE NX284E O - CLASS 1

FUELING LOCATIONS:
 NPLAEAST NE NX284E FULL FUEL

EVENT	CITY/ST	STA/YD	MO-DA-YR-TIME	TIM DIF	LOADS	MTYS	CAR-TONS	TRN-LGTH
CT	NPLAEAST	NE NX284E	12-03-22-1135	00:05				
TD	NPLAEAST	NE NX284E	12-03-22-1258	00:02	51	91	9834	8733
PA	BECK	NE NX281	12-03-22-1259	00:41				
PA	PAWNEE	NE NX267	12-03-22-1332	00:41				
PA	VROMAN	NE NX254	12-03-22-1347	00:47				
PA	DARR	NE NX233	12-03-22-1413	00:55				
PA	LEXINGTON	NE NX224	12-03-22-1432					
PA	SIMONDS	NE NX208	12-03-22-1606	00:04				
PA	GIBBON	NE NX176	12-03-22-1658	00:07				
TA	GRAISLAND	NE NX147	12-03-22-1738	00:25	32	80	6883	7161
TD	GRAISLAND	NE NX147	12-03-22-1740	00:28	32	80	6883	7161
PA	SILCREEK	NE NX102	12-03-22-1836	00:58				
PA	SHECREEK	NE NX064	12-03-22-1926	-01:23				
TA	FREMONT	NE NX039	12-03-22-2003	-01:34	32	80	6883	7161
TD	FREMONT	NE NX039	12-03-22-2009	-01:33	32	80	6883	7161
PA	OMA57TST	NE NX008	12-03-22-2122	-01:22				
PA	OMAHA	NE NX003	12-03-22-2134	-01:19				
TA	COUBLUFFS	IA NX001	12-03-22-2137	-01:23	32	80	6883	7161
TD	COUBLUFFS	IA NX001	12-03-22-2202	-01:18	32	80	6883	7161

CT COUBLUFFS IA NX001	12-04-22-0027	02:07					
TA NCOUBLUFF IA SX354	12-03-22-2203	-01:32	32	80	6883	7161	
SO NCOUBLUFF IA SX354	12-04-22-0035		13	36	3001	3139	
TD NCOUBLUFF IA SX354	12-04-22-0331	01:26	55	126	11238	11112	
TA NOCOUBLUF IA SX352	12-04-22-0409	01:29	55	126	11238	11112	
TD NOCOUBLUF IA SX352	12-04-22-0533	02:53	55	126	11238	11112	
PA LOVELAND IA SX339	12-04-22-0600	02:45					
PA WILCREEK IA NZ461	12-04-22-0604	02:28					
PA CALJCTEAS IA NZ464	12-04-22-0619	02:18					
PA FENNEN IA SX331	12-04-22-0622	02:11					
PA SALIX IA SX278	12-04-22-0820	00:06					
TA SIOCITY IA SX263	12-04-22-0824	-01:16	55	126	11238	11112	
CT SIOCITY IA SX263	12-04-22-0951	00:34					
TD SIOCITY IA SX263	12-04-22-1122	00:03	55	126	11238	11112	
PA CARNES IA SX229	12-04-22-1251	00:38					
TA WORTHINGT MN SX174	12-04-22-1832	01:56	55	126	11238	11112	
TA ELKCREEK MN SX169	12-04-22-1841	01:42	55	126	11238	11112	
TD ELKCREEK MN SX169	12-04-22-2114	03:45	51	84	9282	8526	
PU ELKCREEK MN SX169	12-05-22-1049		0	36	1186	2266	
PA MOULAKHBD MN SX132	12-04-22-2321	03:45					
PA BUTTERFIE MN SX125	12-05-22-0304	07:07					
PA WSTJAMES MN SX120	12-05-22-0310	06:55					
CT STJAMES MN SX117	12-05-22-0900	13:15					
TA STJAMES MN SX117	12-05-22-1048	14:23	51	84	9282	8526	
TD STJAMES MN SX117	12-05-22-1257	16:12	51	84	9282	8526	
PA LAKCRYHBD MN SX097	12-05-22-1337	15:16					
SO MANKATO MN SX082	12-05-22-1413		3	63	2525	4080	
TA MANKATO MN SX082	12-05-22-1422	15:06	51	84	9282	8526	
TD MANKATO MN SX082	12-05-22-1603	13:37	77	25	10846	6284	
PU MANKATO MN SX082	12-05-22-1907		29	4	4089	1984	
TA KASOTA MN SX074	12-05-22-1621	13:20	77	25	10846	6284	

PU MANKATO	MN SX082			33	2	4390	2116
TA KASOTA	MN SX074	12-07-22-0751	04:50	60	45	9312	6634
TD KASOTA	MN SX074	12-07-22-0851	04:50	60	45	9312	6634
PA JORDAN	MN SX037	12-07-22-1131	04:50				
PA MERHBD	MN SX030	12-07-22-1203	04:50				
TA SHAKOPEE	MN SX026	12-07-22-1218	04:50	60	45	9312	6634
TD SHAKOPEE	MN SX026	12-07-22-1318	04:50	60	45	9312	6634
TA VALPARK	MN SX020	12-07-22-1345	04:50	60	45	9312	6634
SO VALPARK	MN SX020			60	45	9312	6269

ACTIVITIES AND/OR REMARKS:

*** TRAIN ACTIVITY AT NX284E NPLAEAST NE

FOR 00' 00'' NST 12-05-22-1205

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

*** TRAIN ACTIVITY AT NX147 GRAISLAND NE

FOR 00' 22'' NST

FOR: TRAIN MEET DT ARRIVAL LATE

MMKNP 04 tied down mt2, dead. LFG16 05 working mt1

*** TRAIN ACTIVITY AT NX039 FREMONT NE

FOR 00' 32'' NST

FOR: TRAIN MEET DT ARRIVAL LATE

z

*** TRAIN ACTIVITY AT NX001 COUBLUFFS IA

FOR 00' 00'' NST

FOR: ACTIVITY - SETOUT ZS DEPARTURE LATE

FOR 00' 00'' NST 12-06-22-0245

FOR: OVERDUE REPORTINGS SCHEDULE AD ZX DEPARTURE LATE

Rule 1: Delayed because no crew call was reported within 60 minutes of the ETC

FOR 05' 07'' NST 12-06-22-0310

FOR: YARD CONGESTION FY DEPARTURE LATE

Train held for unknown reason

FOR 00' 00'' NST 12-06-22-0215

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

*** TRAIN ACTIVITY AT NZ464 CALJCTEAS IA

FOR 01' 39'' NST

FOR: TRAIN MEET DT ARRIVAL LATE

meet csnbt 05. meet delayed due to unreliable van company

SCHEDULED TRAIN SUMMARY--ALL EVENTS

TRAIN/JOB MNPVP 02 ORIG STA NPLAEAST NE NX284E ATCS-WO
 CATEGORY - M-STANDARD MANIFEST TYPE-THRU

CONDUCTOR J HUBBARD ENGINEER G GARCIAJUAREZ
 ENGINE ID - UP 008827 UP 006582 UP 003793 DG
 CABOOSE ID- NONE REPORTED

CUR STATS OLDS OMTYS OTONS OFT AEI AT VALPARK MN SX020

LAST AEI SITE 0467 SX020 VALLEY PARK WEST AEI CAR COUNT 084

CONSIST NOT VALIDATED BY AEI

INSPECTION LOCATIONS:
 NPLAEAST NE NX284E O - CLASS 1

FUELING LOCATIONS:
 NPLAEAST NE NX284E FULL FUEL

EVENT	CITY/ST	STA/YD	MO-DA-YR-TIME	TIM DIF	LOADS	MTYS	CAR-TONS	TRN-LGTH
CT	NPLAEAST	NE NX284E	12-02-22-1130	00:00				
TD	NPLAEAST	NE NX284E	12-02-22-1240	00:20	41	122	9405	10619
PA	BECK	NE NX281	12-02-22-1241	00:59				
PA	PAWNEE	NE NX267	12-02-22-1311	-01:02				
PA	VROMAN	NE NX254	12-02-22-1328	-01:06				
PA	DARR	NE NX233	12-02-22-1353	-01:15				
PA	SIMONDS	NE NX208	12-02-22-1449	-01:13				
PA	GIBBON	NE NX176	12-02-22-1535	-01:30				
TA	GRAISLAND	NE NX147	12-02-22-1755	00:08	41	122	9405	10619
TD	GRAISLAND	NE NX147	12-02-22-1757	00:11	41	122	9405	10619
PA	SILCREEK	NE NX102	12-02-22-1857	00:37				
PA	SHECREEK	NE NX064	12-02-22-1944	-01:05				
TA	FREMONT	NE NX039	12-02-22-2017	-01:20	41	122	9405	10619
TD	FREMONT	NE NX039	12-02-22-2027	-01:15	41	122	9405	10619
TA	ELKHBD	NE NX020	12-02-22-2145	00:28	41	122	9405	10619
PA	OMA57TST	NE NX008	12-03-22-0401	05:17				
PA	OMAHA	NE NX003	12-03-22-0553	07:00				
CT	COUBLUFFS	IA NX001	12-03-22-0344	05:24				
TA	COUBLUFFS	IA NX001	12-03-22-0556	06:56	41	122	9405	10619

TD COUBLUFFS	IA	NX001	12-03-22-0604	06:44	41	122	9405	10688
TA NCOUBLUFF	IA	SX354	12-03-22-0605	06:30	41	122	9405	10688
SO NCOUBLUFF	IA	SX354	12-03-22-0626		22	82	5713	6577
TD NCOUBLUFF	IA	SX354	12-03-22-0700	04:55	49	130	10582	11063
PA LOVELAND	IA	SX339	12-03-22-1042	07:27				
PA WILCREEK	IA	NZ461	12-03-22-1108	07:32				
PA CALJCTEAS	IA	NZ464	12-03-22-1120	07:19				
PA FENNEN	IA	SX331	12-03-22-1123	07:12				
PA SALIX	IA	SX278	12-03-22-1344	05:18				
TA SIOCITY	IA	SX263	12-03-22-1348	04:08	49	130	10582	11063
CT SIOCITY	IA	SX263	12-03-22-1410	03:45				
TD SIOCITY	IA	SX263	12-03-22-1536	04:11	49	130	10582	11063
PA CARNES	IA	SX229	12-03-22-1647	03:18				
TA WORTHINGT	MN	SX174	12-03-22-1837	02:01	49	130	10582	11063
TD WORTHINGT	MN	SX174	12-03-22-1839	01:58	49	130	10582	11063
TA ELKCREEK	MN	SX169	12-03-22-1847	01:48	49	130	10582	11063
TD ELKCREEK	MN	SX169	12-03-22-2228	04:59	49	112	10007	9980
PA MOULAKHBD	MN	SX132	12-03-22-2338	04:02				
PA BUTTERFIE	MN	SX125	12-04-22-0710	11:13				
PA WSTJAMES	MN	SX120	12-04-22-0717	11:02				
CT STJAMES	MN	SX117	12-04-22-0530	09:45				
TA STJAMES	MN	SX117	12-04-22-0720	10:55	49	112	10007	9980
TD STJAMES	MN	SX117	12-04-22-0721	10:36	49	112	10007	9980
PA LAKCRYHBD	MN	SX097	12-04-22-0812	09:51				
SO MANKATO	MN	SX082	12-04-22-0953		18	42	3804	3578
TA MANKATO	MN	SX082	12-04-22-1000	10:44	49	112	10007	9980
TD MANKATO	MN	SX082	12-04-22-1127	09:01	43	73	7821	7066
PU MANKATO	MN	SX082	12-04-22-1735		12	3	1618	879
TA KASOTA	MN	SX074	12-04-22-1246	09:45	43	73	7821	7066
TD KASOTA	MN	SX074	12-04-22-1247	08:46	43	73	7821	7066
PA MERHBD	MN	SX030	12-04-22-1602	08:49				

TD KASOTA	MN SX074	12-05-22-1622	12:21	77	25	10846	6284
PA MERHBD	MN SX030	12-05-22-1825	11:12				
TA SHAKOPEE	MN SX026	12-05-22-1833	11:05	77	25	10846	6284
TD SHAKOPEE	MN SX026	12-05-22-1834	10:06	77	25	10846	6284
TA VALPARK	MN SX020	12-05-22-1851	09:56	77	25	10846	6284
SO VALPARK	MN SX020	12-05-22-1907		77	25	10846	6138

ACTIVITIES AND/OR REMARKS:

*** TRAIN ACTIVITY AT NX284E NPLAEAST NE

FOR 00' 00'' NST 12-03-22-1135

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

*** TRAIN ACTIVITY AT NX208 SIMONDS NE

FOR 00' 49'' NST

FOR: ON LINE SWITCHING FO ARRIVAL LATE

work at Lexington

*** TRAIN ACTIVITY AT NX001 COUBLUFFS IA

FOR 00' 00'' NST 12-04-22-0046

FOR: OVERDUE REPORTINGS SCHEDULE AD ZX DEPARTURE LATE

Rule 1: Delayed because no crew call was reported within 60 minutes of the ETC

*** TRAIN ACTIVITY AT SX354 NCOUBLUFF IA

FOR 00' 00'' NST 12-04-22-0036

FOR: SYSTEM LATE MAKE TRAIN ZL DEPARTURE LATE

FOR 00' 00'' NST 12-04-22-0601

FOR: OVERDUE REPORTINGS SCHEDULE AD ZX DEPARTURE LATE

Rule 3: Delayed because it is 30 min past the estimated departure time

FOR 03' 59'' NST 12-04-22-0602

FOR: STOPPED TRAIN - UNKNOWN REASON ZS DEPARTURE LATE

Train held for unknown reason

*** TRAIN ACTIVITY AT SX352 NOCOUBLUFF IA

FOR 01' 24'' NST 12-04-22-0615

FOR: ON LINE SWITCHING FO DEPARTURE LATE

ETD 0630...working CB yard

*** TRAIN ACTIVITY AT SX263 SIOCITY IA

FOR 00' 00'' NST 12-04-22-0951

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

FOR 00' 00'' NST 12-04-22-1245

FOR: OVERDUE REPORTINGS SCHEDULE AD ZX DEPARTURE LATE

Rule 2: Delayed because crew call has been reported and it is 30 min past the estimated departure time

*** TRAIN ACTIVITY AT SX169 ELKCREEK MN

FOR 00' 00'' NST 12-04-22-2145

FOR: OVERDUE REPORTINGS SCHEDULE AD ZX DEPARTURE LATE

Rule 3: Delayed because it is 30 min past the estimated departure time

*** TRAIN ACTIVITY AT SX117 STJAMES MN

FOR 00' 10'' NST

FOR: ACTIVITY - CREW CHANGE ZC DEPARTURE LATE

FOR 00' 00'' NST 12-05-22-0900

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

FOR 00' 00'' NST 12-05-22-1400

FOR: OVERDUE REPORTINGS SCHEDULE AD ZX DEPARTURE LATE

Rule 2: Delayed because crew call has been reported and it is 30 min past the estimated departure time

SCHEDULED TRAIN SUMMARY--ALL EVENTS

TRAIN/JOB MNPVP 05 ORIG STA NPLAEAST NE NX284E ATCS-WO
 CATEGORY - M-STANDARD MANIFEST TYPE-THRU
 CONDUCTOR J VANCIL ENGINEER D RADDATZ

DISTRIBUTED POWER TRAIN D#PCDAAS SCHED PROJ P VAR MAX REQ
 ****LINK ORIGIN**** *****LINK DEST***** BLSSPTXT TONS TONS M %%% TPA EPA
 CALJCTEAS IA NZ464 SIOCITY IA SX263 Y.....3 11637 000 595 020
 SIOCITY IA SX263 STJAMES MN SX117 Y.....3 11620 000 430 027
 STJAMES MN SX117 VALPARK MN SX020 Y.....3 11620 000 473 025

ST	LOCOMOTIVE	EQVP	PICKUP	SETOUT	RECV	*NEXT ASSIGNMENT	PVCAHECDASD
CD	INIT	NUMBER	AXLE	D	CIRC-7	CIRC-7	ROAD *****OR NOTES***** CCACCMSPTTB DP
X	UP	007652	12.1	F	NX284E	SX020	Y F 100 N 1206 OYYYYYPBDG2A HC
X	DG	UP	004287	----	F	NX284E	SX020 W D 100 N 1017 OYYYYY.B.G3E H
X	NS	003622	12.1	F	NX284E	SX020	G 100 N 1001 OYYY.AY6.3Z H
X	DG	UP	007472	----	F	NX284E	SX020 Y D 100 N 1206 OYYYYYPBDG3A 1C
X	UP	007098	12.1	B	NX284E	SX020	Y D 100 N 0529 OYYYYY.BDG3A 1

TOTAL EPA: 36.3 CUR CREW SEG EPA 20 CUR CREW SEG TPA 595
 CURRENT TONS = 11457 -----> ACTUAL TPA 316 LOWEST TPA IN ROUTE 430
 ABOVE TONS AND TPA INCLUDES OFFLINE LOCOMOTIVES

CABOOSE ID- NONE REPORTED

FRONT TRAIN UNITS: END TRAIN UNITS: UPRQ 065751 WK BATT EOT

CUR STATS 36LDS 180MTYS 11048TONS 13224FT AEI AT LEEDS IA SX258

LAST AEI SITE 0505 SX258 SIOUX CITY NORTH AEI CAR COUNT 216

CONSIST VALIDATED BY AEI

INSPECTION LOCATIONS:
 NPLAEAST NE NX284E O - CLASS 1

FUELING LOCATIONS:
 NPLAEAST NE NX284E FULL FUEL

EVENT	CITY/ST	STA/YD	MO-DA-YR-TIME	TIM DIF	LOADS	MTYS	CAR-TONS	TRN-LGTH
CT	NPLAEAST	NE NX284E	12-05-22-1205	00:35				
TD	NPLAEAST	NE NX284E	12-05-22-1334	00:34	58	131	12094	11802
PU	NPLAEAST	NE NX284E	12-06-22-1337		58	131	12094	11437
PA	BECK	NE NX281	12-05-22-1335	00:05				
PA	PAWNEE	NE NX267	12-05-22-1412	00:01				
PA	VROMAN	NE NX254	12-05-22-1425	00:09				
PA	DARR	NE NX233	12-05-22-1448	00:20				
PA	SIMONDS	NE NX208	12-05-22-1524	00:38				

PA GIBBON	NE NX176	12-05-22-1616	00:49					
TA GRAISLAND	NE NX147	12-05-22-1732	00:31	58	131	12094	11802	
TD GRAISLAND	NE NX147	12-05-22-1734	00:34	58	131	12094	11802	
PA SILCREEK	NE NX102	12-05-22-1830	-01:04					
PA SHECREEK	NE NX064	12-05-22-1918	-01:31					
TA FREMONT	NE NX039	12-05-22-2035	-01:02	58	131	12094	11802	
TD FREMONT	NE NX039	12-05-22-2046	00:56	58	131	12094	11802	
PU VALLEY	NE NX028	12-06-22-0048		0	1	32	61	
PA OMA57TST	NE NX008	12-05-22-2125	-01:19					
PA OMAHA	NE NX003	12-05-22-2139	-01:14					
TA COUBLUFFS	IA NX001	12-05-22-2140	-01:20	58	132	12126	11862	
TD COUBLUFFS	IA NX001	12-06-22-0024	01:04	36	180	11048	13224	
SO COUBLUFFS	IA NX001	12-06-22-0048		58	131	12094	11437	
CT COUBLUFFS	IA NX001	12-06-22-0215	03:55					
PU COUBLUFFS	IA NX001	12-06-22-1337		36	179	11016	12799	
PA LOVELAND	IA SX339	12-06-22-0340	00:25					
PA WILCREEK	IA NZ461	12-06-22-0347	00:11					
PA CALJCTEAS	IA NZ464	12-06-22-0550	01:49					
PA FENNEN	IA SX331	12-06-22-0553	01:42					
TA SIOCITY	IA SX263	12-06-22-1156	02:16	37	181	11211	13364	
CT SIOCITY	IA SX263	12-06-22-1240	02:15					
TD SIOCITY	IA SX263	12-06-22-1615	04:50	37	181	11211	13364	
TA HINTON	IA SX252	12-06-22-1648	04:50	37	181	11211	13364	
TD HINTON	IA SX252	12-06-22-1653	04:50	37	181	11211	13364	
PA LEMARS	IA SX240	12-06-22-1739	04:50					
PA CARNES	IA SX229	12-06-22-1819	04:50					
TA WORTHINGT	MN SX174	12-06-22-2126	04:50	37	181	11211	13364	
TD WORTHINGT	MN SX174	12-06-22-2131	04:50	37	181	11211	13364	
TA ELKCREEK	MN SX169	12-06-22-2149	04:50	37	181	11211	13364	
TD ELKCREEK	MN SX169	12-06-22-2219	04:50	37	181	11211	13364	
PA MOULAKHBD	MN SX132	12-07-22-0026	04:50					
PA BUTTERFIE	MN SX125	12-07-22-0047	04:50					
PA WSTJAMES	MN SX120	12-07-22-0105	04:50					
CT STJAMES	MN SX117	12-07-22-0035	04:50					
TA STJAMES	MN SX117	12-07-22-0115	04:50	37	181	11211	13364	
TD STJAMES	MN SX117	12-07-22-0135	04:50	37	181	11211	13364	
PA LAKCRYHBD	MN SX097	12-07-22-0311	04:50					
TA MANKATO	MN SX082	12-07-22-0406	04:50	37	181	11211	13364	
TD MANKATO	MN SX082	12-07-22-0716	04:50	60	45	9312	6634	
SO MANKATO	MN SX082			10	138	6289	8846	

TA SHAKOPEE	MN SX026	12-04-22-1612	08:44	43	73	7821	7066
TD SHAKOPEE	MN SX026	12-04-22-1613	07:45	43	73	7821	7066
TA VALPARK	MN SX020	12-04-22-1628	07:33	43	73	7821	7066
SO VALPARK	MN SX020	12-04-22-1735		43	73	7821	6846

ACTIVITIES AND/OR REMARKS:

*** TRAIN ACTIVITY AT NX284E NPLAEAST NE

FOR 00' 00'' NST 12-02-22-1130

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

*** TRAIN ACTIVITY AT NX020 ELKHBD NE

FOR 05' 39'' NST 12-03-22-0252

FOR: STOPPED TRAIN - UNKNOWN REASON ZS DEPARTURE LATE

Train held for unknown reason

*** TRAIN ACTIVITY AT NX003 OMAHA NE

FOR 00' 23'' NST

FOR: OTHER/INACCURATE TRAIN SCHEDULE TN ARRIVAL LATE

t/d

*** TRAIN ACTIVITY AT NX001 COUBLUFFS IA

FOR 00' 00'' NST 12-03-22-0344

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

*** TRAIN ACTIVITY AT SX354 NCOUBLUFF IA

FOR 00' 00'' NST 12-03-22-1115

FOR: OVERDUE REPORTINGS SCHEDULE AD ZX DEPARTURE LATE

Rule 3: Delayed because it is 30 min past the estimated departure time

*** TRAIN ACTIVITY AT NZ464 CALJCTEAS IA

FOR 00' 21'' NST

FOR: MAINTENANCE OF WAY EU ARRIVAL LATE

Foreman Hicks traveling

*** TRAIN ACTIVITY AT SX263 SIOCITY IA

FOR 00' 00'' NST 12-03-22-1410

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

*** TRAIN ACTIVITY AT SX169 ELKCREEK MN

FOR 00' 00'' NST 12-03-22-2200

FOR: OVERDUE REPORTINGS SCHEDULE AD ZX DEPARTURE LATE

Rule 3: Delayed because it is 30 min past the estimated departure time

*** TRAIN ACTIVITY AT SX117 STJAMES MN

FOR 00' 00'' NST 12-04-22-0530

FOR: AUTO SCHEDULE ADJ - LATE SJ DEPARTURE LATE

JOEL MUELLER EXHIBIT 3

STANDARD WORK SIOUX CITY YARD

YSX02—DAILY WORK

1: WORK LIST'S PRINTED AND MARKED THRU LUNCH

A- FOLLOW THE LNL35 OUT AND DO INDUSTRY WORK- PULL AND SPOT

2: INTERCHANGE IS READY AND A PLAN IN PLACE- COMMUNICATE WITH MANAGER O/D FOR ASSISTANCE. IF ANYONE REFUSES A PHONE CALL NEEDS TO BE MADE TO MANAGER.

3: MMKNP CARS SWITCHED AND AIR TESTED READY FOR PICK-UP.

4: AS MUCH SXCB READY AND LOCALS SWITCHED ON ARRIVAL

YSX06—DAILY WORK

1: LISTS PRINTED THRU LUNCH OUT DOOR IN 30 MIN./ DOC DELAYS

2: MCBSX SWITCHED ON ARRIVAL AND ON LOCALS NIGHTLY

3: MAKE SURE LNL32 AND LNL35 ARE LINED UP AND SWITCHED.

4: CHECK IF SX IS PROMPTED- MUST DEPART ON TIME.

5: INTERCHANGE IS DONE IF NOT ON 1ST SHIFT.

THIS IS A IDEA GENTLEMEN/ CAN BE ADJUSTED, WHAT ARE YOUR THOUGHTS?

IF WE MAKE THIS TOGETHER AND HOLD OURSELVES ACCTOUNTABLE TO SET THE NEXT SHIFT UP TO SUCCEED OUR LIVES AND OUR PERSONAL TIME BECOMES BETTER..

*CB Help Being Implemented. AGP Block is on Rear of SX Ready to go
Interchange Being looked at to Be done In CB not SC. We need to
Figure Rest out. Any Idea other than 8 hrs.? Corey & Nick*

JOEL MUELLER EXHIBIT 4

Crew Factor

Recrew Report for: Today (12/07/22)

Train	Location	Reason	Relief Crew On Duty Time	
Northern ▲				
Reason Summary				
Locomotive	11			
Bad Order Set Out	5			
Unprocessed	4			
Accident/Incident	3			
Foreign Line	2			
Subdivision capacity	1			
Terminal Work	1			
Yard Delay	1			
On Line Work	1			
Call Train to Train Depart	1			
Crews	1			
Total Recrews	31			
Chicago			Recrews: 2	
<u>EDIT</u>	IG2G4 07	Global 2	FU	12/07/22 06:00
				EquipID: ****N/A*** Train Ahead: ****N/A***
		(fu) - foreign line - ihb mainline is was shut down due to bridge strike on cp canal bridge from a barge colliding with the bridge...osuz308		
<u>EDIT</u>	IG4SE 06	Proviso	CX	12/07/22 08:15
				EquipID: ****N/A*** Train Ahead: ****N/A***
		(cx) - called and released - crew released due to bridge strike on the ihb blocked the train for more than four hours....osuw089		
Great Lakes			Recrews: 6	
<u>EDIT</u>	CNRAU 03	Clinton	FU	12/07/22 00:17
				EquipID: ****N/A*** Train Ahead: ****N/A***
		(fu) - foreign line - train was originally tied down due to the cp refusing train on account of empty that needed to be released first...osuz308		
<u>EDIT</u>	MCHCB 05	Missouri Valley	YG-1	12/07/22 06:00
				EquipID: ****N/A*** Train Ahead: MHNCB 05
		(yg-1) - congestion in yard - mnclb mhncb 05 and msxcb 06 ahead to yard, could not get into council bluffs on hos for room in the yard....orea500		
	MALNP 06	South St Paul	CH	12/07/22 07:03
<u>EDIT</u>	MNPAL 06	Argon	TG-1	12/07/22 07:35
				EquipID: ****N/A*** Train Ahead: MSSDM 05
		(tg-1) - subdivision capacity - mnpal 06 at 9000' w/ mssdm 05 ahead working mason city, built to 11,000'. had to hold back at argon for 9 hr work event and over length mssdm 05...orea500		
<u>EDIT</u>	MNPAL 05	Mason City	IN-2	12/07/22 08:02
				EquipID: ****N/A*** Train Ahead: ****N/A***

				(in-2) - other - outbound crew for train experienced an injury incident enroute to the train, had to be relieved per local manager....orea500	
EDIT	<u>MSSBM 09</u>	Mason City	OW	12/07/22 10:10	EquipID: ****N/A*** Train Ahead: ****N/A***
				(ow) - on line work - 8/34" cttd... built to 11,463 and set out at mason city, reconfig. ... could not make hos to des moines after work....orea500	
Great Plains				Recrews: 7	
EDIT	<u>OWTRES 06</u>	Oshkosh	CM	12/07/22 00:15	EquipID: ****N/A*** Train Ahead: ****N/A***
				(cm) - combined trains - 7'19" ct-td sml, had to s/o had orders from both halves of combo and replace power before doubling trains together to depart....orea691	
EDIT	<u>MNPVP 06</u>	Gibbon Jct	BO-6	12/07/22 02:05	EquipID: ****N/A*** Train Ahead: ****N/A***
				(bo-6) - malfunction or loss of eot - 1'38" ct/td at nplt. train lost their eot departing north platte and had to run 30 mph. lost 1'28" at darr for hot wheels. train expired on hos at central city....oreb867	
EDIT	<u>MCHNP 05</u>	Elm Creek	BO-2	12/07/22 03:05	EquipID: ****N/A*** Train Ahead: ****N/A***
				(bo-2) - bad ordered on line of road due to t2 notification - 0'46" ct-td mo valley, 1'56" work event grand island, hot wheel alarms kearney, repeat hot wheel alarms - stopped elm creek to inspect....orea691	
EDIT	<u>CNRWB9 06</u>	Shawnee	LD-7	12/07/22 04:00	EquipID: BNSF4230 Train Ahead: ****N/A***
				(ld-7) - mgmt - past due ccs or fra inspections, improper equipment - 3'18" ct-td nrm. stalled mp 55 main 1 - wind, sand blowing off tracks, slippage. waited for bnsf helpers. mic found bnsf4230 in consist - ac engine with only 4 working axles (10.5 epa) - 2 axles without tms....orea691	
EDIT	<u>IG4SE 05</u>	Lexington	BO-4	12/07/22 06:15	EquipID: ****N/A*** Train Ahead: ****N/A***
				(bo-4) - emergency due to a knuckle failure - catws9 05 ahead with knuckle failure on double coal train, had to be pushed to get train back together. 4' hr delay and long pool, could not make hos to n platte.....orea500	
EDIT	<u>GSJNEE 07</u>	Marysville	LD-2	12/07/22 09:30	EquipID: UP3056 Train Ahead: ****N/A***
				(ld-2) - failed in teminal (caused excess ct-td) - 3056(air brake faults, 7283(dead/batteries), 6535 no sand but good for power- mic able to revive, set out up 6673 off of the cjvbm 06, original crew used to dog catch with power issues for the grain train...osue697	
EDIT	<u>CNAWS9 06</u>	Farr	BO-5	12/07/22 12:27	EquipID: ****N/A*** Train Ahead: ****N/A***
				(bo-5) - emergency due to drawbar - drawbar came out of the wepx2089 at 268 on mt 3 kearney sub, did not break the drawbar car department responded and were able to get drawbar back in and put pin in to secure. once repair happened crew did not have hos remaining to make fremont...osue697	
Northern California				Recrews: 3	
EDIT	<u>MRVWC 05</u>	West Colton	CD	12/07/22 00:05	EquipID: ****N/A*** Train Ahead: ****N/A***
				(cd) - call train to train depart - original crew went out to sacco for train in addition was instructed to pick up a db unit at bakersfield....osuw092	

Recrew Summary

<u>EDIT</u>	<u>MWCRV 05</u>	Fresno	LD-3	12/07/22 03:50	EquipID: UP 7920 Train Ahead: ****N/A***
	(ld-3) - failed on line of road - ctted 7'01" ob crew got to train and could not get dpu to communicate with he. crew found the dpu to be dead. batteries were dead. crew waited for next avail train to drop off an eot so they could conventionalize the train and depart....oreb014				
<u>EDIT</u>	<u>MRVEP 02</u>	Bakersfield	LD-3	12/07/22 05:30	EquipID: UP4089 Train Ahead: ****N/A***
	(ld-3) - failed on line of road - crew never left famoso due to 3rd unit up4089 being b/o for dead battery. unit up5345 had to be added to train from work train warbkr 04 at delfar...osuw092				
Pacific Northwest				Recrews: 2	
	<u>OCUT41 07</u>	Reynolds	TG	12/07/22 11:45	
	<u>ZBRG2 07</u>	Hinkle	BO	12/07/22 12:30	
Rocky Mountain				Recrews: 11	
<u>EDIT</u>	<u>CSKRX 05</u>	Skyline	IN-2	12/07/22 01:30	EquipID: ****N/A*** Train Ahead: ****N/A***
	(in-2) - other - 9'00" +cttd - cskrx 05 called to load at skyline mine - plant issues - mine broke down - csksk 06 called for 1555 crew report slow loading at mine - loading about half speed - recrew called to finish loading and take train to provo...oreb386				
<u>EDIT</u>	<u>MPCNP 06</u>	Montpelier	BO-3	12/07/22 01:55	EquipID: ****N/A*** Train Ahead: ****N/A***
	(bo-3) - bad ordered on line of road other than hot box detector - ctted 3'30" bad order car ibt18566 for broken coupler set out before departure. then made a meet at mccammon with zg2br 05 for a 1' delay....oreb305				
<u>EDIT</u>	<u>MPDNPX 03</u>	Kemmerer	IN-2	12/07/22 06:45	EquipID: ****N/A*** Train Ahead: ****N/A***
	(in-2) - other - cd:01:37 train lost trailing engine (up6166) in route to green river. over tpa for route. epcblm 05 crew delayed coming out of pocatello behind mpcnp 06 setting out bo ibt18566 for broken coupler. and then meeting zg2br 05 at mccammon. had to hand line switch at g135 after meet with 2ig4se 04 at manson. then mgrhk 06 had to hand line g102 to get into the siding to meet at harer....oreb287				
<u>EDIT</u>	<u>MNPRO 05</u>	Green River	LD-3	12/07/22 10:00	EquipID: UP8127 Train Ahead: MRONP 06
	(ld-3) - failed on line of road - ctted 36" delayed at altamont for zscdvx 07, zscg2 07 and zlbv 06 to be prioritized around the mronp 06 who lost dpu up 8127 at echo - needed water....orea148				
<u>EDIT</u>	<u>MRONP 06</u>	Evanston	LD-3	12/07/22 10:05	EquipID: UP8127 Train Ahead: ****N/A***
	(ld-3) - failed on line of road - ctted 1'41" lost dpu up 8127 echo - needed water. carman nick ovard and carman dane ovard assisting...orea148				
<u>EDIT</u>	<u>GSPXHV 04</u>	Green River	LD-3	12/07/22 10:30	EquipID: UP8127 Train Ahead: MRONP 06
	(ld-3) - failed on line of road - ctted 1'09" delayed behind the mronp 06 that lost dpu up 8127 at echo - needed water...orea148				
<u>EDIT</u>	<u>MGROG 07</u>	Evanston	LD-3	12/07/22 11:02	EquipID: UP8127 Train Ahead: MRONP

		(ld-3) - failed on line of road - cttd 1'07" delayed at aspen for zscdvx 07, zscg2 07 and zlbv 06 to be prioritized around the mronp 06 who lost dpu at echo - needed water. ...orea148			
	<u>CSKB2 07</u>	Provo	SI	12/07/22 12:15	
<u>EDIT</u>	<u>CLBWE9 01</u>	Grand Junction	LD-2	12/07/22 12:22	EquipID: UP7791 Train Ahead: ****N/A***
		(ld-2) - failed in teminal (caused excess ct-td) - cttd n/a clbwe9 01 outbound crew reported the up 7791 won't start. mdr submitted - loco help desk notified - crew notified gj manager essman - mto essman told the crew to tie up no other power available....orea148			
<u>EDIT</u>	<u>MRVOG 05</u>	Evanston	LD-3	12/07/22 12:35	EquipID: UP8127 Train Ahead: MRONP 06
		(ld-3) - failed on line of road - cttd 5'26" mronp 06 ahead lost dpu up 8127 echo - needed water. carman nick ovard and carman dane ovard assisting. prioritized the zscdvx 07, zscg2 07 and zlbv 06 to run first single tracking around the mronp 06. ...orea148			
<u>EDIT</u>	<u>GSACTR 02</u>	Evanston	LD-3	12/07/22 13:05	EquipID: UP8127 Train Ahead: MRONP 06
		(ld-3) - failed on line of road - cttd 2'53" delayed at leroy due to mronp 06 ahead lost dpu up 8127 echo - needed water. carman nick ovard and carman dane ovard assisting. prioritized the zscdvx 07, zscg2 07 and zlbv 06 to run first single tracking around the mronp 06. ...orea148			
Southern ▲					
Reason Summary					
Unprocessed		8			
Locomotive		7			
Bad Order Set Out		4			
Accident/Incident		4			
Call Train to Train Depart		4			
Crews		2			
On Line Work		2			
Yard Delay		1			
Invalid		1			
Train Meets		1			
Total Recrews		34			
Gulf Coast					
					Recrews: 4
<u>EDIT</u>	<u>MASLI 05</u>	Monroe	BO-2	12/07/22 02:30	EquipID: ****N/A*** Train Ahead: ****N/A***
		(bo-2) - bad ordered on line of road due to t2 notification - cf 1645, td 1843 1'57" cttd, passing grayson, la @ 1945, received hot wheel alarm @ 2015, stopped to inspect 4 cars total (10004ft) found and corrected 3 cars with sticking brakes, had to s/o tilx250833 could not release/cut out brakes. moved at 10mph and s/o the car at antonia, la. back on the move at 2324, made it to meeker at 0249, masli 06 performing scheduled online work at bunkie; crew hos insufficient time to make livonia....orea085			
<u>EDIT</u>	<u>OSJWU 05</u>	Georgetown	IN-2	12/07/22 09:15	EquipID: ****N/A*** Train Ahead: MASLI 06
		(in-2) - other - osjwu 05 - cd 1'22" - livonia. masli 05 hot wheel incident at mp 545.8 on the monroe sub. mliax 06 and scchww 02 ahead. train met the gshaww 02 at meeker with			

<i>masli 06 called against them. the recrew was ordered to protect the train into monroe terminal....oreb057</i>					
<u>EDIT</u>	<u>MNOEWB 05</u>	Kinder	CD	12/07/22 11:00	EquipID: ****N/A*** Train Ahead: ****N/A***
	(cd) - call train to train depart - mnoewb 05 - cd 7' - livonia. up7559 went past due at midnight on 12/07. after swapping, kcs4583 reported ptc control failure. the mechanical help desk labeled the engine good for trail only. the up6618 was added to supplement the pd power and bad ptc engine. the train departed livonia with 5 hos remaining....oreb057				
<u>EDIT</u>	<u>MPBSP 06</u>	Big Sandy	LD-4	12/07/22 11:55	EquipID: UP5581 Train Ahead: ****N/A***
	(ld-4) - locomotive failure on another train - 4'30" ct/td- train was behind mpbfw 05 that stalled, leader only loading 50%, set out cars at suffolk, train's initial reduction got them down to 320 tpa (that's including the lead unit loading 50%) vs. 379 max for the sub, but they have stalled again, they discovered their 3rd loco was not loading, help desk was able to resolve that ...oreb326				
Heartland				Recrews: 8	
<u>EDIT</u>	<u>MWTS 06</u>	North Enid	LD-6	12/07/22 01:15	EquipID: UP 5383 Train Ahead: UETGVW 06
	(ld-6) - mgmt - out of fuel - ctted 2'31" train had to wait at enid after completing their work for the uetgvw 06 to finish fueling which took an hour longer than expected to complete...osuv640				
<u>EDIT</u>	<u>MSANP 04</u>	Roper	BO-5	12/07/22 02:15	EquipID: ****N/A*** Train Ahead: ****N/A***
	(bo-5) - emergency due to drawbar - ctted 3'3" after coffeyville work event at mp 417 on coffeyville sub train went into ude at 12895ft, after inspection was determined that train got wrong end draw bar on (tbox 667354) 63cars from head of train. osawatomie carman responded and was able to get the cars set out at roper. recrew called accordingly....oreb801				
<u>EDIT</u>	<u>MNLCB 06</u>	Osawatomie	OW	12/07/22 05:00	EquipID: ****N/A*** Train Ahead: ****N/A***
	(ow) - on line work - ctted 4'17" departing coffeyville, train arrived at 1922 and the outbound was not called till 2130 due to extensive work event. the yarding plan put out by the mto went as followed: s/o head 55 cars to 4trk. set 3rd unit (ns3658) to old main.p/u all of the siding (98 cars) to all 5trk (57 cars) on head end. will need to air test in a couple chuncks probably.double to old main & set ns3658 for mid train. pull up and cut the rear 22 cars off on old main. p/u all 3trk on rear. rehang and arm eot to the rear of 3trk please. (will not need airtested due to being s/o by msanp-04). train finally departed coffeyville at 0148 but was unable to make kc ...oreb801				
<u>EDIT</u>	<u>2CNANW 04</u>	Wagoner	CD	12/07/22 09:30	EquipID: ****N/A*** Train Ahead: ****N/A***
	(cd) - call train to train depart - ctted 5'12" car dpet. performed inspection at parsons and b/o 5 cars that had to be s/o before departing....osut092				
<u>EDIT</u>	<u>CNROL9 05</u>	Brown	BO-5	12/07/22 10:15	EquipID: ****N/A*** Train Ahead: MSANP-04
	(bo-5) - emergency due to drawbar - ctted 50" msanp-04 at mp 417 on coffeyville sub train went into ude at 12895ft, after inspection was determined that train got wrong end draw bar on (tbox 667354) 63cars from head of train. osawatomie carman responded and was able to get the cars set out at roper. no route on the coffeyville sub....osut092				
<u>EDIT</u>	<u>MDHAM 06</u>	Dalhart	IV-0	12/07/22 11:20	EquipID: ****N/A*** Train Ahead: ****N/A***
	(iv-0) - busted/cancelled call - ****not a recrew*** original crew released at dalhart....orea650				

<u>EDIT</u>	<u>CNWAT 05</u>	Fields	BO-5	12/07/22 11:30	EquipID: ****N/A*** Train Ahead: MSANP-04
		(bo-5) - emergency due to drawbar - ctted 3'36" extended ctted account long work event on mnlcb-06 ahead. msanp-04 at mp 417 on coffeyville sub train went into ude at 12895ft, after inspection was determined that train got wrong end draw bar on (tbox 667354) 63cars from head of train. osawatomie carman responded and was able to get the cars set out at roper. msanp-04 then stopped at mp 367 with a hot wheel alarm that turned out to be a sticking brake....osut092			
<u>EDIT</u>	<u>MDMNL 07</u>	Liberty	CD	12/07/22 14:00	EquipID: ****N/A*** Train Ahead: ****N/A***
		(cd) - call train to train depart - ctted 4'08" passing carlisle. they were delayed waiting for ig1lc-06 getting preference to depart and then took time getting air to build up on 15,400 ft. train in cold temps....osut092			
Los Angeles				Recrews: 4	
<u>EDIT</u>	<u>MWCTU 06</u>	Rillito	CD	12/07/22 07:50	EquipID: ****N/A*** Train Ahead: ****N/A***
		(cd) - call train to train depart - ctted 2'45" departing yuma making a setout at yuma. congestion getting into tucson due to zmqla 06 and zaila 06 coming down main two blocking route into the yard. mfwwc 04 was stopped on main 1 with a setout at tucson off the west end. had to keep main 2 clear for ups traffic. no route into the yard....orea081			
	<u>ILBG3 06</u>	West Colton	BO	12/07/22 10:50	
<u>EDIT</u>	<u>MHNPX 04</u>	Benson	OW	12/07/22 10:55	EquipID: ****N/A*** Train Ahead: ****N/A***
		(ow) - on line work - ctted 1'27" departing santa teresa. train had a placement error once departing santa teresa. had a light car to close to the head end and had to switch it back by 15 cars in their train at deming. did not have time to make tucson on hos....orea081			
	<u>MRVLAX 05</u>	Bakersfield	YD	12/07/22 11:40	
Mid America				Recrews: 8	
<u>EDIT</u>	<u>MPBFW 05</u>	Longview	LD-3	12/07/22 04:00	EquipID: UP5581 Train Ahead: ****N/A***
		(ld-3) - failed on line of road - train stalled at mp 509 - lead unit loading at 50%, and their 3rd motor quit loading. train ended up reducing 3000 tons at suffolk in order to continue (unable to take a shove due to loaded hazardous tank cars on the rear of their train). original outbound crew had to go out and relieve the inbound to finish off the move causing +5'00" ctted at big sandy....ores621			
<u>EDIT</u>	<u>MYCAS 06</u>	Villa Grove	CH-1	12/07/22 05:07	EquipID: ****N/A*** Train Ahead: ****N/A***
		(ch-1) - crew laid off sick - crew that was called for the train had to go home sick per vern james...osuz308			
<u>EDIT</u>	<u>MNLBW 06</u>	Longview	LD-4	12/07/22 07:45	EquipID: UP6561 Train Ahead: WNLMSG 05
		(ld-4) - locomotive failure on another train - 2'52" ct/td- 3 hrs between lewisville to tex due to wnlmgs 05 stalling multiple times. it was discovered their one unit was a light loader and kept stalling out....oreb326			
	<u>GSPGBX 04</u>	East Pittsburg	IN	12/07/22 08:45	
<u>EDIT</u>	<u>MDARE 06</u>	Shreveport	IN-2	12/07/22 08:50	EquipID: ****N/A*** Train Ahead: ****N/A***

Recrew Summary

- (In-2) - other - ctted 11hrs. ctted 7hrs. congestion on the little rock and mineola subs around longview due to the rerouted zg4mq and zmnla2 both running against the flow. both trains were rerouted due to multiple stalls on the pine bluff sub which blocked the route. priority was given to the ups trains through longview to prevent delay ...oreb431

MCMPB 06 Rison TG 12/07/22 11:05

GSAI3G 05 Camden LD 12/07/22 12:00

MNLLI 07 North Little Rock YG 12/07/22 14:05

South Texas

Recrews: 1

RRKVR 06 South San Antonio IN 12/07/22 14:00

Texoma

Recrews: 9

[EDIT](#)

MPSHO 04 McAlester LD-2 12/07/22 02:36 EquipID: UP6751
Train Ahead: ****N/A***

- (Id-2) - failed in terminal (caused excess ct-td) - cd n/a:gs3eg5 03 took up 6751 bc there only unit started loading light. mpsho 06 left underpowered for route. msanp set out up7531 at olive. denison crew drug train down to ray for ft worth crew...orea608

[EDIT](#)

IDISI 04 El Paso Dallas YG-1 12/07/22 03:00 EquipID: ****N/A***
Train Ahead: ****N/A***

- (yg-1) - congestion in yard - ctted: 1'45" crew sent to barstow to pick up the train. 1' delay enroute meeting zlamq1 05. arrived santa teresa with 2'20" left to work. no route into the yard due to multiple terminators ahead - no open tracks....oreb196

[EDIT](#)

MWCFW 05 Sierra Blanca IN-2 12/07/22 05:50 EquipID: ****N/A***
Train Ahead: ****N/A***

- (in-2) - other - ct alfalfa- 2130cst- dep 0230cst. 1'30" delay for late limo. train held at belen 2' delay switch issue at clint. after switch issues resolved- train waited on ups traffic to pass....orea650

[EDIT](#)

RTPTN 05 Longview CX 12/07/22 06:30 EquipID: ****N/A***
Train Ahead: ****N/A***

- (cx) - called and released - cd n/a. crew was called and released after they were not qualified to spot train at tyler....oreb111

[EDIT](#)

MFWWC 05 Tornillo TM-1 12/07/22 07:00 EquipID: ****N/A***
Train Ahead: ****N/A***

- (tm-1) - meet multiple trains - ct pecos - 2100cst- dep 2130. train passing gozar at 2330. delayed at eagle flat- 2'10" meet east bound ilbdi 05- zlamq2 06- zlamn2 06...orea650

[EDIT](#)

MHOMC 05 Ney Yard IN-2 12/07/22 08:56 EquipID: ****N/A***
Train Ahead: MPSHO 04

- (in-2) - other - ct 2303. td 0100. late depart at ney due to eot issues. then blocked at sadler due to mpsho 04 supression on main at sadler. will need help into mcalester. recrew called....oreb167

[EDIT](#)

MFWEP 06 Ft Worth LD-2 12/07/22 10:40 EquipID: UP5640
Train Ahead: ZLAAI 05

- (Id-2) - failed in terminal (caused excess ct-td) - ct 1345. td 1601. he had a motor that died and tech had to work on it.....then he could not get logged into ptc and had to call the

Recrew Summary

		<i>help desk. addiitonally vehicle on crossing mp 259 balrd sub. on opening had to push in the mmhfw 02 and zlaai 05. died at putnam siding. recrew called....oreb167</i>			
<u>EDIT</u>	<u>CCDSA9 03</u>	Mcalester	LD-3	12/07/22 12:30	EquipID: UP6154 Train Ahead: ****N/A***
	(Id-3) - failed on line of road - ct 0230. td 0448. came into mcalester with 2nd unit up 6154 db. doing one for one swapo at cook with crebm9 07. will need help into ft worth. recrew called....oreb167				
	<u>IDISI 07</u>	Dit	SI	12/07/22 14:10	
Transportation RAD					Printed: 12/07/22 12:20

Shop Performance Reports **Active/Storage**

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Details				Stored Serviceable										Stored Unserviceable										Retirements, Lease Returns, Misc						
				Bulk Hold	ATR (SS at Major Terminal)		HDC Surge		SS						Moderate Shop Repair (Turbo, PA)	Heavy Shop Repair (Generator, Gear Train)		Major Repair (Heavy Engine, AD, ETC)		Major Repair (Fire Damage, Major AD)		Moderate Shop Repair (Turbo, PA)	Heavy Shop Repair (Generator, Gear Train)		Major Repair (Heavy Engine, AD, ETC)					
Fleet		Approximate Days to Return to Service		1						3						7		14		30		180		7		<30		30+		
		Max Return Rate		20/day										20/week		5/week		Scheduled		Scheduled		20/week		5/week		Scheduled				
		Mech Status and Bucket		SS 111	SS/DS 112/113		SS 102	SS 110	SS 101	SS 103	SS 104	SS 105	SS 106	IS (not stored)				SU/DU 012		SU/DU 013		SU/DU 014		SU/DU 015		SU/DU 005				
		Fleet	Active	Stored																										
CORE 6 AXLE FLEET		5,365	3,915	1,367	71	119	83	0	1	77	0	288	5	2	25	8	91	179	276	190	0									
EVO T2/3		1,233	1,102	103	16	12	28	0	0	0	0	1	1	0	0	3	12	2	36	18	0									
EVO T4		170	155	10	5	3	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0									
ACE T2/3		792	595	183	14	7	14	0	1	0	0	0	2	0	9	1	15	2	106	25	0									
ACE T4		87	64	22	0	2	1	0	0	0	0	0	0	0	5	0	11	0	4	0	0									
C44		1,255	1,037	199	17	19	19	0	0	0	0	1	1	0	9	3	44	11	27	60	0									
C44ACM		407	349	48	11	6	10	0	0	0	0	0	0	1	2	1	9	2	4	10	0									
SD70M		1,421	613	802	8	70	6	0	0	77	0	286	1	1	0	0	0	162	97	77	0									
LHP FLEET		1,333	1,030	303	0	6	0	0	0	0	147	2	0	3	9	5	22	24	58	8	6									
SURPLUS		532	20	512	0	0	0	0	0	0	49	310	0	0	0	0	1	116	12	24	0									
TOTAL		7,230	4,965	2,182	71	125	83	0	1	77	196	600	5	5	34	13	114	319	346	222	6									

BRADLEY BELL STATEMENT

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

EX PARTE No. 772

OVERSIGHT HEARING PERTAINING TO
UNION PACIFIC RAILROAD COMPANY'S EMBARGOES

STATEMENT OF BRADLEY BELL

I, Bradley Bell, declare under penalty of perjury that the following is true and correct.

1. I am a Locomotive Engineer working around the various terminals of St. Paul, MN on Union Pacific property. I am also President of the Brotherhood of Locomotive Engineers and Trainmen Division No. 9

2. Union Pacific has cut its workforce beyond the point of diminishing returns in its quest of following the PSR business model. There are not enough men to properly staff the various boards and assignments, therefore they are cutting regular assignments, sloughing off work on other railroads and contractors, and using the legal term of "embargo" to cover for their self-made shortfalls in staffing and service.

3. Koch Refinery, or Flint Hills Resources, 12555 Clark Rd, Rosemount, MN, is a very large customer of the UPRR's (station LR005). There have been upwards of five (5) regularly assigned jobs at this location on a daily basis as recently 2 years ago. Approximately 1 month ago, there was one assignment left. UPRR has cut the assignments although the workload has remained the same. Work was ultimately farmed out to a third party (Railserve Inc.). Union Pacific had previously entered into an approximately 60 million dollar per year gross revenue contract with the Koch Refinery to provide switching services. The UPRR did not receive any switching fees or the typical billing fees from this service, it was all rolled into the large 60 million dollar annual contract. In the UPRR's view, they were receiving nothing in return for their (UPRR) labor cost regarding these regular assignments. They felt they could cut the jobs, and still reap the 60 million dollar gross revenue. Koch bought five SD-40 locomotives for the subcontractor to use and had to build a sub-yard at the approximate cost of 10 million dollars. In the meantime, the Koch Refinery is getting sub-standard service or no service due to the UPRR's self-inflicted shortage of men and blind adherence to PSR. This is one brief, highly abbreviated example of the wanton failure of UP's implementation of PSR.

4. Another example of the UPRR abusing the option of Embargo is in the servicing of two large customers, Rahr Malting Co., and Mosiac Co., Shakopee MN and Rosemount MN respectively. These customers ship unit trains, they are high volume, high revenue customers of the UPRR. I regularly service both of these customers. On a number of occasions during this year, cars were not made available to these shippers to load or unload, under the guise of "embargo". In actuality these were transparent excuses for UPRR not having the crews to operate trains due to its high attrition rate and low hiring rate.

5. UPRR has closed several switching yards as part of the never-ending drive to reduce costs. That has limited storage space and switching ability that we had in years past. That, in turn, has

amplified congestion problems that UPRR has cited as reason for the embargoes.

6. The UPRR's answer to late service is to make up crews off a rotating extra board on the rare occasion they have men or are allowed to "make up" due to minimizing labor expense. They have no concept of Labor cost being a price of customer service. These are self-inflicted wounds. There is no back log of product due to China or COVID regarding these industries. We simply cannot service them due to deliberate choices made by the UPRR. The customer is being shorted by the UPRR under the PSR model and the excuse of embargo.

Date: December 8, 2022

/s/ Bradley Bell
Bradley Bell

CHRISTOPHER HAND STATEMENT

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

EX PARTE No. 772

**OVERSIGHT HEARING PERTAINING TO
UNION PACIFIC RAILROAD COMPANY'S EMBARGOES**

STATEMENT OF CHRISTOPHER HAND

I, Christopher Hand, declare under penalty of perjury that the following is true and correct.

1. I am the Director of Research of the Brotherhood of Railroad Signalmen ("BRS")

2. BRS represents employees working in the craft or class of Signalman employed by most of the freight railroads in the United States, including all of the Class I railroads, Amtrak, and the major commuter railroads, and some regional and short line railroads. Signalmen are responsible for installing, inspecting, and maintaining railroad signal systems, railroad signal equipment, appurtenances necessary to railroad signal systems, and highway-rail crossing systems.

3. Signal and grade crossing systems are integral to railroad safety. If a Signalman determines that Signal or grade crossing equipment or machines are not functioning properly they need to make repairs or note a defect to be repaired later. If a defect is not immediately repaired and trains can still safely operate on the tracks but not at customary speeds, a "slow order" is placed on the tracks that requires trains to move more slowly through the affected section of track until a repair is made. Maintenance of Way workers similarly place slow orders on tracks when there is a track or right of way defect that cannot be immediately remedied.

4. The ability of Signalmen and Maintenance of Way workers to make timely repairs affects the number of slow orders and the duration of slow orders.

5. Because slow orders restrict the speed of train movements, they affect the railroad's ability to serve shippers; and they can contribute to congestion since all trains moving through a section of track are moving more slowly.

6. Since implementation of the Class I railroads' new cost-cutting business model, the numbers of Signalmen and Maintenance of Way workers employed by the Class I's have significantly decreased. The fewer Signalmen and Maintenance of Way workers there are on a railroad, the harder it is for them to perform maintenance and repairs that prevent, or clear, slow orders.

7. Like the other Class I railroads, Union Pacific has dramatically reduced its Signal and Maintenance of Way work forces. As a result, maintenance and repairs have been deferred and we see more slow orders.

8. I have reviewed the Union Pacific slow order reports for 2021 and 2022 and they reveal an increase in the number of slow orders that is indicative of failure to keep up with maintenance and repairs. The principal reason for inability to keep up with maintenance and repairs is insufficient staffing, particularly over time as Signal and track conditions deteriorate over time. Attached as an Exhibit to this Declaration are those slow order reports. UP publishes those reports for its northern territories and southern territories. Comparing the number of slow orders in 2022 with the number of slow orders from a year earlier reveals the following:

As of October 2021, the year-to-date slow orders totals were: Northern- 3477, totaling 2297.54 miles; Southern- 6943 totaling 3867.43 miles

As of October 2022, the year-to-date slow orders totals were: Northern- 4055 totaling 2852.03 miles; Southern- 8396 totaling 4387.82 miles

These reports show that both the number of slow orders and the numbers of miles of track under slow orders is higher in 2022 than in 2021. It should also be noted that in October of 2022 over 22% of UP's trackage was under slow orders.

9. The unprecedented cuts in Signal and Maintenance of Way employment on UP have negatively impacted its maintenance and repair of Signal systems and the track and right of way which has resulted in increased slow orders, which, in turn, impedes the ability of UP to adequately and timely serve its customers.

Date: December 9, 2022

/s/Christopher Hand
Christopher Hand

Slow Order Management

Month End Slow Order Report

▼ Your selection criteria (Click the arrow to hide / unhide this section)

All Months, 2021 Region: Southern Form Type: A

▼ Select Columns to hide/unhide

☐ Delay ☐ Cost

Month End Slow Order Report

Subdivision	Nbr of Slow Order	Total Miles	January		February		March		April		May		June		July		August		September		October		November		December	
			Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles
» SOUTHERN																										
ALEXANDRIA SUB	38	7.31	4	1.17	1	0.41	0	0	3	0.35	2	0.20	6	1.25	3	0.50	4	1.03	6	1.25	4	0.70	3	0.30	2	0.15
ALHAMBRA SUB	3	0.35	1	0.15	0	0	1	0.10	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ANCHORAGE SUB	8	2.25	2	1.40	6	0.85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ANGLETON SUB	37	16.20	7	3.78	3	0.40	2	0.34	1	0.15	2	0.85	3	1.85	6	1.65	5	2.17	2	1.50	1	0.20	3	1.75	2	1.56
AUSTIN SUB	196	42.16	11	3.62	24	6.82	16	6.62	7	2.11	7	1.03	15	2.80	21	2.21	19	3.19	16	2.30	24	4.45	22	4.06	14	2.95
BAIRD SUB	133	71.59	10	0.97	11	0.97	10	2.00	9	3.10	6	1.65	11	2.25	13	3.20	8	0.75	17	2.40	12	1.50	13	50.65	13	2.15
BEAUMONT SUB	18	3.85	1	0.85	1	0.05	4	1.00	2	0.85	0	0	0	0	1	0.10	0	0	4	0.50	3	0.30	2	0.20	0	0
BRINKLEY SUB	13	48.30	1	0.05	0	0	0	0	1	0.90	0	0	1	0.20	6	46.20	1	0.50	0	0	1	0.10	1	0.25	1	0.10
BROWNSVILLE SUB	22	8.80	5	3.35	2	0.20	3	2.20	1	0.10	0	0	0	0	0	0	1	0.10	1	0.10	3	1.65	3	0.30	3	0.80
BRYAN SUB	13	1.86	1	0.20	1	0.20	2	0.38	1	0.28	1	0.10	1	0.10	1	0.10	1	0.10	1	0.10	1	0.10	1	0.10	1	0.10
CALEXICO SUB	3	2.40	0	0	1	0.15	0	0	0	0	0	0	0	0	0	0	2	2.25	0	0	0	0	0	0	0	0
CARRIZO SUB	30	22.26	4	6.25	0	0	4	3.40	1	0.25	0	0	2	0.90	1	1.00	5	3.71	6	3.10	4	3.10	1	0.25	2	0.30
CHEROKEE SUB	102	77.37	0	0	10	1.40	8	2.75	4	0.45	10	38.92	7	3.10	13	3.55	13	2.23	26	23.17	3	0.55	5	0.75	3	0.50
CHESTER SUB	69	106.88	8	2.00	8	2.65	4	0.55	7	4.34	3	0.70	3	0.95	3	2.10	2	2.17	16	88.92	5	1.05	4	0.55	6	0.90
CHOCTAW SUB	241	145.18	11	3.80	11	2.50	27	4.50	19	5.15	24	52.70	13	2.78	16	4.13	25	7.82	22	47.38	18	3.65	28	6.24	27	4.53
COFFEYVILLE SUB	212	84.01	27	12.61	33	23.85	19	9.85	9	14.92	9	2.35	11	2.00	13	2.58	14	2.78	18	3.73	20	3.38	19	3.18	20	2.78
COLETO CREEK SUB	2	0.25	0	0	0	0	0	0	0	0	0	0	0	0	1	0.15	0	0	1	0.10	0	0	0	0	0	0
CORPUS CHRISTI SUB	322	217.75	29	18.30	31	17.80	30	18.20	31	19.95	31	20.90	32	23.55	37	28.50	32	22.25	25	18.30	25	19.00	15	9.60	4	1.40
CORSICANA SUB	20	15.60	1	0.10	0	0	0	0	4	0.40	2	0.85	3	0.50	2	1.05	2	0.50	0	0	1	0.15	1	0.10	4	11.95
CUERO SUB	79	140.09	14	53.89	14	47.77	4	23.06	1	0.25	2	0.70	4	3.80	7	2.40	5	0.66	6	0.61	8	2.41	7	2.31	7	2.23
DALLAS SUB	172	26.78	13	2.81	19	4.23	18	3.01	10	1.30	17	2.35	17	2.22	11	2.59	12	1.16	13	1.42	11	1.25	18	2.65	13	1.79
DEL RIO SUB	245	72.30	20	6.32	27	8.42	18	3.14	9	3.17	12	4.14	24	6.87	16	4.52	32	11.96	33	9.89	19	5.14	17	3.14	18	5.59
DEQUINCY SUB	39	6.40	2	0.30	5	1.05	2	0.70	3	0.30	6	0.65	0	0	3	0.30	7	2.00	7	0.70	1	0.10	0	0	3	0.30
DESOTO SUB	71	72.95	5	6.15	3	1.60	5	2.95	4	1.25	7	5.20	7	9.95	10	20.60	11	6.95	8	9.25	5	4.45	4	3.60	2	1.00
DUNCAN SUB	227	91.06	25	7.50	28	11.35	19	7.15	18	8.25	15	6.25	25	8.30	21	6.85	16	7.15	12	5.55	15	5.60	15	9.65	18	7.46
EAGLE PASS SUB	16	5.45	1	0.30	2	0.50	2	0.50	1	0.20	0	0	3	0.50	2	0.70	0	0	3	0.95	0	0	0	0	2	1.80
ENID SUB	101	47.05	9	3.75	9	1.85	13	1.85	7	1.05	6	0.80	11	4.45	14	7.30	13	5.95	6	4.00	5	3.85	6	8.95	2	3.25
ENNIS SUB	79	23.33	3	0.60	10	3.65	9	4.20	8	1.35	8	1.35	4	1.20	4	1.05	6	1.95	9	3.33	7	1.05	5	0.95	6	2.65
EUREKA SUB	7	24.95	1	12.20	2	12.25	0	0	0	0	0	0	0	0	0	0	0	0	1	0.10	1	0.10	2	0.30	0	0
FALLS CITY SUB	48	20.71	1	0.10	2	1.10	4	1.35	6	1.27	2	5.87	5	2.57	4	1.70	4	0.40	2	0.35	7	3.30	5	1.45	6	1.25
FT. WORTH SUB	236	93.88	24	14.73	23	18.93	20	10.93	17	3.73	18	4.28	14	2.50	13	2.29	14	3.06	20	3.98	21	6.98	23	7.46	29	15.01
GALVESTON SUB	1	0.10	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GIDDINGS SUB	67	29.93	2	0.60	12	1.50	5	8.75	4	1.75	2	0.85	4	1.00	2	0.30	9	0.90	6	4.10	5	3.81	7	3.06	9	3.31
GILA SUB	47	35.71	3	9.75	13	10.53	6	2.21	5	2.26	2	0.36	5	2.10	2	1.60	3	2.90	4	3.65	1	0.10	1	0.05	2	0.20
GLIDDEN SUB	259	71.00	21	10.55	32	14.21	30	8.51	11	3.49	12	2.95	18	5.65	18	3.25	39	6.05	26	5.53	17	3.14	15	2.03	20	5.64
HARLINGEN SUB	2	4.50	2	4.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HEARNE SUB	28	12.15	0	0	0	0	4	2.80	6	5.70	0	0	1	0.20	2	0.40	1	0.20	3	0.50	4	1.25	3	0.50	4	0.60
HERINGTON SUB	75	8.50	3	0.30	9	0.71	7	0.55	4	0.30	6	0.45	5	0.35	2	0.30	8	2.42	8	1.02	8	0.75	11	1.05	4	0.30
HIAWATHA SUB	90	32.70	6	2.25	5	1.95	7	2.15	11	2.75	9	2.20	12	4.35	8	2.80	9	4.60	5	2.45	6	2.45	8	2.65	4	2.10
HOUSTON SUB	67	34.12	7	2.70	7	3.40	4	3.00	2	0.20	2	2.25	1	0.40	2	0.70	10	5.59	10	4.32	11	7.47	9	3.69	2	0.40
HOXIE SUB	63	13.68	2	0.16	5	4.59	5	0.46	9	1.51	3	0.30	2	0.20	3	0.30	10	3.20	11	1.26	5	0.80	5	0.55	3	0.35

JEFFERSON CITY SUB	36	7.81	3	1.10	2	0.30	2	0.20	9	2.50	8	1.53	4	1.28	0	0	4	0.45	1	0.10	2	0.25	1	0.10	0	0
JOLIET SUB	13	2.96	0	0	1	1.00	0	0	0	0	0	0	0	0	1	0.10	2	0.13	4	1.58	0	0	5	0.15	0	0
JONESBORO SUB	62	91.03	1	0.40	1	0.10	6	2.54	5	1.55	3	0.25	7	0.65	12	79.72	0	0	0	0	0	19	4.60	8	1.22	
KANSAS SUB	68	21.27	2	2.32	1	0.15	6	0.80	11	1.88	8	3.75	3	1.10	7	3.86	6	2.10	6	0.90	5	2.15	9	1.68	4	0.58
KC METRO (COFFEYVILLE)	6	4.87	1	0.10	1	0.10	0	0	0	0	0	0	0	0	0	0	0	3	4.17	1	0.50	0	0	0	0	
KC METRO (KANSAS)	15	3.02	0	0	0	0	3	0.58	2	0.25	2	0.68	3	0.25	2	0.60	3	0.66	0	0	0	0	0	0	0	
KERRVILLE SUB	7	6.19	0	0	0	0	2	2.25	0	0	0	0	1	0.10	2	2.89	1	0.80	0	0	1	0.15	0	0	0	
LAFAYETTE SUB	33	13.60	3	0.60	3	0.45	1	0.15	1	0.15	1	0.15	2	0.80	2	0.80	3	2.29	5	3.04	5	2.46	5	2.46	2	0.25
LAKE CHARLES SUB	16	2.80	0	0	1	0.25	3	0.45	2	0.35	4	1.15	1	0.10	1	0.10	0	2	0.20	2	0.20	0	0	0	0	
LAREDO SUB	24	11.11	3	3.60	3	2.20	0	0	1	0.40	3	2.06	0	0	3	1.05	1	0.15	3	0.35	2	0.35	3	0.65	2	0.30
LAWTON SUB	96	234.10	10	24.90	10	24.90	11	26.85	11	26.85	11	26.85	10	22.45	10	22.45	10	22.45	10	22.85	3	13.55	0	0	0	0
LIMON SUB	2	0.50	0	0	0	0	0	0	0	0	0	0	0	0	1	0.25	1	0.25	0	0	0	0	0	0	0	
LITTLE ROCK SUB	196	60.14	22	2.32	24	2.52	26	5.16	15	9.24	14	10.19	12	5.99	25	11.19	14	5.15	19	4.04	11	1.84	4	0.40	10	2.10
LIVONIA SUB	49	8.57	6	1.05	5	0.60	5	0.55	3	0.65	4	1.05	2	0.50	5	1.00	11	1.67	3	0.40	2	0.40	0	0	3	0.70
LOCKHART SUB	34	38.25	4	1.95	6	7.75	4	9.45	5	9.35	4	3.45	5	2.85	3	2.50	1	0.50	0	0	1	0.25	0	0	1	0.20
LONE PINE SUB	5	6.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5.75	3	0.55	
LORDSBURG SUB	58	56.10	13	6.70	10	2.29	3	0.75	0	0	3	1.60	3	1.55	4	5.75	5	7.15	4	7.20	4	6.15	5	9.73	4	7.23
LOS ANGELES SUB	23	4.41	0	0	1	0.25	9	1.70	7	1.31	0	0	0	0	2	0.20	1	0.10	1	0.10	0	0	1	0.25	1	0.50
LOST SPRINGS SUB	37	7.30	1	0.05	2	0.75	1	0.10	4	0.95	2	0.35	6	1.10	2	0.45	7	1.20	6	1.20	3	0.55	3	0.60	0	0
LUFKIN SUB	102	72.84	13	13.10	16	17.10	13	13.35	10	11.55	8	5.08	13	3.90	8	1.85	6	3.10	3	1.96	3	0.50	5	0.75	4	0.60
MACARTHUR BRIDGE (TRRA)	10	0.72	1	0.32	1	0.32	0	0	2	0.02	2	0.02	2	0.02	2	0.02	0	0	0	0	0	0	0	0	0	0
MARION SUB	25	12.80	2	1.50	2	1.50	11	6.00	4	0.95	2	1.50	3	1.10	0	0	0	0	1	0.25	0	0	0	0	0	0
MARYSVILLE SUB	7	1.96	1	0.21	2	0.65	0	0	4	1.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MCGEEHEE SUB	27	11.30	3	1.77	2	0.20	6	3.14	5	2.14	1	0.30	2	0.35	7	3.20	0	0	0	0	0	1	0.20	0	0	
MEMPHIS SUB	16	12.67	0	0	4	0.40	3	6.75	1	0.05	5	5.22	0	0	1	0.05	0	0	1	0.10	0	0	0	0	1	0.10
MIDLOTHIAN SUB	89	68.11	2	0.25	3	1.25	15	50.20	5	0.69	4	0.79	6	1.19	4	0.94	7	2.14	10	4.34	6	1.24	12	2.09	15	2.99
MINEOLA SUB	67	24.26	4	2.21	5	2.09	8	2.86	4	2.46	4	2.54	4	2.94	3	1.05	7	1.00	6	1.20	6	3.16	11	1.90	5	0.85
MOJAVE SUB	36	14.98	3	2.50	3	0.75	4	1.07	4	0.65	3	0.40	4	0.50	2	2.60	3	2.30	1	1.00	1	0.20	4	2.46	4	0.55
MONROE SUB	16	4.05	3	0.65	5	1.80	2	0.20	0	0	1	0.10	2	0.85	2	0.20	0	0	1	0.25	0	0	0	0	0	0
MT. VERNON SUB	32	11.44	2	0.50	3	1.50	3	0.60	7	2.50	3	1.85	1	0.55	0	0	0	0	4	0.70	2	0.20	3	2.35	4	0.69
NAVASOTA SUB	171	56.62	12	1.93	13	2.61	16	2.32	11	2.04	14	2.04	12	1.64	7	2.25	14	4.09	16	10.10	13	9.21	20	10.17	23	8.22
NEW MADRID SUB	12	22.05	1	2.15	1	2.15	1	2.15	1	1.95	1	1.75	1	1.70	1	1.70	1	1.70	1	1.70	1	1.70	1	1.70	1	1.70
NOGALES SUB	1	1.50	0	0	0	0	0	0	0	0	1	1.50	0	0	0	0	0	0	0	0	0	0	0	0	0	
OKLAHOMA CITY SUB	37	55.60	4	4.55	4	4.55	4	5.05	4	5.05	4	5.55	4	5.55	4	5.55	5	10.00	4	9.75	0	0	0	0	0	0
PALESTINE SUB	171	58.18	7	0.75	10	0.93	19	1.84	10	0.67	12	0.98	9	1.33	13	17.16	16	6.65	21	7.05	22	7.00	19	7.15	13	6.67
PANA SUB	51	29.07	7	2.95	4	1.25	3	0.25	5	15.25	4	0.95	6	2.05	4	1.20	6	1.97	4	1.95	4	0.95	4	0.30	0	0
PARSONS SUB	87	12.90	8	2.50	9	1.15	2	0.20	5	0.50	8	0.80	10	1.85	5	1.20	5	0.55	9	0.95	5	0.80	10	1.10	11	1.30
PHOENIX SUB	10	1.50	0	0	0	0	1	0.10	2	0.30	2	0.30	1	0.10	3	0.60	1	0.10	0	0	0	0	0	0	0	0
PINCKNEYVILLE SUB	19	141.55	1	20.50	1	20.50	1	20.50	1	20.50	3	20.50	5	21.25	3	14.50	2	3.10	0	0	0	0	1	0.10	1	0.10
PINE BLUFF SUB	137	179.61	7	2.05	8	1.85	14	2.41	12	2.75	14	5.65	21	147.90	11	3.55	13	4.60	9	2.40	8	2.55	15	2.85	5	1.05
PRATT SUB	10	5.09	1	0.75	0	0	0	0	0	0	1	0.25	0	0	3	2.75	2	1.10	2	0.14	1	0.10	0	0	0	0
REISOR SUB	49	12.80	6	1.85	7	1.95	5	1.20	4	1.10	6	1.25	7	1.65	2	1.15	3	1.15	6	1.25	2	0.20	0	0	1	0.05
RIVER SUB	39	32.20	2	0.95	2	1.45	3	0.40	4	0.45	0	0	6	22.65	2	0.25	1	0.10	2	0.40	7	1.80	6	2.00	4	1.75
ROCKPORT SUB	6	0.75	0	0	0	0	0	0	0	0	0	0	1	0.10	2	0.35	1	0.10	2	0.20	0	0	0	0	0	0
SALEM SUB	34	13.85	2	1.90	2	1.30	1	1.00	0	0	1	0.10	4	1.60	5	2.50	3	1.15	9	2.30	4	1.60	1	0.25	2	0.15
SALINA SUB	218	112.48	13	4.95	16	6.45	18	6.30	22	10.70	25	16.28	12	6.50	17	8.65	16	8.40	18	10.90	20	10.95	21	11.70	20	10.70
SANDERSON SUB	63	22.07	3	0.55	2	0.40	3	0.44	4	2.09	3	3.14	3	2.19	3	2.19	7	1.23	10	1.55	17	3.50	4	4.05	4	0.74
SANTA BARBARA SUB	37	37.96	10	14.27	3	1.30	2	1.20	0	0	2	0.65	1	0.50	1	0.10	8	9.55	4	3.16	2	2.41	2	2.41	2	2.41
SEDALIA SUB	88	31.29	3	0.60	0	0	10	1.55	8	2.20	13	2.55	15	2.96	13	3.61	5	3.85	7	3.85	4	5.17	8	4.80	2	0.15
SHARON SPRINGS SUB	143	65.32	5	0.50	6	0.60	8	1.00	9	2.50	5	0.60	15	6.20	17	7.75	25	20.23	14	6.52	18	8.92	13	6.95	8	3.55
SHREVEPORT SUB	9	1.25	0	0	1	0.10	1	0.10	1	0.10	0	0	3	0.55	1	0.15	0	0	2	0.25	0	0	0	0	0	0
SIKESTON SUB	1	0.65	1	0.65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SMITHVILLE SUB	29	5.85	1	0.25	2	0.50	3	0.30	0	0	1	0.25	6	0.95	9	2.70	2	0.25	3	0.40	2	0.25	0	0	0	0
SPARTA SUB	3	9.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9.00	0	0	0	0	0	0	0	
SPRINGFIELD SUB	6	0.70	0	0	0	0	0	0	0	0	0	0	1	0.20	1	0.20	0	0	0	0	0	0	4	0.30	0	0
STRANG SUB	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.10	
TEMPE IND LD	1	1.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1.00	0	0	
TOPEKA SUB	67	26.44	5	1.40	4	0.75	0	0	9	1.65	9	1.90	9	2.25	6	1.49	4	6.73	3	1.33	7	3.93	5	2.43	6	2.58
TOYAH SUB	309	79.88	28	10.71	30	11.60	33	13.45	29	9.43	18	2.10	9	1.05	27	5.65	37	8.06	30	4.33	17	2.95	19	4.70	32	5.85
TRENTON SUB	73	32.30	5	1.15	14	2.85	6	6.25	7	2.05	8	2.80	5	1.05	7	1.45	3	1.00	6	2.20	8	9.65	4	1.85	0	0
TUCUMCARI SUB	15	25.15	1	1.00	2	1.50	0	0	0	0	1	0.50	1	4.25	2	9.55	5	1.60	1	0.15	1	6.10	1	0.50	0	0
TULSA IND LD	4	15.20	0																							

VALENTINE SUB	53	32.54	1	0.17	9	9.03	3	1.10	4	1.32	1	0.10	0	0	5	0.47	5	1.90	8	4.76	8	4.79	4	3.50	5	5.40
VAN BUREN SUB	66	90.45	8	1.15	8	3.85	11	3.65	6	27.20	1	0.15	6	1.30	7	1.25	1	0.30	3	1.15	9	45.05	5	5.30	1	0.10
VILLA GROVE SUB	21	6.00	0	0	0	0	2	0.30	4	2.20	1	0.10	1	0.10	1	0.10	1	0.10	6	1.65	3	1.25	1	0.10	1	0.10
WACO SUB	111	59.29	7	4.10	13	7.15	14	4.95	10	3.00	10	3.65	9	6.60	11	8.10	5	4.65	9	6.52	8	4.45	7	3.42	8	2.70
WAGONER SUB	47	18.71	2	0.50	0	0	2	0.20	6	2.66	6	0.65	9	1.10	7	3.45	3	0.80	6	0.95	2	7.60	2	0.40	2	0.40
WHITE BLUFF SUB	13	2.93	0	0	0	0	3	0.63	3	0.20	1	0.10	0	0	1	0.15	1	0.15	0	0	1	0.65	0	0	3	1.05
WICHITA IND LD	1	1.65	0	0	0	0	0	0	0	0	0	0	0	0	1	1.65	0	0	0	0	0	0	0	0	0	0
YUMA SUB	14	6.58	2	1.65	0	0	0	0	3	1.75	0	0	2	0.85	4	0.29	2	0.79	1	1.25	0	0	0	0	0	0
Total	6,943	3,867.43	544	352.69	658	364.78	648	353.70	544	290.73	504	313.10	561	400.73	602	418.85	645	291.29	665	400.95	536	271.51	553	247.47	483	161.63

Report Selection

Slow Order Management

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All Months, 2022 Region: Southern Form Type: A

▼ Select Columns to hide/unhide

☐ Delay ☐ Cost

Month End Slow Order Report

Subdivision	Nbr of Slow Order	Total Miles	January		February		March		April		May		June		July		August		September		October		November		December	
			Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles
» SOUTHERN																										
ALEXANDRIA SUB	50	8.15	4	0.70	8	1.60	4	1.10	1	0.10	2	0.20	1	0.10	3	0.40	12	2.00	2	0.40	9	1.05	4	0.50	0	0
ALHAMBRA SUB	21	9.39	3	3.64	1	0.10	1	0.10	3	3.14	2	0.60	5	0.83	2	0.58	0	0	1	0.10	1	0.10	2	0.20	0	0
ANCHORAGE SUB	16	5.42	2	0.30	2	0.37	2	2.50	0	0	0	0	2	1.00	2	0.20	1	0.20	3	0.65	1	0.10	1	0.10	0	0
ANGLETON SUB	59	27.26	1	0.90	3	2.45	4	1.45	2	1.25	4	3.72	13	5.77	10	2.10	10	4.07	4	2.50	4	1.70	4	1.35	0	0
AUSTIN SUB	251	70.02	8	2.03	11	1.43	10	1.72	17	8.76	18	10.56	14	3.01	24	10.70	37	10.26	35	8.30	32	6.00	45	7.25	0	0
AVONDALE SUB	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.10	0	0	0	0	0	0
BAIRD SUB	168	36.06	15	2.46	13	2.30	13	9.26	18	8.67	12	1.62	18	2.65	21	3.25	18	1.95	11	1.10	16	1.57	13	1.23	0	0
BEAUMONT SUB	46	39.04	4	3.56	3	1.96	7	5.50	13	17.76	3	5.26	3	0.70	4	1.95	1	0.10	3	0.30	2	0.35	3	1.60	0	0
BRINKLEY SUB	20	11.00	2	1.15	0	0	2	1.00	1	2.00	0	0	6	1.15	2	1.25	0	0	0	0	5	3.40	2	1.05	0	0
BROWNSVILLE SUB	78	32.77	2	0.20	7	2.58	6	3.25	5	5.45	1	0.10	4	2.95	15	8.05	18	3.06	8	1.79	5	2.95	7	2.39	0	0
BRYAN SUB	3	0.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.10	1	0.10	1	0.10	0	0
CARRIZO SUB	21	9.73	5	4.38	2	2.40	2	0.13	7	2.47	1	0.10	0	0	2	0.15	0	0	0	0	1	0.05	1	0.05	0	0
CHEROKEE SUB	88	24.02	3	0.65	7	1.45	5	4.22	4	0.45	4	1.40	4	0.90	15	4.05	8	1.50	10	1.50	10	2.85	18	5.05	0	0
CHESTER SUB	71	27.67	1	0.25	6	2.38	8	1.16	7	1.00	8	8.03	9	7.05	12	2.90	9	2.50	2	0.40	4	0.75	5	1.25	0	0
CHOCTAW SUB	385	106.63	28	10.13	27	6.12	18	3.20	16	2.55	16	2.25	23	3.45	61	12.71	56	13.48	55	17.03	47	11.81	38	23.90	0	0
CIMA SUB	6	2.70	0	0	1	0.05	1	0.05	0	0	0	0	0	0	0	0	0	0	0	0	4	2.60	0	0	0	0
COFFEYVILLE SUB	280	105.74	22	3.78	18	2.83	13	1.78	18	2.78	29	63.81	27	3.33	29	3.45	21	4.25	33	5.72	45	7.58	25	6.43	0	0
CORPUS CHRISTI SUB	150	85.70	5	0.70	11	2.60	5	0.80	4	0.55	9	49.00	9	4.65	12	4.85	29	7.35	28	7.05	18	2.60	20	5.55	0	0
CORSICANA SUB	97	19.20	4	7.25	6	0.60	11	1.15	12	1.25	11	1.20	7	1.00	11	1.55	8	1.10	8	1.90	7	0.90	12	1.30	0	0
CUERO SUB	150	53.88	6	1.03	7	0.76	6	4.81	5	1.08	6	0.92	17	13.20	16	2.67	26	7.32	21	8.42	19	6.43	21	7.24	0	0
DALLAS SUB	237	24.15	16	1.60	13	1.49	17	2.07	15	1.83	19	2.27	30	3.36	31	3.07	15	1.36	27	2.72	22	1.57	32	2.81	0	0
DEL RIO SUB	307	78.91	27	11.99	17	4.76	16	5.08	23	5.30	28	6.52	36	10.64	52	21.19	33	4.37	29	3.08	22	2.81	24	3.17	0	0
DEQUINCY SUB	42	9.06	1	0.25	5	0.90	5	1.15	4	0.70	4	0.96	4	0.50	3	1.40	8	2.20	3	0.30	2	0.30	3	0.40	0	0
DESOTO SUB	67	36.10	2	1.75	2	1.25	12	3.95	7	4.60	7	3.05	12	7.10	9	3.85	5	4.50	5	2.95	0	0	6	3.10	0	0
DUNCAN SUB	147	78.75	13	6.57	23	8.27	17	7.67	19	7.87	16	8.75	19	19.89	11	11.80	13	4.50	2	0.80	5	1.60	9	1.03	0	0
EAGLE PASS SUB	25	9.75	2	1.80	2	1.80	0	0	2	1.00	0	0	3	1.20	5	1.25	8	1.70	0	0	1	0.20	2	0.80	0	0
ENID SUB	42	7.55	2	0.40	1	0.10	2	0.30	1	0.10	1	0.10	8	0.80	7	1.30	1	0.25	0	0	3	0.30	16	3.90	0	0
ENNIS SUB	291	81.37	14	4.99	13	4.84	20	7.65	15	5.30	18	6.10	22	7.75	28	7.45	28	5.55	37	9.50	44	11.19	52	11.05	0	0
EUREKA SUB	45	26.24	0	0	2	0.20	2	0.20	7	2.34	0	0	2	18.35	0	0	8	1.35	12	1.85	7	1.35	5	0.60	0	0
FALLS CITY SUB	104	24.25	5	0.40	4	0.30	8	5.20	23	5.75	16	1.95	5	0.45	15	2.70	3	2.15	19	3.85	4	1.30	2	0.20	0	0
FT. WORTH SUB	262	128.17	26	17.12	20	19.34	5	2.65	8	2.90	8	3.00	18	6.63	41	25.11	51	20.43	32	13.02	22	4.72	31	13.25	0	0
GALVESTON SUB	6	2.10	0	0	0	0	0	0	0	0	0	0	0	0	1	0.05	1	0.05	1	0.05	0	0	3	1.95	0	0
GIDDINGS SUB	156	68.34	7	2.55	10	8.28	7	4.90	12	6.05	13	8.10	11	5.16	24	11.06	18	4.51	21	4.30	13	5.19	20	8.24	0	0
GILA SUB	36	17.71	4	1.82	3	3.50	0	0	2	0.07	5	1.54	4	2.20	5	1.20	3	2.58	5	2.45	1	1.95	4	0.40	0	0
GLIDDEN SUB	338	84.96	16	3.20	17	4.25	17	3.05	19	3.25	26	4.74	40	8.39	43	8.40	51	12.73	34	5.68	33	17.43	42	13.84	0	0
HARRISBURG SUB	1	0.22	0	0	0	0	1	0.22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HEARNE SUB	48	9.70	4	0.60	1	0.10	4	0.40	5	1.15	4	0.65	4	1.40	5	0.90	7	1.70	9	2.00	4	0.55	1	0.25	0	0
HERINGTON SUB	91	178.42	4	0.30	9	125.99	5	6.20	1	0.10	8	0.45	6	0.85	9	0.95	24	40.17	8	2.27	6	0.34	11	0.80	0	0
HIAWATHA SUB	52	46.05	5	2.15	5	2.15	8	4.05	5	1.40	6	5.00	7	7.60	7	8.25	4	7.30	2	7.85	1	0.10	2	0.20	0	0
HOUSTON EAST BELT SUB	4	0.90	0	0	0	0	1	0.20	0	0	0	0	0	0	0	0	0	0	0	0	2	0.40	1	0.30	0	0
HOUSTON SUB	120	61.10	6	2.75	7	3.14	10	9.01	9	10.45	8	8.18	17	8.42	22	9.25	17	2.83	7	3.62	4	1.20	13	2.25	0	0

VAN BUREN SUB	17	4.30	3	0.50	2	0.35	2	1.10	4	1.25	0	0	4	0.50	0	0	1	0.30	0	0	0	0	1	0.30	0	0
VILLA GROVE SUB	18	4.64	1	0.10	1	0.10	4	0.40	7	2.15	0	0	3	1.85	1	0.02	1	0.02	0	0	0	0	0	0	0	0
WACO SUB	209	132.70	12	2.85	7	1.55	9	2.10	16	3.45	10	2.15	14	4.70	29	18.65	39	32.80	36	33.05	22	23.70	15	7.70	0	0
WAGONER SUB	78	60.00	1	0.10	1	0.20	3	1.00	3	0.40	4	0.80	13	3.30	13	3.80	10	2.95	8	1.90	12	43.30	10	2.25	0	0
WHITE BLUFF SUB	19	3.41	1	0.50	1	0.20	1	0.10	3	0.12	1	0.10	1	0.10	3	0.40	2	0.35	5	1.49	0	0	1	0.05	0	0
WICHITA IND LD	16	35.00	0	0	0	0	0	0	1	1.20	2	3.20	2	3.20	3	4.20	2	4.00	2	4.00	2	5.60	2	9.60	0	0
YUMA SUB	6	3.20	0	0	0	0	1	0.10	0	0	0	0	2	0.85	1	1.50	0	0	1	0.50	0	0	1	0.25	0	0
Total	8,396	4,387.82	516	211.04	553	610.22	553	326.60	579	221.64	578	427.90	817	449.96	1,071	371.06	1,097	581.88	958	389.60	842	315.93	832	482.00	0	0

Report Selection

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Slow Order Management

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All Months, 2022 Region: Northern Form Type: A

▼ Select Columns to hide/unhide

☐ Delay ☐ Cost

Month End Slow Order Report

Subdivision	Nbr of Slow Order	Total Miles	January		February		March		April		May		June		July		August		September		October		November		December	
			Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles
» NORTHERN																										
ABERDEEN SUB	3	0.06	1	0.02	1	0.02	1	0.02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADAMS SUB	17	2.90	0	0	0	0	0	0	0	0	1	0.10	6	0.90	6	1.50	1	0.10	1	0.10	1	0.10	1	0.10	0	0
ALBERT LEA SUB	90	54.80	5	8.00	2	3.90	5	4.75	5	4.85	7	5.60	13	6.80	10	4.80	9	1.20	14	6.25	11	5.00	9	3.65	0	0
ALTOONA SUB	86	19.68	2	0.20	3	0.45	3	0.25	8	1.80	5	0.50	14	1.52	15	3.17	11	2.57	8	4.14	11	3.24	6	1.84	0	0
AYER SUB	34	5.80	1	0.10	1	0.15	4	0.75	2	0.25	0	0	6	0.55	11	2.60	4	0.40	3	0.40	1	0.10	1	0.50	0	0
BLACK BUTTE SUB	5	2.79	0	0	0	0	0	0	0	0	1	0.10	1	0.75	1	1.24	1	0.20	0	0	1	0.50	0	0	0	0
BLAIR SUB	46	68.14	1	0.15	2	0.75	1	0.20	1	0.10	20	62.37	2	0.20	3	0.95	2	0.20	2	0.20	7	0.97	5	2.05	0	0
BOONE SUB	131	367.14	7	1.56	8	2.06	8	1.91	46	30.80	19	4.46	13	74.26	4	1.10	6	3.33	16	242.10	4	5.56	0	0	0	0
BROOKLYN SUB	62	13.41	1	0.05	1	0.05	4	0.65	2	0.15	4	1.30	11	2.25	7	1.75	11	1.70	11	2.46	6	2.00	4	1.05	0	0
CALIENTE SUB	70	44.46	10	9.06	11	11.55	3	1.25	7	4.81	5	4.30	20	6.61	4	3.16	3	0.65	4	1.32	1	0.55	2	1.20	0	0
CANYON SUB	5	3.05	0	0	0	0	0	0	0	0	0	0	0	0	5	3.05	0	0	0	0	0	0	0	0	0	0
CASCADE SUB	17	9.61	0	0	0	0	0	0	2	0.95	2	1.25	1	2.25	2	1.10	3	1.26	3	2.20	2	0.20	2	0.40	0	0
CEDAR CITY SUB	3	1.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1.00	1	0.80	0	0	0
CHIPPEWA FALLS SUB	3	1.60	0	0	0	0	0	0	0	0	0	0	2	1.10	1	0.50	0	0	0	0	0	0	0	0	0	0
CIMA SUB	78	24.68	6	0.44	9	0.76	8	0.60	1	0.03	4	0.33	11	1.62	11	3.02	3	0.73	14	6.41	7	5.43	4	5.31	0	0
CLINTON SUB	281	559.02	14	3.19	17	2.59	10	2.23	38	75.81	45	14.24	47	60.72	44	6.88	17	2.23	30	383.62	17	7.13	2	0.38	0	0
COAST SUB	59	49.56	14	14.50	9	13.27	7	2.72	3	1.50	5	2.45	6	1.76	5	1.79	2	2.60	3	1.25	3	7.42	2	0.30	0	0
COLORADO SPRINGS SUB	24	7.60	1	0.10	0	0	0	0	2	0.60	4	1.40	4	1.40	4	1.40	2	0.80	3	1.10	2	0.40	2	0.40	0	0
COLUMBUS SUB	52	7.81	4	0.70	0	0	1	0.10	1	0.75	6	0.70	3	0.75	3	0.40	7	0.87	16	1.72	11	1.82	0	0	0	0
CRAIG SUB	10	5.05	0	0	0	0	0	0	3	1.15	5	2.90	0	0	0	0	0	0	2	1.00	0	0	0	0	0	0
DRY VALLEY SUB	4	14.15	0	0	0	0	0	0	0	0	0	0	0	0	1	0.10	1	0.05	1	8.70	1	5.30	0	0	0	0
ELKO SUB	19	10.40	0	0	2	2.10	5	4.85	0	0	0	0	1	0.50	1	0.10	2	1.75	6	0.90	1	0.10	1	0.10	0	0
ENERGY LINE	2	2.25	0	0	0	0	0	0	1	0.50	0	0	0	0	0	0	1	1.75	0	0	0	0	0	0	0	0
ESTHERVILLE SUB	20	8.65	0	0	0	0	3	0.75	3	0.75	2	1.95	1	0.05	3	0.30	1	0.10	5	2.65	2	2.10	0	0	0	0
EVANSTON SUB	97	33.15	4	1.95	6	2.30	12	4.80	12	2.90	5	1.45	12	2.72	15	4.07	12	10.35	11	1.61	6	0.60	2	0.40	0	0
FAIRMONT SUB	5	2.75	0	0	0	0	0	0	0	0	0	0	3	2.45	0	0	2	0.30	0	0	0	0	0	0	0	0
FALLS CITY SUB	1	0.10	0	0	0	0	0	0	0	0	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORT DODGE SUB	2	0.69	0	0	0	0	0	0	0	0	1	0.29	0	0	0	0	0	0	0	0	0	0	1	0.40	0	0
FRESNO SUB	78	16.01	6	3.45	3	0.25	8	1.75	3	0.50	6	1.12	10	1.90	4	0.38	8	1.50	17	2.24	10	2.37	3	0.55	0	0
GENEVA SUB	114	253.25	2	3.44	6	3.74	5	4.00	7	3.74	3	3.46	10	7.34	14	11.21	12	8.72	26	103.60	27	103.90	2	0.10	0	0
GLENWOOD SPRINGS SUB	54	29.46	0	0	0	0	6	1.80	2	0.60	2	0.60	8	2.55	7	1.95	9	10.91	6	4.70	8	3.33	6	3.02	0	0
GREELEY SUB	27	9.83	0	0	1	0.55	2	0.65	2	0.70	3	0.80	4	1.45	5	1.60	2	1.10	4	1.35	3	1.03	1	0.60	0	0
GREEN RIVER SUB	50	41.30	2	0.25	0	0	2	1.20	3	1.20	5	8.31	4	7.91	5	10.11	14	4.42	5	2.93	4	2.26	6	2.71	0	0
HARVARD SUB	8	2.87	0	0	0	0	0	0	0	0	0	0	2	1.85	0	0	3	0.40	1	0.17	1	0.25	1	0.20	0	0
HUNTINGTON SUB	137	39.51	2	0.65	3	0.75	7	2.30	18	4.82	18	4.62	21	8.10	22	5.38	18	6.85	7	2.00	14	2.45	7	1.59	0	0
JEWELL SUB	61	34.51	4	2.30	4	2.30	5	3.30	5	3.30	5	2.60	8	3.55	8	4.00	6	3.80	7	3.65	5	3.20	4	2.51	0	0
KEARNEY SUB	152	37.04	1	0.20	3	2.20	2	2.10	7	2.65	24	5.27	24	6.74	29	6.59	27	6.40	16	2.26	14	1.66	5	0.97	0	0
KENOSHA SUB	2	0.40	0	0	0	0	0	0	1	0.25	0	0	0	0	0	0	0	0	0	0	1	0.15	0	0	0	0
KENTON LINE	2	0.20	1	0.05	0	0	0	0	0	0	1	0.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LA GRANDE SUB	23	4.22	0	0	1	0.50	1	0.45	2	0.30	3	0.67	8	0.57	2	0.08	2	0.90	0	0	1	0.05	3	0.70	0	0

LAKE SUB	1	1.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1.80	0	0	
LAKESIDE SUB	50	28.57	3	2.61	2	0.83	2	0.85	4	0.99	11	4.06	4	2.33	7	9.30	5	2.20	8	3.38	3	1.27	1	0.75	0	0
LARAMIE SUB	109	100.42	4	5.87	4	7.80	6	9.50	16	13.40	12	10.68	15	12.02	11	10.57	13	6.63	12	11.00	12	9.25	4	3.70	0	0
LAURENS SUB	1	0.44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.44	0	0	0	0	0	0	
LIMON SUB	26	13.37	1	1.65	2	1.50	3	2.35	1	0.25	0	0	1	0.10	4	3.40	2	2.25	2	0.75	8	0.82	2	0.30	0	0
LINCOLN SUB	8	4.55	2	2.65	0	0	0	0	0	0	2	0.50	2	0.60	2	0.80	0	0	0	0	0	0	0	0	0	0
LYNN DYL SUB	50	46.66	1	0.25	1	0.25	3	2.75	2	5.75	1	5.50	4	9.20	10	11.23	10	4.78	9	3.45	7	3.40	2	0.10	0	0
MALAD SUB	1	0.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.25	0	0	0	0	0	0	
MANKATO SUB	74	18.79	1	0.25	1	0.25	3	0.45	3	0.50	5	0.95	11	2.90	9	2.33	12	2.38	15	3.93	11	3.61	3	1.24	0	0
MARTINEZ SUB	26	13.75	0	0	2	0.80	4	1.00	2	0.50	2	1.50	4	1.85	3	1.60	2	1.50	3	2.00	2	1.50	2	1.50	0	0
MARYSVILLE SUB	178	46.92	7	1.95	8	1.10	10	3.70	12	3.70	20	4.75	20	4.30	25	5.17	20	4.70	21	5.00	24	11.45	11	1.10	0	0
MASON CITY SUB	40	11.90	0	0	1	0.35	6	2.30	5	1.30	4	1.25	10	2.60	1	0.40	4	0.80	5	1.50	4	1.40	0	0	0	0
MEAD LAKE SUB	2	0.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.25	0	0	1	0.25	0	0	
MILWAUKEE SUB	180	30.60	7	1.51	7	1.51	15	2.41	21	3.11	19	3.21	21	2.77	30	6.01	18	3.78	20	2.89	13	1.26	9	2.14	0	0
MINA SUB	4	1.10	0	0	0	0	0	0	0	0	0	0	0	0	1	0.35	2	0.40	1	0.35	0	0	0	0	0	0
MOFFAT TUNNEL SUB	23	13.00	1	0.70	0	0	1	0.05	4	0.84	2	0.11	3	1.50	2	6.25	3	0.95	5	1.50	2	1.10	0	0	0	0
MOJAVE SUB	6	2.25	1	0.50	2	1.00	1	0.25	1	0.25	1	0.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTANA SUB	58	52.66	3	0.75	4	0.79	4	0.79	4	0.79	4	0.79	5	9.80	9	12.33	11	23.12	4	1.05	6	1.60	4	0.85	0	0
NAMPA SUB	71	36.85	2	0.62	3	0.82	7	6.79	10	8.15	10	8.32	7	0.70	14	5.60	8	0.85	4	0.55	4	0.25	2	4.20	0	0
NEVADA SUB	15	2.55	1	0.20	2	0.15	1	0.10	0	0	2	0.30	2	0.60	0	0	2	0.40	5	0.80	0	0	0	0	0	0
NILES SUB	37	37.16	8	12.25	6	13.26	4	9.00	2	0.20	2	0.20	2	0.20	4	0.60	1	0.15	4	0.45	3	0.75	1	0.10	0	0
NORTH FORK SUB	6	4.25	0	0	0	0	0	0	1	0.60	0	0	1	0.40	1	0.25	0	0	0	0	1	1.80	2	1.20	0	0
NORTH PLATTE TERMINAL	18	3.84	2	0.07	0	0	0	0	4	1.24	1	0.10	1	0.09	2	0.52	3	0.60	3	0.37	1	0.10	1	0.75	0	0
OAKLAND SUB	10	4.80	1	0.20	1	0.20	0	0	1	0.40	0	0	4	1.95	3	2.05	0	0	0	0	0	0	0	0	0	0
OGDEN SUB	27	8.50	0	0	0	0	0	0	22	8.00	0	0	1	0.10	1	0.10	3	0.30	0	0	0	0	0	0	0	0
OMAHA SUB	24	23.10	0	0	0	0	3	0.65	1	0.35	6	20.51	3	0.45	2	0.25	1	0.10	6	0.67	2	0.12	0	0	0	0
OSKALOOSA SUB	1	0.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.70	0	0	0	0	0	0	0
PEORIA SUB	9	3.40	0	0	0	0	0	0	6	2.80	2	0.50	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0
PLEASANT VALLEY SUB	9	1.09	1	0.10	2	0.20	2	0.20	0	0	1	0.04	0	0	2	0.10	0	0	1	0.45	0	0	0	0	0	0
POCATELLO SUB	58	23.23	0	0	2	0.50	6	1.70	10	4.05	6	1.00	9	2.85	11	2.86	5	6.36	7	3.46	1	0.10	1	0.35	0	0
PORTLAND SUB	64	32.53	3	9.33	2	4.93	2	0.15	10	1.25	11	0.81	11	5.14	12	8.12	5	1.81	2	0.45	3	0.29	3	0.25	0	0
POWDER RIVER SUB	43	7.41	4	0.80	2	0.65	11	1.31	4	1.76	6	1.71	3	0.20	2	0.10	4	0.34	3	0.19	2	0.15	2	0.20	0	0
PROVO SUB	101	107.77	6	8.18	6	8.18	10	8.71	11	9.33	14	10.95	12	9.44	7	10.07	10	8.62	8	10.38	8	15.13	9	8.78	0	0
RAWLINS SUB	98	42.18	4	1.25	2	0.45	5	3.21	5	3.86	9	4.51	16	5.86	10	5.11	14	3.65	18	6.27	14	7.76	1	0.25	0	0
ROSEVILLE SUB	43	30.13	2	0.25	0	0	6	2.80	3	0.95	2	1.50	13	10.95	3	2.50	6	4.18	5	5.55	2	0.95	1	0.50	0	0
SACRAMENTO SUB	48	25.66	1	0.25	3	1.25	3	1.45	4	1.70	4	1.70	7	2.35	4	2.15	2	1.65	8	4.10	7	4.58	5	4.48	0	0
SALT LAKE SUB	19	1.75	1	0.10	1	0.10	2	0.16	0	0	1	0.50	1	0.05	2	0.10	5	0.44	1	0.05	3	0.15	2	0.10	0	0
SEATTLE SUB	16	8.85	1	0.50	1	0.50	2	1.20	2	1.25	1	0.55	1	0.55	3	1.85	1	0.15	1	0.55	2	1.20	1	0.55	0	0
SHAFTER SUB	48	26.64	3	1.40	3	0.90	5	1.50	4	2.50	7	4.84	2	0.50	7	12.78	2	1.32	0	0	7	0.40	8	0.50	0	0
SHARP SUB	56	25.10	7	3.86	7	3.96	9	4.26	8	2.90	8	2.60	4	1.70	3	1.17	1	0.20	3	1.45	4	1.85	2	1.15	0	0
SHORELINE SUB	7	1.55	0	0	0	0	1	0.25	2	0.30	2	0.50	1	0.25	1	0.25	0	0	0	0	0	0	0	0	0	0
SIDNEY SUB	151	29.76	3	3.14	2	0.20	2	0.20	10	1.10	17	2.34	27	7.80	18	2.28	23	3.72	27	3.59	14	4.33	8	1.06	0	0
SIOUX CITY SUB	35	75.90	0	0	0	0	1	1.00	1	1.00	4	66.60	0	0	1	0.20	5	0.90	12	4.50	10	1.55	1	0.15	0	0
SOUTH MORRILL SUB	15	1.11	0	0	0	0	4	0.17	4	0.24	1	0.10	1	0.10	2	0.20	1	0.10	0	0	2	0.20	0	0	0	0
SPOKANE SUB	18	5.75	0	0	1	0.10	1	0.05	3	0.45	0	0	4	1.30	4	2.10	3	1.45	2	0.30	0	0	0	0	0	0
TARA SUB	15	24.32	1	0.21	1	0.21	0	0	2	0.15	1	0.05	7	4.90	1	2.96	1	7.92	1	7.92	0	0	0	0	0	0
TENNESSEE PASS SUB	7	4.80	2	2.20	2	2.20	0	0	1	0.20	0	0	0	0	0	0	0	0	0	0	1	0.10	1	0.10	0	0
TRENTON SUB	6	5.50	0	0	0	0	1	1.10	0	0	0	0	1	0.25	1	0.25	0	0	3	3.90	0	0	0	0	0	0
VALLEY SUB	23	7.76	0	0	0	0	0	0	1	0.50	0	0	1	0.05	4	0.75	1	0.90	8	2.60	5	2.46	3	0.50	0	0
VILLA GROVE SUB	58	7.62	3	0.45	3	0.50	4	0.35	11	0.75	7	0.77	7	0.90	7	1.20	8	0.75	5	0.50	1	0.10	2	1.35	0	0
WALSENBURG SUB	24	17.45	11	10.95	5	2.60	6	3.00	0	0	0	0	1	0.30	0	0	0	0	0	0	0	1	0.60	0	0	0
WARM SPRINGS SUB	3	2.10	0	0	3	2.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WINNEMUCCA SUB	20	7.52	2	0.55	2	0.10	1	0.02	0	0	0	0	4	5.80	1	0.05	2	0.40	2	0.10	3	0.15	3	0.35	0	0
WORTHINGTON SUB	73	22.82	4	1.30	5	1.40	7	1.17	3	1.00	4	1.15	9	1.70	9	1.70	9	7.65	9	2.15	10	2.65	4	0.95	0	0

Report Selection

Slow Order Management

Month End Slow Order Report

▼ Your selection criteria (Click the arrow to hide / unhide this section)

All Months, 2021 Region: Northern Form Type: A

▼ Select Columns to hide/unhide

☐ Delay ☐ Cost

Month End Slow Order Report

Subdivision	Nbr of Slow Order	Total Miles	January		February		March		April		May		June		July		August		September		October		November		December	
			Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles
» NORTHERN																										
ABERDEEN SUB	1	0.01	0	0	0	0	0	0	0	0	1	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADAMS SUB	29	8.55	3	0.40	2	0.35	3	0.60	3	0.75	4	2.79	1	0.50	3	0.85	3	0.76	5	1.20	2	0.35	0	0	0	0
ALBERT LEA SUB	68	36.39	3	0.85	3	0.85	2	1.10	6	1.50	12	3.19	5	1.45	7	3.40	14	8.15	7	4.10	1	0.10	3	3.85	5	7.85
ALTOONA SUB	94	23.09	2	0.19	2	0.19	6	0.59	6	0.64	11	1.79	16	4.21	12	3.65	15	4.79	10	5.44	6	0.70	6	0.70	2	0.20
AYER SUB	17	40.70	1	0.03	1	0.03	1	0.20	1	0.35	0	0	4	37.97	5	1.80	1	0.02	0	0	0	0	3	0.30	0	0
BELVIDERE SUB	55	82.99	5	7.65	6	8.44	5	7.65	5	7.65	5	7.65	5	7.65	5	7.65	5	7.65	9	12.90	5	8.10	0	0	0	0
BLACK BUTTE SUB	13	18.45	1	2.00	3	3.25	1	0.45	0	0	0	0	2	1.95	4	9.95	1	0.10	1	0.75	0	0	0	0	0	0
BLAIR SUB	33	12.70	0	0	0	0	5	0.60	4	0.53	6	1.60	1	0.10	3	0.30	3	0.85	6	1.07	5	7.65	0	0	0	0
BOONE SUB	58	28.76	0	0	1	0.25	7	1.45	7	2.02	6	0.95	3	0.60	12	6.39	3	3.10	2	0.65	14	12.75	1	0.10	2	0.50
BROOKLYN SUB	37	14.24	6	2.05	7	3.66	1	1.46	2	1.30	1	0.17	1	0.80	7	1.60	2	1.80	2	0.30	4	0.35	3	0.70	1	0.05
CALIENTE SUB	40	19.95	4	2.17	5	2.54	9	4.04	3	2.07	2	0.60	1	0.03	4	3.39	6	4.24	1	0.10	3	0.57	1	0.10	1	0.10
CANE CREEK SUB	6	4.16	0	0	0	0	0	0	4	2.76	2	1.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CANYON SUB	14	3.99	0	0	0	0	2	0.60	1	0.25	4	0.95	4	1.80	2	0.25	1	0.14	0	0	0	0	0	0	0	0
CASCADE SUB	14	9.88	1	0.55	0	0	1	0.50	1	0.50	0	0	1	0.10	4	3.75	2	1.80	0	0	1	0.44	3	2.24	0	0
CIMA SUB	54	15.41	1	0.10	8	9.95	3	1.07	3	0.26	3	0.16	6	0.74	3	0.16	8	1.81	3	0.17	6	0.28	2	0.08	8	0.63
CLINTON SUB	193	344.67	5	1.82	6	0.95	8	1.75	31	291.69	11	3.89	14	2.74	32	15.60	28	8.44	16	5.83	30	9.58	7	1.30	5	1.08
COAST SUB	70	31.26	6	2.45	5	2.55	5	1.70	3	0.70	4	0.85	3	0.65	7	2.95	10	3.43	7	5.19	8	3.30	9	5.74	3	1.75
COLORADO SPRINGS SUB	27	4.60	1	0.10	1	0.10	4	1.40	2	0.20	3	0.30	0	0	3	0.80	3	0.30	2	0.30	4	0.60	3	0.40	1	0.10
COLUMBUS SUB	90	15.87	0	0	4	0.45	13	2.62	19	2.80	6	1.15	22	4.50	18	3.20	8	1.15	0	0	0	0	0	0	0	0
CRAIG SUB	16	9.72	0	0	0	0	0	0	2	1.00	2	1.00	5	2.85	2	1.35	1	1.25	4	2.27	0	0	0	0	0	0
DRY VALLEY SUB	2	1.20	0	0	0	0	1	1.00	1	0.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELKO SUB	19	12.20	2	1.10	1	0.50	1	0.10	3	1.85	2	3.50	5	4.45	0	0	1	0.15	1	0.10	1	0.10	2	0.35	0	0
ELLERBECK IND LD	2	3.20	1	2.45	1	0.75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ENERGY LINE	5	3.25	0	0	0	0	0	0	0	0	1	0.75	1	0.75	1	0.75	2	1.00	0	0	0	0	0	0	0	0
ESTHERVILLE SUB	25	15.42	0	0	0	0	1	0.30	1	0.30	3	1.70	3	3.90	4	4.32	1	0.10	4	1.75	6	2.95	2	0.10	0	0
EVANSTON SUB	75	30.95	4	0.40	4	0.50	6	1.80	11	3.00	4	2.15	5	1.40	9	3.85	10	5.25	8	4.10	5	3.45	6	2.85	3	2.20
FAIRMONT SUB	1	0.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.50	0	0	0	0	0	0	0	0
FALLS CITY SUB	2	1.25	0	0	0	0	0	0	0	0	0	0	2	1.25	0	0	0	0	0	0	0	0	0	0	0	0
FORT COLLINS SUB	1	0.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.50	0	0	0	0
FORT DODGE SUB	3	0.81	0	0	0	0	0	0	0	0	0	0	0	0	1	0.51	1	0.15	1	0.15	0	0	0	0	0	0
FRESNO SUB	43	8.52	2	0.50	0	0	6	0.80	1	0.25	3	0.52	7	1.45	5	0.80	4	0.80	5	2.20	6	0.95	3	0.20	1	0.05
GENEVA SUB	31	80.36	1	0.00	6	1.35	0	0	11	75.66	2	0.20	2	0.80	0	0	0	0	2	0.35	4	1.00	3	1.00	0	0
GLENWOOD SPRINGS SUB	5	3.14	0	0	0	0	0	0	1	0.75	0	0	2	1.50	0	0	0	0	1	0.39	0	0	1	0.50	0	0
GREELEY SUB	26	14.10	0	0	0	0	0	0	1	0.25	1	2.70	5	1.10	3	0.75	11	4.15	4	5.05	1	0.10	0	0	0	0
GREEN RIVER SUB	23	6.20	1	1.50	2	1.30	0	0	3	0.95	1	0.30	1	0.30	0	0	0	5	0.50	3	0.35	4	0.65	3	0.35	
HARVARD SUB	16	4.65	0	0	3	0.40	3	1.02	1	0.75	0	0	2	0.30	0	0	3	0.56	3	0.65	0	0	1	0.97	0	0
HUNTINGTON SUB	60	48.19	2	1.60	6	2.30	7	5.50	10	7.72	6	7.20	8	5.25	4	4.85	6	5.20	3	4.88	6	1.87	2	1.82	0	0
IONE IND LD	1	0.05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.05	0	0	0	0	0
JEWELL SUB	57	50.62	0	0	0	0	1	0.25	6	4.04	5	1.78	4	3.70	6	7.34	7	10.65	12	11.96	7	6.05	5	2.55	4	2.30
JOLIET SUB	1	0.80	0	0	0	0	0	0	0	0	0	0	1	0.80	0	0	0	0	0	0	0	0	0	0	0	0

KEARNEY SUB	98	28.34	3	0.30	3	0.30	15	2.44	14	2.59	13	3.26	5	1.20	9	3.20	15	4.85	11	5.05	7	4.80	3	0.35	0	0
KENOSHA SUB	3	1.30	1	0.10	1	0.20	0	0	0	0	0	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0
LA GRANDE SUB	35	6.74	2	0.20	2	0.20	3	0.25	4	0.45	6	1.48	3	0.49	5	1.34	4	0.48	4	1.30	1	0.50	0	0	1	0.05
LAKESIDE SUB	37	27.10	2	0.75	1	0.50	1	0.50	4	1.12	4	3.15	8	11.34	4	1.40	2	1.00	3	1.27	2	0.80	4	2.69	2	2.58
LARAMIE SUB	108	56.12	0	0	2	0.50	7	1.75	14	5.50	15	6.00	15	9.74	19	15.45	13	4.03	5	1.10	10	2.60	6	3.95	2	5.50
LAURENS SUB	7	9.37	0	0	0	0	0	0	0	0	0	0	6	8.92	0	0	1	0.45	0	0	0	0	0	0	0	0
LIMON SUB	22	18.46	1	0.16	1	0.85	1	0.25	0	0	5	5.25	3	3.25	2	2.10	1	0.85	6	5.10	2	0.65	0	0	0	0
LINCOLN SUB	90	137.10	11	10.95	11	10.95	9	16.20	10	16.70	10	16.70	10	17.20	10	17.20	5	8.85	6	9.10	8	13.25	0	0	0	0
LYNN DYL SUB	43	46.41	0	0	2	7.50	7	15.79	4	3.05	9	10.31	5	1.65	3	0.80	3	0.65	1	0.05	4	3.18	3	3.08	2	0.35
MALAD SUB	5	4.05	0	0	0	0	0	0	0	0	0	0	1	0.10	0	0	3	3.90	0	0	0	0	1	0.05	0	0
MANKATO SUB	100	37.20	3	0.65	3	0.65	4	1.55	8	2.25	17	4.70	19	6.55	17	6.05	10	4.70	5	3.50	13	6.20	1	0.40	0	0
MARTINEZ SUB	19	5.00	1	0.50	1	0.25	1	0.25	2	0.50	0	0	1	0.25	5	1.00	3	0.75	4	1.00	1	0.50	0	0	0	0
MARYSVILLE SUB	121	36.70	13	2.45	12	3.15	26	9.30	20	12.30	4	0.55	12	2.50	13	2.60	9	2.55	5	0.60	2	0.20	2	0.20	3	0.30
MASON CITY SUB	82	132.81	7	6.70	7	6.70	8	7.20	8	29.10	10	28.65	12	33.11	9	17.65	3	0.55	4	0.65	3	0.65	9	1.50	2	0.35
MEAD LAKE SUB	6	9.00	0	0	0	0	0	0	0	0	0	0	0	0	2	3.00	2	3.00	2	3.00	0	0	0	0	0	0
MILWAUKEE SUB	155	65.66	2	0.31	2	0.31	11	4.96	14	5.60	23	8.42	17	6.91	21	17.44	17	8.00	9	4.04	16	3.50	15	4.06	8	2.11
MINA SUB	11	44.84	0	0	0	0	0	0	1	42.04	2	0.70	1	0.40	3	0.80	3	0.80	1	0.10	0	0	0	0	0	0
MOFFAT TUNNEL SUB	29	15.52	1	0.10	2	0.60	2	0.60	10	6.95	3	3.35	2	0.80	5	1.37	2	0.80	0	0	1	0.25	0	0	1	0.70
MONTANA SUB	55	71.21	1	0.25	1	0.25	3	8.10	3	10.50	12	18.78	7	13.71	8	13.56	5	2.21	5	1.50	3	0.75	4	0.85	3	0.75
NAMPA SUB	39	16.50	1	1.15	1	0.05	2	1.25	2	1.05	3	0.65	5	1.30	8	1.54	6	4.03	5	3.42	2	0.92	2	0.57	2	0.57
NEVADA SUB	10	3.54	1	0.15	1	1.00	1	0.50	1	0.10	0	0	1	0.60	0	0	2	0.10	1	0.25	0	0	2	0.84	0	0
NILES SUB	4	0.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.40	2	0.30	0	0	0	0
NORTH FORK SUB	6	4.60	0	0	0	0	0	0	0	0	0	0	3	1.90	0	0	1	0.50	0	0	2	2.20	0	0	0	0
NORTH PLATTE TERMINAL	48	16.98	1	0.50	0	0	6	1.03	5	1.76	5	2.05	9	2.31	5	2.22	5	2.64	4	2.14	5	1.25	3	1.08	0	0
OAKLAND SUB	10	1.55	1	0.20	1	0.20	0	0	0	0	0	0	1	0.20	1	0.20	0	0	2	0.45	2	0.20	2	0.10	0	0
OGDEN SUB	35	39.54	0	0	0	0	6	5.05	8	31.89	2	0.10	4	0.35	4	0.40	1	0.20	8	1.35	2	0.20	0	0	0	0
OMAHA SUB	29	5.59	0	0	1	0.25	8	1.50	2	0.25	4	0.80	4	0.80	2	0.70	1	0.10	4	0.62	3	0.57	0	0	0	0
OSKALOOSA SUB	4	0.65	0	0	0	0	0	0	0	0	0	0	0	0	2	0.35	0	0	2	0.30	0	0	0	0	0	0
PEORIA SUB	1	0.10	0	0	0	0	0	0	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PLEASANT VALLEY SUB	3	0.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.35	1	0.10	
POCATELLO SUB	23	8.54	0	0	0	0	2	1.80	4	1.27	4	1.67	3	0.75	6	2.30	1	0.15	1	0.15	1	0.10	1	0.35	0	0
PORTLAND SUB	28	10.16	3	5.82	2	0.49	6	1.14	2	0.24	3	0.34	4	1.59	1	0.05	4	0.29	1	0.05	0	0	1	0.05	1	0.10
POWDER RIVER SUB	55	26.29	0	0	0	0	12	8.94	9	2.95	3	0.45	2	0.50	3	0.40	2	0.25	4	0.90	10	1.90	6	1.15	4	8.85
PROVO SUB	86	93.89	0	0	0	0	6	1.60	11	26.58	7	3.60	12	9.28	7	8.93	15	9.58	9	9.53	6	8.33	7	8.28	6	8.18
RAKE SUB	28	8.50	5	0.50	5	0.50	2	0.25	3	2.45	5	2.80	1	0.10	2	0.35	5	1.55	0	0	0	0	0	0	0	0
RAWLINS SUB	64	18.60	2	0.50	4	1.10	10	2.60	9	2.60	7	2.10	4	1.10	5	2.00	5	1.75	10	2.85	3	0.75	2	0.50	3	0.75
ROSEVILLE SUB	28	5.80	0	0	0	0	1	0.40	5	1.00	7	1.35	15	3.05	0	0	0	0	0	0	0	0	0	0	0	0
SACRAMENTO SUB	18	8.24	0	0	0	0	2	0.50	3	0.75	0	0	1	0.20	3	0.85	1	1.35	0	0	6	4.09	1	0.40	1	0.10
SALT LAKE SUB	25	8.48	1	0.10	1	0.10	3	0.24	4	0.54	2	0.20	7	6.76	1	0.06	3	0.26	1	0.06	0	0	0	0	2	0.16
SCOVILLE SUB	2	22.55	0	0	1	9.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.15	0	0
SEATTLE SUB	20	13.11	0	0	0	0	0	0	1	0.30	0	0	1	1.25	3	2.60	4	5.42	5	1.89	2	0.55	2	0.55	2	0.55
SHAFTER SUB	22	7.60	1	0.10	1	0.75	0	0	0	0	0	0	5	1.65	1	0.05	1	0.05	2	0.75	5	0.95	2	0.90	4	2.40
SHARP SUB	63	23.14	0	0	1	0.40	2	0.67	1	0.40	3	0.75	4	0.65	7	0.90	8	3.00	8	3.75	11	4.20	9	4.21	9	4.21
SHORELINE SUB	6	2.50	0	0	0	0	1	0.25	0	0	0	0	1	0.50	3	1.50	0	0	1	0.25	0	0	0	0	0	0
SIDNEY SUB	121	52.54	1	0.05	4	0.20	11	1.17	7	4.19	8	3.45	7	2.43	28	22.30	17	2.45	10	3.02	22	9.25	4	3.88	2	0.15
SIOUX CITY SUB	31	17.85	1	0.15	2	0.25	1	0.75	6	4.15	3	4.50	3	0.50	2	0.20	3	1.10	3	3.45	7	2.80	0	0	0	0
SOUTH MORRILL SUB	12	3.85	0	0	0	0	2	2.00	3	0.50	0	0	3	0.73	0	0	0	0	1	0.50	1	0.05	2	0.07	0	0
SPOKANE SUB	7	1.65	0	0	0	0	0	0	0	0	1	0.10	3	0.70	2	0.60	0	0	1	0.25	0	0	0	0	0	0
TARA SUB	15	5.97	0	0	0	0	0	0	1	0.20	2	0.45	1	0.20	1	0.39	5	3.39	1	0.21	2	0.71	1	0.21	1	0.21
TENNESSEE PASS SUB	5	2.40																								

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ROY MORRISON, III STATEMENT

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

EX PARTE No. 772

**OVERSIGHT HEARING PERTAINING TO
UNION PACIFIC RAILROAD COMPANY'S EMBARGOES**

STATEMENT OF ROY L. MORRISON, III

I, Roy L. Morrison, III, declare under penalty of perjury pursuant to 28 U.S.C. §1746, that the following is true and correct.

1. I am the Director of Safety of the Brotherhood of Maintenance of Way Employees Division/IBT ("BMWED"), which represents maintenance of way employees of the Class I and other rail carriers in the United States, including maintenance of way employees of the Union Pacific Railroad. BMWED members are responsible for constructing, repairing, rehabilitating, upgrading, renewing, inspecting and maintaining rail carrier track and rights of way, as well as bridges, buildings, and other structures. Before I held my current position, I was a Track Inspector responsible for performing track inspections mandated by the Federal Railroad Administration.

2. Proper and timely inspection maintenance and repair of railroad tracks and rights of way is integral to railroad safety. If a Track Inspector determines that track or its right of way, or the track and right of way together, are not safe for normal operations, the Inspector needs to make repairs or note a defect to be repaired later. If a defect is not immediately repaired and trains can still safely operate on the tracks but not at customary speeds, a "slow order" is placed on the tracks that requires trains to move more slowly through the affected section of track until a repair is made. Signalmen similarly place slow orders on tracks when there is Signal or grade crossing defect that cannot be immediately remedied.

3. The ability of Maintenance of Way workers and Signalmen to make timely repairs affects the number of slow orders and the duration of slow orders.

4. Because slow orders restrict the speed of train movements, they affect the railroad's ability to serve shippers; and they can contribute to congestion since all trains moving through a section of track are moving more slowly.

5. Since implementation of the Class I railroads' new cost-cutting business model, the numbers of Maintenance of Way workers and Signalmen employed by the Class I's have significantly decreased. The fewer Maintenance of Way workers and Signalmen there are on a railroad, the harder it is for them to perform maintenance and repairs that prevent, or clear, slow orders.

6. Like the other Class I railroads, Union Pacific has dramatically reduced its Maintenance of Way and Signal work forces. As a result, maintenance and repairs have been deferred and we see more slow orders.

7. I have reviewed the Union Pacific slow order reports for 2021 and 2022 and they reveal an increase in the number of slow orders that is indicative of failure to keep up with maintenance and repairs. The principal reason for inability to keep up with maintenance and repairs is insufficient staffing, particularly over time as track, right of way and signal conditions deteriorate over time. Attached as an Exhibit to this Declaration are those slow order reports. UP publishes those reports for its northern territories and southern territories. Comparing the number of slow orders in 2022 with the number of slow orders from a year earlier reveals the following:

As of October 2021, the year-to-date slow orders totals were: Northern- 3477, totaling 2297.54 miles; Southern- 6943 totaling 3867.43 miles

As of October 2022, the year-to-date slow orders totals were: Northern- 4055 totaling 2852.03 miles; Southern- 8396 totaling 4387.82 miles

These reports show that both the number of slow orders and the numbers of miles of track under slow orders is higher in 2022 than in 2021. It should also be noted that in October of 2022 over 22% of UP's trackage was under slow orders.

8. The unprecedented cuts in Maintenance of Way and Signal employment on UP have negatively impacted its maintenance and repair of the track and right of way and Signal systems which has resulted in increased slow orders, which, in turn, impedes the ability of UP to adequately and timely serve its customers.

Date: December 9, 2022

/s/Roy L. Morrison, III
Roy L. Morrison, III

Slow Order Management

Month End Slow Order Report

▼ Your selection criteria (Click the arrow to hide / unhide this section)

All Months, 2021 Region: Southern Form Type: A

▼ Select Columns to hide/unhide

☐ Delay ☐ Cost

Month End Slow Order Report

Subdivision	Nbr of Slow Order	Total Miles	January		February		March		April		May		June		July		August		September		October		November		December	
			Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles
» SOUTHERN																										
ALEXANDRIA SUB	38	7.31	4	1.17	1	0.41	0	0	3	0.35	2	0.20	6	1.25	3	0.50	4	1.03	6	1.25	4	0.70	3	0.30	2	0.15
ALHAMBRA SUB	3	0.35	1	0.15	0	0	1	0.10	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ANCHORAGE SUB	8	2.25	2	1.40	6	0.85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ANGLETON SUB	37	16.20	7	3.78	3	0.40	2	0.34	1	0.15	2	0.85	3	1.85	6	1.65	5	2.17	2	1.50	1	0.20	3	1.75	2	1.56
AUSTIN SUB	196	42.16	11	3.62	24	6.82	16	6.62	7	2.11	7	1.03	15	2.80	21	2.21	19	3.19	16	2.30	24	4.45	22	4.06	14	2.95
BAIRD SUB	133	71.59	10	0.97	11	0.97	10	2.00	9	3.10	6	1.65	11	2.25	13	3.20	8	0.75	17	2.40	12	1.50	13	50.65	13	2.15
BEAUMONT SUB	18	3.85	1	0.85	1	0.05	4	1.00	2	0.85	0	0	0	0	1	0.10	0	4	0.50	3	0.30	2	0.20	0	0	0
BRINKLEY SUB	13	48.30	1	0.05	0	0	0	0	1	0.90	0	0	1	0.20	6	46.20	1	0.50	0	0	1	0.10	1	0.25	1	0.10
BROWNSVILLE SUB	22	8.80	5	3.35	2	0.20	3	2.20	1	0.10	0	0	0	0	0	0	1	0.10	1	0.10	3	1.65	3	0.30	3	0.80
BRYAN SUB	13	1.86	1	0.20	1	0.20	2	0.38	1	0.28	1	0.10	1	0.10	1	0.10	1	0.10	1	0.10	1	0.10	1	0.10	1	0.10
CALEXICO SUB	3	2.40	0	0	1	0.15	0	0	0	0	0	0	0	0	0	0	2	2.25	0	0	0	0	0	0	0	0
CARRIZO SUB	30	22.26	4	6.25	0	0	4	3.40	1	0.25	0	0	2	0.90	1	1.00	5	3.71	6	3.10	4	3.10	1	0.25	2	0.30
CHEROKEE SUB	102	77.37	0	0	10	1.40	8	2.75	4	0.45	10	38.92	7	3.10	13	3.55	13	2.23	26	23.17	3	0.55	5	0.75	3	0.50
CHESTER SUB	69	106.88	8	2.00	8	2.65	4	0.55	7	4.34	3	0.70	3	0.95	3	2.10	2	2.17	16	88.92	5	1.05	4	0.55	6	0.90
CHOCTAW SUB	241	145.18	11	3.80	11	2.50	27	4.50	19	5.15	24	52.70	13	2.78	16	4.13	25	7.82	22	47.38	18	3.65	28	6.24	27	4.53
COFFEYVILLE SUB	212	84.01	27	12.61	33	23.85	19	9.85	9	14.92	9	2.35	11	2.00	13	2.58	14	2.78	18	3.73	20	3.38	19	3.18	20	2.78
COLETO CREEK SUB	2	0.25	0	0	0	0	0	0	0	0	0	0	0	0	1	0.15	0	0	1	0.10	0	0	0	0	0	0
CORPUS CHRISTI SUB	322	217.75	29	18.30	31	17.80	30	18.20	31	19.95	31	20.90	32	23.55	37	28.50	32	22.25	25	18.30	25	19.00	15	9.60	4	1.40
CORSICANA SUB	20	15.60	1	0.10	0	0	0	0	4	0.40	2	0.85	3	0.50	2	1.05	2	0.50	0	0	1	0.15	1	0.10	4	11.95
CUERO SUB	79	140.09	14	53.89	14	47.77	4	23.06	1	0.25	2	0.70	4	3.80	7	2.40	5	0.66	6	0.61	8	2.41	7	2.31	7	2.23
DALLAS SUB	172	26.78	13	2.81	19	4.23	18	3.01	10	1.30	17	2.35	17	2.22	11	2.59	12	1.16	13	1.42	11	1.25	18	2.65	13	1.79
DEL RIO SUB	245	72.30	20	6.32	27	8.42	18	3.14	9	3.17	12	4.14	24	6.87	16	4.52	32	11.96	33	9.89	19	5.14	17	3.14	18	5.59
DEQUINCY SUB	39	6.40	2	0.30	5	1.05	2	0.70	3	0.30	6	0.65	0	0	3	0.30	7	2.00	7	0.70	1	0.10	0	0	3	0.30
DESOTO SUB	71	72.95	5	6.15	3	1.60	5	2.95	4	1.25	7	5.20	7	9.95	10	20.60	11	6.95	8	9.25	5	4.45	4	3.60	2	1.00
DUNCAN SUB	227	91.06	25	7.50	28	11.35	19	7.15	18	8.25	15	6.25	25	8.30	21	6.85	16	7.15	12	5.55	15	5.60	15	9.65	18	7.46
EAGLE PASS SUB	16	5.45	1	0.30	2	0.50	2	0.50	1	0.20	0	0	3	0.50	2	0.70	0	0	3	0.95	0	0	0	0	2	1.80
ENID SUB	101	47.05	9	3.75	9	1.85	13	1.85	7	1.05	6	0.80	11	4.45	14	7.30	13	5.95	6	4.00	5	3.85	6	8.95	2	3.25
ENNIS SUB	79	23.33	3	0.60	10	3.65	9	4.20	8	1.35	8	1.35	4	1.20	4	1.05	6	1.95	9	3.33	7	1.05	5	0.95	6	2.65
EUREKA SUB	7	24.95	1	12.20	2	12.25	0	0	0	0	0	0	0	0	0	0	0	1	0.10	1	0.10	2	0.30	0	0	0
FALLS CITY SUB	48	20.71	1	0.10	2	1.10	4	1.35	6	1.27	2	5.87	5	2.57	4	1.70	4	0.40	2	0.35	7	3.30	5	1.45	6	1.25
FT. WORTH SUB	236	93.88	24	14.73	23	18.93	20	10.93	17	3.73	18	4.28	14	2.50	13	2.29	14	3.06	20	3.98	21	6.98	23	7.46	29	15.01
GALVESTON SUB	1	0.10	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GIDDINGS SUB	67	29.93	2	0.60	12	1.50	5	8.75	4	1.75	2	0.85	4	1.00	2	0.30	9	0.90	6	4.10	5	3.81	7	3.06	9	3.31
GILA SUB	47	35.71	3	9.75	13	10.53	6	2.21	5	2.26	2	0.36	5	2.10	2	1.60	3	2.90	4	3.65	1	0.10	1	0.05	2	0.20
GLIDDEN SUB	259	71.00	21	10.55	32	14.21	30	8.51	11	3.49	12	2.95	18	5.65	18	3.25	39	6.05	26	5.53	17	3.14	15	2.03	20	5.64
HARLINGEN SUB	2	4.50	2	4.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HEARNE SUB	28	12.15	0	0	0	0	4	2.80	6	5.70	0	0	1	0.20	2	0.40	1	0.20	3	0.50	4	1.25	3	0.50	4	0.60
HERINGTON SUB	75	8.50	3	0.30	9	0.71	7	0.55	4	0.30	6	0.45	5	0.35	2	0.30	8	2.42	8	1.02	8	0.75	11	1.05	4	0.30
HIAWATHA SUB	90	32.70	6	2.25	5	1.95	7	2.15	11	2.75	9	2.20	12	4.35	8	2.80	9	4.60	5	2.45	6	2.45	8	2.65	4	2.10
HOUSTON SUB	67	34.12	7	2.70	7	3.40	4	3.00	2	0.20	2	2.25	1	0.40	2	0.70	10	5.59	10	4.32	11	7.47	9	3.69	2	0.40
HOXIE SUB	63	13.68	2	0.16	5	4.59	5	0.46	9	1.51	3	0.30	2	0.20	3	0.30	10	3.20	11	1.26	5	0.80	5	0.55	3	0.35

JEFFERSON CITY SUB	36	7.81	3	1.10	2	0.30	2	0.20	9	2.50	8	1.53	4	1.28	0	0	4	0.45	1	0.10	2	0.25	1	0.10	0	0
JOLIET SUB	13	2.96	0	0	1	1.00	0	0	0	0	0	0	0	0	1	0.10	2	0.13	4	1.58	0	0	5	0.15	0	0
JONESBORO SUB	62	91.03	1	0.40	1	0.10	6	2.54	5	1.55	3	0.25	7	0.65	12	79.72	0	0	0	0	0	0	19	4.60	8	1.22
KANSAS SUB	68	21.27	2	2.32	1	0.15	6	0.80	11	1.88	8	3.75	3	1.10	7	3.86	6	2.10	6	0.90	5	2.15	9	1.68	4	0.58
KC METRO (COFFEYVILLE)	6	4.87	1	0.10	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	3	4.17	1	0.50	0	0	0	0
KC METRO (KANSAS)	15	3.02	0	0	0	0	3	0.58	2	0.25	2	0.68	3	0.25	2	0.60	3	0.66	0	0	0	0	0	0	0	0
KERRVILLE SUB	7	6.19	0	0	0	0	2	2.25	0	0	0	0	1	0.10	2	2.89	1	0.80	0	0	1	0.15	0	0	0	0
LAFAYETTE SUB	33	13.60	3	0.60	3	0.45	1	0.15	1	0.15	1	0.15	2	0.80	2	0.80	3	2.29	5	3.04	5	2.46	5	2.46	2	0.25
LAKE CHARLES SUB	16	2.80	0	0	1	0.25	3	0.45	2	0.35	4	1.15	1	0.10	1	0.10	0	2	0.20	2	0.20	0	0	0	0	0
LAREDO SUB	24	11.11	3	3.60	3	2.20	0	0	1	0.40	3	2.06	0	0	3	1.05	1	0.15	3	0.35	2	0.35	3	0.65	2	0.30
LAWTON SUB	96	234.10	10	24.90	10	24.90	11	26.85	11	26.85	11	26.85	10	22.45	10	22.45	10	22.45	10	22.85	3	13.55	0	0	0	0
LIMON SUB	2	0.50	0	0	0	0	0	0	0	0	0	0	0	0	1	0.25	1	0.25	0	0	0	0	0	0	0	0
LITTLE ROCK SUB	196	60.14	22	2.32	24	2.52	26	5.16	15	9.24	14	10.19	12	5.99	25	11.19	14	5.15	19	4.04	11	1.84	4	0.40	10	2.10
LIVONIA SUB	49	8.57	6	1.05	5	0.60	5	0.55	3	0.65	4	1.05	2	0.50	5	1.00	11	1.67	3	0.40	2	0.40	0	0	3	0.70
LOCKHART SUB	34	38.25	4	1.95	6	7.75	4	9.45	5	9.35	4	3.45	5	2.85	3	2.50	1	0.50	0	0	1	0.25	0	0	1	0.20
LONE PINE SUB	5	6.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5.75	3	0.55	
LORDSBURG SUB	58	56.10	13	6.70	10	2.29	3	0.75	0	0	3	1.60	3	1.55	4	5.75	5	7.15	4	7.20	4	6.15	5	9.73	4	7.23
LOS ANGELES SUB	23	4.41	0	0	1	0.25	9	1.70	7	1.31	0	0	0	0	2	0.20	1	0.10	1	0.10	0	0	1	0.25	1	0.50
LOST SPRINGS SUB	37	7.30	1	0.05	2	0.75	1	0.10	4	0.95	2	0.35	6	1.10	2	0.45	7	1.20	6	1.20	3	0.55	3	0.60	0	0
LUFKIN SUB	102	72.84	13	13.10	16	17.10	13	13.35	10	11.55	8	5.08	13	3.90	8	1.85	6	3.10	3	1.96	3	0.50	5	0.75	4	0.60
MACARTHUR BRIDGE (TRRA)	10	0.72	1	0.32	1	0.32	0	0	2	0.02	2	0.02	2	0.02	2	0.02	0	0	0	0	0	0	0	0	0	0
MARION SUB	25	12.80	2	1.50	2	1.50	11	6.00	4	0.95	2	1.50	3	1.10	0	0	0	0	1	0.25	0	0	0	0	0	0
MARYSVILLE SUB	7	1.96	1	0.21	2	0.65	0	0	4	1.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MCGEEHEE SUB	27	11.30	3	1.77	2	0.20	6	3.14	5	2.14	1	0.30	2	0.35	7	3.20	0	0	0	0	0	0	1	0.20	0	0
MEMPHIS SUB	16	12.67	0	0	4	0.40	3	6.75	1	0.05	5	5.22	0	0	1	0.05	0	0	1	0.10	0	0	0	0	1	0.10
MIDLOTHIAN SUB	89	68.11	2	0.25	3	1.25	15	50.20	5	0.69	4	0.79	6	1.19	4	0.94	7	2.14	10	4.34	6	1.24	12	2.09	15	2.99
MINEOLA SUB	67	24.26	4	2.21	5	2.09	8	2.86	4	2.46	4	2.54	4	2.94	3	1.05	7	1.00	6	1.20	6	3.16	11	1.90	5	0.85
MOJAVE SUB	36	14.98	3	2.50	3	0.75	4	1.07	4	0.65	3	0.40	4	0.50	2	2.60	3	2.30	1	1.00	1	0.20	4	2.46	4	0.55
MONROE SUB	16	4.05	3	0.65	5	1.80	2	0.20	0	0	1	0.10	2	0.85	2	0.20	0	0	1	0.25	0	0	0	0	0	0
MT. VERNON SUB	32	11.44	2	0.50	3	1.50	3	0.60	7	2.50	3	1.85	1	0.55	0	0	0	0	4	0.70	2	0.20	3	2.35	4	0.69
NAVASOTA SUB	171	56.62	12	1.93	13	2.61	16	2.32	11	2.04	14	2.04	12	1.64	7	2.25	14	4.09	16	10.10	13	9.21	20	10.17	23	8.22
NEW MADRID SUB	12	22.05	1	2.15	1	2.15	1	2.15	1	1.95	1	1.75	1	1.70	1	1.70	1	1.70	1	1.70	1	1.70	1	1.70	1	1.70
NOGALES SUB	1	1.50	0	0	0	0	0	0	0	0	1	1.50	0	0	0	0	0	0	0	0	0	0	0	0	0	
OKLAHOMA CITY SUB	37	55.60	4	4.55	4	4.55	4	5.05	4	5.05	4	5.55	4	5.55	4	5.55	5	10.00	4	9.75	0	0	0	0	0	0
PALESTINE SUB	171	58.18	7	0.75	10	0.93	19	1.84	10	0.67	12	0.98	9	1.33	13	17.16	16	6.65	21	7.05	22	7.00	19	7.15	13	6.67
PANA SUB	51	29.07	7	2.95	4	1.25	3	0.25	5	15.25	4	0.95	6	2.05	4	1.20	6	1.97	4	1.95	4	0.95	4	0.30	0	0
PARSONS SUB	87	12.90	8	2.50	9	1.15	2	0.20	5	0.50	8	0.80	10	1.85	5	1.20	5	0.55	9	0.95	5	0.80	10	1.10	11	1.30
PHOENIX SUB	10	1.50	0	0	0	0	1	0.10	2	0.30	2	0.30	1	0.10	3	0.60	1	0.10	0	0	0	0	0	0	0	0
PINCKNEYVILLE SUB	19	141.55	1	20.50	1	20.50	1	20.50	1	20.50	3	20.50	5	21.25	3	14.50	2	3.10	0	0	0	0	1	0.10	1	0.10
PINE BLUFF SUB	137	179.61	7	2.05	8	1.85	14	2.41	12	2.75	14	5.65	21	147.90	11	3.55	13	4.60	9	2.40	8	2.55	15	2.85	5	1.05
PRATT SUB	10	5.09	1	0.75	0	0	0	0	0	0	1	0.25	0	0	3	2.75	2	1.10	2	0.14	1	0.10	0	0	0	0
REISOR SUB	49	12.80	6	1.85	7	1.95	5	1.20	4	1.10	6	1.25	7	1.65	2	1.15	3	1.15	6	1.25	2	0.20	0	0	1	0.05
RIVER SUB	39	32.20	2	0.95	2	1.45	3	0.40	4	0.45	0	0	6	22.65	2	0.25	1	0.10	2	0.40	7	1.80	6	2.00	4	1.75
ROCKPORT SUB	6	0.75	0	0	0	0	0	0	0	0	0	0	1	0.10	2	0.35	1	0.10	2	0.20	0	0	0	0	0	0
SALEM SUB	34	13.85	2	1.90	2	1.30	1	1.00	0	0	1	0.10	4	1.60	5	2.50	3	1.15	9	2.30	4	1.60	1	0.25	2	0.15
SALINA SUB	218	112.48	13	4.95	16	6.45	18	6.30	22	10.70	25	16.28	12	6.50	17	8.65	16	8.40	18	10.90	20	10.95	21	11.70	20	10.70
SANDERSON SUB	63	22.07	3	0.55	2	0.40	3	0.44	4	2.09	3	3.14	3	2.19	3	2.19	7	1.23	10	1.55	17	3.50	4	4.05	4	0.74
SANTA BARBARA SUB	37	37.96	10	14.27	3	1.30	2	1.20	0	0	2	0.65	1	0.50	1	0.10	8	9.55	4	3.16	2	2.41	2	2.41	2	2.41
SEDALIA SUB	88	31.29	3	0.60	0	0	10	1.55	8	2.20	13	2.55	15	2.96	13	3.61	5	3.85	7	3.85	4	5.17	8	4.80	2	0.15
SHARON SPRINGS SUB	143	65.32	5	0.50	6	0.60	8	1.00	9	2.50	5	0.60	15	6.20	17	7.75	25	20.23	14	6.52	18	8.92	13	6.95	8	3.55
SHREVEPORT SUB	9	1.25	0	0	1	0.10	1	0.10	1	0.10	0	0	3	0.55	1	0.15	0	0	2	0.25	0	0	0	0	0	0
SIKESTON SUB	1	0.65	1	0.65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SMITHVILLE SUB	29	5.85	1	0.25	2	0.50	3	0.30	0	0	1	0.25	6	0.95	9	2.70	2	0.25	3	0.40	2	0.25	0	0	0	0
SPARTA SUB	3	9.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9.00	0	0	0	0	0	0	0	
SPRINGFIELD SUB	6	0.70	0	0	0	0	0	0	0	0	0	0	1	0.20	1	0.20	0	0	0	0	0	0	4	0.30	0	0
STRANG SUB	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.10	
TEMPE IND LD	1	1.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1.00	0	0	
TOPEKA SUB	67	26.44	5	1.40	4	0.75	0	0	9	1.65	9	1.90	9	2.25	6	1.49	4	6.73	3	1.33	7	3.93	5	2.43	6	2.58
TOYAH SUB	309	79.88	28	10.71	30	11.60	33	13.45	29	9.43	18	2.10	9	1.05	27	5.65	37	8.06	30	4.33	17	2.95	19	4.70	32	5.85
TRENTON SUB	73	32.30	5	1.15	14	2.85	6	6.25	7	2.05	8	2.80	5	1.05	7	1.45	3	1.00	6	2.20	8	9.65	4	1.85	0	0
TUCUMCARI SUB	15	25.15	1	1.00	2	1.50	0	0	0	0	1	0.50	1	4.25	2	9.55	5	1.60	1	0.15	1	6.10	1	0.50	0	0

VALENTINE SUB	53	32.54	1	0.17	9	9.03	3	1.10	4	1.32	1	0.10	0	0	5	0.47	5	1.90	8	4.76	8	4.79	4	3.50	5	5.40	
VAN BUREN SUB	66	90.45	8	1.15	8	3.85	11	3.65	6	27.20	1	0.15	6	1.30	7	1.25	1	0.30	3	1.15	9	45.05	5	5.30	1	0.10	
VILLA GROVE SUB	21	6.00	0	0	0	0	2	0.30	4	2.20	1	0.10	1	0.10	1	0.10	1	0.10	6	1.65	3	1.25	1	0.10	1	0.10	
WACO SUB	111	59.29	7	4.10	13	7.15	14	4.95	10	3.00	10	3.65	9	6.60	11	8.10	5	4.65	9	6.52	8	4.45	7	3.42	8	2.70	
WAGONER SUB	47	18.71	2	0.50	0	0	2	0.20	6	2.66	6	0.65	9	1.10	7	3.45	3	0.80	6	0.95	2	7.60	2	0.40	2	0.40	
WHITE BLUFF SUB	13	2.93	0	0	0	0	3	0.63	3	0.20	1	0.10	0	0	1	0.15	1	0.15	0	0	1	0.65	0	0	3	1.05	
WICHITA IND LD	1	1.65	0	0	0	0	0	0	0	0	0	0	0	0	1	1.65	0	0	0	0	0	0	0	0	0	0	
YUMA SUB	14	6.58	2	1.65	0	0	0	0	3	1.75	0	0	2	0.85	4	0.29	2	0.79	1	1.25	0	0	0	0	0	0	0
Total	6,943	3,867.43	544	352.69	658	364.78	648	353.70	544	290.73	504	313.10	561	400.73	602	418.85	645	291.29	665	400.95	536	271.51	553	247.47	483	161.63	

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Slow Order Management

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All Months, 2022 Region: Southern Form Type: A

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☐ Delay ☐ Cost

Month End Slow Order Report

Subdivision	Nbr of Slow Order	Total Miles	January		February		March		April		May		June		July		August		September		October		November		December	
			Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles
» SOUTHERN																										
ALEXANDRIA SUB	50	8.15	4	0.70	8	1.60	4	1.10	1	0.10	2	0.20	1	0.10	3	0.40	12	2.00	2	0.40	9	1.05	4	0.50	0	0
ALHAMBRA SUB	21	9.39	3	3.64	1	0.10	1	0.10	3	3.14	2	0.60	5	0.83	2	0.58	0	0	1	0.10	1	0.10	2	0.20	0	0
ANCHORAGE SUB	16	5.42	2	0.30	2	0.37	2	2.50	0	0	0	0	2	1.00	2	0.20	1	0.20	3	0.65	1	0.10	1	0.10	0	0
ANGLETON SUB	59	27.26	1	0.90	3	2.45	4	1.45	2	1.25	4	3.72	13	5.77	10	2.10	10	4.07	4	2.50	4	1.70	4	1.35	0	0
AUSTIN SUB	251	70.02	8	2.03	11	1.43	10	1.72	17	8.76	18	10.56	14	3.01	24	10.70	37	10.26	35	8.30	32	6.00	45	7.25	0	0
AVONDALE SUB	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.10	0	0	0	0	0	0
BAIRD SUB	168	36.06	15	2.46	13	2.30	13	9.26	18	8.67	12	1.62	18	2.65	21	3.25	18	1.95	11	1.10	16	1.57	13	1.23	0	0
BEAUMONT SUB	46	39.04	4	3.56	3	1.96	7	5.50	13	17.76	3	5.26	3	0.70	4	1.95	1	0.10	3	0.30	2	0.35	3	1.60	0	0
BRINKLEY SUB	20	11.00	2	1.15	0	0	2	1.00	1	2.00	0	0	6	1.15	2	1.25	0	0	0	0	5	3.40	2	1.05	0	0
BROWNSVILLE SUB	78	32.77	2	0.20	7	2.58	6	3.25	5	5.45	1	0.10	4	2.95	15	8.05	18	3.06	8	1.79	5	2.95	7	2.39	0	0
BRYAN SUB	3	0.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.10	1	0.10	1	0.10	0	0
CARRIZO SUB	21	9.73	5	4.38	2	2.40	2	0.13	7	2.47	1	0.10	0	0	2	0.15	0	0	0	0	1	0.05	1	0.05	0	0
CHEROKEE SUB	88	24.02	3	0.65	7	1.45	5	4.22	4	0.45	4	1.40	4	0.90	15	4.05	8	1.50	10	1.50	10	2.85	18	5.05	0	0
CHESTER SUB	71	27.67	1	0.25	6	2.38	8	1.16	7	1.00	8	8.03	9	7.05	12	2.90	9	2.50	2	0.40	4	0.75	5	1.25	0	0
CHOCTAW SUB	385	106.63	28	10.13	27	6.12	18	3.20	16	2.55	16	2.25	23	3.45	61	12.71	56	13.48	55	17.03	47	11.81	38	23.90	0	0
CIMA SUB	6	2.70	0	0	1	0.05	1	0.05	0	0	0	0	0	0	0	0	0	0	0	0	4	2.60	0	0	0	0
COFFEYVILLE SUB	280	105.74	22	3.78	18	2.83	13	1.78	18	2.78	29	63.81	27	3.33	29	3.45	21	4.25	33	5.72	45	7.58	25	6.43	0	0
CORPUS CHRISTI SUB	150	85.70	5	0.70	11	2.60	5	0.80	4	0.55	9	49.00	9	4.65	12	4.85	29	7.35	28	7.05	18	2.60	20	5.55	0	0
CORSICANA SUB	97	19.20	4	7.25	6	0.60	11	1.15	12	1.25	11	1.20	7	1.00	11	1.55	8	1.10	8	1.90	7	0.90	12	1.30	0	0
CUERO SUB	150	53.88	6	1.03	7	0.76	6	4.81	5	1.08	6	0.92	17	13.20	16	2.67	26	7.32	21	8.42	19	6.43	21	7.24	0	0
DALLAS SUB	237	24.15	16	1.60	13	1.49	17	2.07	15	1.83	19	2.27	30	3.36	31	3.07	15	1.36	27	2.72	22	1.57	32	2.81	0	0
DEL RIO SUB	307	78.91	27	11.99	17	4.76	16	5.08	23	5.30	28	6.52	36	10.64	52	21.19	33	4.37	29	3.08	22	2.81	24	3.17	0	0
DEQUINCY SUB	42	9.06	1	0.25	5	0.90	5	1.15	4	0.70	4	0.96	4	0.50	3	1.40	8	2.20	3	0.30	2	0.30	3	0.40	0	0
DESOTO SUB	67	36.10	2	1.75	2	1.25	12	3.95	7	4.60	7	3.05	12	7.10	9	3.85	5	4.50	5	2.95	0	0	6	3.10	0	0
DUNCAN SUB	147	78.75	13	6.57	23	8.27	17	7.67	19	7.87	16	8.75	19	19.89	11	11.80	13	4.50	2	0.80	5	1.60	9	1.03	0	0
EAGLE PASS SUB	25	9.75	2	1.80	2	1.80	0	0	2	1.00	0	0	3	1.20	5	1.25	8	1.70	0	0	1	0.20	2	0.80	0	0
ENID SUB	42	7.55	2	0.40	1	0.10	2	0.30	1	0.10	1	0.10	8	0.80	7	1.30	1	0.25	0	0	3	0.30	16	3.90	0	0
ENNIS SUB	291	81.37	14	4.99	13	4.84	20	7.65	15	5.30	18	6.10	22	7.75	28	7.45	28	5.55	37	9.50	44	11.19	52	11.05	0	0
EUREKA SUB	45	26.24	0	0	2	0.20	2	0.20	7	2.34	0	0	2	18.35	0	0	8	1.35	12	1.85	7	1.35	5	0.60	0	0
FALLS CITY SUB	104	24.25	5	0.40	4	0.30	8	5.20	23	5.75	16	1.95	5	0.45	15	2.70	3	2.15	19	3.85	4	1.30	2	0.20	0	0
FT. WORTH SUB	262	128.17	26	17.12	20	19.34	5	2.65	8	2.90	8	3.00	18	6.63	41	25.11	51	20.43	32	13.02	22	4.72	31	13.25	0	0
GALVESTON SUB	6	2.10	0	0	0	0	0	0	0	0	0	0	0	0	1	0.05	1	0.05	1	0.05	0	0	3	1.95	0	0
GIDDINGS SUB	156	68.34	7	2.55	10	8.28	7	4.90	12	6.05	13	8.10	11	5.16	24	11.06	18	4.51	21	4.30	13	5.19	20	8.24	0	0
GILA SUB	36	17.71	4	1.82	3	3.50	0	0	2	0.07	5	1.54	4	2.20	5	1.20	3	2.58	5	2.45	1	1.95	4	0.40	0	0
GLIDDEN SUB	338	84.96	16	3.20	17	4.25	17	3.05	19	3.25	26	4.74	40	8.39	43	8.40	51	12.73	34	5.68	33	17.43	42	13.84	0	0
HARRISBURG SUB	1	0.22	0	0	0	0	1	0.22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HEARNE SUB	48	9.70	4	0.60	1	0.10	4	0.40	5	1.15	4	0.65	4	1.40	5	0.90	7	1.70	9	2.00	4	0.55	1	0.25	0	0
HERINGTON SUB	91	178.42	4	0.30	9	125.99	5	6.20	1	0.10	8	0.45	6	0.85	9	0.95	24	40.17	8	2.27	6	0.34	11	0.80	0	0
HIAWATHA SUB	52	46.05	5	2.15	5	2.15	8	4.05	5	1.40	6	5.00	7	7.60	7	8.25	4	7.30	2	7.85	1	0.10	2	0.20	0	0
HOUSTON EAST BELT SUB	4	0.90	0	0	0	0	1	0.20	0	0	0	0	0	0	0	0	0	0	0	2	0.40	1	0.30	0	0	
HOUSTON SUB	120	61.10	6	2.75	7	3.14	10	9.01	9	10.45	8	8.18	17	8.42	22	9.25	17	2.83	7	3.62	4	1.20	13	2.25	0	0

HOUSTON WEST BELT SUB	2	0.27	0	0	1	0.10	0	0	0	0	0	1	0.17	0	0	0	0	0	0	0	0	0	0	0		
HOXIE SUB	94	151.40	12	6.40	5	2.80	7	15.98	7	8.63	2	0.90	25	108.00	5	4.80	12	1.09	4	0.42	8	1.71	7	0.68	0	0
JEFFERSON CITY SUB	90	36.15	3	0.50	4	0.45	2	0.25	3	0.35	1	0.10	12	2.85	19	11.50	14	14.50	12	1.60	14	2.25	6	1.80	0	0
JOLIET SUB	10	5.28	0	0	0	0	0	0	1	1.50	0	0	0	0	1	0.20	3	0.29	3	2.19	1	1.00	1	0.10	0	0
JONESBORO SUB	49	9.47	5	0.67	7	1.05	0	0	2	0.25	2	0.90	9	1.50	8	2.55	1	0.10	4	0.50	3	0.25	8	1.70	0	0
KANSAS SUB	138	104.42	6	0.93	9	1.48	14	71.99	13	2.88	13	1.93	14	7.84	7	1.18	14	4.79	13	2.65	17	5.05	18	3.70	0	0
KC METRO (BIG MARY)	1	0.60	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.60	0	0	0	0	0	0	0	0	
KC METRO (FALLS CITY)	3	1.89	0	0	0	0	0	0	0	0	1	0.40	0	0	0	0	0	0	0	2	1.49	0	0	0	0	
KC METRO (KANSAS)	3	0.16	0	0	0	0	1	0.01	0	0	0	0	1	0.10	0	0	0	0	0	1	0.05	0	0	0	0	
KC METRO (SHEEP JUMP)	6	0.53	0	0	0	0	0	0	2	0.17	0	0	1	0.15	0	0	0	0	1	0.10	2	0.11	0	0	0	0
KERRVILLE SUB	4	0.88	0	0	0	0	2	0.27	0	0	0	0	1	0.33	0	0	0	0	1	0.28	0	0	0	0	0	0
LAFAYETTE SUB	19	3.35	1	0.15	1	0.15	3	0.25	2	0.25	2	0.25	2	1.25	4	0.45	1	0.10	0	0	1	0.05	2	0.45	0	0
LAKE CHARLES SUB	26	3.75	0	0	1	0.50	5	0.85	5	0.85	1	0.05	0	0	0	0	7	0.85	2	0.20	0	0	5	0.45	0	0
LAREDO SUB	51	36.31	4	2.35	2	2.15	3	1.55	4	1.85	4	2.05	9	12.01	2	4.80	4	1.90	8	2.95	7	2.55	4	2.15	0	0
LIMON SUB	5	1.45	0	0	0	0	0	0	0	0	0	0	1	0.30	1	0.30	1	0.30	1	0.30	1	0.25	0	0	0	0
LITTLE ROCK SUB	169	300.52	6	0.90	6	1.40	15	2.00	11	1.67	25	46.39	15	56.48	20	4.78	44	179.13	17	4.87	5	1.95	5	0.95	0	0
LIVONIA SUB	40	14.50	3	0.95	4	0.45	5	7.82	4	0.45	1	0.25	5	0.65	2	0.45	6	2.25	4	0.60	4	0.40	2	0.23	0	0
LOCKHART SUB	84	63.20	3	3.55	4	3.80	5	5.55	3	5.05	0	0	5	1.40	11	5.35	12	6.70	14	11.30	13	11.25	14	9.25	0	0
LONE PINE SUB	5	0.60	3	0.55	0	0	0	0	0	0	0	0	0	0	2	0.05	0	0	0	0	0	0	0	0	0	0
LORDSBURG SUB	62	25.82	7	8.88	5	3.47	3	4.25	7	3.36	6	0.77	8	1.51	4	0.45	5	0.68	7	0.68	4	0.96	6	0.81	0	0
LOS ANGELES SUB	19	5.25	1	1.64	0	0	3	0.60	2	0.35	5	1.12	3	0.42	3	0.42	0	0	1	0.50	0	0	1	0.20	0	0
LOST SPRINGS SUB	94	77.27	0	0	3	0.50	5	3.58	5	4.28	2	3.40	4	4.75	8	7.75	16	8.96	18	12.65	11	12.85	22	18.55	0	0
LUFKIN SUB	51	27.57	4	1.25	3	0.85	5	1.20	5	1.15	5	4.06	3	3.46	6	4.20	5	2.90	6	2.90	3	2.50	6	3.10	0	0
MACARTHUR BRIDGE (TRRA)	5	1.34	0	0	0	0	0	0	0	0	0	0	0	0	2	0.99	0	0	1	0.10	2	0.25	0	0	0	0
MARION SUB	12	15.76	4	10.25	1	1.70	4	2.50	1	0.60	0	0	0	0	2	0.71	0	0	0	0	0	0	0	0	0	0
MCGEEHEE SUB	15	6.09	2	2.10	1	0.15	1	1.00	1	0.01	2	1.20	0	0	2	1.00	1	0.10	1	0.10	2	0.20	2	0.23	0	0
MEMPHIS SUB	16	5.30	1	0.10	0	0	0	0	1	0.30	1	0.10	2	0.15	2	0.15	7	4.15	1	0.25	1	0.10	0	0	0	0
MIDLOTHIAN SUB	216	59.78	16	4.74	11	3.44	5	0.94	10	2.14	7	0.99	16	2.51	37	10.05	41	11.97	36	10.37	16	9.54	21	3.09	0	0
MINEOLA SUB	208	78.06	14	1.95	4	0.50	2	1.10	8	1.73	7	1.65	16	3.10	35	11.75	46	33.85	38	12.00	25	9.15	13	1.28	0	0
MOJAVE SUB	27	14.76	3	0.25	2	0.30	2	0.75	1	6.25	2	3.00	3	0.40	1	0.10	3	1.21	2	0.70	5	1.00	3	0.80	0	0
MONROE SUB	10	2.45	0	0	2	0.75	1	0.25	1	0.25	1	0.25	1	0.25	1	0.25	1	0.20	0	0	0	0	2	0.25	0	0
MT. VERNON SUB	28	5.20	1	0.10	2	0.20	2	0.15	2	0.85	2	0.20	1	0.10	6	1.25	2	0.20	4	1.05	4	0.80	2	0.30	0	0
NASHVILLE SUB	7	3.95	0	0	0	0	2	0.20	0	0	1	0.80	0	0	0	0	2	0.70	0	0	0	0	2	2.25	0	0
NAVASOTA SUB	132	29.48	9	4.09	13	2.53	7	0.77	4	0.35	5	0.43	7	2.46	18	3.98	21	3.76	10	2.11	21	4.23	17	4.77	0	0
NEW MADRID SUB	3	5.10	1	1.70	1	1.70	1	1.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOGALES SUB	1	0.02	0	0	0	0	0	0	0	0	1	0.02	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OKLAHOMA CITY SUB	1	0.30	0	0	1	0.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PALESTINE SUB	256	139.64	13	3.49	16	4.29	41	55.02	17	7.38	9	4.38	21	5.89	27	10.92	25	11.03	29	10.68	31	17.52	27	9.04	0	0
PANA SUB	50	7.42	0	0	1	0.15	1	0.25	6	0.55	5	0.70	6	0.70	11	2.13	3	0.75	8	1.23	6	0.68	3	0.28	0	0
PARSONS SUB	115	13.49	8	0.80	10	1.15	4	1.90	10	1.00	13	1.50	3	0.40	17	1.55	29	2.95	8	0.80	8	0.80	5	0.64	0	0
PHOENIX SUB	11	2.31	0	0	3	1.20	1	0.10	0	0	0	0	0	0	0	0	2	0.60	1	0.08	2	0.28	2	0.05	0	0
PINE BLUFF SUB	160	50.80	3	0.65	18	2.05	19	3.65	10	1.45	15	2.20	13	7.25	41	14.75	14	12.75	15	4.60	9	1.05	3	0.40	0	0
PRATT SUB	26	232.37	0	0	6	213.14	4	1.05	0	0	1	1.80	0	0	4	4.45	6	4.10	4	7.08	0	0	1	0.75	0	0
REISOR SUB	86	13.10	1	0.05	2	0.20	3	1.10	2	1.65	5	0.50	9	1.65	4	0.70	13	2.00	13	1.30	24	2.40	10	1.55	0	0
RIVER SUB	87	32.45	6	1.50	7	1.90	3	1.00	10	3.60	13	1.90	14	2.50	4	0.40	6	1.50	7	5.60	10	6.85	7	5.70	0	0
ROCKPORT SUB	3	0.50	0	0	0	0	0	0	0	0	0	0	0	0	2	0.40	0	0	1	0.10	0	0	0	0	0	0
ROSENBERG SUB	1	2.13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2.13	0	0	0	0	0	0
SALEM SUB	21	3.85	1	0.05	1	0.05	1	0.05	2	0.55	1	0.05	3	0.85	2	0.10	3	1.05	4	0.90	2	0.15	1	0.05	0	0
SALINA SUB	161	67.00	22	11.30	24	12.20	18	8.30	6	4.55	7	1.70	11	5.45	11	2.10	12	3.30	21	10.65	14	3.00	15	4.45	0	0
SANDERSON SUB	137	24.67	9	2.86	10	0.98	10	1.09	11	2.19	17	5.45	13	2.65	13	1.25	19	1.83	20	4.41	12	1.46	3	0.50	0	0
SANTA BARBARA SUB	23	20.21	1	1.15	3	2.66	2	1.40	2	1.40	1	1.15	2	2.10	3	2.30	2	1.44	2	1.69	4	3.73	1	1.19	0	0
SEDALIA SUB	54	17.15	2	2.00	3	0.70	3	0.30	3	0.95	8	1.65	9	3.35	9	4.75	3	0.40	6	1.25	7	1.15	1	0.65	0	0
SHARON SPRINGS SUB	117	39.30	11	5.45	8	1.35	8	3.10	7	1.15	8	1.40	14	3.30	13	4.10	11	4.90	10	3.25	12	4.80	15	6.50	0	0
SHREVEPORT SUB	24	16.40	0	0	1	0.13	0	0	4	8.65	1	0.25	6	3.40	5	1.91	0	0	4	1.01	3	1.05	0	0	0	0
SMITHVILLE SUB	53	48.20	1	0.20	3	1.40	2	0.60	1	0.35	3	0.75	4	0.80	4	0.80	9	11.00	7	8.70	9	10.05	10	13.55	0	0
SPRINGFIELD SUB	20	15.71	1	1.70	2	1.65	0	0	4	2.10	0	0	1	2.40	3	3.20	6	4.50	0	0	0	0	3	0.16	0	0
STRANG SUB	3	0.90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.50	0	0	2	0.40	0	0	0	0
TOPEKA SUB	59	114.26	2	2.10	21	98.96	3	0.90	2	0.65	0	0	4	1.75	9	2.95	9	2.60	5	1.95	3	1.40	1	1.00	0	0
TOYAH SUB	294	284.56	25	6.51	12	2.40	16	2.21	23	4.60	20	4.95	45	9.30	59	19.79	26	6.04	27	5.23	26	3.81	15	219.72	0	0
TRENTON SUB	99	210.51	5	4.85	3	4.10	7	4.11	3	0.45	19	108.05	15	2.70	3	0.55	5	0.90	19	78.70	16	5.05	4	1.05	0	0
TUCUMCARI SUB	17	7.36	0	0	0	0	1	0.53	4	2.08	1	0.10	4	2.05	2	0.85	5	1.75	0	0	0	0	0	0	0	0
VALENTINE SUB	68	33.47	9	4.98	7	3.80	6	2.50	3	2.83																

VAN BUREN SUB	17	4.30	3	0.50	2	0.35	2	1.10	4	1.25	0	0	4	0.50	0	0	1	0.30	0	0	0	0	1	0.30	0	0
VILLA GROVE SUB	18	4.64	1	0.10	1	0.10	4	0.40	7	2.15	0	0	3	1.85	1	0.02	1	0.02	0	0	0	0	0	0	0	0
WACO SUB	209	132.70	12	2.85	7	1.55	9	2.10	16	3.45	10	2.15	14	4.70	29	18.65	39	32.80	36	33.05	22	23.70	15	7.70	0	0
WAGONER SUB	78	60.00	1	0.10	1	0.20	3	1.00	3	0.40	4	0.80	13	3.30	13	3.80	10	2.95	8	1.90	12	43.30	10	2.25	0	0
WHITE BLUFF SUB	19	3.41	1	0.50	1	0.20	1	0.10	3	0.12	1	0.10	1	0.10	3	0.40	2	0.35	5	1.49	0	0	1	0.05	0	0
WICHITA IND LD	16	35.00	0	0	0	0	0	0	1	1.20	2	3.20	2	3.20	3	4.20	2	4.00	2	4.00	2	5.60	2	9.60	0	0
YUMA SUB	6	3.20	0	0	0	0	1	0.10	0	0	0	0	2	0.85	1	1.50	0	0	1	0.50	0	0	1	0.25	0	0
Total	8,396	4,387.82	516	211.04	553	610.22	553	326.60	579	221.64	578	427.90	817	449.96	1,071	371.06	1,097	581.88	958	389.60	842	315.93	832	482.00	0	0

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Slow Order Management

Month End Slow Order Report

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All Months, 2021 Region: Northern Form Type: A

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☐ Delay ☐ Cost

Month End Slow Order Report

Subdivison	Nbr of Slow Order	Total Miles	January		February		March		April		May		June		July		August		September		October		November		December	
			Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles
» NORTHERN																										
ABERDEEN SUB	1	0.01	0	0	0	0	0	0	0	0	1	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADAMS SUB	29	8.55	3	0.40	2	0.35	3	0.60	3	0.75	4	2.79	1	0.50	3	0.85	3	0.76	5	1.20	2	0.35	0	0	0	0
ALBERT LEA SUB	68	36.39	3	0.85	3	0.85	2	1.10	6	1.50	12	3.19	5	1.45	7	3.40	14	8.15	7	4.10	1	0.10	3	3.85	5	7.85
ALTOONA SUB	94	23.09	2	0.19	2	0.19	6	0.59	6	0.64	11	1.79	16	4.21	12	3.65	15	4.79	10	5.44	6	0.70	6	0.70	2	0.20
AYER SUB	17	40.70	1	0.03	1	0.03	1	0.20	1	0.35	0	0	4	37.97	5	1.80	1	0.02	0	0	0	0	3	0.30	0	0
BELVIDERE SUB	55	82.99	5	7.65	6	8.44	5	7.65	5	7.65	5	7.65	5	7.65	5	7.65	5	7.65	9	12.90	5	8.10	0	0	0	0
BLACK BUTTE SUB	13	18.45	1	2.00	3	3.25	1	0.45	0	0	0	0	2	1.95	4	9.95	1	0.10	1	0.75	0	0	0	0	0	0
BLAIR SUB	33	12.70	0	0	0	0	5	0.60	4	0.53	6	1.60	1	0.10	3	0.30	3	0.85	6	1.07	5	7.65	0	0	0	0
BOONE SUB	58	28.76	0	0	1	0.25	7	1.45	7	2.02	6	0.95	3	0.60	12	6.39	3	3.10	2	0.65	14	12.75	1	0.10	2	0.50
BROOKLYN SUB	37	14.24	6	2.05	7	3.66	1	1.46	2	1.30	1	0.17	1	0.80	7	1.60	2	1.80	2	0.30	4	0.35	3	0.70	1	0.05
CALIENTE SUB	40	19.95	4	2.17	5	2.54	9	4.04	3	2.07	2	0.60	1	0.03	4	3.39	6	4.24	1	0.10	3	0.57	1	0.10	1	0.10
CANE CREEK SUB	6	4.16	0	0	0	0	0	0	4	2.76	2	1.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CANYON SUB	14	3.99	0	0	0	0	2	0.60	1	0.25	4	0.95	4	1.80	2	0.25	1	0.14	0	0	0	0	0	0	0	0
CASCADE SUB	14	9.88	1	0.55	0	0	1	0.50	1	0.50	0	0	1	0.10	4	3.75	2	1.80	0	0	1	0.44	3	2.24	0	0
CIMA SUB	54	15.41	1	0.10	8	9.95	3	1.07	3	0.26	3	0.16	6	0.74	3	0.16	8	1.81	3	0.17	6	0.28	2	0.08	8	0.63
CLINTON SUB	193	344.67	5	1.82	6	0.95	8	1.75	31	291.69	11	3.89	14	2.74	32	15.60	28	8.44	16	5.83	30	9.58	7	1.30	5	1.08
COAST SUB	70	31.26	6	2.45	5	2.55	5	1.70	3	0.70	4	0.85	3	0.65	7	2.95	10	3.43	7	5.19	8	3.30	9	5.74	3	1.75
COLORADO SPRINGS SUB	27	4.60	1	0.10	1	0.10	4	1.40	2	0.20	3	0.30	0	0	3	0.80	3	0.30	2	0.30	4	0.60	3	0.40	1	0.10
COLUMBUS SUB	90	15.87	0	0	4	0.45	13	2.62	19	2.80	6	1.15	22	4.50	18	3.20	8	1.15	0	0	0	0	0	0	0	0
CRAIG SUB	16	9.72	0	0	0	0	0	0	2	1.00	2	1.00	5	2.85	2	1.35	1	1.25	4	2.27	0	0	0	0	0	0
DRY VALLEY SUB	2	1.20	0	0	0	0	1	1.00	1	0.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELKO SUB	19	12.20	2	1.10	1	0.50	1	0.10	3	1.85	2	3.50	5	4.45	0	0	1	0.15	1	0.10	1	0.10	2	0.35	0	0
ELLERBECK IND LD	2	3.20	1	2.45	1	0.75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ENERGY LINE	5	3.25	0	0	0	0	0	0	0	0	1	0.75	1	0.75	1	0.75	2	1.00	0	0	0	0	0	0	0	0
ESTHERVILLE SUB	25	15.42	0	0	0	0	1	0.30	1	0.30	3	1.70	3	3.90	4	4.32	1	0.10	4	1.75	6	2.95	2	0.10	0	0
EVANSTON SUB	75	30.95	4	0.40	4	0.50	6	1.80	11	3.00	4	2.15	5	1.40	9	3.85	10	5.25	8	4.10	5	3.45	6	2.85	3	2.20
FAIRMONT SUB	1	0.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.50	0	0	0	0	0	0	0	0
FALLS CITY SUB	2	1.25	0	0	0	0	0	0	0	0	0	0	2	1.25	0	0	0	0	0	0	0	0	0	0	0	0
FORT COLLINS SUB	1	0.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.50	0	0	0	0
FORT DODGE SUB	3	0.81	0	0	0	0	0	0	0	0	0	0	0	0	1	0.51	1	0.15	1	0.15	0	0	0	0	0	0
FRESNO SUB	43	8.52	2	0.50	0	0	6	0.80	1	0.25	3	0.52	7	1.45	5	0.80	4	0.80	5	2.20	6	0.95	3	0.20	1	0.05
GENEVA SUB	31	80.36	1	0.00	6	1.35	0	0	11	75.66	2	0.20	2	0.80	0	0	0	0	2	0.35	4	1.00	3	1.00	0	0
GLENWOOD SPRINGS SUB	5	3.14	0	0	0	0	0	0	1	0.75	0	0	2	1.50	0	0	0	0	1	0.39	0	0	1	0.50	0	0
GREELEY SUB	26	14.10	0	0	0	0	0	0	1	0.25	1	2.70	5	1.10	3	0.75	11	4.15	4	5.05	1	0.10	0	0	0	0
GREEN RIVER SUB	23	6.20	1	1.50	2	1.30	0	0	3	0.95	1	0.30	1	0.30	0	0	0	0	5	0.50	3	0.35	4	0.65	3	0.35
HARVARD SUB	16	4.65	0	0	3	0.40	3	1.02	1	0.75	0	0	2	0.30	0	0	3	0.56	3	0.65	0	0	1	0.97	0	0
HUNTINGTON SUB	60	48.19	2	1.60	6	2.30	7	5.50	10	7.72	6	7.20	8	5.25	4	4.85	6	5.20	3	4.88	6	1.87	2	1.82	0	0
IONE IND LD	1	0.05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.05	0	0	0	0	0
JEWELL SUB	57	50.62	0	0	0	0	1	0.25	6	4.04	5	1.78	4	3.70	6	7.34	7	10.65	12	11.96	7	6.05	5	2.55	4	2.30
JOLIET SUB	1	0.80	0	0	0	0	0	0	0	0	0	0	1	0.80	0	0	0	0	0	0	0	0	0	0	0	0

Month End Slow Order Report

KEARNEY SUB	98	28.34	3	0.30	3	0.30	15	2.44	14	2.59	13	3.26	5	1.20	9	3.20	15	4.85	11	5.05	7	4.80	3	0.35	0	0
KENOSHA SUB	3	1.30	1	0.10	1	0.20	0	0	0	0	0	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0
LA GRANDE SUB	35	6.74	2	0.20	2	0.20	3	0.25	4	0.45	6	1.48	3	0.49	5	1.34	4	0.48	4	1.30	1	0.50	0	0	1	0.05
LAKESIDE SUB	37	27.10	2	0.75	1	0.50	1	0.50	4	1.12	4	3.15	8	11.34	4	1.40	2	1.00	3	1.27	2	0.80	4	2.69	2	2.58
LARAMIE SUB	108	56.12	0	0	2	0.50	7	1.75	14	5.50	15	6.00	15	9.74	19	15.45	13	4.03	5	1.10	10	2.60	6	3.95	2	5.50
LAURENS SUB	7	9.37	0	0	0	0	0	0	0	0	0	0	6	8.92	0	0	1	0.45	0	0	0	0	0	0	0	0
LIMON SUB	22	18.46	1	0.16	1	0.85	1	0.25	0	0	5	5.25	3	3.25	2	2.10	1	0.85	6	5.10	2	0.65	0	0	0	0
LINCOLN SUB	90	137.10	11	10.95	11	10.95	9	16.20	10	16.70	10	16.70	10	17.20	10	17.20	5	8.85	6	9.10	8	13.25	0	0	0	0
LYNN DYLL SUB	43	46.41	0	0	2	7.50	7	15.79	4	3.05	9	10.31	5	1.65	3	0.80	3	0.65	1	0.05	4	3.18	3	3.08	2	0.35
MALAD SUB	5	4.05	0	0	0	0	0	0	0	0	0	0	1	0.10	0	0	3	3.90	0	0	0	0	1	0.05	0	0
MANKATO SUB	100	37.20	3	0.65	3	0.65	4	1.55	8	2.25	17	4.70	19	6.55	17	6.05	10	4.70	5	3.50	13	6.20	1	0.40	0	0
MARTINEZ SUB	19	5.00	1	0.50	1	0.25	1	0.25	2	0.50	0	0	1	0.25	5	1.00	3	0.75	4	1.00	1	0.50	0	0	0	0
MARYSVILLE SUB	121	36.70	13	2.45	12	3.15	26	9.30	20	12.30	4	0.55	12	2.50	13	2.60	9	2.55	5	0.60	2	0.20	2	0.20	3	0.30
MASON CITY SUB	82	132.81	7	6.70	7	6.70	8	7.20	8	29.10	10	28.65	12	33.11	9	17.65	3	0.55	4	0.65	3	0.65	9	1.50	2	0.35
MEAD LAKE SUB	6	9.00	0	0	0	0	0	0	0	0	0	0	0	0	2	3.00	2	3.00	2	3.00	0	0	0	0	0	0
MILWAUKEE SUB	155	65.66	2	0.31	2	0.31	11	4.96	14	5.60	23	8.42	17	6.91	21	17.44	17	8.00	9	4.04	16	3.50	15	4.06	8	2.11
MINA SUB	11	44.84	0	0	0	0	0	0	1	42.04	2	0.70	1	0.40	3	0.80	3	0.80	1	0.10	0	0	0	0	0	0
MOFFAT TUNNEL SUB	29	15.52	1	0.10	2	0.60	2	0.60	10	6.95	3	3.35	2	0.80	5	1.37	2	0.80	0	0	1	0.25	0	0	1	0.70
MONTANA SUB	55	71.21	1	0.25	1	0.25	3	8.10	3	10.50	12	18.78	7	13.71	8	13.56	5	2.21	5	1.50	3	0.75	4	0.85	3	0.75
NAMPA SUB	39	16.50	1	1.15	1	0.05	2	1.25	2	1.05	3	0.65	5	1.30	8	1.54	6	4.03	5	3.42	2	0.92	2	0.57	2	0.57
NEVADA SUB	10	3.54	1	0.15	1	1.00	1	0.50	1	0.10	0	0	1	0.60	0	0	2	0.10	1	0.25	0	0	2	0.84	0	0
NILES SUB	4	0.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.40	2	0.30	0	0	0	0
NORTH FORK SUB	6	4.60	0	0	0	0	0	0	0	0	0	0	3	1.90	0	0	1	0.50	0	0	2	2.20	0	0	0	0
NORTH PLATTE TERMINAL	48	16.98	1	0.50	0	0	6	1.03	5	1.76	5	2.05	9	2.31	5	2.22	5	2.64	4	2.14	5	1.25	3	1.08	0	0
OAKLAND SUB	10	1.55	1	0.20	1	0.20	0	0	0	0	0	0	1	0.20	1	0.20	0	0	2	0.45	2	0.20	2	0.10	0	0
OGDEN SUB	35	39.54	0	0	0	0	6	5.05	8	31.89	2	0.10	4	0.35	4	0.40	1	0.20	8	1.35	2	0.20	0	0	0	0
OMAHA SUB	29	5.59	0	0	1	0.25	8	1.50	2	0.25	4	0.80	4	0.80	2	0.70	1	0.10	4	0.62	3	0.57	0	0	0	0
OSKALOOSA SUB	4	0.65	0	0	0	0	0	0	0	0	0	0	0	0	2	0.35	0	0	2	0.30	0	0	0	0	0	0
PEORIA SUB	1	0.10	0	0	0	0	0	0	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PLEASANT VALLEY SUB	3	0.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.35	1	0.10
POCATELLO SUB	23	8.54	0	0	0	0	2	1.80	4	1.27	4	1.67	3	0.75	6	2.30	1	0.15	1	0.15	1	0.10	1	0.35	0	0
PORTLAND SUB	28	10.16	3	5.82	2	0.49	6	1.14	2	0.24	3	0.34	4	1.59	1	0.05	4	0.29	1	0.05	0	0	1	0.05	1	0.10
POWDER RIVER SUB	55	26.29	0	0	0	0	12	8.94	9	2.95	3	0.45	2	0.50	3	0.40	2	0.25	4	0.90	10	1.90	6	1.15	4	8.85
PROVO SUB	86	93.89	0	0	0	0	6	1.60	11	26.58	7	3.60	12	9.28	7	8.93	15	9.58	9	9.53	6	8.33	7	8.28	6	8.18
RAKE SUB	28	8.50	5	0.50	5	0.50	2	0.25	3	2.45	5	2.80	1	0.10	2	0.35	5	1.55	0	0	0	0	0	0	0	0
RAWLINS SUB	64	18.60	2	0.50	4	1.10	10	2.60	9	2.60	7	2.10	4	1.10	5	2.00	5	1.75	10	2.85	3	0.75	2	0.50	3	0.75
ROSEVILLE SUB	28	5.80	0	0	0	0	1	0.40	5	1.00	7	1.35	15	3.05	0	0	0	0	0	0	0	0	0	0	0	0
SACRAMENTO SUB	18	8.24	0	0	0	0	2	0.50	3	0.75	0	0	1	0.20	3	0.85	1	1.35	0	0	6	4.09	1	0.40	1	0.10
SALT LAKE SUB	25	8.48	1	0.10	1	0.10	3	0.24	4	0.54	2	0.20	7	6.76	1	0.06	3	0.26	1	0.06	0	0	0	0	2	0.16
SCOVILLE SUB	2	22.55	0	0	1	9.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.15	0	0	
SEATTLE SUB	20	13.11	0	0	0	0	0	0	1	0.30	0	0	1	1.25	3	2.60	4	5.42	5	1.89	2	0.55	2	0.55	2	0.55
SHAFTER SUB	22	7.60	1	0.10	1	0.75	0	0	0	0	0	0	5	1.65	1	0.05	1	0.05	2	0.75	5	0.95	2	0.90	4	2.40
SHARP SUB	63	23.14	0	0	1	0.40	2	0.67	1	0.40	3	0.75	4	0.65	7	0.90	8	3.00	8	3.75	11	4.20	9	4.21	9	4.21
SHORELINE SUB	6	2.50	0	0	0	0	1	0.25	0	0	0	0	1	0.50	3	1.50	0	0	1	0.25	0	0	0	0	0	0
SIDNEY SUB	121	52.54	1	0.05	4	0.20	11	1.17	7	4.19	8	3.45	7	2.43	28	22.30	17	2.45	10	3.02	22	9.25	4	3.88	2	0.15
SIOUX CITY SUB	31	17.85	1	0.15	2	0.25	1	0.75	6	4.15	3	4.50	3	0.50	2	0.20	3	1.10	3	3.45	7	2.80	0	0	0	0
SOUTH MORRILL SUB	12	3.85	0	0	0	0	2	2.00	3	0.50	0	0	3	0.73	0	0	0	0	1	0.50	1	0.05	2	0.07	0	0
SPOKANE SUB	7	1.65	0	0	0	0	0	0	0	0	1	0.10	3	0.70	2	0.60	0	0	1	0.25	0	0	0	0	0	0
TARA SUB	15	5.97	0	0	0	0	0	0	1	0.20	2	0.45	1	0.20	1	0.39	5	3.39	1	0.21	2	0.71</				

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Slow Order Management

Month End Slow Order Report

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All Months, 2022 Region: Northern Form Type: A

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☐ Delay ☐ Cost

Month End Slow Order Report

Subdivision	Nbr of Slow Order	Total Miles	January		February		March		April		May		June		July		August		September		October		November		December	
			Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles	Nbr of Slow Order	Miles
» NORTHERN																										
ABERDEEN SUB	3	0.06	1	0.02	1	0.02	1	0.02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADAMS SUB	17	2.90	0	0	0	0	0	0	0	0	1	0.10	6	0.90	6	1.50	1	0.10	1	0.10	1	0.10	1	0.10	1	0.10
ALBERT LEA SUB	90	54.80	5	8.00	2	3.90	5	4.75	5	4.85	7	5.60	13	6.80	10	4.80	9	1.20	14	6.25	11	5.00	9	3.65	0	0
ALTOONA SUB	86	19.68	2	0.20	3	0.45	3	0.25	8	1.80	5	0.50	14	1.52	15	3.17	11	2.57	8	4.14	11	3.24	6	1.84	0	0
AYER SUB	34	5.80	1	0.10	1	0.15	4	0.75	2	0.25	0	0	6	0.55	11	2.60	4	0.40	3	0.40	1	0.10	1	0.50	0	0
BLACK BUTTE SUB	5	2.79	0	0	0	0	0	0	0	0	1	0.10	1	0.75	1	1.24	1	0.20	0	0	1	0.50	0	0	0	0
BLAIR SUB	46	68.14	1	0.15	2	0.75	1	0.20	1	0.10	20	62.37	2	0.20	3	0.95	2	0.20	2	0.20	7	0.97	5	2.05	0	0
BOONE SUB	131	367.14	7	1.56	8	2.06	8	1.91	46	30.80	19	4.46	13	74.26	4	1.10	6	3.33	16	242.10	4	5.56	0	0	0	0
BROOKLYN SUB	62	13.41	1	0.05	1	0.05	4	0.65	2	0.15	4	1.30	11	2.25	7	1.75	11	1.70	11	2.46	6	2.00	4	1.05	0	0
CALIENTE SUB	70	44.46	10	9.06	11	11.55	3	1.25	7	4.81	5	4.30	20	6.61	4	3.16	3	0.65	4	1.32	1	0.55	2	1.20	0	0
CANYON SUB	5	3.05	0	0	0	0	0	0	0	0	0	0	0	0	5	3.05	0	0	0	0	0	0	0	0	0	0
CASCADE SUB	17	9.61	0	0	0	0	0	0	2	0.95	2	1.25	1	2.25	2	1.10	3	1.26	3	2.20	2	0.20	2	0.40	0	0
CEDAR CITY SUB	3	1.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1.00	1	0.80	0	0	0
CHIPPEWA FALLS SUB	3	1.60	0	0	0	0	0	0	0	0	0	0	2	1.10	1	0.50	0	0	0	0	0	0	0	0	0	0
CIMA SUB	78	24.68	6	0.44	9	0.76	8	0.60	1	0.03	4	0.33	11	1.62	11	3.02	3	0.73	14	6.41	7	5.43	4	5.31	0	0
CLINTON SUB	281	559.02	14	3.19	17	2.59	10	2.23	38	75.81	45	14.24	47	60.72	44	6.88	17	2.23	30	383.62	17	7.13	2	0.38	0	0
COAST SUB	59	49.56	14	14.50	9	13.27	7	2.72	3	1.50	5	2.45	6	1.76	5	1.79	2	2.60	3	1.25	3	7.42	2	0.30	0	0
COLORADO SPRINGS SUB	24	7.60	1	0.10	0	0	0	0	2	0.60	4	1.40	4	1.40	4	1.40	2	0.80	3	1.10	2	0.40	2	0.40	0	0
COLUMBUS SUB	52	7.81	4	0.70	0	0	1	0.10	1	0.75	6	0.70	3	0.75	3	0.40	7	0.87	16	1.72	11	1.82	0	0	0	0
CRAIG SUB	10	5.05	0	0	0	0	0	0	3	1.15	5	2.90	0	0	0	0	0	0	2	1.00	0	0	0	0	0	0
DRY VALLEY SUB	4	14.15	0	0	0	0	0	0	0	0	0	0	0	0	1	0.10	1	0.05	1	8.70	1	5.30	0	0	0	0
ELKO SUB	19	10.40	0	0	2	2.10	5	4.85	0	0	0	0	1	0.50	1	0.10	2	1.75	6	0.90	1	0.10	1	0.10	0	0
ENERGY LINE	2	2.25	0	0	0	0	0	0	1	0.50	0	0	0	0	0	0	1	1.75	0	0	0	0	0	0	0	0
ESTHERVILLE SUB	20	8.65	0	0	0	0	3	0.75	3	0.75	2	1.95	1	0.05	3	0.30	1	0.10	5	2.65	2	2.10	0	0	0	0
EVANSTON SUB	97	33.15	4	1.95	6	2.30	12	4.80	12	2.90	5	1.45	12	2.72	15	4.07	12	10.35	11	1.61	6	0.60	2	0.40	0	0
FAIRMONT SUB	5	2.75	0	0	0	0	0	0	0	0	0	0	3	2.45	0	0	2	0.30	0	0	0	0	0	0	0	0
FALLS CITY SUB	1	0.10	0	0	0	0	0	0	0	0	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FORT DODGE SUB	2	0.69	0	0	0	0	0	0	0	0	1	0.29	0	0	0	0	0	0	0	0	0	0	1	0.40	0	0
FRESNO SUB	78	16.01	6	3.45	3	0.25	8	1.75	3	0.50	6	1.12	10	1.90	4	0.38	8	1.50	17	2.24	10	2.37	3	0.55	0	0
GENEVA SUB	114	253.25	2	3.44	6	3.74	5	4.00	7	3.74	3	3.46	10	7.34	14	11.21	12	8.72	26	103.60	27	103.90	2	0.10	0	0
GLENWOOD SPRINGS SUB	54	29.46	0	0	0	0	6	1.80	2	0.60	2	0.60	8	2.55	7	1.95	9	10.91	6	4.70	8	3.33	6	3.02	0	0
GREELEY SUB	27	9.83	0	0	1	0.55	2	0.65	2	0.70	3	0.80	4	1.45	5	1.60	2	1.10	4	1.35	3	1.03	1	0.60	0	0
GREEN RIVER SUB	50	41.30	2	0.25	0	0	2	1.20	3	1.20	5	8.31	4	7.91	5	10.11	14	4.42	5	2.93	4	2.26	6	2.71	0	0
HARVARD SUB	8	2.87	0	0	0	0	0	0	0	0	0	0	2	1.85	0	0	3	0.40	1	0.17	1	0.25	1	0.20	0	0
HUNTINGTON SUB	137	39.51	2	0.65	3	0.75	7	2.30	18	4.82	18	4.62	21	8.10	22	5.38	18	6.85	7	2.00	14	2.45	7	1.59	0	0
JEWELL SUB	61	34.51	4	2.30	4	2.30	5	3.30	5	3.30	5	2.60	8	3.55	8	4.00	6	3.80	7	3.65	5	3.20	4	2.51	0	0
KEARNEY SUB	152	37.04	1	0.20	3	2.20	2	2.10	7	2.65	24	5.27	24	6.74	29	6.59	27	6.40	16	2.26	14	1.66	5	0.97	0	0
KENOSHA SUB	2	0.40	0	0	0	0	0	0	1	0.25	0	0	0	0	0	0	0	0	0	0	1	0.15	0	0	0	0
KENTON LINE	2	0.20	1	0.05	0	0	0	0	0	0	1	0.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LA GRANDE SUB	23	4.22	0	0	1	0.50	1	0.45	2	0.30	3	0.67	8	0.57	2	0.08	2	0.90	0	0	1	0.05	3	0.70	0	0

LAKE SUB	1	1.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1.80	0	0	
LAKESIDE SUB	50	28.57	3	2.61	2	0.83	2	0.85	4	0.99	11	4.06	4	2.33	7	9.30	5	2.20	8	3.38	3	1.27	1	0.75	0	0
LARAMIE SUB	109	100.42	4	5.87	4	7.80	6	9.50	16	13.40	12	10.68	15	12.02	11	10.57	13	6.63	12	11.00	12	9.25	4	3.70	0	0
LAURENS SUB	1	0.44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.44	0	0	0	0	0	
LIMON SUB	26	13.37	1	1.65	2	1.50	3	2.35	1	0.25	0	0	1	0.10	4	3.40	2	2.25	2	0.75	8	0.82	2	0.30	0	0
LINCOLN SUB	8	4.55	2	2.65	0	0	0	0	0	0	2	0.50	2	0.60	2	0.80	0	0	0	0	0	0	0	0	0	
LYNN DYL SUB	50	46.66	1	0.25	1	0.25	3	2.75	2	5.75	1	5.50	4	9.20	10	11.23	10	4.78	9	3.45	7	3.40	2	0.10	0	0
MALAD SUB	1	0.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.25	0	0	0	0	0	
MANKATO SUB	74	18.79	1	0.25	1	0.25	3	0.45	3	0.50	5	0.95	11	2.90	9	2.33	12	2.38	15	3.93	11	3.61	3	1.24	0	0
MARTINEZ SUB	26	13.75	0	0	2	0.80	4	1.00	2	0.50	2	1.50	4	1.85	3	1.60	2	1.50	3	2.00	2	1.50	2	1.50	0	0
MARYSVILLE SUB	178	46.92	7	1.95	8	1.10	10	3.70	12	3.70	20	4.75	20	4.30	25	5.17	20	4.70	21	5.00	24	11.45	11	1.10	0	0
MASON CITY SUB	40	11.90	0	0	1	0.35	6	2.30	5	1.30	4	1.25	10	2.60	1	0.40	4	0.80	5	1.50	4	1.40	0	0	0	0
MEAD LAKE SUB	2	0.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.25	0	0	1	0.25	0	0
MILWAUKEE SUB	180	30.60	7	1.51	7	1.51	15	2.41	21	3.11	19	3.21	21	2.77	30	6.01	18	3.78	20	2.89	13	1.26	9	2.14	0	0
MINA SUB	4	1.10	0	0	0	0	0	0	0	0	0	0	0	0	1	0.35	2	0.40	1	0.35	0	0	0	0	0	
MOFFAT TUNNEL SUB	23	13.00	1	0.70	0	0	1	0.05	4	0.84	2	0.11	3	1.50	2	6.25	3	0.95	5	1.50	2	1.10	0	0	0	0
MOJAVE SUB	6	2.25	1	0.50	2	1.00	1	0.25	1	0.25	1	0.25	0	0	0	0	0	0	0	0	0	0	0	0	0	
MONTANA SUB	58	52.66	3	0.75	4	0.79	4	0.79	4	0.79	4	0.79	5	9.80	9	12.33	11	23.12	4	1.05	6	1.60	4	0.85	0	0
NAMPA SUB	71	36.85	2	0.62	3	0.82	7	6.79	10	8.15	10	8.32	7	0.70	14	5.60	8	0.85	4	0.55	4	0.25	2	4.20	0	0
NEVADA SUB	15	2.55	1	0.20	2	0.15	1	0.10	0	0	2	0.30	2	0.60	0	0	2	0.40	5	0.80	0	0	0	0	0	0
NILES SUB	37	37.16	8	12.25	6	13.26	4	9.00	2	0.20	2	0.20	2	0.20	4	0.60	1	0.15	4	0.45	3	0.75	1	0.10	0	0
NORTH FORK SUB	6	4.25	0	0	0	0	0	0	1	0.60	0	0	1	0.40	1	0.25	0	0	0	0	1	1.80	2	1.20	0	0
NORTH PLATTE TERMINAL	18	3.84	2	0.07	0	0	0	0	4	1.24	1	0.10	1	0.09	2	0.52	3	0.60	3	0.37	1	0.10	1	0.75	0	0
OAKLAND SUB	10	4.80	1	0.20	1	0.20	0	0	1	0.40	0	0	4	1.95	3	2.05	0	0	0	0	0	0	0	0	0	0
OGDEN SUB	27	8.50	0	0	0	0	0	0	22	8.00	0	0	1	0.10	1	0.10	3	0.30	0	0	0	0	0	0	0	0
OMAHA SUB	24	23.10	0	0	0	0	3	0.65	1	0.35	6	20.51	3	0.45	2	0.25	1	0.10	6	0.67	2	0.12	0	0	0	0
OSKALOOSA SUB	1	0.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.70	0	0	0	0	0	0
PEORIA SUB	9	3.40	0	0	0	0	0	0	6	2.80	2	0.50	1	0.10	0	0	0	0	0	0	0	0	0	0	0	0
PLEASANT VALLEY SUB	9	1.09	1	0.10	2	0.20	2	0.20	0	0	1	0.04	0	0	2	0.10	0	0	1	0.45	0	0	0	0	0	0
POCATELLO SUB	58	23.23	0	0	2	0.50	6	1.70	10	4.05	6	1.00	9	2.85	11	2.86	5	6.36	7	3.46	1	0.10	1	0.35	0	0
PORTLAND SUB	64	32.53	3	9.33	2	4.93	2	0.15	10	1.25	11	0.81	11	5.14	12	8.12	5	1.81	2	0.45	3	0.29	3	0.25	0	0
POWDER RIVER SUB	43	7.41	4	0.80	2	0.65	11	1.31	4	1.76	6	1.71	3	0.20	2	0.10	4	0.34	3	0.19	2	0.15	2	0.20	0	0
PROVO SUB	101	107.77	6	8.18	6	8.18	10	8.71	11	9.33	14	10.95	12	9.44	7	10.07	10	8.62	8	10.38	8	15.13	9	8.78	0	0
RAWLINS SUB	98	42.18	4	1.25	2	0.45	5	3.21	5	3.86	9	4.51	16	5.86	10	5.11	14	3.65	18	6.27	14	7.76	1	0.25	0	0
ROSEVILLE SUB	43	30.13	2	0.25	0	0	6	2.80	3	0.95	2	1.50	13	10.95	3	2.50	6	4.18	5	5.55	2	0.95	1	0.50	0	0
SACRAMENTO SUB	48	25.66	1	0.25	3	1.25	3	1.45	4	1.70	4	1.70	7	2.35	4	2.15	2	1.65	8	4.10	7	4.58	5	4.48	0	0
SALT LAKE SUB	19	1.75	1	0.10	1	0.10	2	0.16	0	0	1	0.50	1	0.05	2	0.10	5	0.44	1	0.05	3	0.15	2	0.10	0	0
SEATTLE SUB	16	8.85	1	0.50	1	0.50	2	1.20	2	1.25	1	0.55	1	0.55	3	1.85	1	0.15	1	0.55	2	1.20	1	0.55	0	0
SHAFTER SUB	48	26.64	3	1.40	3	0.90	5	1.50	4	2.50	7	4.84	2	0.50	7	12.78	2	1.32	0	0	7	0.40	8	0.50	0	0
SHARP SUB	56	25.10	7	3.86	7	3.96	9	4.26	8	2.90	8	2.60	4	1.70	3	1.17	1	0.20	3	1.45	4	1.85	2	1.15	0	0
SHORELINE SUB	7	1.55	0	0	0	0	1	0.25	2	0.30	2	0.50	1	0.25	1	0.25	0	0	0	0	0	0	0	0	0	0
SIDNEY SUB	151	29.76	3	3.14	2	0.20	2	0.20	10	1.10	17	2.34	27	7.80	18	2.28	23	3.72	27	3.59	14	4.33	8	1.06	0	0
SIOUX CITY SUB	35	75.90	0	0	0	0	1	1.00	1	1.00	4	66.60	0	0	1	0.20	5	0.90	12	4.50	10	1.55	1	0.15	0	0
SOUTH MORRILL SUB	15	1.11	0	0	0	0	4	0.17	4	0.24	1	0.10	1	0.10	2	0.20	1	0.10	0	0	2	0.20	0	0	0	0
SPOKANE SUB	18	5.75	0	0	1	0.10	1	0.05	3	0.45	0	0	4	1.30	4	2.10	3	1.45	2	0.30	0	0	0	0	0	0
TARA SUB	15	24.32	1	0.21	1	0.21	0	0	2	0.15	1	0.05	7	4.90	1	2.96	1	7.92	1	7.92	0	0	0	0	0	0
TENNESSEE PASS SUB	7	4.80	2	2.20	2	2.20	0	0	1	0.20	0	0	0	0	0	0	0	0	0	0	1	0.10	1	0.10	0	0
TRENTON SUB	6	5.50	0	0	0	0	1	1.10	0	0	0	0	1	0.25	1	0.25	0	0	3	3.90	0	0	0	0	0	0
VALLEY SUB	23	7.76	0	0	0	0	0	0	1	0.50	0	0	1	0.05	4	0.75	1	0.90	8	2.60	5	2.46	3	0.50	0	0
VILLA GROVE SUB	58	7.62	3	0.45	3	0.50	4	0.35	11	0.75	7	0.77	7	0.90	7	1.20	8	0.75	5	0.50	1	0.10	2	1.35	0	0
WALSENBURG SUB	24	17.45	11	10.95	5	2.60	6	3.00	0	0	0	0	1	0.30	0	0	0	0	0	0	0	0	1	0.60	0	0
WARM SPRINGS SUB	3	2.10	0	0	3	2.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WINNEMUCCA SUB	20	7.52	2	0.55	2	0.10	1	0.02	0	0	0	0	4	5.80	1	0.05	2	0.40	2	0.10	3	0.15	3	0.35	0	0
WORTHINGTON SUB	73	22.82	4	1.30	5	1.40	7	1.17	3	1.00	4	1.15	9	1.70	9	1.70	9	7.65	9	2.15	10	2.65	4	0.95	0	0
YODER SUB	8	3.35	0	0	0	0	0	0	0	0	0	0	3	1.60	5	1.75	0</									

Report Selection

