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**BEFORE THE
SURFACE TRANSPORTATION BOARD**

ENTERED
Office of Proceedings
February 21, 2023
Part of
Public Record

Docket No. EP 772

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

**UNION PACIFIC RAILROAD COMPANY'S REPLY
TO UNIONS' SUPPLEMENTAL FILING REGARDING UNION PACIFIC SERVICE
PROBLEMS**

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February 20, 2023

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**UNION PACIFIC RAILROAD COMPANY'S REPLY
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PROBLEMS**

Union Pacific respectfully submits the included verified statement of Shane Keller, Senior Vice President of Engineering and Mechanical for Union Pacific Railroad Company regarding the infrastructure investment on the Winnemucca Subdivision. As detailed in Shane Keller's verified statement, the Winnemucca Subdivision has and continues to see significant capital investment.

Respectfully submitted,

/s/ Tonya W. Conley

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Docket No. FD 36609

FOSTER POULTRY FARMS – *EX PARTE* PETITION
FOR EMERGENCY SERVICE ORDER

VERIFIED STATEMENT OF
SHANE K. KELLER

My name is Shane K. Keller. I am the Senior Vice President of Engineering and Mechanical for Union Pacific Railroad Company, a position I have held since 2020. I began my career with Union Pacific in 1990 and have held management and leadership positions in Union Pacific's Transportation, Network Planning, and Operations Departments and at Harriman Dispatching Center.

I am submitting this statement to briefly address the allegation made in the Unions' "Supplemental Filing Regarding Union Pacific Service Problems" filed January 19, 2023 in STB Docket No. 772 and the Unions' "Notice of Filing" filed January 20, 2023 in STB Docket No. 36609 regarding Union Pacific's investment in the Winnemucca Subdivision.

In the past three years, Union Pacific has invested \$15,193,000 in capital projects on the Winnemucca Subdivision:

- Turnout Replacement

- Switch component replacement
- Bridge Repair / Replacement
- Road Crossing Repair
- Curve Rail Replacement
- Tie Replacement
- Undercutting
- Signal system upgrades / replacement
- Dirt work / Shoulder Cleaning

These investments are made for the safe and efficient operation of our railroad. This capital spending included the recent surface and lining in August 2022 that raised a portion of track by six inches which required 120 railcars of ballast totaling 11,383 pounds. It has been alleged that UP misled the FRA and did not raise the track the six inches. Norman Declaration ¶7. UP takes the veracity of its filings with the FRA very seriously. Attached are photographs of the project raising the track by six inches.

We continue to stay focused on this section of track. Union Pacific has additional capital projects planned for 2023 on the Winnemucca Subdivision to address the issues related to the geographic challenges.



Figure 1- Prior to Track Raise



Figure 2 – Sediment Removal



Figure 3 – Final Track Raise

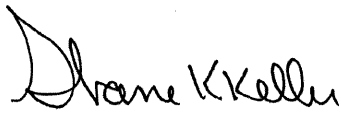


Figure 4 - Final Track Raise

VERIFICATION

I declare under penalty of perjury that the foregoing statement is true and correct to the best of my knowledge, belief, and information. Further, I certify that I am qualified and authorized to file this statement.

Executed on February 20, 2023.


Shane K. Keller