

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. NOR 42175

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December 5, 2023
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COMPLAINT AND PETITION OF THE NATIONAL RAILROAD PASSENGER CORP.
UNDER 49 U.S.C. § 24308(f) FOR SUBSTANDARD PERFORMANCE OF
AMTRAK'S SUNSET LIMITED TRAINS 1 AND 2

**UNION PACIFIC RAILROAD COMPANY'S
CLARIFICATION OF RESPONSE TO REQUEST NO. 10**

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Union Pacific Railroad Company ("Union Pacific") hereby responds to the Board's order served November 20, 2023, requiring Union Pacific to provide additional detail regarding its response to Request No. 10 in Appendix A, Part IV of the Board's order served July 11, 2023. Union Pacific appreciates the opportunity to expand upon and clarify its original response to the Board's Request No. 10.

REQUEST NO. 10: Describe your protocols for introducing unscheduled trains into your rail system.

REVISED RESPONSE: Union Pacific understands the term "unscheduled trains" in Request No. 10 to mean trains for which crews are not called and departure times are not established until after a customer provides notice it intends to release a train to Union Pacific. Such unscheduled trains typically include coal, grain, rock, and other unit trains.

For unscheduled trains, Union Pacific establishes the timing of all train events, other than the origin departure time, using the same computer program, with the same rules and algorithms, that it uses to establish the timing of train events for its scheduled trains.

As explained in response to the Board’s Request No. 3, which addressed the train scheduling process, Union Pacific train schedulers use a program called Train Schedule Builder (TSB) to facilitate the process. A scheduler enters into TSB the train’s origin, destination, and route (if more than one route is available), and the train’s intended departure time. Using that information, TSB populates a basic schedule—that is, a list of points along the train’s route, known as Circ7s, and the train’s arrival time and departure time at each Circ7.

TSB uses a limited set of rules and algorithms to populate the schedule. To calculate arrival and departure times at each Circ7, TSB uses predefined run times between Circ7s, which are based on average run times of trains over the specific pairs of Circ7s along the route.

TSB is also used to refine the basic schedule to include work events along the route—e.g., crew changes, fueling, inspection. The scheduler enters the location of the planned work events based on the particular train’s needs, and TSB will then adjust the schedule to include programmed default times for the work events.

For unscheduled trains, Union Pacific has what were described in its original response to Request No. 10 as “dummy schedules.” “Dummy schedules” include all the elements of a full schedule *except the intended departure time*—that is, they include the train origin, destination, and route, as well as the expected work events along the route.

Once the departure time is established, that final element is entered into TSB. TSB then calculates the timing of the train’s planned arrival time and departure time at each Circ7, at each planned work event, and at the destination, based on the same rules

and algorithms used for scheduled trains. In other words, TSB uses predefined run times between Circ7s and programmed default times for work events along the route.

Union Pacific addresses the potential effect of the timing of unscheduled trains on the operation of scheduled freight trains and scheduled Amtrak trains initially in establishing the departure time for an unscheduled train, and then through its standard dispatching practices.

The process of establishing a departure time for an unscheduled train generally begins when a customer with an unscheduled train notifies Union Pacific the train has been released to Union Pacific for pick-up. After receiving notice of release, Union Pacific begins the process of putting into place the crew and locomotive resources necessary to move the train.

As a key part of the departure planning process, Union Pacific evaluates when it will be able to accommodate the train in light of other demands on its resources, including anticipated train activity on the planned route. Responsibility for this evaluation rests primarily with the relevant corridor management team—the Dispatcher responsible for the area where the train originates and the dispatcher’s supervisor, the Corridor Manager. Dispatchers and Corridor Managers have access to a variety of information, including live dispatching information on CAD monitors, train line-ups, and projected line-ups, that they use to monitor the flow of trains across their geographic areas of responsibility. In planning departure times for unscheduled trains, Dispatchers and Corridor Managers generally focus on timing the departure so the unscheduled train can reach its first crew change point with minimal impact on other trains operating and expected to operate in the geographic area. Additionally, in circumstances in which

multiple unscheduled trains operate to the same destination or interchange point, Dispatchers and Corridor Managers will also try to space the train departures to avoid overwhelming the receiver or interchange.

Once unscheduled trains begin moving across Union Pacific's network, they are subject to the same dispatching rules and practices as scheduled trains with the same dispatching priority.

Respectfully submitted,

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CERTIFICATE OF SERVICE

I hereby certify that on this 5th day of December, 2023, I caused a copy of the foregoing document to be served by email on Administrative Law Judge McCarthy and all parties of record in Docket No. NOR 42175.

/s/ Michael L. Rosenthal