

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. NOR 42175

ENTERED
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October 10, 2024
Part of
Public Record

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 SUBMISSION
OF ADDITIONAL ROOT CAUSE NARRATIVES**

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**UNION PACIFIC RAILROAD COMPANY'S SUBMISSION
OF ADDITIONAL ROOT CAUSE NARRATIVES**

Pursuant to the Board's order served September 26, 2024, Union Pacific is submitting additional information about train delay events identified in that order.

Union Pacific is submitting narrative explanations regarding root causes of the delay events as an attachment to this document. In the attachment, Confidential material is surrounded by single braces ("{" "}"), and Highly Confidential material is surrounded by double braces ("{{" "}}"). Union Pacific is also submitting supporting material for the root cause explanations contained in the narratives in the accompanying file "UP_Prod_101024_HC.zip," which is designated Highly Confidential.

Respectfully submitted,

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CERTIFICATE OF SERVICE

I hereby certify that on this 10th day of October, 2024, 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

ATTACHMENT

The following pages contain Union Pacific's narrative explanations of the root causes of delays identified in the Board's order served September 26, 2024, requesting additional information from Union Pacific.

Union Pacific is also providing documents containing supporting information referenced in the narratives. The documents can be found in files identified by the Amtrak train designation and train date.

Several narratives include stringline graphs Union Pacific created using CAD data to provide a visual representation of the movements of the *Sunset Limited* and other nearby trains around the time of the delay in question. The key below identifies the types of trains shown in the stringline graphs.



The types of trains most commonly seen in the stringline graphs, aside from the *Sunset Limited* (AMTK), are manifest trains (M), standard intermodal trains (I), premium intermodal (Z), local trains (L), work trains (W), and non-UP trains (Q). Blue boxes on the stringline graphs identify times and locations when maintenance-of-way personnel have been given authority to work on or near the tracks.

Union Pacific's narratives are based on diligent efforts to identify root causes of delays by compiling and reviewing data from a variety of sources and consulting with personnel familiar with the operations and territories at issue. Union Pacific reserves the right to supplement these narratives if it identifies additional information that alters its root cause analysis and will produce any such materials.

REDACTED - TO BE PLACED ON PUBLIC FILE

AMT1	3/8/2022	XEL	LAX	SC	FTI	21	Routed through yard due to dead freight sitting on MT1. Stopped, cars ahead. Waiting for cars to be moved. UP, Control Point, AL484 Worth	River Subdivision
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According to Amtrak, on March 11, 2022, AMT1-08 was delayed for approximately 21 minutes on the Alhambra Subdivision at Worth (CP AL484). Amtrak attributed the delay to AMT1-08's being routed through LATC due to an unidentified train stopped on the main line. Amtrak's reporting does not fully explain the cause of the delay. {

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AMT1	4/24/2022	XEL	LAX	SC	FTI	74	Follow Freight crews Dead on HOS. Relief crew arrived to move trains., wb up, Control Point, alhambra	River Subdivision
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According to Amtrak, on April 27, 2022, AMT1-24 was delayed for approximately 74 minutes on the Alhambra Subdivision at Alhambra. Amtrak attributed the delay to AMT1-24's following unidentified Union Pacific trains with crews that expired on hours of service. Amtrak's reporting does not fully explain the cause of the delay. {

The stringline graphs below show conditions at Alhambra at the time of the delay.

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AMT1	5/20/2022	XEL	LAX	SC	FTI	21	Line manual or spring switch I'm yard track mt2 restricted speed to switch lined against, Milepost, 484.9, 484.9	River Subdivision
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According to Amtrak, on May 23, 2022, AMT1-20 was delayed for approximately 21 minutes on the Alhambra Subdivision near Worth (MP 485.0). Amtrak attributed the delay to AMT1-20's need to line manual switches as it moved over yard track. Amtrak's reporting does not fully explain the cause of the delay. {

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AMT1	9/20/2022	XEL	LAX	SC	DMW	8	Waiting for MW clearance Longmore and McIntyre, Milepost, 494, 484	River Subdivision
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According to Amtrak, on September 23, 2022, AMT1-20 was delayed for approximately 8 minutes on the Alhambra Subdivision near El Monte (MP 495.0). Amtrak attributed the delay to AMT1-20's waiting for maintenance of way clearance. Amtrak's reporting was substantially correct. Maintenance of way work was being completed in the area.

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AMT1	9/25/2022	XEL	LAX	SC	RTE	8	Routed onto San Gabriel sub due to freight train blocking both main tracks Milepost, 497.1, 1.3	River Subdivision
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According to Amtrak, on September 28, 2022, AMT1-25 was delayed for approximately 8 minutes on the Alhambra Subdivision near Bassett (MP 497.1). Amtrak attributed the delay to AMT1-25's being routed via the San Gabriel subdivision. Amtrak's reporting does not fully explain the cause of the delay. {

The stringline graph below shows conditions on the Alhambra Subdivision at the time of the delay.

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AMT2	9/9/2022	XEL	LAX	UP	RTE	18	Routed to LAYC yard tracks, M2 due to freight train congestion Control Point, yuma jct	River Subdivision
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According to Amtrak, on September 10, 2022, AMT2-09 was delayed for approximately 18 minutes on the Alhambra Subdivision at Yuma Junction. Amtrak attributed the delay to AMT2-09's being routed through the yard at LATC due to freight train congestion. Amtrak's reporting does not fully explain the cause of the delay.

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AMT2	4/3/2022	LCH	XIJ	BN	FTI	59	Meet BN 7270 W, Siding, Iowa	Houston Area/Lafayette Subdivision
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According to Amtrak, on April 5, 2022, AMT2-03 was delayed for approximately 59 minutes on the Lafayette Subdivision at Iowa Junction. Amtrak attributed the delay to a meet between AMT2-03 and QIJBTJ-05 (BNSF 7270). Amtrak's reporting does not fully explain the cause of the delay.

The stringline graph below shows conditions at Iowa Junction at the time of the delay.

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REDACTED - TO BE PLACED ON PUBLIC FILE

AMT2	9/25/2022	LCH	XIJ	BN	FTI	20	Meet Siding, Iowa, NS 4379 W	Houston Area/Lafayette Subdivision
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According to Amtrak, on September 27, 2022, AMT2-25 was delayed for approximately 20 minutes on the Lafayette Subdivision at Iowa Junction. Amtrak attributed the delay to a meet between AMT2-25 and MNOEWB-26 (NS 4379). Amtrak's reporting does not fully explain the cause of the delay. {{

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The stringline graph below shows conditions at Iowa Junction at the time of the delay.
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