

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36131

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June 15, 2018
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UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTIC SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

**SPECIALIZED RAIL SERVICE, INC.'S STATEMENT OPPOSING
UTAH CENTRAL RAILWAY COMPANY, LLC'S OPENING STATEMENT**

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Dated: June 15, 2018

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Specialized Rail Service, Inc. ("SRS") requests that the Surface Transportation Board (the "Board") deny the relief Utah Central Railway Company, LLC's ("UCRY") requested in its Opening Statement.

GENERAL FACTUAL BACKGROUND

SRS operates a warehouse/distribution facility served by UCRY located at the Business Depot Ogden ("BDO") in Ogden, Utah. The warehouse—designated as Building 5C—has 63,000 square feet of warehouse space with a 450-foot rail dock alongside it. This rail dock can hold six to seven rail cars at a time depending on the length of each car.

SRS has operated this facility since December 2010. The primary commodities SRS handles at the facility are bales and rolls of wood pulp. Handling consists of using forklifts with clamps to unload rail cars, placing the bales/rolls in storage in the warehouse, and then loading trucks for delivery to customers.

SRS receives approximately 60 to 70 rail cars per month from various suppliers. Shipments originate on Class 1 railroads. The cars arrive in the Ogden area, and are ultimately interchanged to UCRY, by two Class 1 railroads: the Union Pacific Railroad ("UPRR") and the

Burlington Northern Santa Fe (“BNSF”). The Class 1 railroads and UCRY coordinate the frequency of the interchanges of rail cars between the carriers.

SRS receives a rail car inventory report from UCRY each morning. SRS then releases rail cars from constructive placement to be placed at its tracks by UCRY. The number of cars that SRS releases from constructive placement is based on the available track space at SRS’s facility and the number and length of rail cars in inventory on UCRY’s railroad.

UCRY services the SRS facility Monday through Friday, excluding holidays.

PROCEDURAL BACKGROUND

On February 22, 2018, SRS served its First Set of Requests for Production, Interrogatories and Requests for Admissions to Petitioner on UCRY.¹ These discovery requests asked UCRY to respond in writing within 15 days. The parties, however, agreed to extend the response deadline to March 20, 2018.

On March 29, SRS filed a motion to compel, because it had received no responses to the discovery requests. This motion also asked that the requests for admission be deemed admitted in accordance with 49 C.F.R. § 1114.27(a).²

On May 1, 2018, the Board’s Acting Director of the Office of Proceedings issued an order stating that, by operation of 49 C.F.R. § 1114.27(a), UCRY was deemed to have admitted SRS’s requests for admissions.³

On May 1, 2018, UCRY filed a request to vacate the Acting Director’s decision regarding the requests for admissions. After receiving SRS’s opposition to this request, on May 15, 2018, the Board issued a decision denying the request.⁴

¹ A copy of these discovery requests is attached as Exhibit 1.

² A copy of this motion is attached as Exhibit 2.

³ A copy of this decision is attached as Exhibit 3.

On May 17, 2018, UCRY filed a petition to withdraw or amend its admissions. SRS opposed this petition and on May 31, 2018, the Board issued a decision denying UCRY's petition.⁵

Accordingly, by operation of law, the Board has deemed that UCRY has admitted the following:

- That UCRY experienced maintenance issues in the winter of 2015-2016 at the BDO, including broken or unusable track.
- That UCRY is (or was, as the case may be) in a dispute with Union Pacific regarding insufficient interchanges during the timeframe for which it assessed demurrage to SRS that is the subject of this STB matter.
- That UCRY is (or was, as the case may be) in a dispute with BNSF regarding insufficient interchanges during the timeframe for which it assessed demurrage to SRS that is the subject of this STB matter.
- That UCRY did not provide SRS with timely switches for all times during which UCRY is seeking demurrage against SRS in this matter.
- That some railcars that UCRY constructively placed for SRS, and for which UCRY is now seeking demurrage, were not constructively placed by UCRY due to the fault of SRS.
- That during the time UCRY assessed demurrage to SRS, and that UCRY is now trying to recover in this STB action, UCRY experienced bunching on UCRY's tracks due to no fault of SRS.
- That during the time UCRY assessed demurrage to SRS, and that UCRY is now trying to recover in this STB action, UCRY placed more railcars than SRS could handle at a given time.
- That at times, UCRY assessed demurrage to SRS on railcars sitting on SRS's spur after SRS notified UCRY to switch the railcar.
- That the total amount of demurrage UCRY assessed to SRS is higher in amount than any fees/penalties UCRY paid (or has been asked to pay) to Class 1 railroads for the railcars subject to UCRY's demurrage assessment.⁶

⁴ A copy of this decision is attached as Exhibit 4.

⁵ A copy of this decision is attached as Exhibit 5.

⁶ See Ex. 1.

ARGUMENT

I. GIVEN ITS ADMISSIONS, UCRY CANNOT AND HAS NOT ESTABLISHED ENTITLEMENT TO THE CLAIMED DEMURRAGES.

Given its admissions, UCRY faces a high hurdle to justify any of the demurrage charges it seeks to recover. As UCRY's Opening Statement makes clear, it is only entitled to recover demurrage if it can show that, as a result of SRS's actions, SRS cars were in constructive placement past the allotted free time. UCRY has admitted, however, that some of the constructively placed cars were not constructively placed due to SRS's fault. UCRY has not provided, and cannot provide, any evidence establishing which cars were constructively placed as a result of SRS's fault. Furthermore, any argument that all of the constructively placed cars were due to SRS's fault is improper, given the admission.

Furthermore, UCRY has admitted that during the time it assessed the demurrage fees that it is now seeking to recover, UCRY experienced bunching on its tracks through no fault of SRS. As will be seen below, this admitted bunching militates against the award of any of the requested demurrage fees.

UCRY has further admitted that during the time it assessed the demurrage fees that it is now now trying to recover, UCRY placed more railcars than SRS could handle at a given time. This admission alone is sufficient to deny UCRY's request. If it placed more cars in total than SRS could handle—as it has admitted—no delay can be ascribed to SRS.

UCRY has also admitted that, at times, it assessed demurrage to SRS on railcars sitting on SRS's spur after SRS notified UCRY to switch the railcar. Thus, given this admission, and as outlined more specifically below, UCRY should not be permitted to recover fees for at least the following cars: BNSF 729255, GTW 517916, and TBOX 667197.

Finally, the fundamental propriety of the amount of the requested award to UCRY is questionable given that UCRY has admitted it is seeking assessments higher in amount than any fees/penalties UCRY paid (or has been asked to pay) to Class 1 railroads for the railcars subject to UCRY's demurrage assessment.

Given its admissions, UCRY has not, and cannot show for which specific cars SRS owes demurrage. Rather, inconsistently with these admissions, UCRY provides general arguments "supported" by general accounting records that do not provide insight into the source of any alleged delay, the effect of the bunching that UCRY experienced, or which cars should have, but were not, removed upon SRS's request. Thus, and given that UCRY has admitted that it placed more cars than UCRY could handle during the relevant time period, UCRY cannot establish that it is entitled to any of the requested demurrage fees.

UCRY may argue that its ability to spot cars as agreed upon is dependent upon the Class I railroads doing likewise. But this argument—given UCRY's admission that it is seeking assessments higher than any fees or penalties UCRY has paid to the Class I railroads—highlights the fundamental unfairness of the demurrage charged to SRS. If the Class I railroads are the cause of the bunching and unpredictable car delivery, the Class I railroads should be held responsible. The Class I railroads should not be permitted to bunch and cause delay, and then penalize UCRY for the naturally resulting delays. And UCRY, in turn, should not be permitted to turn those delays into a cash grab by charging demurrage fees in excess of the fees and penalties UCRY paid to the Class I railroads. In short, the Class I railroads should not be allowed to bunch and delay with impunity, nor should intermediary railroads like UCRY be permitted to turn those delays into sources of revenue by structuring their agreements with

operators like SRS in such a way that those operators pay exorbitant fees caused by delays created by the Class I railroads.

II. EVEN WITHOUT THE ADMISSIONS, UCRY IS NOT ENTITLED TO THE REQUESTED DEMURRAGE CHARGES.

Even without the admissions, UCRY cannot show that it is entitled to recover the requested demurrage fees. The delays that SRS experienced were the result of UCRY's lack on infrastructure, breakdowns, failure to communicate, and generally poor service.

A. UCRY's Refusal to Communicate Openly With SRS.

The first email SRS received regarding any of the alleged demurrages came on July 14, 2014, when demurrage charges allegedly totaled \$2,840.00.⁷ On July 15, 2014, and July 25, 2014, SRS disputed the charges based on the inconsistent service that UCRY was providing.⁸ UCRY's consistent failure to provide daily switching, causing rail cars to bunch up and dwell beyond the free time allowed, is explained in detail below.

SRS received no response regarding its dispute until November 7, 2014, when Dan Freeman of UCRY sent a letter stating that UCRY had "tried to reach Jeff Armstrong numerous times" but received no response.⁹ According to Mr. Freeman's letter, by November 7, 2014 the amount of alleged demurrage fees had increased to \$23,795. On November 17, 2014, SRS again sent an e-mail contesting the fees.¹⁰ On that same date, Leann Beall of UCRY responded as follows: "I am very sorry you received the letter. These were sent to all customers with

⁷ A copy of the July 14, 2014, e-mail from UCRY, together with the e-mail's accompanying letter, are attached, collectively, as Exhibit 6.

⁸ Copies of SRS's July 15, 2014, and July 25, 2014, e-mails to UCRY disputing the fees are attached, collectively, as Exhibit 7.

⁹ A copy of this letter is attached as Exhibit 8.

¹⁰ See Ex. 7.

balances. We have your disputes on record and our Commercial group is researching the issues.”¹¹

UCRY denied these appeals but never explained the denials.

B. The Demurrage Charges are the Result of UCRY’s Failures.

i. Overview of Difficulties Caused by UCRY’s Lack of Capacity.

The demurrage charges that UCRY seeks to recover are the result of: (1) the bunching of rail cars due to the insufficient number of interchanges between the rail carriers, (2) lack of capacity on UCRY’s railroad to efficiently handle the volume of cars UCRY has received; and (3) scheduled interchanges that are missed due to UCRY’s lack of capacity and inconsistent switching service.

According to the agreed upon service plan between UCRY and SRS, and upon which UCRY’s tariff bases its charges, SRS should receive rail car spotting five days per week, Monday through Friday.¹² UCRY has failed on numerous occasions to provide service according to this plan. The result has been that rail cars that SRS was prepared to receive and process were not spotted when requested, causing these cars to be constructively placed additional days. At other times, cars arrived simultaneously and, as a result, were forced to be constructively placed beyond the allowed free time as well.

In short, UCRY has not effectively processed interchanges from the Class 1 railroads, nor has it provided consistent daily and timely switching to its customer base, including SRS. This lack of infrastructure and capacity has resulted in the bunching of rail cars, consistently late switches to SRS, and consistently missing switches entirely.

¹¹ *Id.*

¹² See Declaration of Jeff Armstrong (the “Armstrong Declaration”) at ¶3. A copy of the Armstrong Declaration is attached as Exhibit 9.

ii. SRS's Capacity.

SRS has the capacity to receive six to seven rail cars per day, Monday through Friday—i.e., approximately 32 cars per week or 130 cars per month. SRS's actual volumes during the timeframe in question were from 60 to 80 cars per month. SRS's volume never reached or exceeded 130 cars per month.¹³

If UCRY consistently provided cars in a predictable manner, SRS has more than adequate capacity to process the cars UCRY sends. UCRY, however, does not provide these cars to SRS predictably or consistently. If UCRY made cars available to SRS in a consistent manner, SRS would not be placed in the unmanageable situation that UCRY creates by flooding SRS with cars in bunches and then allowing a very short period for SRS to process them before demurrage charges are assessed.

iii. Car Spot Analyses.

As shown by car spot analyses prepared by SRS, and which are attached as Exhibits A and B to the Declaration of Jeff Armstrong,¹⁴ there were several months during which UCRY provided SRS no cars into inventory for nine and ten-day stretches, followed by UCRY deluging SRS with anywhere between 20 and more than 40 cars at once. The cycle would then repeat.¹⁵ The car spot analyses bread down by date how many cars were spotted to SRS, how many cars SRS released, whether the switch was missed or late, SRS's actual inventory, how many cars actually arrived, the cars that were missed due to a late or missed switch, the number of cars that

¹³ See Ex. 9 at ¶¶7-9.

¹⁴ See Ex. 9. The car spot analyses draw their information from UCRY's online car inventory reports attached to this memorandum as well as the invoices that are attached as exhibits to UCRY's Opening Statement.

¹⁵ *Id.* at ¶¶13-15

SRS should have been released, and what SRS's inventory should have been if no spots had been missed or late.

As the analyses also show, many of these cars arrived in the Ogden, Utah area—the point of interchange—and then sat for many days before the interchange was made. By this time, the number of cars would have grown to unmanageable levels for SRS. Had the cars been interchanged more evenly, and had UCRY provided consistent, timely switching service, no demurrage charges would have been incurred.

On many occasions, SRS's track has been full of empty cars and the SRS crew idle all day waiting for UCRY to pull away the empty cars.¹⁶ Had UCRY built the infrastructure necessary to provide the service level they agreed to, and upon which UCRY bases its tariff charges, SRS would have received cars every day in a timely manner, thereby allowing its crew to unload more cars each day.

This manner of operation by the railroads and UCRY likely cut those organizations' operating costs. But this manner of operation—consisting of a combination of insufficient service, the comingling of cars in larger groups rather than making them available to their customers in a timely manner, the execution of interchanges that place too many cars in inventory for the customer to handle within their free time policies, and exorbitant fees—cannot be considered a fair business practice. As stated above, Class I railroads should not be allowed to bunch and delay with impunity, nor should intermediary railroads like UCRY be permitted to turn those delays into sources of revenue by structuring their agreements with operators like SRS in such a way that those operators pay exorbitant fees caused by delays created by either the Class I railroads or the intermediary railroads.

¹⁶ *Id.* at ¶16.

iv. **UCRY Has Admitted its Service Problems.**

Jack Burgess, an officer with UCRY, confirmed UCRY's lack of capacity and the resulting service problems in an email dated August 30, 2016, to Jeff Armstrong, SRS's Vice President.¹⁷ This e-mail specifies and confirms UCRY's inability to handle interchanges, sort cars, and perform switches to SRS on an ongoing basis due to the lack of track space and operations personnel.

Indeed, Mr. Burgess states that on "challenging days" UCRY cannot efficiently handle interchanges from the Class 1 railroads, process cars, and place cars to customers. To quote Mr. Burgess:

When the deliveries are heavy on consecutive days or three or four in a row then the UCRY has little room to maneuver both loads and empties to support switching in and out for the class 1 railroads while also serving the customers. Customers like Specialized Rail have a processing through-put of about 7-8 cars per day, so stacking several days worth of cars right upon their docks is not realistic or even possible to think that would not cause an issue. In an ideal world the scheduling and flow of cars would be consistent. This is the information I am providing to Brian and everyone to present the facts of the existing conditions. What I do not have is the details associated with the conflicts that occur between the BNSF and Utah railroad that like further agitate the bunching issue. That's why I think we should give the BNSF a chance during next week's meeting before ramping up additional influence to exhort more pressure on the BNSF.¹⁸

Mr. Burgess's statements confirm that UCRY has ongoing problems in accepting interchanges, processing rail cars, and servicing their customers, including SRS, on an ongoing basis. These chronic operational issues have resulted in inadequate service levels, which have resulted in the demurrage charges that UCRY has assessed.

¹⁷ A copy of this e-mail is attached as Exhibit 10.

¹⁸ See Ex. 10.

UCRY's service delays have negatively affected SRS in ways beyond the improper demurrage fees. SRS has lost many man hours and paid more in wages than necessary because of the overtime required to unload cars that were spotted late in the day. As shown by the e-mail attached as Exhibit C to the Armstrong Declaration, between November 8, 2015, and August 27, 2016, SRS paid a grand total of \$77,340 in overtime fees as a result of UCRY's missed and late spots.¹⁹

v. **Events Behind Invoice Numbers 101565, 101599, and 101613 and Attendant Improprieties in Demurrage Charges.**

More than 65% of the demurrage charges UCRY seeks are the result of the issues outlined above together with equipment failure and track breakage that occurred between November 2015 through the first week of February 2016. These issues, failures, and breakage resulted in large backlogs of rail cars, none of which were SRS's fault.

Invoice numbers 101565, 101599, and 101613 allege demurrage charges totaling \$50,190 for the period beginning November 2015 and extending through the beginning of February 2016. The UCRY service disruptions began during the last week of November 2015, with missed and late car placements to SRS. Indeed, on November 24, 2015, the switch engine that UCRY relies upon to service SRS experienced a mechanical failure.²⁰

As a result, SRS received no switch on November 24 and did not receive a switch until late November 25—i.e., the day before the four-day Thanksgiving holiday. Because of this break, SRS received no switches until November 30, 2015. Between November 25 and November 30, however, 14 cars arrived into UCRY's inventory for SRS.²¹

¹⁹ See Ex. 9 at ¶¶17-18 and Ex. C thereto.

²⁰ UCRY admits this failure on page 13 of its Opening Statement.

²¹ See Ex. 11, consisting of UCRY's online inventory printouts for November 25, 2015, through November 30, 2015.

SRS received a late spot on November 30, 2015 (i.e., after 2:00 PM).²² Thus, even though SRS received cars on November 30, its crew spent the bulk of the day idle, waiting for UCRY to place cars.²³ After this late delivery, two additional cars arrived into the UCRY inventory on November 30. In other words, as a result of UCRY's failure to timely deliver cars leading up to November 24, on November 30, 2015, UCRY placed 21 cars in SRS's inventory—the bulk of which had to be put in constructive placement.²⁴

On Tuesday, December 1, 2015, UCRY again failed to pull empty cars from SRS or place any cars to SRS,²⁵ further hampering SRS from working down the backlog of cars. Nevertheless, by December 5, SRS had reduced the backlog of cars in inventory to ten.²⁶ UCRY then failed to spot cars to SRS on Monday, December 7, and Tuesday, December 8.²⁷ Had UCRY spotted cars those days, SRS could have unloaded and released the ten cars and had none in inventory.²⁸

Then on December 9, 2015 UCRY's track leading into SRS's rail spur broke.²⁹ As a result, UCRY spotted no cars to SRS until December 14.³⁰ By this time, the SRS car inventory had risen to 37.³¹ Had UCRY not failed to service the SRS track during these days, SRS could

²² See Ex. 9 at Ex. A thereto. See also Demurrage Invoice Using Straight Calculations attached as Exhibit 12.

²³ See Ex. 9 at ¶19.

²⁴ See Ex. 11.

²⁵ See Ex. 9 at Ex. A thereto.

²⁶ See Ex. 13, consisting of UCRY's online inventory printout for December 5, 2015.

²⁷ See Ex. 9 at Ex. A thereto.

²⁸ See Ex. 9 at ¶20.

²⁹ UCRY admits that its track was out-of-commission during this time period on page 14 of its Opening Statement.

³⁰ See Ex. 9 at Ex. A thereto.

³¹ See Ex. 14, consisting of UCRY's online inventory printout for December 14, 2015.

have received and processed all of the rail cars which arrived in inventory and had a clear track for the 14 cars that were still to arrive in December.³²

Between December 14, 2015, and December 31, 2015, UCRY failed to place cars to SRS on six days and placed cars late to SRS (after 2:00 PM) on five occasions.³³ Thus, including the four-day Christmas holiday weekend, SRS received no placements from UCRY on 11 days between December 14 and the end of the month.³⁴ Again, had UCRY provided consistent daily service, SRS would have been able to process all the cars in December 2015 without incurring demurrage and would have had zero cars in inventory at the beginning of 2016.³⁵

But due to UCRY's failures, SRS had 13 cars still in inventory as of January 4, 2016, when 12 more cars arrived into inventory.³⁶ Seventeen cars then arrived on January 6 and twelve more on January 8.³⁷ In other words, 41 cars arrived in inventory in three days, putting SRS's inventory at 42 cars as of January 8.³⁸ Only six cars had arrived in inventory during the fourteen days leading up to January 4.³⁹

The rail carriers and UCRY had severely bunched the cars during this time. UCRY's poor service only exacerbated the inventory situation. UCRY missed switches on January 5 and January 7.⁴⁰ And UCRY provided late switches on January 6 and January 8.⁴¹ These again left

³² See Ex. 9 at ¶21.

³³ See Ex. 9 at Ex. A thereto.

³⁴ *Id.*

³⁵ See Ex. 9 at ¶22.

³⁶ See Ex. 15, consisting of UCRY's online inventory printouts for January 4, 2016, through January 31, 2016.

³⁷ *Id.*

³⁸ *Id.*

³⁹ *Id.*

⁴⁰ See Ex. 9 at Ex. A thereto.

⁴¹ *Id.*

SRS crews standing idle during the bulk of these days.⁴² Had the SRS inventory been at zero as of January 4, as it would have been if not for UCRY service failures, the twelve cars that arrived on January 4 could have been unloaded on January 4 and January 5, leaving SRS at zero inventory on January 6 when 17 more cars arrived.⁴³ SRS could then have unloaded those cars on January 6, 7, and 8, when 12 more cars arrived into inventory.⁴⁴ Those twelve cars could have been placed and unloaded on Monday, January 11, and Tuesday, January 12, leaving SRS at zero car inventory instead of the 33 cars still backlogged.

Between January 12 and January 31, 2016, 43 cars arrived.⁴⁵ There were 13 service days during this period. SRS's ability to unload six to seven cars per day provided enough capacity to handle 84 cars during this period, if delivery had been consistent and predictable. Thus, SRS would have had no problem handling all of the 43 cars which arrived during the second half of January without incurring demurrage charges.

But SRS was not able to do so because of UCRY's service failures. From January 11 until January 31, UCRY failed to place cars to SRS on three occasions.⁴⁶ During the same time period, UCRY placed cars late to the SRS track on six occasions.⁴⁷ If not for UCRY's failures, on February 1, 2016, SRS could have had zero cars in inventory. Instead, 17 cars were in inventory. Eight more cars arrived by February 4.⁴⁸ Nevertheless, by February 8, 2016 the car inventory backlog had been cleared out.⁴⁹

⁴² See Ex. 9 at ¶23.

⁴³ See Ex. 9 at ¶24. See also Ex. 15.

⁴⁴ See Ex. 15.

⁴⁵ *Id.*

⁴⁶ See Ex. 9 at Ex. A thereto.

⁴⁷ See Ex. 12.

⁴⁸ See Ex. 16, consisting of UCRY's online inventory printout for February 4, 2016.

⁴⁹ See Ex. 17, consisting of UCRY's online inventory printout for February 9, 2016. See also Ex. 9 at ¶¶25-26.

In short, SRS received the following number of cars between November 10, 2015, and January 31, 2016:

November 10, 2015, to November 30, 2015: 54 cars
December 1, 2015, to December 31, 2015: 52 cars
January 1, 2016, to January 31, 2016: 84 cars⁵⁰

These volumes were all well within SRS's handling capacity of 130 rail cars per month, had UCRY delivered the cars consistently and predictably.

For the reasons outlined above, UCRY made it impossible for SRS to process the cars shipped to them within the free time allotted. The demurrage credits that UCRY allowed to SRS were not adequate and did not accurately reflect and allow for the number of days required to process the backlogged cars as well as the cars which continued to arrive. As the car spot analysis and inventory records show, if not for the UCRY service failures which started in late November 2015 and continued through the first week of February 2016, all rail cars shipped to SRS could have been received and unloaded within the UCRY tariff free time.

Additionally, during January 2016, errors in UCRY's inventory records contributed to improper demurrage charges on two cars. On January 19, 2016, car SMW 536115 was spotted to SRS's track. SRS unloaded the car and released it empty on January 20, 2016. Nevertheless, the car continued to show as placed at the SRS track even though it had been pulled out empty and was not located on SRS's track. Indeed, UCRY's records continued to show the car as placed on SRS's track until February 2, 2016, and UCRY invoiced SRS \$1,400 in improper demurrage for this car. Also, car number KRR 7021 was placed on the SRS track on January 19, 2016. SRS unloaded and released this car on January 20. Nevertheless, the car remained on

⁵⁰ See Ex. 9 at Ex. A thereto.

UCRY's car inventory report as spotted until January 22, 2016. Thus, the charges billed on these cars are improper and should not be awarded to UCRY.

iii. Improprieties Regarding Invoice 101692 and Invoice 101706.

With regard to invoice number 101692, UCRY improperly charged \$70 each for car numbers BNSF 729255, GTW 517916, and TBOX 667197. UCRY spotted the cars on July 5, 2016. SRS unloaded the cars on the same date, but was unable to release them empty in UCRY's ShipperConnect system because UCRY had failed to show the cars as placed in their system. SRS sent an email to Paul Quintana, UCRY's local manager, explaining that the cars were empty but that SRS could not release them as empty because ShipperConnect did not show the cars as placed.⁵¹ SRS requested that Mr. Quintana assist SRS in updating the system to show the cars as empty as of 5:30 PM on July 5. This was not done, however, and UCRY showed them as empty on July 6, 2016. Thus, the \$210 in charges for these cars should be removed.

The remaining demurrage charges on invoice number 101692—i.e., \$560—resulted from the bunching of rail cars by the rail carriers. From June 30, 2016, until July 10, 2016, no rail cars arrived into the UCRY inventory for SRS.⁵² Then, on July 11, 20 cars arrived and on July 13, six more cars arrived.⁵³ In short, for 11 days UCRY made no cars available to SRS, but then delivered 26 cars arrive in two days.

As a result—and given its ability to unload six to seven cars per day—SRS was unable to process the cars within the allotted free time. Contributing to the problem was that UCRY again provided inconsistent switching service. On July 11, 12, 13, and 15, the UCRY spotted cars to the SRS track late in the day, leaving SRS crews idle when they could have been unloading the

⁵¹ A copy of this e-mail is attached as Exhibit 18.

⁵² See Ex. 19, consisting of UCRY's online inventory printouts for June 30, 2016, through July 14, 2016.

⁵³ *Id.*

cars had they been spotted in a timely manner.⁵⁴ On July 14, UCRY did not spot any cars to the SRS track despite SRS having the capacity to receive cars.⁵⁵

The bunching of cars was particularly problematic from June 29, 2016, until August 27, 2016. During this time, 145 rail cars arrived into UCRY's inventory for SRS's account. The cars arrived primarily in bunches as follows:

Wednesday, June 29, 2016: 10 cars
Monday, July 11, 2016: 20 cars
Monday, July 25, 2016: 17 cars
Wednesday, July 27, 2016: 27 cars
Wednesday, August 10, 2016, and Friday, August 12, 2016: 26 cars total
Thursday, August 18, 2016: 15 cars⁵⁶

Concurrent with the inconsistent interchanges during this period, UCRY did not provide consistent timely car placement service. UCRY failed to place cars on seven of these days. UCRY placed cars late in the day on 21 occasions.⁵⁷ SRS had the capacity to handle the cars shipped to them, demurrage free, within the free time allotted had the cars been interchanged more frequently throughout the time period and had UCRY switched the cars to SRS consistently and timely per the service plan.⁵⁸

UCRY's capacity constraints prevented them from providing consistent service. As stated by Jack Burgess in his e-mail dated August 30, 2016, on "challenging days" UCRY cannot efficiently handle interchanges from the Class 1 railroads, process cars, and place cars to customers. Demurrage charges for invoices 101692 (\$770) and 101706 (\$8,120) were the result of the inconsistent interchanging and switching service provided by UCRY.

⁵⁴ See Demurrage Invoice Using Straight Calculations attached as Exhibit 20.

⁵⁵ See Ex. 9 at Ex. B thereto.

⁵⁶ *Id.*

⁵⁷ See Demurrage Invoice Using Straight Calculations attached as Exhibit 21.

⁵⁸ See Ex. 9 at ¶27.

iv. **Improprieties Regarding Invoice Number 101331.**

UCRY invoice 101331 in the amount of \$16,830 was again the result of the UCRY's operational problems and the attendant bunching and inconsistent switching service. On July 1, 2014, SRS sent an email to Paul Quintana of UCRY.⁵⁹ In the email, SRS asked if it would be receiving cars that day, as SRS had been holding four empty cars since Thursday, June 26, and a full track of empty cars since Friday, June 27. Mr. Quintana responded that UCRY "would be out there tomorrow morning." Additionally, Mr. Quintana suggested that SRS "request all remaining cars through ShipperConnect," and went on to state that he wanted "to make sure [UCRY] do[es] not send a demurrage invoice due to [UCRY's] error."

UCRY did not spot cars the next day, July 2, either, nor did it provide switch service on between July 3 and July 6. By this time, 23 rail cars had backlogged in the UCRY inventory for SRS's account. On July 2, 14 cars arrived but could not be transferred to SRS.⁶⁰ Had UCRY been providing daily switch service as agreed upon, on June 27, July 1, July 2, and July 3, SRS would have been able to receive and process the cars in inventory without incurring demurrage.⁶¹

UCRY again missed car placements on July 8 and July 9, causing further dwell time on the backlog of cars. SRS could have received and unloaded the 14 cars which were constructively placed on July 2, on July 2, July 3, and July 8.⁶² Cars which were constructively placed on July 8 could have been received on July 8 and July 9 and unloaded without incurring demurrage. SRS, however, was not given the opportunity to do so because of UCRY's erratic service.

⁵⁹ A copy of this e-mail is attached as Exhibit 22.

⁶⁰ See Ex. 23, consisting of UCRY's online inventory printout for July 2, 2014.

⁶¹ See Ex. 9 at ¶¶28-29.

⁶² *Id.* at ¶30.

On July 14, 2014, 18 more cars arrived into inventory for SRS.⁶³ SRS could have received six or seven cars on July 14, six or seven cars on July 15, and six or seven cars on July 16. Instead, UCRY did not switch any cars to SRS on July 14 or July 15. On July 16, UCRY spotted cars that had been on constructive placement since July 2 (CN 598186) and July 8 (CN 558273 and AOK 112024). These cars had dwelled this long due to the missed switches as outlined above. These cars are invoiced on invoice number 101331, amounting to \$1,510. Other cars affected by the inconsistent service which generated demurrage charges include the following:

DWC 795149: \$690
BNSF 726767: \$215
CN 414257: \$270
IC 533130: \$270
CAN 405708: \$970
IC 533143: \$215
DWC 793750: \$215
NS 469422: \$620
FBOX 504082: \$620
CN 412164: \$620
BNSF 721728: \$620
All of the cars within Seq #13
All of the cars within Seq # 15 through Seq# 31

UCRY allowed no additional credits on any of these cars. Because of UCRY's service failures, UCRY should have applied additional credits eliminating the charges.

On July 18, 2014, nine more cars arrived on inventory.⁶⁴ None of these cars could be placed to the SRS track until July 25, 2014. The reason for this delay was that SRS had to work on the backlog of cars which had arrived on July 14 as a result of UCRY's service failures. SRS could have unloaded the cars received on July 14 by July 18 had UCRY performed the switching

⁶³ See Ex. 24, consisting of UCRY's online inventory printouts for July 14, 2014, and July 15, 2014.

⁶⁴ See Ex. 25, consisting of UCRY's online inventory printout for July 18, 2014.

service to SRS per the stated plan. Additionally, UCRY failed to place any cars to SRS on July 14 or July 21.⁶⁵

The demurrage charges assessed on Seq #'s 3 through 12 and Seq # 14 on invoice 101331 could have been avoided. Because of its service failures, UCRY should have provided additional credits eliminating these charges.

Finally, cars BNSF 726555 and BNSF 726743 could not be accepted by SRS until July 30 because of the UCRY created backlog of cars remaining which had arrived on July 18.⁶⁶ Thus, the assessed demurrage charges for these cars are also not valid.

III. INCORPORATION OF BRIEFING BY KENCO LOGISTICS SERVICES, LLC, AND KENCO GROUP.

In addition to the above arguments, SRS incorporates by reference the briefing prepared and filed by Kenco Logistics Services, LLC, and Kenco Group in opposition to UCRY's Opening Statement.

IV. CONCLUSION

If UCRY spotted cars to SRS predictably and consistently, as agreed upon, SRS would be able to plan ahead and unload those cars without incurring demurrage fees. But by spotting cars late or not at all, followed by spots consisting of multiple days' worth of cars, UCRY tips over the first in a row of dominos. Given SRS's capacity, it is difficult if not impossible for SRS to stop those dominos falling.

As explained above, UCRY's late and inconsistent service created the delays that SRS worked to avoid. Thus, it would be improper to award UCRY the requested demurrage fees given that SRS is at UCRY's mercy when it comes to the timing and delivery of rail cars. This is

⁶⁵ See Ex. 24. See also Ex. 26, consisting of UCRY's online inventory printout for July 21, 2014, and Ex. 9 at ¶31.

⁶⁶ See Ex. 9 at ¶32.

true particularly given that UCRY has admitted it provided SRS with more cars than SRS could handle, and given that UCRY has admitted the demurrage fees exceed any fees charged by the Class 1 railroads. UCRY should not be able to make money from violating SRS's and UCRY's terms of service, which is precisely the perverse incentive that will be created if UCRY is awarded the requested fees.

Accordingly, and for the reasons stated above, the Board should deny the relief UCRY seeks.

DATED this 15th day of June, 2018.

KIRTON McCONKIE

/s Brinton M. Wilkins
Brinton M. Wilkins
Attorneys for Specialized Rail Service, Inc.

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on the 15th day of June, 2018, I caused a true and correct copy of the foregoing **SPECIALIZED RAIL SERVICE, INC.'S STATEMENT OPPOSING UTAH CENTRAL RAILWAY COMPANY, LLC'S OPENING STATEMENT** to be served by email and U.S. Mail, postage prepaid, on the following:

Louis E. Gitomer
Melanie Yasbin
LAW OFFICES OF LOUIS E. GITOMER, LLC
600 Baltimore Avenue, Suite 301
Towson, Maryland 21204-4022
lou@lgraillaw.com
Melanie@lgraillaw.com

/s/Terri L. White _____

Exhibit 1

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTICS SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

**SPECIALIZED RAIL SERVICE INC.'S FIRST SET OF REQUESTS
FOR PRODUCTION, INTERROGATORIES AND REQUESTS
FOR ADMISSIONS TO PETITIONER**

Shawn T. Richards, Esq.
Jackie Bosshardt, Esq.
Kirton McConkie
50 East South Temple, 4th Floor
P.O. Box 45120
Salt Lake City, UT 84145-0120
srichards@kmcclaw.com
Attorneys for Respondents

Dated: February 22, 2018

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTICS SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

**SPECIALIZED RAIL SERVICE INC.'S FIRST SET OF REQUESTS
FOR PRODUCTION, INTERROGATORIES AND REQUESTS
FOR ADMISSIONS TO PETITIONER**

Respondent, Specialized Rail Service, Inc. ("SRS"), through counsel and pursuant to 49 C.F.R. §§ 1114.26, 1114.27, 1114.30, propounds the following Requests for Production, Interrogatories, and Requests for Admission (collectively the "Discovery Requests") to Petitioner Utah Central Railway Company, LLC ("UCRY") to be answered separately and fully, in writing, within 15 days.

In answering the ensuing Discovery Requests, UCRY must produce all information, documents and things that are available to it or subject to its reasonable inquiry, including information in the possession of its attorneys, accountants, advisors, or other persons directly or indirectly employed by or connected with it, and anyone else otherwise subject to its control. SRS requests that the responses to its Discovery Requests, including all documents and things, be produced at the offices of Kirton McConkie, c/o Shawn T. Richards, 50 East South Temple, Suite 400, Salt Lake City, Utah 84111.

DEFINITIONS AND INSTRUCTIONS

The following Definitions and Instructions are incorporated by reference in these

Discovery Requests:

A. “UCRY” shall mean and refer to Utah Central Railway Company, LLC, including its agents, principals, employees, or any others acting on behalf of UCRY.

B. “SRS” shall mean and refer to Specialized Rail Service, Inc., including its agents, principals, employees, or any others acting on behalf of SRS.

C. “BNSF” shall mean and refer to the Burlington Northern and Santa Fe Railway, including its agents, principals, employees, or any others acting on behalf of BNSF.

D. “Union Pacific” shall refer to the Union Pacific Railroad, including its agents, principals, employees, or any others acting on behalf of Union Pacific.

E. The term “BDO” refers to the Business Depot Ogden.

F. “Class I railroad” has the meaning as defined by the Surface Transportation Board.

G. The terms “You,” “Your,” or “Yours” shall mean and refer to UCRY.

H. The terms “switch” and “spot” shall refer to the process by which UCRY removes railcars that have been released by a customer and/or brings consigned cars to a customer.

I. “Interchange” shall refer to the process by which railcars are transferred to or from a Class I railroad.

J. The term “Federal Action” shall refer to Case No. 17-cv-00019, in the United States District Court for District of Utah, initiated by UCRY through filing the Complaint, and styled as *Utah Central Railway Company, LLC v. Specialized Rail Service, Inc.*, including all claims and defenses included therein.

K. The term “Complaint” shall refer to the Complaint filed by UCRY in the Federal Action.

L. The term “Petition” shall refer to the Petition filed by UCRY in this action before the STB, Docket No. FD 361310.

M. The conjunctives “and” and “or” as used herein shall be construed both conjunctively and disjunctively and each shall include the other wherever such dual construction will serve to bring within the scope of these Discovery Requests information which would otherwise not be brought within their scope.

N. All words in any gender shall be deemed to include the masculine, feminine, or neutral gender, all singular words shall include the plural, and all plural words shall include the singular, as the context may require.

O. “Person” means, in the plural as well as in the singular, any natural person, governmental entity, agency, commission, company, authority, firm, corporation, partnership, association, joint venture, or other form of legal entity, or any representative thereof.

P. “Document” means all writings or recordings within the scope of 49 CFR 1114.30, and shall include the most expansive view of that term, including but not limited to, electronic documents and data, papers, notes, records, books and writings; photostats, photographs, sound, film, video and/or digital recordings; computer disks or files; every other means of recording upon any tangible thing, including any form of communication or representation, including letters, e-mails, words, pictures, sounds or symbols or any combinations thereof, memoranda (internal, interoffice, or otherwise), notes, shorthand or stenographer’s notebooks, correspondence, telexes and telegrams (whether received or sent) and/or minutes or notes of meetings; contracts, agreements, understandings, commitments,

proposals, or other similar business dealings; accountants' notes, working papers, and reports; recordings, transcriptions, memoranda or notes made of any telephone communication or face-to-face oral conversation between or among any persons; computer printouts, reports or other output and the applicable program or programs therefore; instruments of assignment, transfer or conveyance; expense reports, financial reports, financial statements, income statements, balance sheets, and ledgers, including pro forma financials; calendar, day timer or diary entries; and studies, reports, books, pamphlets and brochures.

Q. In answering, You must furnish all information available to You, including, by way of illustration only and not limited to, all information in the possession of Your attorneys or their investigators or in the possession of Your advisors, accountants, agents, or representatives.

R. If You are unable to answer any Discovery Request fully and completely after exercising due diligence to make inquiry and secure the information necessary to do so, because the subject matter is privileged or otherwise unavailable, please so state, answer each such interrogatory and request to the extent possible, specify the portion of such interrogatory or request that You claim You are unable to answer fully and completely, state the facts on which you rely to support Your contention that You are unable to answer that interrogatory or request fully and completely, and state what knowledge, information and belief You have concerning the unanswered portion of each such interrogatory or request.

S. The terms "identify" or "identity" when applied to a person shall mean to state the full name, occupation, job title, employer's name and address and present or last known (specify which) office and home address(es) and telephone numbers of such person.

T. The terms "identify" or "identity" when applied to a business or other entity shall mean to state its full name, the address of its principal place of business or principal place of

activity if it is not a business, its telephone number, all fictitious names or trade names under which such entity conducts business or any other activity, the type of organization it is, the state and date of incorporation or establishment, its chief executive or operating officer, and its principal business or other activity.

U. The terms “identify” or “identity” when applied to documents, including written agreements, shall mean to state their dates, titles, Bates number, and the substance thereof, and identify their authors, addressees, and carbon copy addressees, with such reasonable particularity as to suffice for a specific request for production, and their present or last known (specify which) custodian and location.

V. The terms “identify” or “identity” when applied to an oral communication or verbal agreement shall mean to state the date and substance thereof, whether such oral communication or agreement took place by telephone, face-to-face or otherwise, identify each person and witness thereto.

W. The term “evidencing” as used herein, means pertaining to, concerning, referring to, relating to, reflecting, describing, supporting, memorializing, constituting, disclosing, embodying, associated or connected with the matter discussed.

X. The terms “communication” or “correspondence” “means all verbal, telephone, written and/or electronic communications, including those you have possession of, access to and/or knowledge of.

Y. If any Discovery Request is objected to by a claim of privilege, You are directed to identify the document, communication, or other information which is withheld by the claim of privilege, state the general subject matter of the document, communication, or other information withheld, and state the privilege claimed. In addition, if You withhold from production any

document on the ground that it is protected by any privilege or by the work product doctrine, furnish the following information:

1. Date of document;
2. Author(s);
3. Addressee(s);
4. Persons who received copies;
5. Title of file in which document was contained;
6. Name of person who prepared and maintained files;
7. Subject of document; and
8. Nature of privilege claimed

REQUESTS FOR PRODUCTION OF DOCUMENTS

REQUEST NO. 1: Produce all Documents referred to and/or relied upon by You in (a) preparing the Complaint, (b) preparing the Petition, (c) responding to the ensuing Interrogatories, and (d) answering the ensuing Requests for Admission.

REQUEST NO. 2: Produce all Documents that in any way support Your claim against SRS for demurrage, including without limitation all Documents and records that support Your methodology for calculating demurrage.

REQUEST NO. 3: Produce all Documents and/or other evidence that You will rely on to support Your claims.

REQUEST NO. 4: Produce all Documents and communications related to railcars consigned and/or sent to SRS that were interchanged, placed, constructively placed, switched, or spotted during 2013 through 2016.

REQUEST NO. 5: Produce all Documents including without limitation communications between UCRY and SRS for the years 2013 through 2016.

REQUEST NO. 6: For the years 2013-2016, produce all Documents and communications between UCRY and BNSF related to switching and/or interchanging railcars as it relates to railcars inbound and/or outbound from the BDO.

REQUEST NO. 7: For the years 2013-2016, produce all Documents and communications between UCRY and Union Pacific related to switching and/or interchanging railcars as it relates to railcars inbound and/or outbound from the BDO.

REQUEST NO. 8: Produce all Documents and communications mentioning or relating to SRS for the years 2013 through 2016.

REQUEST NO. 9: Produce all Documents and communications relating to any alleged or claimed congestion, bunching, or stacking on UCRY's rails and/or the Class I railroads during 2013 through 2016.

REQUEST NO. 10: Produce all Documents and communications relating to demurrage charges against SRS for the years 2013 through 2016.

REQUEST NO. 11: Produce all Documents and communications relating to UCRY's efforts to collect demurrage charges against SRS for the years 2013 through 2016.

REQUEST NO. 12: Excluding attorney/client communications, produce all internal communications between UCRY agents, employees and/or representatives for the years 2013 through 2016 that relate in any way to (a) problems or concerns with BNSF and/or Union Pacific regarding interchanges, (b) repairs or maintenance of track or locomotives at the BDO, (c) problems or concerns relating to the need for additional equipment, employees, or contractors at the BDO to meet customer requests for spotting, switching, and/or placing.

REQUEST NO. 13: Produce all Documents, including policies and communications, related to granting demurrage credit.

REQUEST NO. 14: Produce all Documents, including policies, related to demurrage billing, collection of demurrage, and settlement of demurrage disputes.

REQUEST NO. 15: Produce all Documents and communications related to UCRY's efforts to bill, collect, or settle demurrage charges with SRS.

REQUEST NO. 16: Produce all Documents including, but not limited to, formal or informal complaints and/or communications from UCRY customer(s) relating to requests for switches, lack of switches, late switches, and/or inconsistent switches for the years 2013 through 2016.

REQUEST NO. 17: Excluding attorney-client communications, produce all communications between UCRY on one hand and any person on the other that relates or refers in any way to SRS, the Federal Action, the Petition, lack of switches, late switches, need for more interchanges with a Class I railroad, staffing problems, and/or equipment problems.

REQUEST NO. 18: Produce all Documents, including without limitation communications, between UCRY and BNSF that relate in any way to UCRY expressing a concern for insufficient switches and/or interchanges.

REQUEST NO. 19: Produce all Documents, including without limitation communications, between UCRY and Union Pacific that relate in any way to UCRY expressing a concern for insufficient switches and/or interchanges.

REQUEST NO. 20: Produce documents sufficient to show how much in fees and/or penalties UCRY was assessed from BNSF for all railcars UCRY is seeking to collect demurrage on from SRS.

REQUEST NO. 21: Produce documents sufficient to show how much in fees and/or penalties UCRY was assessed from Union Pacific for all railcars UCRY is seeking to collect demurrage on from SRS.

REQUEST NO. 22: Produce documents sufficient to show how much in fees and/or penalties UCRY was assessed from any other Class 1 railroad (other than Union Pacific and BNSF) for all railcars UCRY is seeking to collect demurrage on from SRS.

REQUEST NO. 23: If You are taking, or have taken, the position that there were insufficient interchanges between You and Union Pacific, BNSF and/or any other Class 1 railroad during the years 2013 through 2016 for railcars inbound and/or outbound from the BDO, produce all Documents supporting that position and all Documents in which that position was asserted.

REQUEST NO. 24: Produce all Documents from any source that relate and/or refer in any way to any railcar for which you are seeking demurrage against SRS.

REQUEST NO. 25: Produce all Documents and communications regarding the reason and/or cause for You constructively placing railcars for SRS rather than physically/actually placing the railcars. Your response to this Request should be limited to only railcars for which you assessed demurrage that You are now seeking to recover and should be sufficient to identify each railcar.

INTERROGATORIES

INTERROGATORY NO. 1: Identify all persons involved in deciding when and whether UCRY will switch or spot cars for any particular customer at the BDO.

INTERROGATORY NO. 2: Identify all persons involved in deciding when and whether UCRY will interchange cars with a Class I railroad for railcars inbound and/or outbound from the BDO.

INTERROGATORY NO. 3: Explain UCRY's methodology for deciding which customers at the BDO it will service each day.

INTERROGATORY NO. 4: Explain the methodology and process for how UCRY determines demurrage credit.

INTERROGATORY NO. 5: Identify all UCRY personnel authorized to grant demurrage credit.

INTERROGATORY NO. 6: For each invoice attached to the Complaint, explain how UCRY determined the number of credit days to apply to each car listed in the invoice.

INTERROGATORY NO. 7: Explain in detail Your position on whether UCRY received adequate interchanges with Union Pacific, BNSF and/or any other Class I railroad for railcars bound for the BDO during the years 2013-2016.

INTERROGATORY NO. 8: For all railcars that were constructively placed by You for SRS and upon which You are seeking demurrage, identify with particularity all reasons and/or justifications as to why the subject railcar was constructively placed and not actually/physically placed.

INTERROGATORY NO. 9: Identify the total amount of fees and/or other penalties that You were assessed by Union Pacific for railcars placed by You for SRS and upon which you claim demurrage is owing by SRS. Include with Your answer to Interrogatory No. 9 Your methodology and calculations for reaching the total amount, and include the referenced railcar at issue.

INTERROGATORY NO. 10: Identify the total amount of fees and/or other penalties that You were assessed by BNSF for railcars placed by You for SRS and upon which you claim demurrage is owing by SRS. Include with Your answer to Interrogatory No. 10 Your methodology and calculations for reaching the total amount, and include the referenced railcar at issue.

INTERROGATORY NO. 11: Identify the total amount of fees and/or other penalties that You were assessed by any Class 1 railroad (other than BNSF and Union Pacific) for railcars placed by You for SRS and upon which you claim demurrage is owing by SRS. Include with Your answer to Interrogatory No. 11 Your methodology and calculations for reaching the total amount, and include the referenced railcar at issue.

INTERROGATORY NO. 12: For all railcars that were constructively placed by You for SRS and upon which You are seeking demurrage as part of this STB action, identify any person and/or entity (other than SRS) who/that contributed to the railcar being constructively placed rather than physically/actually placed.

INTERROGATORY NO. 13: For all railcars that were constructively placed by You and for which you are seeking demurrage as a part of this STB action, identify each and every reason You attribute to SRS as to why said railcars were constructively placed.

INTERROGATORY NO. 14: Identify all railcars that You constructively placed for SRS, and upon which You are now seeking demurrage in this STB action, that were constructively placed due to the fault of someone other than SRS.

INTERROGATORY NO. 15: Identify all demurrage at issue in this STB action that You assessed to SRS for railcars sitting on SRS's spur after SRS notified You that said railcars were ready to be switched.

INTERROGATORY NO. 16: Identify all demurrage that you are seeking to recover in this STB action for constructively placed cars that accrued after SRS notified You that it had room on its spur for the railcars.

INTERROGATORY NO. 17: For each railcar on which You assessed demurrage to SRS, identify whether bunching or stacking caused by a Class 1 railroad contributed to the demurrage. Your response to this Interrogatory should identify the specific railcar at issue and the total demurrage assessed for that railcar.

INTERROGATORY NO. 18: For each railcar on which You assessed demurrage to SRS, identify whether inadequate interchanges with the Class 1 railroad contributed to the demurrage. Your response to this Interrogatory should identify the specific railcar at issue and the total demurrage assessed for that railcar.

INTERROGATORY NO. 19: If any of Your responses to the ensuing Requests for Admission are anything other than an unqualified admission, state with particularity the factual basis and reason for Your response.

REQUESTS FOR ADMISSION

REQUEST FOR ADMISSION NO. 1: Admit that the documents produced in response to these Discovery Requests are true and accurate copies of originals.

REQUEST FOR ADMISSION NO. 2: Admit that UCRY experienced maintenance issues in the winter of 2015-2016 at the BDO, including broken or unusable track.

REQUEST FOR ADMISSION NO. 3: Admit that UCRY is (or was, as the case may be) in a dispute with Union Pacific regarding insufficient interchanges during the timeframe for which it assessed demurrage to SRS that is the subject of this STB matter

REQUEST FOR ADMISSION NO. 4: Admit that UCRY is (or was, as the case may be) in a dispute with BNSF regarding insufficient interchanges during the timeframe for which it assessed demurrage to SRS that is the subject of this STB matter.

REQUEST FOR ADMISSION NO. 5: Admit that You did not provide SRS with timely switches for all times during which You are seeking demurrage against SRS in this matter.

REQUEST FOR ADMISSION NO. 6: Admit that some railcars that You constructively placed for SRS, and for which You are now seeking demurrage, were not constructively placed by You due to the fault of SRS.

REQUEST FOR ADMISSION NO. 7: Admit that during the time You assessed demurrage to SRS, and that You are now trying to recover in this STB action, You experienced bunching on Your tracks due to no fault of SRS.

REQUEST FOR ADMISSION NO. 8: Admit that during the time You assessed demurrage to SRS, and that You are now trying to recover in this STB action, You placed more railcars than SRS could handle at a given time.

REQUEST FOR ADMISSION NO. 9: Admit that at times, You assessed demurrage to SRS on railcars sitting on SRS's spur after SRS notified You to switch the railcar.

REQUEST FOR ADMISSION NO. 10: Admit that the total amount of demurrage You assessed to SRS is higher in amount than any fees/penalties You paid (or have been asked to pay) to Class 1 railroads for the railcars subject to Your demurrage assessment.

DATED this 22nd day of February, 2018

KIRTON McCONKIE

/s/ Shawn T. Richards

Shawn T. Richards

Jackie Bosshardt

50 E. South Temple, Suite 400

Salt Lake City, UT 84111

Attorneys for Specialized Rail Services, LLC;

Kenco Logistic Services, LLC

CERTIFICATE OF SERVICE

I certify that on the 22nd day of February 2018, I caused a true and correct copy of the foregoing **SPECIALIZED RAIL SERVICE, INC.'s FIRST SET OF INTERROGATORIES, REQUESTS FOR PRODUCTION, AND REQUESTS FOR ADMISSION TO PETITIONER** to be served on the foregoing by email and U.S. Mail, postage prepaid:

LAW OFFICES OF LOUIS E. GITOMER, LLC
Louis E. Gitomer
lou@lgraillaw.com
600 Baltimore Avenue, Suite 301
Towson, Maryland 21204-4022

/s/ Terri L. White _____

Exhibit 2

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. 36131

UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTICS SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

**SPECIALIZED RAIL SERVICE, INC.'S MOTION TO: (1) DEEM REQUESTS FOR
ADMISSION ADMITTED; AND (2) COMPEL ANSWERS TO INTERROGATORIES
AND RESPONSES TO REQUESTS FOR PRODUCTION**

Specialized Rail Service, Inc. ("SRS") requests that the Board: (1) deem Utah Central Railway Company, LLC ("UCRY") as having admitted the requests for admission that SRS served on UCRY on February 22, 2018; and (2) order UCRY to answer and provide responses to SRS's interrogatories and requests for production. SRS also requests its attorneys' fees as provided by 49 C.F.R. § 1114.31(d).

I. FACTUAL BACKGROUND

1. On February 22, 2018, SRS served its First Set of Interrogatories, Requests for Production, and Requests for Admission to Petitioner (the "Discovery Requests") upon UCRY.¹

2. The Discovery Requests included 25 requests for production, 19 interrogatories, and ten requests for admission.²

3. The Discovery Requests required UCRY to provide answers to the requests for production, interrogatories, and requests for admission within 15 days.³

¹ A copy of the Discovery Requests and their Certificate of Service are attached, collectively, as Exhibit 1.

² See Ex. 1 at pp. 7-14.

³ See Ex. 1 at p. 1.

4. On March 8, 2018, SRS's attorney, Shawn T. Richards, sent the following e-mail to UCRY's attorney, Louis E. Gitomer:

Dear Lou:

Would you be amenable to a brief extension of our deadline to serve discovery responses (for SRS and Kenco)? They are due this coming Monday and we'd like to have until Friday, March 16. We'd be happy to have your responses due the same day.⁴

5. Later that same day, Mr. Gitomer responded: "How about Tuesday the 20th? I'm traveling at the end of the week."⁵

6. To which Mr. Richards replied: "That works well. Let's plan on Tuesday the 20th."⁶

7. On March 22, SRS's counsel, Brinton M. Wilkins, sent an e-mail to Mr. Gitomer stating, "Please let me know when we can expect to receive UCRY's discovery responses and documentation."⁷

8. Later that day, Mr. Gitomer responded: "We are working on providing documents with our client. I will check with them on production and let you know."⁸

9. As of March 29, 2018, UCRY has not provided objections or responses to any of the Discovery Requests.⁹

II. BY FAILING TO ADMIT OR DENY THE REQUESTS FOR ADMISSION, THOSE REQUESTS ARE ADMITTED.

Under 49 C.F.R. § 1114.27(a), a request for admission "is admitted unless, within a period designated in the request, not less than 15 days after service thereof, the party to whom

⁴ A copy of this e-mail is attached as Exhibit 2.

⁵ See Ex. 2.

⁶ *Id.*

⁷ A copy of this e-mail is attached as Exhibit 3.

⁸ See Ex. 3.

⁹ See Affidavit of Brinton M. Wilkins attached as Exhibit 4.

the request is directed serves upon the party requesting the admission a written answer or objection addressed to the matter, signed by the party or his representative or counsel.”

In accordance with this rule, the Discovery Requests required UCRY to respond to the requests for admission by no later than March 9, 2018 (i.e., 15 days after February 22, 2018, the date of service). The parties then agreed to extend the deadline until March 20.

As of the date of this motion, UCRY has not responded or objected. Accordingly, SRS requests that the Board deem SRS’s ten requests for admission admitted for all purposes going forward.

Specifically, SRS requests that the Board deem UCRY as having admitted the following:

- That the documents produced in response to the Discovery Requests are true and accurate copies of originals.
- That UCRY experienced maintenance issues in the winter of 2015-2016 at the BDO, including broken or unusable track.
- That UCRY is (or was, as the case may be) in a dispute with Union Pacific regarding insufficient interchanges during the timeframe for which it assessed demurrage to SRS that is the subject of this STB matter.
- That UCRY is (or was, as the case may be) in a dispute with BNSF regarding insufficient interchanges during the timeframe for which it assessed demurrage to SRS that is the subject of this STB matter.
- That UCRY did not provide SRS with timely switches for all times during which UCRY is seeking demurrage against SRS in this matter.

- That some railcars that UCRY constructively placed for SRS, and for which UCRY is now seeking demurrage, were not constructively placed by UCRY due to the fault of SRS.
- That during the time UCRY assessed demurrage to SRS, and that UCRY is now trying to recover in this STB action, UCRY experienced bunching on UCRY's tracks due to no fault of SRS.
- That during the time UCRY assessed demurrage to SRS, and that UCRY is now trying to recover in this STB action, UCRY placed more railcars than SRS could handle at a given time.
- That at times, UCRY assessed demurrage to SRS on railcars sitting on SRS's spur after SRS notified UCRY to switch the railcar.
- That the total amount of demurrage UCRY assessed to SRS is higher in amount than any fees/penalties UCRY paid (or has been asked to pay) to Class 1 railroads for the railcars subject to UCRY's demurrage assessment.

III. UCRY SHOULD BE ORDERED TO PROVIDE RESPONSES TO SRS'S INTERROGATORIES AND REQUESTS FOR PRODUCTION.

Under 49 C.F.R. § 1114.31(a), if a "party fails to answer . . . written interrogatories . . . the party seeking discovery may apply for an order compelling an answer by motion filed with the Board. . . ." Such a motion must be filed "within 10 days after expiration of the period allowed for submission of answers to interrogatories." Section 1114.31 also permits the Board to compel compliance with requests for production when the recipient of a request fails to provide responses.¹⁰

¹⁰ See 49 C.F.R. § 1114.31(b)(2).

UCRY has not answered any of SRS's interrogatories, nor has it responded to any of SRS's requests for production. UCRY has not provided any justification for this failure. Accordingly, the Board should order UCRY to provide responses. SRS also requests that it be awarded its attorneys' fees incurred as provided by 49 C.F.R. § 1114.31(d).¹¹

IV. CONCLUSION

For the reasons set forth above, SRS requests that: (1) the Board deem UCRY as having admitted SRS's requests for admission; and (2) the Board order UCRY to answer the interrogatories and provide responses to the requests for production. SRS also requests its attorneys' fees as provided by 49 C.F.R. § 1114.31(d).

DATED this 29th day of March, 2018.

KIRTON McCONKIE

/s/Brinton M. Wilkins
Brinton M. Wilkins
Attorneys for Specialized Rail Service, Inc.

¹¹ “[T]he Board *shall* require the party failing to act or the attorney advising that party or both to pay the reasonable expenses, including attorney's fees, caused by the failure, unless the Board finds that the failure was substantially justified or that other circumstances make an award of expenses unjust.” (Emphasis added).

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on the 29th day of March, 2018, I caused a true and correct copy of the foregoing **SPECIALIZED RAIL SERVICE, INC.'S MOTION TO: (1) DEEM REQUESTS FOR ADMISSION ADMITTED; AND (2) COMPEL ANSWERS TO INTERROGATORIES AND RESPONSES TO REQUESTS FOR PRODUCTION** to be served by email and U.S. Mail, postage prepaid, on the following:

Louis E. Gitomer
LAW OFFICES OF LOUIS E. GITOMER, LLC
600 Baltimore Avenue, Suite 301
Towson, Maryland 21204-4022
lou@lgraillaw.com

/s/Diane Olson _____

EXHIBIT 1

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTICS SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

**SPECIALIZED RAIL SERVICE INC.'S FIRST SET OF REQUESTS
FOR PRODUCTION, INTERROGATORIES AND REQUESTS
FOR ADMISSIONS TO PETITIONER**

Shawn T. Richards, Esq.
Jackie Bosshardt, Esq.
Kirton McConkie
50 East South Temple, 4th Floor
P.O. Box 45120
Salt Lake City, UT 84145-0120
srichards@kmclaw.com
Attorneys for Respondents

Dated: February 22, 2018

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTICS SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

**SPECIALIZED RAIL SERVICE INC.'S FIRST SET OF REQUESTS
FOR PRODUCTION, INTERROGATORIES AND REQUESTS
FOR ADMISSIONS TO PETITIONER**

Respondent, Specialized Rail Service, Inc. ("SRS"), through counsel and pursuant to 49 C.F.R. §§ 1114.26, 1114.27, 1114.30, propounds the following Requests for Production, Interrogatories, and Requests for Admission (collectively the "Discovery Requests") to Petitioner Utah Central Railway Company, LLC ("UCRY") to be answered separately and fully, in writing, within 15 days.

In answering the ensuing Discovery Requests, UCRY must produce all information, documents and things that are available to it or subject to its reasonable inquiry, including information in the possession of its attorneys, accountants, advisors, or other persons directly or indirectly employed by or connected with it, and anyone else otherwise subject to its control. SRS requests that the responses to its Discovery Requests, including all documents and things, be produced at the offices of Kirton McConkie, c/o Shawn T. Richards, 50 East South Temple, Suite 400, Salt Lake City, Utah 84111.

DEFINITIONS AND INSTRUCTIONS

The following Definitions and Instructions are incorporated by reference in these

Discovery Requests:

A. “UCRY” shall mean and refer to Utah Central Railway Company, LLC, including its agents, principals, employees, or any others acting on behalf of UCRY.

B. “SRS” shall mean and refer to Specialized Rail Service, Inc., including its agents, principals, employees, or any others acting on behalf of SRS.

C. “BNSF” shall mean and refer to the Burlington Northern and Santa Fe Railway, including its agents, principals, employees, or any others acting on behalf of BNSF.

D. “Union Pacific” shall refer to the Union Pacific Railroad, including its agents, principals, employees, or any others acting on behalf of Union Pacific.

E. The term “BDO” refers to the Business Depot Ogden.

F. “Class I railroad” has the meaning as defined by the Surface Transportation Board.

G. The terms “You,” “Your,” or “Yours” shall mean and refer to UCRY.

H. The terms “switch” and “spot” shall refer to the process by which UCRY removes railcars that have been released by a customer and/or brings consigned cars to a customer.

I. “Interchange” shall refer to the process by which railcars are transferred to or from a Class I railroad.

J. The term “Federal Action” shall refer to Case No. 17-cv-00019, in the United States District Court for District of Utah, initiated by UCRY through filing the Complaint, and styled as *Utah Central Railway Company, LLC v. Specialized Rail Service, Inc.*, including all claims and defenses included therein.

K. The term “Complaint” shall refer to the Complaint filed by UCRY in the Federal Action.

L. The term “Petition” shall refer to the Petition filed by UCRY in this action before the STB, Docket No. FD 361310.

M. The conjunctives “and” and “or” as used herein shall be construed both conjunctively and disjunctively and each shall include the other wherever such dual construction will serve to bring within the scope of these Discovery Requests information which would otherwise not be brought within their scope.

N. All words in any gender shall be deemed to include the masculine, feminine, or neutral gender, all singular words shall include the plural, and all plural words shall include the singular, as the context may require.

O. “Person” means, in the plural as well as in the singular, any natural person, governmental entity, agency, commission, company, authority, firm, corporation, partnership, association, joint venture, or other form of legal entity, or any representative thereof.

P. “Document” means all writings or recordings within the scope of 49 CFR 1114.30, and shall include the most expansive view of that term, including but not limited to, electronic documents and data, papers, notes, records, books and writings; photostats, photographs, sound, film, video and/or digital recordings; computer disks or files; every other means of recording upon any tangible thing, including any form of communication or representation, including letters, e-mails, words, pictures, sounds or symbols or any combinations thereof, memoranda (internal, interoffice, or otherwise), notes, shorthand or stenographer’s notebooks, correspondence, telexes and telegrams (whether received or sent) and/or minutes or notes of meetings; contracts, agreements, understandings, commitments,

proposals, or other similar business dealings; accountants' notes, working papers, and reports; recordings, transcriptions, memoranda or notes made of any telephone communication or face-to-face oral conversation between or among any persons; computer printouts, reports or other output and the applicable program or programs therefore; instruments of assignment, transfer or conveyance; expense reports, financial reports, financial statements, income statements, balance sheets, and ledgers, including pro forma financials; calendar, day timer or diary entries; and studies, reports, books, pamphlets and brochures.

Q. In answering, You must furnish all information available to You, including, by way of illustration only and not limited to, all information in the possession of Your attorneys or their investigators or in the possession of Your advisors, accountants, agents, or representatives.

R. If You are unable to answer any Discovery Request fully and completely after exercising due diligence to make inquiry and secure the information necessary to do so, because the subject matter is privileged or otherwise unavailable, please so state, answer each such interrogatory and request to the extent possible, specify the portion of such interrogatory or request that You claim You are unable to answer fully and completely, state the facts on which you rely to support Your contention that You are unable to answer that interrogatory or request fully and completely, and state what knowledge, information and belief You have concerning the unanswered portion of each such interrogatory or request.

S. The terms "identify" or "identity" when applied to a person shall mean to state the full name, occupation, job title, employer's name and address and present or last known (specify which) office and home address(es) and telephone numbers of such person.

T. The terms "identify" or "identity" when applied to a business or other entity shall mean to state its full name, the address of its principal place of business or principal place of

activity if it is not a business, its telephone number, all fictitious names or trade names under which such entity conducts business or any other activity, the type of organization it is, the state and date of incorporation or establishment, its chief executive or operating officer, and its principal business or other activity.

U. The terms “identify” or “identity” when applied to documents, including written agreements, shall mean to state their dates, titles, Bates number, and the substance thereof, and identify their authors, addressees, and carbon copy addressees, with such reasonable particularity as to suffice for a specific request for production, and their present or last known (specify which) custodian and location.

V. The terms “identify” or “identity” when applied to an oral communication or verbal agreement shall mean to state the date and substance thereof, whether such oral communication or agreement took place by telephone, face-to-face or otherwise, identify each person and witness thereto.

W. The term “evidencing” as used herein, means pertaining to, concerning, referring to, relating to, reflecting, describing, supporting, memorializing, constituting, disclosing, embodying, associated or connected with the matter discussed.

X. The terms “communication” or “correspondence” “means all verbal, telephone, written and/or electronic communications, including those you have possession of, access to and/or knowledge of.

Y. If any Discovery Request is objected to by a claim of privilege, You are directed to identify the document, communication, or other information which is withheld by the claim of privilege, state the general subject matter of the document, communication, or other information withheld, and state the privilege claimed. In addition, if You withhold from production any

document on the ground that it is protected by any privilege or by the work product doctrine, furnish the following information:

1. Date of document;
2. Author(s);
3. Addressee(s);
4. Persons who received copies;
5. Title of file in which document was contained;
6. Name of person who prepared and maintained files;
7. Subject of document; and
8. Nature of privilege claimed

REQUESTS FOR PRODUCTION OF DOCUMENTS

REQUEST NO. 1: Produce all Documents referred to and/or relied upon by You in (a) preparing the Complaint, (b) preparing the Petition, (c) responding to the ensuing Interrogatories, and (d) answering the ensuing Requests for Admission.

REQUEST NO. 2: Produce all Documents that in any way support Your claim against SRS for demurrage, including without limitation all Documents and records that support Your methodology for calculating demurrage.

REQUEST NO. 3: Produce all Documents and/or other evidence that You will rely on to support Your claims.

REQUEST NO. 4: Produce all Documents and communications related to railcars consigned and/or sent to SRS that were interchanged, placed, constructively placed, switched, or spotted during 2013 through 2016.

REQUEST NO. 5: Produce all Documents including without limitation communications between UCRY and SRS for the years 2013 through 2016.

REQUEST NO. 6: For the years 2013-2016, produce all Documents and communications between UCRY and BNSF related to switching and/or interchanging railcars as it relates to railcars inbound and/or outbound from the BDO.

REQUEST NO. 7: For the years 2013-2016, produce all Documents and communications between UCRY and Union Pacific related to switching and/or interchanging railcars as it relates to railcars inbound and/or outbound from the BDO.

REQUEST NO. 8: Produce all Documents and communications mentioning or relating to SRS for the years 2013 through 2016.

REQUEST NO. 9: Produce all Documents and communications relating to any alleged or claimed congestion, bunching, or stacking on UCRY's rails and/or the Class I railroads during 2013 through 2016.

REQUEST NO. 10: Produce all Documents and communications relating to demurrage charges against SRS for the years 2013 through 2016.

REQUEST NO. 11: Produce all Documents and communications relating to UCRY's efforts to collect demurrage charges against SRS for the years 2013 through 2016.

REQUEST NO. 12: Excluding attorney/client communications, produce all internal communications between UCRY agents, employees and/or representatives for the years 2013 through 2016 that relate in any way to (a) problems or concerns with BNSF and/or Union Pacific regarding interchanges, (b) repairs or maintenance of track or locomotives at the BDO, (c) problems or concerns relating to the need for additional equipment, employees, or contractors at the BDO to meet customer requests for spotting, switching, and/or placing.

REQUEST NO. 13: Produce all Documents, including policies and communications, related to granting demurrage credit.

REQUEST NO. 14: Produce all Documents, including policies, related to demurrage billing, collection of demurrage, and settlement of demurrage disputes.

REQUEST NO. 15: Produce all Documents and communications related to UCRY's efforts to bill, collect, or settle demurrage charges with SRS.

REQUEST NO. 16: Produce all Documents including, but not limited to, formal or informal complaints and/or communications from UCRY customer(s) relating to requests for switches, lack of switches, late switches, and/or inconsistent switches for the years 2013 through 2016.

REQUEST NO. 17: Excluding attorney-client communications, produce all communications between UCRY on one hand and any person on the other that relates or refers in any way to SRS, the Federal Action, the Petition, lack of switches, late switches, need for more interchanges with a Class I railroad, staffing problems, and/or equipment problems.

REQUEST NO. 18: Produce all Documents, including without limitation communications, between UCRY and BNSF that relate in any way to UCRY expressing a concern for insufficient switches and/or interchanges.

REQUEST NO. 19: Produce all Documents, including without limitation communications, between UCRY and Union Pacific that relate in any way to UCRY expressing a concern for insufficient switches and/or interchanges.

REQUEST NO. 20: Produce documents sufficient to show how much in fees and/or penalties UCRY was assessed from BNSF for all railcars UCRY is seeking to collect demurrage on from SRS.

REQUEST NO. 21: Produce documents sufficient to show how much in fees and/or penalties UCRY was assessed from Union Pacific for all railcars UCRY is seeking to collect demurrage on from SRS.

REQUEST NO. 22: Produce documents sufficient to show how much in fees and/or penalties UCRY was assessed from any other Class 1 railroad (other than Union Pacific and BNSF) for all railcars UCRY is seeking to collect demurrage on from SRS.

REQUEST NO. 23: If You are taking, or have taken, the position that there were insufficient interchanges between You and Union Pacific, BNSF and/or any other Class 1 railroad during the years 2013 through 2016 for railcars inbound and/or outbound from the BDO, produce all Documents supporting that position and all Documents in which that position was asserted.

REQUEST NO. 24: Produce all Documents from any source that relate and/or refer in any way to any railcar for which you are seeking demurrage against SRS.

REQUEST NO. 25: Produce all Documents and communications regarding the reason and/or cause for You constructively placing railcars for SRS rather than physically/actually placing the railcars. Your response to this Request should be limited to only railcars for which you assessed demurrage that You are now seeking to recover and should be sufficient to identify each railcar.

INTERROGATORIES

INTERROGATORY NO. 1: Identify all persons involved in deciding when and whether UCRY will switch or spot cars for any particular customer at the BDO.

INTERROGATORY NO. 2: Identify all persons involved in deciding when and whether UCRY will interchange cars with a Class I railroad for railcars inbound and/or outbound from the BDO.

INTERROGATORY NO. 3: Explain UCRY's methodology for deciding which customers at the BDO it will service each day.

INTERROGATORY NO. 4: Explain the methodology and process for how UCRY determines demurrage credit.

INTERROGATORY NO. 5: Identify all UCRY personnel authorized to grant demurrage credit.

INTERROGATORY NO. 6: For each invoice attached to the Complaint, explain how UCRY determined the number of credit days to apply to each car listed in the invoice.

INTERROGATORY NO. 7: Explain in detail Your position on whether UCRY received adequate interchanges with Union Pacific, BNSF and/or any other Class 1 railroad for railcars bound for the BDO during the years 2013-2016.

INTERROGATORY NO. 8: For all railcars that were constructively placed by You for SRS and upon which You are seeking demurrage, identify with particularity all reasons and/or justifications as to why the subject railcar was constructively placed and not actually/physically placed.

INTERROGATORY NO. 9: Identify the total amount of fees and/or other penalties that You were assessed by Union Pacific for railcars placed by You for SRS and upon which you claim demurrage is owing by SRS. Include with Your answer to Interrogatory No. 9 Your methodology and calculations for reaching the total amount, and include the referenced railcar at issue.

INTERROGATORY NO. 10: Identify the total amount of fees and/or other penalties that You were assessed by BNSF for railcars placed by You for SRS and upon which you claim demurrage is owing by SRS. Include with Your answer to Interrogatory No. 10 Your methodology and calculations for reaching the total amount, and include the referenced railcar at issue.

INTERROGATORY NO. 11: Identify the total amount of fees and/or other penalties that You were assessed by any Class 1 railroad (other than BNSF and Union Pacific) for railcars placed by You for SRS and upon which you claim demurrage is owing by SRS. Include with Your answer to Interrogatory No. 11 Your methodology and calculations for reaching the total amount, and include the referenced railcar at issue.

INTERROGATORY NO. 12: For all railcars that were constructively placed by You for SRS and upon which You are seeking demurrage as part of this STB action, identify any person and/or entity (other than SRS) who/that contributed to the railcar being constructively placed rather than physically/actually placed.

INTERROGATORY NO. 13: For all railcars that were constructively placed by You and for which you are seeking demurrage as a part of this STB action, identify each and every reason You attribute to SRS as to why said railcars were constructively placed.

INTERROGATORY NO. 14: Identify all railcars that You constructively placed for SRS, and upon which You are now seeking demurrage in this STB action, that were constructively placed due to the fault of someone other than SRS.

INTERROGATORY NO. 15: Identify all demurrage at issue in this STB action that You assessed to SRS for railcars sitting on SRS's spur after SRS notified You that said railcars were ready to be switched.

INTERROGATORY NO. 16: Identify all demurrage that you are seeking to recover in this STB action for constructively placed cars that accrued after SRS notified You that it had room on its spur for the railcars.

INTERROGATORY NO. 17: For each railcar on which You assessed demurrage to SRS, identify whether bunching or stacking caused by a Class 1 railroad contributed to the demurrage. Your response to this Interrogatory should identify the specific railcar at issue and the total demurrage assessed for that railcar.

INTERROGATORY NO. 18: For each railcar on which You assessed demurrage to SRS, identify whether inadequate interchanges with the Class 1 railroad contributed to the demurrage. Your response to this Interrogatory should identify the specific railcar at issue and the total demurrage assessed for that railcar.

INTERROGATORY NO. 19: If any of Your responses to the ensuing Requests for Admission are anything other than an unqualified admission, state with particularity the factual basis and reason for Your response.

REQUESTS FOR ADMISSION

REQUEST FOR ADMISSION NO. 1: Admit that the documents produced in response to these Discovery Requests are true and accurate copies of originals.

REQUEST FOR ADMISSION NO. 2: Admit that UCRY experienced maintenance issues in the winter of 2015-2016 at the BDO, including broken or unusable track.

REQUEST FOR ADMISSION NO. 3: Admit that UCRY is (or was, as the case may be) in a dispute with Union Pacific regarding insufficient interchanges during the timeframe for which it assessed demurrage to SRS that is the subject of this STB matter

REQUEST FOR ADMISSION NO. 4: Admit that UCRY is (or was, as the case may be) in a dispute with BNSF regarding insufficient interchanges during the timeframe for which it assessed demurrage to SRS that is the subject of this STB matter.

REQUEST FOR ADMISSION NO. 5: Admit that You did not provide SRS with timely switches for all times during which You are seeking demurrage against SRS in this matter.

REQUEST FOR ADMISSION NO. 6: Admit that some railcars that You constructively placed for SRS, and for which You are now seeking demurrage, were not constructively placed by You due to the fault of SRS.

REQUEST FOR ADMISSION NO. 7: Admit that during the time You assessed demurrage to SRS, and that You are now trying to recover in this STB action, You experienced bunching on Your tracks due to no fault of SRS.

REQUEST FOR ADMISSION NO. 8: Admit that during the time You assessed demurrage to SRS, and that You are now trying to recover in this STB action, You placed more railcars than SRS could handle at a given time.

REQUEST FOR ADMISSION NO. 9: Admit that at times, You assessed demurrage to SRS on railcars sitting on SRS's spur after SRS notified You to switch the railcar.

REQUEST FOR ADMISSION NO. 10: Admit that the total amount of demurrage You assessed to SRS is higher in amount than any fees/penalties You paid (or have been asked to pay) to Class 1 railroads for the railcars subject to Your demurrage assessment.

DATED this 22nd day of February, 2018

KIRTON McCONKIE

/s/ Shawn T. Richards

Shawn T. Richards

Jackie Bosshardt

50 E. South Temple, Suite 400

Salt Lake City, UT 84111

Attorneys for Specialized Rail Services, LLC;

Kenco Logistic Services, LLC

CERTIFICATE OF SERVICE

I certify that on the 22nd day of February 2018, I caused a true and correct copy of the foregoing **SPECIALIZED RAIL SERVICE, INC.'s FIRST SET OF INTERROGATORIES, REQUESTS FOR PRODUCTION, AND REQUESTS FOR ADMISSION TO PETITIONER** to be served on the foregoing by email and U.S. Mail, postage prepaid:

LAW OFFICES OF LOUIS E. GITOMER, LLC
Louis E. Gitomer
lou@lgrailaw.com
600 Baltimore Avenue, Suite 301
Towson, Maryland 21204-4022

/s/ Terri L. White

EXHIBIT 2

Brinton M. Wilkins

From: Shawn T. Richards
Sent: Thursday, March 08, 2018 3:26 PM
To: 'Louis E. Gitomer'
Cc: Brinton M. Wilkins
Subject: RE: FD 36131 Utah Central v. Kenco and SRS

That works well. Let's plan on Tuesday the 20th.

Thank you,
Shawn

Shawn T. Richards
Attorney
o 801-328-3600
d 801-323-5931

From: Louis E. Gitomer [<mailto:Lou@lgraillaw.com>]
Sent: Thursday, March 08, 2018 3:25 PM
To: Shawn T. Richards
Cc: Brinton M. Wilkins
Subject: RE: FD 36131 Utah Central v. Kenco and SRS

Shawn – How about Tuesday the 20th? I'm traveling at the end of the week. Lou

Louis E. Gitomer
600 Baltimore Avenue, Suite 301
Towson, MD 21204
(410) 296-2250
Lou@lgraillaw.com

This email message may contain information that is privileged and/or confidential. The information contained in this email message is intended only for use of the person to whom it is addressed. If the reader of this message is not (1) the intended recipient or (2) the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone (410) 296-2250 or email at Lou@lgraillaw.com, and destroy the original message. Thank you.

From: Shawn T. Richards [<mailto:srichards@kmclaw.com>]
Sent: Thursday, March 08, 2018 5:23 PM
To: Louis E. Gitomer
Cc: Brinton M. Wilkins
Subject: RE: FD 36131 Utah Central v. Kenco and SRS

Dear Lou:

Would you be amenable to a brief extension of our deadline to serve discovery responses (for SRS and Kenco)? They are due this coming Monday and we'd like to have until Friday, March 16. We'd be happy to have your responses come due the same day.

Please let us know.

Thanks,
Shawn

Shawn T. Richards

Attorney

o 801-328-3600

d 801-323-5931

From: Louis E. Gitomer [<mailto:Lou@lgraillaw.com>]

Sent: Thursday, February 22, 2018 1:04 PM

To: Shawn T. Richards

Subject: FW: FD 36131 Utah Central v. Kenco and SRS

Shawn – I tried to send this yesterday and it bounced back. I'm trying again. Let me know if you receive it. Thanks. Lou

Louis E. Gitomer

600 Baltimore Avenue, Suite 301

Towson, MD 21204

(410) 296-2250

Lou@lgraillaw.com

This email message may contain information that is privileged and/or confidential. The information contained in this email message is intended only for use of the person to whom it is addressed. If the reader of this message is not (1) the intended recipient or (2) the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone (410) 296-2250 or email at Lou@lgraillaw.com, and destroy the original message. Thank you.

From: Louis E. Gitomer

Sent: Wednesday, February 21, 2018 5:01 PM

To: 'Shawn T. Richards'

Subject: FD 36131 Utah Central v. Kenco and SRS

Shawn – Attached are UCRY's discovery requests. Let me know if you have any questions. Thanks. Lou

Louis E. Gitomer

600 Baltimore Avenue, Suite 301

Towson, MD 21204

(410) 296-2250

Lou@lgraillaw.com

This email message may contain information that is privileged and/or confidential. The information contained in this email message is intended only for use of the person to whom it is addressed. If the reader of this message is not (1) the intended recipient or (2) the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone (410) 296-2250 or email at Lou@lgraillaw.com, and destroy the original message. Thank you.

EXHIBIT 3

Brinton M. Wilkins

From: Louis E. Gitomer <Lou@lgrailaw.com>
Sent: Thursday, March 22, 2018 1:47 PM
To: Brinton M. Wilkins
Subject: RE: STB Docket No. FD 36131

Brinton – We are working on providing documents with our client. I will check with them on production and let you know. Lou

Louis E. Gitomer

600 Baltimore Avenue, Suite 301
Towson, MD 21204
(410) 296-2250
Lou@lgrailaw.com

This email message may contain information that is privileged and/or confidential. The information contained in this email message is intended only for use of the person to whom it is addressed. If the reader of this message is not (1) the intended recipient or (2) the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone (410) 296-2250 or email at Lou@lgrailaw.com, and destroy the original message. Thank you.

From: Brinton M. Wilkins [<mailto:bwilkins@kmclaw.com>]
Sent: Thursday, March 22, 2018 3:44 PM
To: Louis E. Gitomer
Subject: STB Docket No. FD 36131

Mr. Gitomer,

I represent Specialized Rail Service ("SRS"). SRS served discovery responses and documentation on Tuesday, March 20. Please let me know when we can expect to receive UCRY's discovery responses and documentation.

Thanks,

Brinton

KIRTON | McCONKIE

Kirton McConkie Building
50 E. South Temple #400
Salt Lake City, UT 84111
kmclaw.com

Brinton M. Wilkins
Attorney

o 801-328-3600
d 801-350-7620
f 801-321-4893
bwilkins@kmclaw.com

CONFIDENTIALITY NOTICE: This communication may contain attorney-client privileged information. If you received this communication in error, please alert me by reply email, and delete it immediately. Do not misuse or transmit the information to anyone. Thank you.

EXHIBIT 4

AFFIDAVIT OF BRINTON M. WILKINS

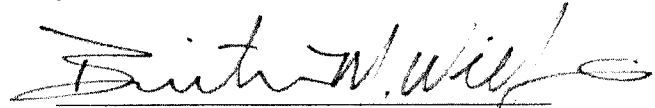
State of Utah)
) ss:
County of Salt Lake)

I, BRINTON M. WILKINS, declare the following under oath:

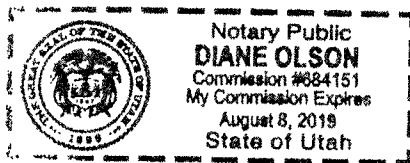
1. I am over the age of 18 and am competent to make the statements contained in this affidavit. Furthermore, I make this affidavit based upon my own knowledge.

2. I am counsel for Specialized Rail Services, Inc. ("SRS"), in the matter currently pending before the Surface Transportation Board: *Utah Central Railway Company, LLC v. Kenco Logistics Services, LLC, Kenco Group, and Specialized Rail Service, Inc.*, before the Surface Transportation Board, Docket No. 36131.

3. As of March 29, 2018, Utah Central Railway Company, LLC ("UCRY"), has not provided objections or any response to the interrogatories, requests for production, and requests for admission that SRS served on UCRY on February 22, 2018.


Signed—Brinton M. Wilkins

Subscribed and sworn to me this 29th day of March, 2018.



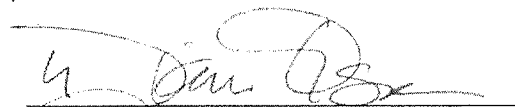

Notary Public of Utah
My commission expires: 8/8/19

Exhibit 3

SERVICE DATE – MAY 1, 2018

SURFACE TRANSPORTATION BOARD

DECISION

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC V. KENCO LOGISTICS SERVICES, LLC;
KENCO GROUP; AND SPECIALIZED RAIL SERVICE, INC.—PETITION FOR
DECLARATORY ORDER

Decided: May 1, 2018

Upon referrals from the United States District Court for the District of Utah, Northern Division, Utah Central Railway Company, LLC (UCRY), filed this case with the Board on June 27, 2017. UCRY requests that the Board issue a declaratory order in its favor regarding unpaid demurrage charges assessed to Kenco Logistics Services, LLC, and Kenco Group (collectively “Kenco”); and Specialized Rail Service, Inc. (SRS). The Board granted a joint request for a 60-day extension of the deadline for replies to UCRY’s petition. Utah Cent. Ry.—Pet. for Declaratory Order, FD 36131 (STB served July 10, 2017). The Board also served a separate decision directing the parties to confer on the possibility of mediation or arbitration. Utah Cent. Ry.—Pet. for Declaratory Order, FD 36131 (STB served Nov. 27, 2017). The parties did not agree to mediation or arbitration, and in a decision served December 14, 2017, the Board instituted a proceeding and adopted a procedural schedule, which included a period for discovery. On April 13, 2018, the Board adopted a revised procedural schedule.

On February 22, 2018, SRS and Kenco each served UCRY with a separate but similar “First Set of Requests for Production, Interrogatories and Requests for Admissions to Petitioner.” (SRS Mot., Ex. 1; Kenco Mot., Ex. 1.) Both sets of requests asked UCRY to respond in writing within 15 days; thereafter, however, the parties agreed that responses would be due on March 20, 2018. (SRS Mot., Exs. 1 & 2; Kenco Mot., Exs. 1 & 2.)

On March 29 and 30, 2018, SRS and Kenco, respectively, filed motions to compel, asserting that to date they had received no responses to their discovery requests. (SRS Mot., Ex. 4; Kenco Mot., Ex. 4.) Kenco and SRS each request that the Board: (1) deem UCRY as having admitted its requests for admission; (2) order UCRY to answer the interrogatories and provide responses to the requests for production (Kenco requests, in the alternative, that UCRY’s demurrage claim be struck and UCRY’s petition be dismissed); and (3) order UCRY to pay respondents’ attorneys’ fees. (SRS Mot. 5; Kenco Mot. 7.)

The deadlines to reply to the SRS and Kenco motions were April 18, 2018, and April 19, 2018, respectively. See 49 C.F.R. § 1114.31(a)(1). UCRY did not reply to either motion, but it filed an opening statement on April 20, 2018. The opening statement did not refer to the pending motions to compel.

Pursuant to 49 C.F.R. § 1114.27(a), a request for admission “is admitted unless, within a period designated in the request, not less than 15 days after service thereof, the party to whom the request is directed serves upon the party requesting the admission a written answer or objection addressed to the matter, signed by the party or his representative or counsel.” The parties agreed upon March 20, 2018, as the date to serve discovery responses. (SRS Mot., Ex. 2; Kenco Mot., Ex. 2.) UCRY did not respond by the agreed-upon deadline, nor did UCRY reply to the subsequent motions filed by Kenco and SRS. Accordingly, the unopposed motions from Kenco and SRS to deem UCRY as having admitted their respective requests for admission will be granted. UCRY’s admissions are for the purposes of the pending proceeding only. 49 C.F.R. § 1114.27(a), (b).

Moreover, Kenco and SRS are entitled to a response from UCRY to their other discovery requests. Therefore, to the extent it has not already done so, UCRY will be directed to respond to the shippers’ interrogatories and requests for production of documents by May 8, 2018.

Kenco’s and SRS’s requests for attorneys’ fees will be addressed in a future decision.

It is ordered:

1. SRS’s motion filed on March 29, 2018, is granted to the extent discussed above.
2. Kenco’s motion filed on March 30, 2018, is granted to the extent discussed above.
3. UCRY is deemed to have admitted the requests for admission served upon UCRY by Kenco and SRS on February 22, 2018.
4. UCRY is directed to respond to the interrogatories and document production requests served upon UCRY by Kenco and SRS on February 22, 2018, by May 8, 2018.
5. This decision is effective on its date of service.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Exhibit 4

SERVICE DATE – LATE RELEASE MAY 15, 2018

SURFACE TRANSPORTATION BOARD

DECISION

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC V. KENCO LOGISTICS SERVICES, LLC;
KENCO GROUP; AND SPECIALIZED RAIL SERVICE, INC.—PETITION FOR
DECLARATORY ORDER

Digest:¹ This decision denies a request to vacate in part the May 1, 2018 decision issued by the Acting Director of the Office of Proceedings. Also, this decision requires that any petition filed under 49 C.F.R. § 1114.27(b) to withdraw the admissions at issue here be filed no later than May 17, 2018.

Decided: May 15, 2018

BACKGROUND

Upon referrals from the U.S. District Court for the District of Utah, Northern Division, Utah Central Railway Company, LLC (UCRY) filed this case with the Board on June 27, 2017. UCRY requests that the Board issue a declaratory order in its favor regarding unpaid demurrage charges assessed to the following shippers: Kenco Logistics Services, LLC, and Kenco Group (collectively, Kenco); and Specialized Rail Service, Inc. (SRS). On July 10, 2017, the Board granted a joint request for a 60-day extension of the deadline for replies to UCRY's petition. The Board also served a separate decision on November 27, 2018, directing the parties to confer on the possibility of mediation or arbitration. The parties did not agree to mediation or arbitration, and in a decision served December 14, 2017, the Board instituted a proceeding and adopted a procedural schedule, which included a period for discovery. On April 13, 2018, the Board adopted a revised procedural schedule.

On February 22, 2018, SRS and Kenco each served UCRY with a separate but similar "First Set of Requests for Production, Interrogatories and Requests for Admissions to Petitioner." (SRS Mot., Ex. 1; Kenco Mot., Ex. 1.) Both sets of requests asked UCRY to respond in writing within 15 days; thereafter, however, the parties agreed that responses would be due on March 20, 2018. (SRS Mot., Exs. 1 & 2; Kenco Mot., Exs. 1 & 2.)

On March 29 and 30, 2018, SRS and Kenco, respectively, filed motions to compel, asserting that to date they had received no responses to their discovery requests.

¹ The digest constitutes no part of the decision of the Board but has been prepared for the convenience of the reader. It may not be cited to or relied upon as precedent. Policy Statement on Plain Language Digests in Decisions, EP 696 (STB served Sept. 2, 2010).

The deadlines to reply to the SRS and Kenco motions were April 18, 2018, and April 19, 2018, respectively. See 49 C.F.R. § 1114.31(a)(1). UCRY did not reply to either motion, but it filed an opening statement on April 20, 2018. The opening statement did not refer to the pending motions to compel.

On May 1, 2018, the Board's Acting Director of the Office of Proceedings (Acting Director) granted, in part, the unopposed motions filed by SRS and Kenco. By operation of the Board's regulations at 49 C.F.R. § 1114.27(a), UCRY was deemed to have admitted the requests for admission served by SRS and Kenco on February 22, 2018. Further, UCRY was directed to respond to the shippers' interrogatories and requests for production of documents, to the extent it had not already done so, by May 8, 2018.

Following that decision, UCRY filed what it called a "request to vacate" on May 1, 2018. In its filing, UCRY states that it provided responses to requests for admissions, interrogatories, and requests for production to SRS beginning on April 16, 2018, and to Kenco beginning on April 17, 2018. (UCRY Mot. to Vacate 3.) UCRY requests that the Board vacate the May 1, 2018 decision "to the extent that it is inconsistent with UCRY's responses to requests for admissions" ² (*Id.*) Also, UCRY argues that the admissions regarding interchange with other carriers are irrelevant to whether UCRY is entitled to collect demurrage on cars retained by Kenco and SRS. (*Id.*)

Both SRS and Kenco filed replies to UCRY's request to vacate on May 3, 2018. The shippers argue that UCRY still has not explained its four-week delay in responding to discovery, nor why it failed to respond to their motions to compel. As such, SRS and Kenco argue that UCRY has not shown good cause, as required by 49 C.F.R. § 1114.27(b), to permit a withdrawal or amendment to the admissions. (SRS Reply 4-5, May 3, 2018; Kenco Reply 3-5, May 3, 2018.) ³

² UCRY did not contest the remainder of the May 1, 2018 decision, which directed UCRY to respond to the interrogatories and document production requests served upon UCRY by Kenco and SRS, to the extent it had not already done so, by May 8, 2018.

³ Both shippers also state that there are deficiencies in the discovery produced by UCRY that provide additional grounds for denying the request to vacate, though as noted, UCRY only seeks to vacate the May 1, 2018 decision with regard to the requests for admission, not interrogatories and document requests. (SRS Reply 5-6, May 3, 2018; Kenco Reply 5-6, May 3, 2018.) Accordingly, UCRY is still required to comply with that aspect of the May 1, 2018 decision.

DISCUSSION AND CONCLUSIONS

UCRY has styled its pleading as a request to vacate, but it is properly viewed as an interlocutory appeal of the Acting Director's decision. The Board applies a two-part test when considering an interlocutory appeal of a ruling by a Board employee on a discovery issue. See Finch Paper LLC—Pet. for Declaratory Order, FD 35981, slip op. at 2 (STB served Jan. 11, 2017). First, under 49 C.F.R. § 1115.9(a), a Board employee's ruling on discovery may be appealed on an interlocutory basis only if the ruling:

- (1) denies or terminates any person's participation;
- (2) grants a request for the inspection of documents not ordinarily available for public inspection;
- (3) overrules an objection based on privilege, the result of which is to require the presentation of testimony or documents; or
- (4) may result in substantial irreparable harm, substantial detriment to the public interest, or undue prejudice to a party.

Id. If one of these circumstances is satisfied, the Board then proceeds to the second part of the analysis, which is a review of the merits of the appeal under the standard outlined in 49 C.F.R. § 1115.1(c). Id. Under that standard, an appeal "will be granted only in exceptional circumstances to correct a clear error in judgment or to prevent manifest injustice." 49 C.F.R. § 1115.1(c).

Based on the circumstances here, the Board finds that UCRY has satisfied one of the criteria for the Board to consider its interlocutory appeal. Specifically, because the Acting Director's ruling could, if incorrect, result in undue prejudice to UCRY, the Board will consider UCRY's appeal on the merits. See 49 C.F.R. § 1115.9(a).

The Board finds that UCRY has not met either criteria of the standard for granting of the appeal under 49 C.F.R. § 1115.1(c). First, there was no "clear error in judgment" by the Acting Director. The Board's rules state that a request for admission "*is admitted* unless, within a period designated in the request, not less than 15 days after service thereof, the party to whom the request is directed serves upon the party requesting the admission a written answer or objection addressed to the matter, signed by the party or his representative or counsel." 49 C.F.R. § 1114.27(a) (emphasis added). The parties agreed upon March 20, 2018, as the date to serve discovery responses, including responses to the request for admissions. (SRS Mot., Ex. 2; Kenco Mot., Ex. 2.) UCRY did not respond to discovery by the agreed-upon deadline, nor did UCRY reply to the subsequent motions to compel—which specifically sought to have the admissions deemed admitted—filed by Kenco and SRS. In granting an unopposed motion that merely asked the Board to ratify a self-executing rule, the Acting Director's decision was not an error in judgment.

Second, the Acting Director's decision will not result in manifest injustice. The Board's rules specify a process for the relief UCRY is seeking, yet UCRY has not availed itself of that process. Specifically, under 49 C.F.R. § 1114.27(b), the Board may permit withdrawal of admissions made by a party under these discovery rules "upon petition and a showing of good cause," but here, UCRY has not filed a petition under § 1114.27(b) claiming good cause, let alone demonstrating it. Under these circumstances, the Acting Director's decision will not result in manifest injustice. UCRY's request will therefore be denied.

Kenco claims that UCRY has waived its right to petition to withdraw its admissions under § 1114.27(b). The Board's regulations at § 1114.27(b), however, do not specify a time limit, nor are they waived by filing an appeal; therefore, UCRY may still file a petition to withdraw the admissions.⁴ Nonetheless, given that Kenco and SRS's reply evidence is due on June 5, 2018, and may be impacted by the resolution of this issue, the Board will direct that any petition under 49 C.F.R. § 1114.27(b) to withdraw the admissions at issue here must be filed no later than May 17, 2018.

It is ordered:

1. UCRY's request is denied.
2. Any petition under 49 C.F.R. § 1114.27(b) to withdraw the admissions at issue here must be filed no later than May 17, 2018.
3. This decision is effective on its date of service.

By the Board, Board Members Begeman and Miller.

⁴ In their replies to UCRY's appeal, Kenco and SRS also argue that UCRY's claim that the requests for admission are "irrelevant" does not constitute good cause. These arguments are noted but premature since UCRY has not yet filed a petition under § 1114.27(b) asserting a "good cause" basis. If UCRY files a petition alleging good cause, Kenco and SRS may reassert these and other arguments in their replies.

Exhibit 5

SERVICE DATE – LATE RELEASE MAY 31, 2018

SURFACE TRANSPORTATION BOARD

DECISION

Docket No. FD 36131

UTAH CENTRAL RAILWAY COMPANY, LLC V. KENCO LOGISTICS SERVICES, LLC;
KENCO GROUP; AND SPECIALIZED RAIL SERVICE, INC.—PETITION FOR
DECLARATORY ORDER

Digest:¹ This decision denies a petition to withdraw or amend admissions under 49 C.F.R. § 1114.27(b) filed by Utah Central Railway Company, LLC.

Decided: May 31, 2018

BACKGROUND

Upon referrals from the U.S. District Court for the District of Utah, Northern Division, Utah Central Railway Company, LLC (UCRY) filed this case with the Board on June 27, 2017. UCRY requests that the Board issue a declaratory order in its favor regarding unpaid demurrage charges assessed to the following shippers: Kenco Logistics Services, LLC, and Kenco Group (collectively, Kenco); and Specialized Rail Service, Inc. (SRS). On July 10, 2017, the Board granted a joint request for a 60-day extension of the deadline for replies to UCRY's petition. The Board also served a separate decision on November 27, 2017, directing the parties to confer on the possibility of mediation or arbitration. The parties did not agree to mediation or arbitration, and in a decision served December 14, 2017, the Board instituted a proceeding and adopted a procedural schedule, which included a period for discovery. On April 13, 2018, the Board adopted a revised procedural schedule.

On February 22, 2018, SRS and Kenco each served UCRY with a separate but similar "First Set of Requests for Production, Interrogatories and Requests for Admissions to Petitioner." (SRS Mot., Ex. 1; Kenco Mot., Ex. 1.) Both sets of requests asked UCRY to respond in writing within 15 days; thereafter, however, the parties agreed that responses would be due on March 20, 2018. (SRS Mot., Exs. 1 & 2; Kenco Mot., Exs. 1 & 2.)

On March 29 and 30, 2018, SRS and Kenco, respectively, filed motions to compel, asserting that to date they had received no responses to their discovery requests. The motions to compel specifically asked, among other things, that the requests for admissions be deemed admitted pursuant to operation of the Board's regulations at 49 C.F.R. § 1114.27(a).

¹ The digest constitutes no part of the decision of the Board but has been prepared for the convenience of the reader. It may not be cited to or relied upon as precedent. Policy Statement on Plain Language Digests in Decisions, EP 696 (STB served Sept. 2, 2010).

The deadlines to reply to the SRS and Kenco motions were April 18, 2018, and April 19, 2018, respectively. See 49 C.F.R. § 1114.31(a)(1). UCRY did not reply to either motion, but it filed an opening statement on April 20, 2018. The opening statement did not refer to the pending motions to compel.

On May 1, 2018, the Board's Acting Director of the Office of Proceedings (Acting Director) granted, in part, the unopposed motions filed by SRS and Kenco. By operation of 49 C.F.R. § 1114.27(a), UCRY was deemed to have admitted the requests for admission served by SRS and Kenco on February 22, 2018. Further, UCRY was directed to respond to the shippers' interrogatories and requests for production of documents, to the extent it had not already done so.

Following that decision, also on May 1, 2018, UCRY filed what it called a "request to vacate" the Acting Director's decision, as it related to the admissions. In its filing, UCRY stated that it provided responses to requests for admissions, interrogatories, and requests for production to SRS beginning on April 16, 2018, and to Kenco beginning on April 17, 2018. (UCRY Mot. to Vacate 3.) Both SRS and Kenco filed replies to UCRY's request to vacate on May 3, 2018. The Board reviewed the request to vacate as an interlocutory appeal of the Acting Director's decision and denied it on May 15, 2018. In denying the request, the Board found no error of judgment by the Acting Director and concluded that no manifest injustice would occur by denying the appeal. The Board provided a deadline for UCRY to seek withdrawal or modification of its admissions pursuant to 49 C.F.R. § 1114.27(b).

On May 17, 2018, UCRY filed a petition to withdraw or amend admissions. Kenco and SRS filed a joint reply opposing the petition on May 18, 2018.

DISCUSSION AND CONCLUSIONS

Pursuant to 49 C.F.R. § 1114.27(b), the admissions at issue here are "conclusively established unless upon petition and a showing of good cause the Board enters an order permitting withdrawal or amendment of the admission."

UCRY asserts that good cause exists to withdraw or amend the admissions. UCRY explains that "[i]t took UCRY longer than anticipated to gather the information requested by Kenco and SRS" because necessary railroad employees were not available. (UCRY Pet. 3, May 17, 2018.) UCRY claims that it will be prejudiced because, among other things, the admissions "shift the burden of proof from Kenco/SRS to UCRY to show that for each individual car at issue the process in the tariff was followed." (Id. at 4.) In addition, UCRY claims that Kenco and SRS will not be prejudiced by a withdrawal. (Id. at 3.)

The unanticipated delay by UCRY in providing discovery to Kenco and SRS does not provide good cause to withdraw or amend the admissions. UCRY was served with the request

for admissions on February 22, 2018, and agreed upon March 20, 2018, as a deadline to serve discovery responses. (SRS Mot. 1 & Ex. 2; Kenco Mot. 1 & Ex. 2.) UCRY did not notify Kenco or SRS that its responses would be delayed, nor did it ask the shippers or the Board for an extension. Instead, UCRY did not even begin to produce discovery responses until almost four weeks late, and it never replied at all to the motions to compel filed by Kenco and SRS.²

UCRY's claim that the admissions would cause it undue prejudice also does not constitute good cause for withdrawal or amendment. UCRY claims that the admissions create undue prejudice because they would limit its arguments and "prevent the use of actual facts." (UCRY Pet. 4, May 17, 2018.) However, the fact that the admissions are unfavorable to UCRY's position does not, by itself, constitute good cause in this case.³ The problem UCRY identifies is merely the intended operation of 49 C.F.R. § 1114.27(a), which here was triggered due to UCRY's inattentiveness to its discovery obligations and the Board's regulations. If the Board were to grant UCRY's petition simply because the admissions are unfavorable to UCRY, the rules at 49 C.F.R. § 1114.27(a) would be rendered meaningless.⁴

Because UCRY has not established good cause, its petition is denied.

It is ordered:

1. UCRY's petition to withdraw or amend admissions under 49 C.F.R. § 1114.27(b) is denied.
2. This decision is effective on its date of service.

By the Board, Board Members Begeman and Miller.

² In any event, as Kenco and SRS have noted, UCRY has not provided any support for its claim that the delays were the result of necessary individuals being unavailable.

³ UCRY also claims that Kenco and SRS will not be prejudiced if UCRY is permitted to withdraw or amend the admissions. Although the parties appear to disagree as to the need to show a lack of prejudice to the party seeking the admissions, (see Respondents' Reply 9, May 18, 2018), the Board need not decide that, as Kenco and SRS have shown that they would be prejudiced by a withdrawal or amendment.

⁴ To the extent that UCRY has raised arguments about the impacts the admissions may have on substantive issues in this case, these issues can be addressed after the record is complete.

Exhibit 6

Jeff Armstrong

From: Jeff Armstrong [jeffa@specializedrail.com]
Sent: Friday, July 25, 2014 11:09 AM
To: 'Beall, Leann'
Cc: 'revenuegroup@patriotrail.com'
Subject: FW: Notice of Collection

Leann – I received a letter from Dan Freeman concerning these charges . Per my email sent on July 15 , we are disputing these charges by switching that we receive at our facility. We have a constant flow of cars and if we miss even 1 switch , cars begin to stack up or once per day Monday thru Friday , we can unload within the free time. We also frequently receive our cars late in the day which is for the cars. This results in fewer cars being unloaded in a day than we would otherwise be able to unload had we received the dispute the charges and ask that they be removed from our account. Thank You. Jeff Armstrong

From: Jeff Armstrong [mailto:jeffa@specializedrail.com]
Sent: Tuesday, July 15, 2014 8:59 AM
To: 'Beall, Leann'; 'JoyceM@Specializedrail.com'
Subject: RE: Notice of Collection

We are not responsible for these charges. Cars back up due to UCRY not spotting us on a daily basis and spotting us too late in the day standing around waiting for a spot so that we can unload the cars. Please remove these charges from our account.
Jeff Armstrong

From: Beall, Leann [mailto:Leann.Beall@patriotrail.com]
Sent: Monday, July 14, 2014 8:51 PM
To: JoyceM@Specializedrail.com; Jeffa@specializedrail.com
Subject: Notice of Collection

Please be advised of the attached notice of collection.

Leann Beall
Revenue Manager

1

Patriot Rail Company LLC

CONFIDENTIALITY NOTICE: This e-mail message contains information from Patriot Rail, and/or its affiliated companies, and is otherwise, the exclusive property of the intended recipient or Patriot Rail. This information is intended for the sole use of the intended recipient. If you are not the designated recipient, please be aware that any dissemination, distribution or copying of this information is strictly prohibited. If you have received this electronic transmission in error, please notify us immediately by return e-mail and please permanently delete this message from your system and do not retain any copies, whether in electronic or physical form or otherwise. Thank you for your assistance.

SRS000001



10060 Skinner Lake Drive
Jacksonville, FL 32246
Phone: (904) 423-2540
Fax: (904) 423-2544

July 14, 2014

Specialized Rail
120 East 700 Street
Clearfield, UT 84015

Dear Patriot Customer,

Your account is currently in past due status in the amount of \$2,840.00. We have tried numerous times to reach you by phone, mail, and email but have still not received your payment. As a reminder, the credit terms under UCRY 6004-3 are net 30 days. Per the UCRY Tariff Item 3980, your past due invoices are now subject to a 1 ½% monthly service charge on the unpaid balance.

We have attached a statement including the details of the past due amounts. If you are disputing the attached charges, please forward your dispute for our consideration via email to RevenueGroup@PatriotRail.com or call Leann Beall, Revenue Manager at (360) 501-2184.

Please be advised that continued delinquent status may result in your account being placed in prepayment status, referred to an outside collection agency or referred for legal action.

We appreciate your business and expect that we will receive your payment within the next 17 days to settle your account and avoid accruing any late fees.

Sincerely,

Dan Freeman
VP- Commercial
Patriot Rail Company LLC

Jennifer Whiteman
VP- Finance and Accounting
Patriot Rail Company LLC

SRS000002

Statement of Account From
Utah Central Railroad

For: Specialized Rail
Date: Balance as of 6/30/2014

Customer name	Document	DocDate	Ref#	DocType	0-29	30-59	60-89	90-119	>119	Total
SPECIALIZED RAIL	101240001	11/7/2013	101240	D4	0.00	0.00	0.00	0.00	280.00	280.00
SPECIALIZED RAIL	101245001	12/4/2013	101245	D4	0.00	0.00	0.00	0.00	160.00	160.00
SPECIALIZED RAIL	101269001	2/4/2014	101269	D4	0.00	0.00	0.00	0.00	160.00	160.00
SPECIALIZED RAIL	101280001	3/4/2014	101280	D4	0.00	0.00	0.00	480.00	0.00	480.00
SPECIALIZED RAIL	101288001	4/2/2014	101288	D4	0.00	0.00	80.00	0.00	0.00	80.00
SPECIALIZED RAIL	101299001	5/5/2014	101299	D4	0.00	40.00	0.00	0.00	0.00	40.00
SPECIALIZED RAIL	101300001	5/5/2014	101300	D4	0.00	1,640.00	0.00	0.00	0.00	1,640.00
SPECIALIZED RAIL	101305001	6/3/2014	101305	D4	3,525.00	0.00	0.00	0.00	0.00	3,525.00
SPECIALIZED RAIL	101323001	7/7/2014	101323	D4	600.00	0.00	0.00	0.00	0.00	600.00
TOTAL					4,125.00	1,680.00	80.00	480.00	600.00	6,965.00
Over 30 Day Total									2,840.00	

Exhibit 7

Jeff Armstrong

From: Beall, Leann [Leann.Beall@patriotrail.com]
Sent: Monday, November 17, 2014 9:54 AM
To: Jeff Armstrong
Subject: RE: Notice of Collection

Jeff,

I am very sorry you received the letter. These were sent to all customers with balances. We have your disputes on record and our Commercial group is researching the issues.

Leann

From: Jeff Armstrong [mailto:jeffa@specializedrail.com]
Sent: Monday, November 17, 2014 8:48 AM
To: Beall, Leann
Cc: RevenueGroup
Subject: FW: Notice of Collection

Leann – I received the attached letter today. I have responded twice that we dispute these charges for the reasons outlined below. Please remove these from our account. Jeff Armstrong

From: Jeff Armstrong [mailto:jeffa@specializedrail.com]
Sent: Friday, July 25, 2014 11:09 AM
To: 'Beall, Leann'
Cc: 'revenuegroup@patriotrail.com'
Subject: FW: Notice of Collection

Leann – I received a letter from Dan Freeman concerning these charges. Per my email sent on July 15, we are disputing these charges. Our dispute is based on the inconsistent switching that we receive at our facility. We have a constant flow of cars and if we miss even 1 switch, cars begin to stack up on the UCRY. If we receive our switch as promised, once per day Monday thru Friday, we can unload within the free time. We also frequently receive our cars late in the day which leaves us with our crew standing around waiting for the cars. This results in fewer cars being unloaded in a day than we would otherwise be able to unload had we received the cars early in the day. For these reasons we dispute the charges and ask that they be removed from our account. Thank You, Jeff Armstrong

From: Jeff Armstrong [mailto:jeffa@specializedrail.com]
Sent: Tuesday, July 15, 2014 8:59 AM
To: 'Beall, Leann'; 'JoyceM@Specializedrail.com'
Subject: RE: Notice of Collection

We are not responsible for these charges. Cars back up due to UCRY not spotting us on a daily basis and spotting us too late in the day to get cars done. We often have crews standing around waiting for a spot so that we can unload the cars. Please remove these charges from our account.
Jeff Armstrong

From: Beall, Leann [mailto:Leann.Beall@patriotrail.com]
Sent: Monday, July 14, 2014 8:51 PM
To: JoyceM@Specializedrail.com; Jeffa@specializedrail.com
Subject: Notice of Collection

Please be advised of the attached notice of collection.

Leann Beall
Revenue Manager
Patriot Rail Company LLC

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Exhibit 8



10060 Skinner Lake Drive
Jacksonville, FL 32246
Phone: (904) 423-2540
Fax: (904) 423-2544

11/7/2014

Specialized Rail
120 East 700 South
Clearfield, UT 84015

Dear Utah Central Railroad Customer,

Your account is currently in past due status in the amount of \$23,795.00. We have tried numerous times to reach you by phone, mail, and email but have still not received your payment. As a reminder, the credit terms under Article 4 of the Service Agreement dated July 29, 2008 are net 30 days and your past due invoices are now subject to a 1.5% monthly service charge on the unpaid balance.

We have attached a statement including the details of the past due amounts. If you are disputing the attached charges, please forward your dispute for our consideration via email to RevenueGroup@PatriotRail.com or call Leann Beall, Revenue Manager at (360) 501-2184.

Please be advised that continued delinquent status may result in your account being placed in prepayment status, referred to an outside collection agency or referred for legal action.

We appreciate your business and expect that we will receive your payment within the next 17 days to settle your account and avoid accruing any late fees.

Sincerely,

Dan Freeman
VP- Commercial
Patriot Rail Company LLC

Jennifer Whiteman
VP- Finance and Accounting
Patriot Rail Company LLC

SRS000190

Exhibit 9

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. 36131

UTAH CENTRAL RAILWAY COMPANY, LLC
v.
KENCO LOGISTIC SERVICES, LLC, KENCO GROUP,
AND SPECIALIZED RAIL SERVICE, INC.

DECLARATION OF JEFF ARMSTRONG

JEFF ARMSTRONG declares as follows:

1. I am over the age of 18 and competent to testify regarding the facts stated herein.

I make this declaration based upon my own knowledge.

2. I am the vice president of Specialized Rail Service (“SRS”) and have been at all times relevant to the above-captioned dispute.

3. SRS and Utah Central Railway (“UCRY”) have a service plan under which UCRY agreed to provide SRS rail car spotting five days per week, Monday through Friday.

4. UCRY has failed on numerous occasions to provide service according to this plan.

5. The result has been that rail cars that SRS was prepared to receive and process were not spotted when requested, causing these cars to be constructively placed additional days.

6. At other times, cars arrived simultaneously and, as a result, were forced to be constructively placed beyond the allowed free time as well.

7. SRS has the capacity to receive six to seven rail cars per day, Monday through Friday—i.e., approximately 32 cars per week or 130 cars per month.

8. SRS's actual volumes during the timeframes for which UCRY is seeking demurrage charges ranged from 60 to 80 cars per month, approximately.
9. SRS's volume during these timeframes never reached or exceeded 130 cars per month.
10. SRS's customers load and release cars for shipment to SRS in an even flow throughout the year.
11. If during the timeframes for which UCRY is seeking demurrage charges UCRY had consistently provided cars in a predictable manner, SRS would have had more than adequate capacity to process the cars UCRY sent.
12. During these timeframes, however, UCRY did not provide cars to SRS in the consistent flow in which they were shipped.
13. Attached to this declaration as Exhibits A and B, respectively, are car spot analyses that SRS prepared for invoice numbers 101565, 101599, and 101613, and invoice numbers 101692 and 101706.
14. These car spot analyses break down by date how many cars were spotted to SRS, how many cars SRS released, whether the switch was missed or late, SRS's actual inventory, how many cars actually arrived, the cars that were missed due to a late or missed switch, the number of cars that SRS should have been released, and what SRS's inventory should have been if no spots had been missed or late.
15. These analyses show that there were several months during which UCRY provided SRS no cars into inventory for nine and ten-day stretches, followed by UCRY deluging SRS with cars beyond its capacity to receive. The cycle would then repeat.

16. As these analyses show, there were also long stretches of time that SRS's track has been full of empty cars and the SRS crew idle all day waiting for UCRY to pull away the empty cars.

17. SRS has lost many man hours and paid more in wages than necessary because of the overtime required to unload cars that were spotted late in the day.

18. As shown by the e-mail attached as Exhibit C hereto—an e-mail that I prepared in February 2017—between November 8, 2015, and August 27, 2016, SRS paid a grand total of \$77,340 in overtime as a result of UCRY's missed and late spots.

19. On November 30, 2015, SRS received a late spot (i.e., after 2:00 PM). Thus, even though SRS received cars on November 30, SRS's crew spent the bulk of the day idle, waiting for UCRY to place cars.

20. Had UCRY spotted cars to SRS on Monday, December 7, 2015, and December 8, 2015, SRS could have unloaded and released the ten cars it had in inventory at the time, bringing its inventory to zero.

21. If UCRY had serviced SRS as agreed upon between December 9, 2015, and December 14, 2015, SRS could have received and processed all of the rail cars which arrived in inventory and had a clear track for the 14 cars that were still to arrive that December.

22. Had UCRY provided consistent daily service, SRS would have been able to process all the cars in December 2015 without incurring demurrage and would have had zero cars in inventory at the beginning of 2016.

23. UCRY missed switches on January 5, 2016, and January 7, 2016. And UCRY provided late switches on January 6 and January 8. These missed and late switches again left SRS crews standing idle during the bulk of these days.

24. Had the SRS inventory been at zero as of January 4, as it would have been if not for UCRY service failures, the twelve cars that arrived on January 4 could have been unloaded on January 4 and January 5, leaving SRS at zero inventory on January 6 when 17 more cars arrived. SRS could then have unloaded those cars on January 6, 7, and 8, when 12 more cars arrived into inventory. Those twelve cars could have been placed and unloaded on Monday, January 11, and Tuesday, January 12, leaving SRS at zero car inventory instead of the 33 cars still backlogged.

25. Between January 12 and January 31, 2016, 43 cars arrived. There were 13 service days during this period. SRS's ability to unload six to seven cars per day provided enough capacity to handle 84 cars during this period, if delivery had been consistent and predictable. Thus, SRS would have had no problem handling all of the 43 cars which arrived during the second half of January without incurring demurrage charges. But SRS was not able to do so because from January 11 until January 31, 2016, UCRY failed to place cars to SRS on three occasions. During the same time period, UCRY placed cars late to the SRS track on six occasions. If not for UCRY's failures, on February 1, 2016, SRS could have had zero cars in inventory. Instead, 17 cars were in inventory. Eight more cars arrived by February 4.

26. Nevertheless, by February 8, 2016 the car inventory backlog had been cleared out.

27. Between late June 2016 and mid-August 2016, UCRY did not provide consistent timely car placement service. UCRY failed to place cars on seven of these days, and placed cars late in the day on 21 occasions. SRS had the capacity to handle the cars shipped to them, demurrage free, within the free time allotted had the cars been interchanged more frequently throughout the time period and had UCRY switched the cars to SRS consistently and timely per the service plan.

28. On July 1, 2014, and July 2, 2014, UCRY did not spot cars to SRS. And between July 3 and July 6 it did not provide switch service. By this time, 23 rail cars had backlogged in the UCRY inventory for SRS's account.

29. On July 2, 14 cars arrived into UCRY's car inventory for SRS's account. Had UCRY been providing daily switch service as agreed upon, on June 27, July 1, July 2, and July 3, SRS would have been able to receive and process the cars in inventory without incurring demurrage.

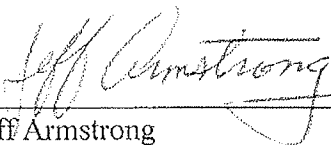
30. UCRY again missed car placements on July 8 and July 9, causing further dwell time on the backlog of cars. SRS could have received and unloaded the 14 cars which were constructively placed on July 2, on July 2, July 3, and July 8.

31. On July 18, 2014, nine more cars arrived on inventory. None of these cars could be placed to the SRS track until July 25, 2014, because SRS had to work on the backlog of cars which had arrived on July 14. SRS could have unloaded the cars received on July 14 by July 18 had UCRY performed the switching service to SRS per the stated plan

32. Cars BNSF 726555 and BNSF 726743 could not be accepted by SRS until July 30 because of the UCRY created backlog of cars remaining which had arrived on July 18.

I declare under penalty of perjury under the laws of the United States of America that the foregoing is true and correct.

Executed on this 12th day of June, 2018.



Jeff Armstrong

Exhibit A

Inv # 101565
101599
101613

<u>Date</u>	<u>Spot</u>	<u>Released Cars</u>	<u>Missed or Late Switch</u>	<u>Car inventory actual</u>	<u>New Cars Arrivals</u>	<u>Cars that Missed due Late or Missed Switch</u>	<u>Cars that could have been released</u>	<u>Car inv if no spots missed/ late</u>
Sunday, November 8, 2015	0	0	no	7	0	0	0	7
Monday, November 9, 2015	6	2	late	17	12	6	6	13
Tuesday, November 10, 2015	0	4	missed	20	7	6	6	14
Wednesday, November 11, 2015	6	4	no	19	3	0	4	13
Thursday, November 12, 2015	7	2	late	17	0	7	6	7
Friday, November 13, 2015	0	3	missed	14	0	6	6	1
Saturday, November 14, 2015	0	0	no	14	0	0	0	1
Sunday, November 15, 2015	0	4	no	10	0	0	1	0
Monday, November 16, 2015	6	3	late	17	10	6	6	4
Tuesday, November 17, 2015	0	3	missed	14	0	4	4	0
Wednesday, November 18, 2015	6	2	late	17	5	5	5	0
Thursday, November 19, 2015	0	4	missed	21	8	6	6	2
Friday, November 20, 2015	6	3	no	18	0	2	2	0
Saturday, November 21, 2015	0	0	no	18	0	0	0	0
Sunday, November 22, 2015	0	0	no	18	0	0	0	0
Monday, November 23, 2015	6	6	no	17	5	0	5	0
Tuesday, November 24, 2015	0	0	missed	17	0	0	0	0
Wednesday, November 25, 2015	6	3	late	14	0	0	0	0
Thursday, November 26, 2015	0	3	no	11	0	0	0	0
Friday, November 27, 2015	0	0	no	11	0	0	0	0
Saturday, November 28, 2015	0	0	no	11	0	0	0	0
Sunday, November 29, 2015	0	6	no	19	14	0	0	14
Monday, November 30, 2015	5	0	late	21	2	0	6	8
Tuesday, December 01, 2015	0	5	missed	16	0	6	6	2
Wednesday, December 02, 2015	6	4	no	12	0	2	2	0
Thursday, December 03, 2015	6	4	no	15	7	0	4	3
Friday, December 04, 2015	3	3	no	12	0	0	3	0
Saturday, December 05, 2015	0	2	no	10	0	0	0	0

Sunday, December 06, 2015	0	0	no	10	0	0	0	0
Monday, December 07, 2015	0	0	missed	10	0	6	0	0
Tuesday, December 08, 2015	0	0	missed	10	0	0	0	0
Wednesday, December 09, 2015	0	0	missed	10	12	6	6	6
Thursday, December 10, 2015	0	0	missed	22	0	6	6	0
Friday, December 11, 2015	0	0	missed	22	6	6	6	0
Saturday, December 12, 2015	0	0	no	28	0	0	0	0
Sunday, December 13, 2015	0	0	no	28	0	0	0	0
Monday, December 14, 2015	6	4	no	37	13	6	4	9
Tuesday, December 15, 2015	6	3	late	34	0	6	6	3
Wednesday, December 16, 2015	0	5	missed	29	0	3	3	0
Thursday, December 17, 2015	6	2	late	27	0	0	0	0
Friday, December 18, 2015	0	4	missed	28	5	5	5	0
Saturday, December 19, 2015	0	0	no	28	0	0	0	0
Sunday, December 20, 2015	6	0	no	31	3	3	0	3
Monday, December 21, 2015	0	5	missed	26	0	3	3	0
Tuesday, December 22, 2015	6	3	no	23	0	0	0	0
Wednesday, December 23, 2015	6	4	late	19	0	0	0	0
Thursday, December 24, 2015	0	2	missed	17	0	0	0	0
Friday, December 25, 2015	0	0	no	17	0	0	0	0
Saturday, December 26, 2015	0	0	no	17	0	0	0	0
Sunday, December 27, 2015	0	0	no	17	0	0	0	0
Monday, December 28, 2015	0	1	missed	22	6	6	6	0
Tuesday, December 29, 2015	6	3	late	19	0	0	0	0
Wednesday, December 30, 2015	3	3	late	16	0	0	0	0
Thursday, December 31, 2015	0	3	missed	13	0	0	0	0
Friday, January 1, 2016	0	0	no	13	0	0	0	0
Saturday, January 2, 2016	0	0	no	13	0	0	0	0
Sunday, January 3, 2016	0	0	no	13	0	0	0	0
Monday, January 4, 2016	6	2	late	23	12	6	6	6
Tuesday, January 5, 2016	0	4	missed	19	0	6	6	0
Wednesday, January 6, 2016	6	0	late	36	17	6	6	11
Thursday, January 7, 2016	0	6	missed	30	0	6	6	5
Friday, January 8, 2016	6	0	late	42	12	6	6	11

Saturday, January 9,2016	0	6	no	36	0	0	0	11	6 rel cp
Sunday, January 10,2016	0	0	no	36	0	0	0	0	
Monday, January 11,2016	6	0	late	36	0	6	6	5	
Tuesday,January 12,2016	3	3	late	33	0	5	5	0	
Wednesday, January 13,2016	3	3	late	36	6	6	6	0	
Thursday, January14,2016	0	6	missed	30	0	0	0	0	
Friday, January 15,2016	6	4	no	29	3	3	3	0	
Saturday, January 16,2016	0	2	no	29	0	0	0	0	2 on pfps
Sunday, January 17,2016	0	0	no	29	0	0	0	0	our track
Monday,January 18,2016	0	0	missed	36	7	6	6	1	
Tuesday, January 19,2016	6	3	late	33	0	1	1	0	
Wednesday, January 20, 2016	0	5	missed	29	1	1	1	0	2 dropped
Thursday, January 21,2016	6	6	no	30	7	6	6	1	SMW and
Friday, January 22,2016	6	6	no	26	2	3	3	0	back on
Saturday, January 23,2016	0	0	no	26	0	0	0	0	KRR off on
Sunday, January 24,2016	0	0	no	26	0	0	0	0	
Monday, January 25,2016	6	6	no	26	6	6	6	0	
Tuesday , January 26, 2016	6	4	no	22	0	0	0	0	
Wednesday, January 27,2016	6	6	no	17	1	1	1	0	
Thursday, January 28,2016	6	1	late	26	10	6	6	4	
Friday, January 29,2016	3	5	late	21	0	4	4	0	
Saturday, January 30,2016	0	0	no	21	0	0	0	0	
Sunday, January 31,2016	0	0	no	21	0	0	0	0	
Monday, February 1,2016	0	4	missed	17	0	0	0	0	
Tuesday, February 2,2016	6	3	late	20	6	6	6	0	
Wednesday, February 3,2016	4	3	no	17	0	0	0	0	
Thursday, February 4,2016	6	5	no	14	2	2	2	0	
Friday, February 5,2016	0	0	missed	14	0	0	0	0	
Saturday, February 6,2016	0	3	no	11	0	0	0	0	
Sunday , February 7,2016	0	0	no	11	0	0	0	0	
Monday, February 8, 2016	6	3	no	8	0	0	0	0	

no charges until July 2016 cars

not on

from pfps
KRR cars
spot in err
2/21

Exhibit B

Inv#
101672
101706

<u>Date</u>	<u>Spot</u>	<u>Released Cars</u>	<u>Missed or Late Switch</u>	<u>Car inventory actual</u>	<u>New Cars Arrivals</u>	<u>Cars that Missed due Late or Missed Switch</u>	<u>Cars that could have been released</u>	<u>Car inv if no spots missed/ late</u>	
Wednesday, June 29,2016	0	0	no	10	10	no	0	10	
Thursday, June 30,2016	7	0	late	3	0	7	7	3	
Friday, July 1,2016	0	7	missed	3	0	3	3	0	
Saturday, July 2,2016	0	0	no	3	0	0	0	0	
Sunday, July 3,2016	0	0	no	3	0	0	0	0	
Monday, July 4,2016	0	0	no	3	0	0	0	0	
Tuesday, July 5,2016	3	3	no	3	0	0	0	0	note 1
Wednesday, July 6,2016	0	0	no	0	0	0	0	0	
Thursday, July 7,2016	0	0	no	0	0	0	0	0	
Friday, July 8,2016	0	0	no	0	0	0	0	0	
Saturday, July 9,2016	0	0	no	0	0	0	0	0	
Sunday, July 10,2016	0	0	no	0	0	0	0	0	
Monday, July 11,2016	6	4	late	16	20	6	6	14	no cars
Tuesday, July 12,2016	6	4	late	12	0	6	6	8	then 26 car
Wednesday, July 13,2016	7	4	late	14	6	7	7	7	
Thursday, July 14,2016	0	7	missed	7	0	6	6	1	
Friday, July 15,2016	6	3	late	6	2	2	2	0	
Saturday, July 16,2016	0	3	no	3	0	0	0	0	
Sunday, July 17,2016	0	0	no	3	0	0	0	0	
Monday, July 18,2016	0	3	no	0	0	0	0	0	
Tuesday, July 19,2016	0	0	no	0	0	0	0	0	
Wednesday, July 20,2016	0	0	no	0	0	0	0	0	
Thursday, July 21,2016	0	0	no	0	0	0	0	0	
Friday, July 22,2016	0	0	no	0	0	0	0	0	
Saturday, July 23,2016	0	0	no	0	0	0	0	0	
Sunday, July 24,2016	0	0	no	0	0	0	0	0	
Monday, July 25,2016	7	0	late	17	17	7	7	10	
Tuesday, July 26,2016	0	7	missed	10	0	6	6	4	

Wednesday, July 27,2016	6	6	no	31	27	6	6	25
Thursday, July 28,2016	6	4	late	27	0	6	6	19
Friday, July 29,2016	6	2	late	25	0	6	6	13
Saturday, July 30,2016	0	6	no	19	0	0	0	13
Sunday, July 31,2016	0	0	no	19	0	0	0	13
Monday, August 1,2016	6	3	late	16	0	6	6	7
Tuesday, August 2,2106	6	3	late	13	0	6	6	1
Wednesday, August 3,2016	7	9	late	4	0	1	1	0
Thursday, August 4,2016	5	4	late	5	5	5	5	0
Friday, August 5,2016	0	5	no	0	0	0	0	0
Saturday, August 6,2016	0	0	no	0	0	0	0	0
Sunday, August 7,2016	0	0	no	0	0	0	0	0
Monday, August 8,2016	6	0	late	10	10	6	6	4
Tuesday, August 9,2016	0	4	missed	6	0	4	4	0
Wednesday, August 10,2016	6	0	late	9	3	3	3	0
Thursday, August 11,2016	0	0	missed	9	0	0	0	0
Friday, August 12,2016	0	6	missed	26	23	6	6	17
Saturday, August 13,2016	0	0	no	26	0	0	0	17
Sunday, August 14,2016	0	3	no	23	0	0	0	17
Monday, August 15,2016	6	3	late	27	7	6	6	18
Tuesday, August 16,2106	6	5	late	25	3	6	6	15
Wednesday, August 17,2016	6	4	late	21	0	6	6	9
Thursday, August 18,2016	6	6	late	30	15	6	6	18
Friday, August 19,2016	6	6	late	24	0	6	6	12
Saturday, August 20,2016	0	0	no	24	0	0	0	12
Sunday, August 21,2016	0	6	no	18	0	0	0	12
Monday, August 22,2016	6	6	no	19	7	6	6	13
Tuesday, August 23,2016	6	9	no	10	0	6	6	7
Wednesday, August 24,2016	0	0	missed	10	0	6	6	1
Thursday, August 25,2016	6	3	late	7	0	1	1	0
Friday, August 26,2016	5	2	late	5	0	0	0	0
Saturday, August 27,2016	0	5	no	0	0	0	0	0

note 1:

the 3 cars that were spotted
on 7/5 were released empty
on 7/5 , however, UCRY did not
show them as spotted in their
system and we could not release
them online. We sent an email to
the local manager asking him
to show them as released as
of 1730 on 7/5

From Monday July 4 until
Monday July 10 , no cars were
available on the UCRY , then in 2 days,
26 cars arrive. This is bunching
and places us in the position of
not being able to unload cars
within the free time , Had the cars
not been bunched and
were made available throughout
the week, we could have had
them unloaded within the free time

From Saturday July 16 until
Sunday July 24 , no cars were
were made available to us
then on July 25 and
July 27 , 44 cars were made
available.

In July , there were 15 days
of no spots or no cars available
There were also 8 days of
late spots.

August was impacted by

13 late spots and 4 missed spots. Cars were bunched when 23 arrived on Friday, August 12 and then 7 on Monday, August 15. This was followed up with 18 cars on the 16th and 18th.

for a week
in 2 days

Exhibit C

Below is the cost to SRS during the November 8, 2015 to February 8, 2016 time period and from June 29, 2016 to August 27, 2016 period, that relate to missed and late car spots by the UCRY:

November 8, 2015 to February 8, 2016:

Late spots (1400 and later) = 21

Factors:

3 men @\$35 per hour each = \$105 per hour

6 hours per man (1000 to 1500) = $6 \times \$105 = \630 /day

21 days $\times \$630 = \$13,230$

Missed spots = 24

Factors:

3 men @ \$35 per hour each = \$105 per hour

8 hours per man (0800 until 1600) $8 \times \$105 = \840 /day

24 days $\times \$840 = \$20,160$

Overtime estimate:

weekends worked = 6

Factors:

2 men @ \$45 per hour each = \$90 per hour

6 hours per man (avg) = $6 \times \$90 = \540

$6 \times \$540 = \3240

extra hours weekdays due to late spots = 3 hours per day @ 21 days = 63 hours

Factors:

2 men @ \$45 per hour each = \$90 per hour

63 hours x \$90 = \$5670

Total Overtime = \$8910

Period Total = \$42,300

June 29,2016 thru August 27,2016

Late spots = 21

Factors:

3 men @\$35 per hour each = \$105 per hour

6 hours per man (1000 to 1500) = 6 x \$105 = \$630 per day

21 days x \$630 = \$13,230

missed spots = 7

factors:

3 men @ \$35 per hour each = \$105 per hour

8 hours per man (0800 to 1600) = 8 x \$105 = \$840 per day

7 days x \$840 = \$5,880

missed spot days due to car bunching and no cars available = 9

Factors:

3 men @\$35 per hour each = \$105

8 hours per man (0800 to 1600) = 8 x \$105 = \$840 per day

9 days x \$840 = \$7,560

Overtime estimate:

weekends worked = 5

Factors:

2 men @ \$45 per hour each = \$90 per hour

6 hours per man (avg) = 6 x \$90 = \$540

5 x \$540 = \$2700

extra hours weekdays due to late spots = 3 hours per day @ 21 days = 63 hours

Factors:

2 men @ \$45 per hour each = \$90 per hour

63 hours x \$90 = \$5670

Total Overtime = \$8,370

Period Total = \$35,040 for the period

Grand total = \$77,340

Exhibit 10

From: Brian Frennea [mailto:Brian.Frennea@SSAMarine.com]
Sent: Tuesday, August 30, 2016 6:52 PM
To: Jack Burgess; Jeff Armstrong
Cc: hokada@specializedrail.com; Jeff Golian; Paul Quintana
Subject: RE: bnsf switching

Thanks Jack for the thorough reply. I agree to first give your approach a chance. I know Kristy Clark and she is fully aware of our business development efforts with BN. So I hope she solves this quickly. Else I will use my other contacts.

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Jack Burgess <Jack.Burgess@patriotrail.com>
Date: 8/30/16 9:32 AM (GMT-05:00)
To: Jeff Armstrong <jeffa@specializedrail.com>
Cc: Brian Frennea <Brian.Frennea@SSAMarine.com>, hokada@specializedrail.com, Jeff Golian <Jeff.Golian@patriotrail.com>, Paul Quintana <Paul.Quintana@patriotrail.com>
Subject: RE: bnsf switching

Jeff .. Thank you for actively helping to address this issue .. Given the encouraging feedback from BNSF (after both Herb's call and Patriot's face to face reinforcement last Thursday) to support a meeting either 8 or 9 September at your facility and on the UCRY, I would propose that we initially see how that meeting goes and the immediate feedback from the BNSF ... Last Thursday BNSF committed to engage their local operations personnel

immediately while they planned to bring some one from both their Service Design and Network Strategy (Kristy Clark) groups as well as their Short Line Group to the meeting ... I would propose to give them the opportunity to address it in more detail before the end of next week. If that turns unfavorable then I would suggest a regroup and adding in Brian's network.

Meanwhile the daily cars provided to the UCRY from both the Union Pacific and Burlington Northern for the months of July and August to date are noted below.

Challenging days resulting from both railroads bunching: 03 Aug (74 cars), 10 Aug (65 cars), 12 August (39 cars), 17 Aug (40 cars), 08 July (40 cars), 11 July (133 cars), 13 July (62 cars), 19 July (54 cars), 22 July (53 cars), 27 July (91 cars)

Challenging BNSF days: 09 Aug (22 cars), 16 Aug (18 cars), 22 Aug (24 cars), 26 Aug (19 cars), 11 July (21 cars), 19 July (17 cars).

When the deliveries are heavy on consecutive days or three or four in a row then the UCRY has little room to maneuver both loads and empties to support switching in and out for the class I railroads while also servicing the customers. Customers like Specialized Rail have a processing through-put of about 7-8 cars per day, so stacking several days worth of cars right upon their docks is not realistic or even possible to think that would not cause an issue. In an ideal world the scheduling and flow of cars would be consistent. This is the information I am sharing with Brian and everyone to present the facts of the existing conditions. What I do not have is the details associated with conflicts that occur between the UP, BNSF and Utah railroad that like further agitate the bunching issue. That's why I think we should give the BNSF a chance during next week's meeting before ramping up additional influence to exhort more pressure on the BNSF.... Respectfully .
Jack

[cid:image001.png@01D2029E.39EE1BC0]

[cid:image002.png@01D2029E.39EE1BC0]

From: Jeff Armstrong [mailto:jeffa@specializedrail.com]
Sent: Monday, August 29, 2016 7:03 PM
To: Jack Burgess
Cc: 'Brian Frennea'; hokada@specializedrail.com
Subject: bnsf switching

Jack - I spoke with Brian Frennea of SSA Marine on Friday of last week. I discussed the switching issues we are experiencing with the BNSF in conjunction with the UCRY in Ogden, UT . Brian would like some detailed information indicating that the UCRY is receiving infrequent and erratic switching from them which is leading to the bunching of rail cars in Ogden/Salt Lake City which is negatively affecting the even flow of cars to our facility and subsequently product to P&G. Brian will then approach his contacts at the BNSF to assist in resolving the issue. would you be able to advise on the situation from UCRY's perspective and to provide data to

Brian which supports the fact that the switching from the BNSF to the UCRY is an issue ? Thank You , Jeff Armstrong

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Exhibit 11

11/25/15 UCRY
9:04:45

Online Inventory w/Switching Inst.

Page 1
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inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	TBOX	667592	L D6C	(2)		SPERAI	800	RCPL 11/18/15	WOODPULP

Station: BUSINESS DEPOT 866 KENCO-CAN FOODS

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	TBOX	670052	L D6C	(1)		SPERAI	800	RCPL 11/23/15	WOODPULP C
2	TBOX	660122	L D6C	(1)		SPERAI	800	RCPL 11/23/15	WOODPULP C
3	TBOX	671286	L D6C	(1)		SPERAI	800	RCPL 11/23/15	WOODPULP C
4	TBOX	666820	L D6C	(1)		SPERAI	800	RCPL 11/23/15	WOODPULP C
5	TBOX	665437	L D6C	(1)		SPERAI	800	RCPL 11/23/15	WOODPULP C

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	DWC	793737	L D6C	(3)		SPERAI	800	RCPL 11/19/15	HRDWOOD WO
2	AGR	1495	L D5C	(3)		SPERAI	800	RCPL 11/19/15	WOODPULP
3	AGR	77777	L D5C	(3)		SPERAI	800	RCPL 11/19/15	WOODPULP
4	AGR	77527	L D5C	(3)		SPERAI	800	RCPL 11/19/15	WOODPULP
5	TBOX	670736	L D6C	862*****		SPERAI	800	RCPL 11/19/15	WOODPULP C
6	TBOX	662795	L D6C	862*****		SPERAI	800	RCPL 11/19/15	WOODPULP C
7	TBOX	666105	L D6C	862*****		SPERAI	800	RCPL 11/19/15	WOODPULP C
8	TBOX	668137	L D6C	862*****		SPERAI	800	RCPL 11/19/15	WOODPULP C

LOADS: 14 EMPTIES: 0

** END OF REPORT **

11/26/15 UCRY
9:03:42

Online Inventory w/Switching Inst.

Page 1
RSE5PFR

inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	AGR	77777	L	D5C	(3)	SPERAI		800	PFPS	11/25/15	WOODPULP
2	AGR	77527	L	D5C	(3)	SPERAI		800	PFPS	11/25/15	WOODPULP
3	AGR	1495	L	D5C	(3)	SPERAI		800	PFPS	11/25/15	WOODPULP
4	DWC	793737	L	D6C	(3)	SPERAI		800	PFPS	11/25/15	HRDWOOD WO
5	TBOX	670052	L	D6C	(1)	SPERAI		800	RCPL	11/23/15	WOODPULP C

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	660122	L	D6C	(1)	SPERAI		800	PACT	11/25/15	WOODPULP C
2	TBOX	671286	L	D6C	(1)	SPERAI		800	PACT	11/25/15	WOODPULP C
3	TBOX	666820	L	D6C	(1)	SPERAI		800	PACT	11/25/15	WOODPULP C
4	TBOX	666105	L	D6C	862*****	SPERAI		800	PACT	11/25/15	WOODPULP C
5	TBOX	668137	L	D6C	862*****	SPERAI		800	PACT	11/25/15	WOODPULP C
6	TBOX	667592	L	D6C	(2)	SPERAI		800	PACT	11/25/15	WOODPULP

LOADS: 11 EMPTIES: 0

** END OF REPORT **

11/27/15 UCRY
9:03:48

Online Inventory w/Switching Inst.

Page 1
RSE5PFR

inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	AGR	77777	L	D5C	(3)	SPERAI		800	PFPS	11/25/15	WOODPULP
2	AGR	77527	L	D5C	(3)	SPERAI		800	PFPS	11/25/15	WOODPULP
3	AGR	1495	L	D5C	(3)	SPERAI		800	PFPS	11/25/15	WOODPULP
4	DWC	793737	L	D6C	(3)	SPERAI		800	PFPS	11/25/15	HRDWOOD WO
5	TBOX	670052	L	D6C	(1)	SPERAI		800	RCPL	11/23/15	WOODPULP C

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	660122	L	D6C	(1)	SPERAI		800	PACT	11/25/15	WOODPULP C
2	TBOX	671286	L	D6C	(1)	SPERAI		800	PACT	11/25/15	WOODPULP C
3	TBOX	666820	L	D6C	(1)	SPERAI		800	PACT	11/25/15	WOODPULP C
4	TBOX	666105	L	D6C	862*****	SPERAI		800	PACT	11/25/15	WOODPULP C
5	TBOX	668137	L	D6C	862*****	SPERAI		800	PACT	11/25/15	WOODPULP C
6	TBOX	667592	L	D6C	(2)	SPERAI		800	PACT	11/25/15	WOODPULP

LOADS: 11 EMPTIES: 0

** END OF REPORT **

11/28/15 UCRY
9:03:52

Online Inventory w/Switching Inst.

Page 1
RSE5PFR

inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	AGR 77777	L	D5C	(3)		SPERAI	800	PFPS 11/25/15	WOODPULP
2	AGR 77527	L	D5C	(3)		SPERAI	800	PFPS 11/25/15	WOODPULP
3	AGR 1495	L	D5C	(3)		SPERAI	800	PFPS 11/25/15	WOODPULP
4	DWC 793737	L	D6C	(3)		SPERAI	800	PFPS 11/25/15	HRDWOOD WO
5	TBOX 670052	L	D6C	(1)		SPERAI	800	RCPL 11/23/15	WOODPULP C

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	TBOX 660122	L	D6C	(1)		SPERAI	800	PACT 11/25/15	WOODPULP C
2	TBOX 671286	L	D6C	(1)		SPERAI	800	PACT 11/25/15	WOODPULP C
3	TBOX 666820	L	D6C	(1)		SPERAI	800	PACT 11/25/15	WOODPULP C
4	TBOX 666105	L	D6C	862*****		SPERAI	800	PACT 11/25/15	WOODPULP C
5	TBOX 668137	L	D6C	862*****		SPERAI	800	PACT 11/25/15	WOODPULP C
6	TBOX 667592	L	D6C	(2)		SPERAI	800	PACT 11/25/15	WOODPULP

LOADS: 11 EMPTIES: 0

** END OF REPORT **

11/29/15 UCRY
9:03:59

Online Inventory w/Switching Inst.

Page 1
RSE5PFR

inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	AGR	77777	L	D5C	(3)	SPERAI		800	PFPS	11/25/15	WOODPULP
2	AGR	77527	L	D5C	(3)	SPERAI		800	PFPS	11/25/15	WOODPULP
3	AGR	1495	L	D5C	(3)	SPERAI		800	PFPS	11/25/15	WOODPULP
4	DWC	793737	L	D6C	(3)	SPERAI		800	PFPS	11/25/15	HRDWOOD WO
5	TBOX	670052	L	D6C	(1)	SPERAI		800	RCPL	11/23/15	WOODPULP C

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	660122	L	D6C	(1)	SPERAI		800	PACT	11/25/15	WOODPULP C
2	TBOX	671286	L	D6C	(1)	SPERAI		800	PACT	11/25/15	WOODPULP C
3	TBOX	666820	L	D6C	(1)	SPERAI		800	PACT	11/25/15	WOODPULP C
4	TBOX	666105	L	D6C	862*****	SPERAI		800	PACT	11/25/15	WOODPULP C
5	TBOX	668137	L	D6C	862*****	SPERAI		800	PACT	11/25/15	WOODPULP C
6	TBOX	667592	L	D6C	(2)	SPERAI		800	PACT	11/25/15	WOODPULP

LOADS: 11 EMPTIES: 0

** END OF REPORT **

11/30/15 UCRY
9:04:32

Online Inventory w/Switching Inst.

Page 1
RSE5PFR

inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	GTW 517993	L	D5U	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP
2	TBOX 662101	L	D6C	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP C
3	TOBX 889048	L	D6C	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP C
4	TBOX 667183	L	D6C	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP C
5	NS 469515	L	D6C	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP C
6	TBOX 662849	L	D6C	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP C
7	TBOX 889386	L	D6C	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP C
8	TBOX 667278	L	D6C	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP C
9	UP 369117	L	D6C	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP C
10	TBOX 665920	L	D6C	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP C
11	TBOX 661063	L	D6C	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP C
12	CN 413885	L	D5U	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP
17	CNIS 413226	L	D5U	(2)		SPERAI	800	RCPL	11/29/15	WOODPULP
18	CNA 412784	L	D5U	862		SPERAI	800	RCPL	11/29/15	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	AGR 77777	L	D5C	862		SPERAI	800	PFPS	11/25/15	WOODPULP
2	AGR 77527	L	D5C	862		SPERAI	800	PFPS	11/25/15	WOODPULP
3	AGR 1495	L	D5C	862		SPERAI	800	PFPS	11/25/15	WOODPULP
4	DWC 793737	L	D6C	862		SPERAI	800	PFPS	11/25/15	HRDWOOD WO
5	TBOX 670052	L	D6C	862		SPERAI	800	RCPL	11/23/15	WOODPULP C

LOADS: 19 EMPTIES: 0

** END OF REPORT **

Exhibit 12

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from thru 1/07/16

In account of:

Please Remit to:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 1/07/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101565 2

Invoice Date: 1/07/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered-		---Placed---		--Released--		Total	Credit	Amount	
					Date	Time	Date	Time	Date	Time	Days	Days	Due	
1	UNLD	DWC	793311	D6C	WOODPULP	12/14/15	13:43	12/29/15	17:47	12/31/15	14:51	17	12	350.00
2	UNLD	DWC	794345	D6C	WOODPULP	12/14/15	13:43	12/29/15	17:47	12/31/15	14:51	17	12	350.00
3	UNLD	TBOX	663113	D6C	WOODPULP CELLUL	12/14/15	13:43	12/29/15	17:47	12/31/15	14:51	17	12	350.00
4	UNLD	TBOX	660698	D6C	WOODPULP CELLUL	12/14/15	13:43	12/29/15	17:47	12/30/15	18:49	16	11	350.00
5	UNLD	TBOX	662818	D6C	WOODPULP CELLUL	12/18/15	18:01	12/29/15	17:47	12/30/15	18:49	12	7	350.00
6	UNLD	UP	369103	D6C	WOODPULP CELLUL	12/14/15	13:43	12/29/15	17:47	12/30/15	18:49	16	11	350.00
7	UNLD	CN	558415	D5U	WOODPULP	12/14/15	13:52	12/23/15	18:09	12/29/15	15:16	15	11	280.00
8	UNLD	CN	598162	D6U	WOODPULP	12/14/15	13:52	12/23/15	18:09	12/29/15	15:16	15	11	280.00
9	UNLD	DWC	795210	D6C	WOODPULP	12/14/15	13:52	12/23/15	18:09	12/29/15	15:16	15	11	280.00
10	UNLD	WC	22385	D6C	WOODPULP	12/14/15	13:43	12/23/15	18:09	12/28/15	19:05	14	11	210.00
11	UNLD	TBOX	665688	D6C	WOODPULP CELLUL	12/14/15	13:43	12/23/15	18:09	12/24/15	16:44	10	5	350.00
12	UNLD	TBOX	889230	D6C	WOODPULP CELLUL	12/14/15	13:43	12/23/15	18:09	12/24/15	16:44	10	5	350.00
13	UNLD	ADK	112025	8FM	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
14	UNLD	BCOL	60812	D6C	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
15	UNLD	CNIS	412095	D5C	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
16	UNLD	IC	533284	D6C	WOODPULP	12/09/15	20:25	12/22/15	16:14	12/23/15	17:06	14	11	210.00
17	UNLD	CN	412105	D5U	WOODPULP	12/14/15	13:52	12/22/15	16:14	12/22/15	17:12	8	3	350.00
18	UNLD	CNA	412769	D5U	WOODPULP	12/14/15	13:52	12/22/15	16:14	12/22/15	17:12	8	3	350.00
19	UNLD	TBOX	670911	D6C	WOODPULP CELLUL	12/09/15	20:24	12/20/15	13:51	12/22/15	9:52	13	10	210.00
20	UNLD	CNA	417538	D5U	WOODPULP	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
21	UNLD	DWC	794023	D6C	WOODPULP	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
22	UNLD	GTW	517899	D5U	WOODPULP	12/09/15	20:25	12/20/15	13:51	12/21/15	17:28	12	9	210.00
23	UNLD	TBOX	665680	D6C	WOODPULP CELLUL	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
24	UNLD	TBOX	668274	D6C	WOODPULP CELLUL	12/09/15	20:24	12/20/15	13:51	12/21/15	17:28	12	9	210.00
25	UNLD	DWC	558686	D5C	HRDWOOD WOODPULP	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
26	UNLD	NS	472733	D6C	WOODPULP CELLUL	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
27	UNLD	TBOX	661837	D6C	WOODPULP CELLUL	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
28	UNLD	TBOX	666359	D6C	WOODPULP CELLUL	12/11/15	16:32	12/17/15	13:47	12/18/15	14:47	7	6	70.00
29	UNLD	GTW	517812	D5U	WOODPULP	12/09/15	20:24	12/17/15	13:47	12/17/15	14:29	8	7	70.00
30	UNLD	TBOX	663444	D6C	WOODPULP CELLUL	12/09/15	20:24	12/17/15	13:47	12/17/15	14:29	8	7	70.00
31	UNLD	CN	413885	D5U	WOODPULP	11/29/15	20:34	12/14/15	13:35	12/15/15	11:47	16	11	350.00
32	UNLD	CNIS	413226	D5U	WOODPULP	11/29/15	20:35	12/14/15	13:35	12/15/15	11:47	16	11	350.00
33	UNLD	GTW	517993	D5U	WOODPULP	11/29/15	20:34	12/14/15	14:00	12/14/15	17:22	15	10	350.00
34	UNLD	AGR	1495	D5C	WOODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00
35	UNLD	AGR	77527	D5C	WOODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00
36	UNLD	AGR	77777	D5C	WOODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00
37	UNLD	DWC	793737	D6C	HRDWOOD WOODPULP	11/19/15	18:29	11/25/15	16:59	12/01/15	17:45	12	7	350.00
TOTAL UNLOADING										37 CARS	450	322	9,520.00	
TOTAL FOR BUSINESS DEPOT										37 CARS	450	322	9,520.00	

TOTAL FOR SPECIALIZED RAIL

37 CARS

450

322

9,520.00

Exhibit 13

12/05/15 UCRY
9:04:59

Online Inventory w/Switching Inst.

Page 1
RSE5PFR

inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	CN	412170	L	D5U	(2)	SPERAI	800	RCPL 12/03/15	WOODPULP
2	CN	598163	L	D6U	(2)	SPERAI	800	RCPL 12/03/15	WOODPULP
3	NS	473167	L	D5C	(2)	SPERAI	800	RCPL 12/03/15	WOODPULP
4	WC	22116	L	D6C	(2)	SPERAI	800	RCPL 12/03/15	WOODPULP
5	TBOX	667217	L	D6C	(1)	SPERAI	800	RCPL 12/03/15	WOODPULP C
6	TBOX	671070	L	D6C	(1)	SPERAI	800	RCPL 12/03/15	WOODPULP C
7	TBOX	662431	L	D6C	(1)	SPERAI	800	RCPL 12/03/15	WOODPULP
8	GTW	517993	L	D5U	862	SPERAI	800	RCPL 11/29/15	WOODPULP
9	CN	413885	L	D5U	862	SPERAI	800	RCPL 11/29/15	WOODPULP
10	CNIS	413226	L	D5U	862	SPERAI	800	RCPL 11/29/15	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	CNA	412784	L	D5U		SPERAI	800	PACT 12/04/15	WOODPULP
2	WC	22227	L	D6C		SPERAI	800	PACT 12/04/15	WOODPULP

LOADS: 12 EMPTIES: 0

** END OF REPORT **

Exhibit 14

12/14/15 UCRY
9:07:38

Online Inventory w/Switching Inst.

Page 1
RSE5PFR

inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	BCOL 60812	L	D6C			SPERAI		800	RCPL	12/09/15	WOODPULP
2	CNIS 412095	L	D5C			SPERAI		800	RCPL	12/09/15	WOODPULP
3	AOK 112025	L	BFN			SPERAI		800	RCPL	12/09/15	WOODPULP
4	IC 533284	L	D6C			SPERAI		800	RCPL	12/09/15	WOODPULP
5	GTW 517899	L	D5U			SPERAI		800	RCPL	12/09/15	WOODPULP
7	CNA 417538	L	D5U			SPERAI		800	RCPL	12/09/15	WOODPULP
8	DWC 794023	L	D6C			SPERAI		800	RCPL	12/09/15	WOODPULP
9	TBOX 665680	L	D6C			SPERAI		800	RCPL	12/09/15	WOODPULP C
10	TBOX 668274	L	D6C			SPERAI		800	RCPL	12/09/15	WOODPULP C
11	TBOX 663444	L	D6C			SPERAI		800	RCPL	12/09/15	WOODPULP C
12	GTW 517812	L	D5U			SPERAI		800	RCPL	12/09/15	WOODPULP
21	TBOX 670911	L	D6C			SPERAI		800	RCPL	12/09/15	WOODPULP C

Station: BUSINESS DEPOT 866 KENCO-CAN FOODS

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	GTW 517993	L	D5U	862*****		SPERAI		800	RCPL	11/29/15	WOODPULP
2	CN 413885	L	D5U	862*****		SPERAI		800	RCPL	11/29/15	WOODPULP
3	CNIS 413226	L	D5U	862*****		SPERAI		800	RCPL	11/29/15	WOODPULP
4	CN 412170	L	D5U	(2)		SPERAI		800	RCPL	12/03/15	WOODPULP
5	CN 598163	L	D6U	(2)		SPERAI		800	RCPL	12/03/15	WOODPULP
6	NS 473167	L	D5C	(2)		SPERAI		800	RCPL	12/03/15	WOODPULP
7	WC 22116	L	D6C	(2)		SPERAI		800	RCPL	12/03/15	WOODPULP
8	TBOX 667217	L	D6C	862*****		SPERAI		800	RCPL	12/03/15	WOODPULP C
9	TBOX 671070	L	D6C	862*****		SPERAI		800	RCPL	12/03/15	WOODPULP C
10	TBOX 662431	L	D6C	862*****		SPERAI		800	RCPL	12/03/15	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	DWC 558686	L	D5C			SPERAI		800	RCPL	12/11/15	HRDWOOD WO
2	TBOX 661837	L	D6C			SPERAI		800	RCPL	12/11/15	WOODPULP C
3	TBOX 666359	L	D6C			SPERAI		800	RCPL	12/11/15	WOODPULP C
4	TBOX 666484	L	D6C			SPERAI		800	RCPL	12/11/15	WOODPULP C
5	TBOX 660130	L	D6C			SPERAI		800	RCPL	12/11/15	WOODPULP C
6	NS 472733	L	D6C			SPERAI		800	RCPL	12/11/15	WOODPULP C

LOADS: 28 EMPTIES: 0

** END OF REPORT **

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UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	DWC	794409	L	D6C		SPERAI		800	PCON	12/20/15	WOODPULP
2	OAR	62121	L	D5U	862*****	SPERAI		800	PCON	12/20/15	WOODPULP
3	AGR	78955	L	D5C	862*****	SPERAI		800	PCON	12/18/15	WOODPULP
4	AGR	77645	L	D5C	862*****	SPERAI		800	PCON	12/18/15	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
7	NS	471269	L	D6C	862*****	SPERAI		800	PACT	12/30/15	WOODPULP C
8	NS	469497	L	D6C	862*****	SPERAI		800	PACT	12/30/15	WOODPULP C
9	NS	469636	L	D6C	862*****	SPERAI		800	PACT	12/30/15	WOODPULP C

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	661650	L	D6C	862	SPERAI		800	PCON	12/28/15	WOODPULP
2	WC	22349	L	D6C	862	SPERAI		800	PCON	12/28/15	WOODPULP
3	CNIS	413300	L	D5U	862	SPERAI		800	PCON	12/28/15	WOODPULP
4	CNA	406197	L	D5C	862	SPERAI		800	PCON	12/28/15	WOODPULP
5	BCOL	60260	L	D6U	862	SPERAI		800	PCON	12/28/15	WOODPULP
6	DWC	794296	L	D6C	862	SPERAI		800	PCON	12/28/15	WOODPULP

LOADS: 13 EMPTIES: 0

** END OF REPORT **

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9:03:28

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	CN	598108	L	D6U		SPERAI		800	PCON	1/04/16	WOODPULP
2	DWC	795002	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP
3	DWC	795152	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP
5	CN	558131	L	D5U		SPERAI		800	RCPL	1/04/16	WOODPULP
6	DWC	794910	L	D6C		SPERAI		800	RCPL	1/04/16	WOODPULP
7	NS	470097	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP C
8	TBOX	662291	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP C
9	TBOX	671030	L	D6C		SPERAI		800	RCPL	1/04/16	HRDWOOD WO
10	CN	415458	L	D5U		SPERAI		800	RCPL	1/04/16	WOODPULP
11	CN	414451	L	D5U		SPERAI		800	RCPL	1/04/16	WOODPULP
12	BCOL	100435	L	D5U		SPERAI		800	RCPL	1/04/16	WOODPULP
13	DWC	793682	L	D6C		SPERAI		800	RCPL	1/04/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	DWC	794409	L	D6C		SPERAI		800	PCON	12/20/15	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	OAR	62121	L	D5U		SPERAI		800	PACT	1/04/16	WOODPULP
4	NS	469636	L	D6C		SPERAI		800	PACT	12/30/15	WOODPULP C
5	AGR	78955	L	D5C		SPERAI		800	PACT	1/04/16	WOODPULP
6	AGR	77645	L	D5C		SPERAI		800	PACT	1/04/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	661650	L	D6C	862	SPERAI		800	PCON	12/28/15	WOODPULP
2	WC	22349	L	D6C	862	SPERAI		800	PCON	12/28/15	WOODPULP
3	CNIS	413300	L	D5U	862	SPERAI		800	PCON	12/28/15	WOODPULP
4	CNA	406197	L	D5C	862	SPERAI		800	PCON	12/28/15	WOODPULP
5	BCOL	60260	L	D6U	862	SPERAI		800	PCON	12/28/15	WOODPULP
6	DWC	794296	L	D6C	862	SPERAI		800	PCON	12/28/15	WOODPULP

LOADS: 23 EMPTIES: 0

** END OF REPORT **

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9:04:11

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	CN	598108	L	D6U		SPERAI		800	PCON	1/04/16	WOODPULP
2	DWC	795002	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP
3	DWC	795152	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP
5	CN	558131	L	D5U		SPERAI		800	RCPL	1/04/16	WOODPULP
6	DWC	794910	L	D6C		SPERAI		800	RCPL	1/04/16	WOODPULP
7	NS	470097	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP C
8	TBOX	662291	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP C
9	TBOX	671030	L	D6C		SPERAI		800	RCPL	1/04/16	HRDWOOD WO
10	CN	415458	L	D5U		SPERAI		800	RCPL	1/04/16	WOODPULP
11	CN	414451	L	D5U		SPERAI		800	RCPL	1/04/16	WOODPULP
12	BCOL	100435	L	D5U		SPERAI		800	RCPL	1/04/16	WOODPULP
13	DWC	793682	L	D6C		SPERAI		800	RCPL	1/04/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	DWC	794409	L	D6C	862	SPERAI		800	PCON	12/20/15	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	661650	L	D6C	860	SPERAI		800	PCON	12/28/15	WOODPULP
2	WC	22349	L	D6C	862*****	SPERAI		800	PCON	12/28/15	WOODPULP
3	CNIS	413300	L	D5U	862*****	SPERAI		800	PCON	12/28/15	WOODPULP
4	CNA	406197	L	D5C	862*****	SPERAI		800	PCON	12/28/15	WOODPULP
5	BCOL	60260	L	D6U	862*****	SPERAI		800	PCON	12/28/15	WOODPULP
6	DWC	794296	L	D6C	862*****	SPERAI		800	PCON	12/28/15	WOODPULP

LOADS: 19 EMPTYIES: 0

** END OF REPORT **

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Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	CN	598108	L	D6U		SPERAI		800	PCON	1/04/16	WOODPULP
2	DWC	795002	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP
3	DWC	795152	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP
5	CN	558131	L	D5U		SPERAI		800	PCON	1/04/16	WOODPULP
6	DWC	794910	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP
7	NS	470097	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP C
8	TBOX	662291	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP C
9	TBOX	671030	L	D6C		SPERAI		800	PCON	1/04/16	HRDWOOD WO
10	CN	415458	L	D5U		SPERAI		800	PCON	1/04/16	WOODPULP
11	CN	414451	L	D5U		SPERAI		800	PCON	1/04/16	WOODPULP
12	BCOL	100435	L	D5U		SPERAI		800	PCON	1/04/16	WOODPULP
13	DWC	793682	L	D6C		SPERAI		800	PCON	1/04/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	661650	L	D6C		SPERAI		800	PCON	12/28/15	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	WC	22349	L	D6C		SPERAI		800	PACT	1/06/16	WOODPULP
2	CNIS	413300	L	D5U		SPERAI		800	PACT	1/06/16	WOODPULP
3	CNA	406197	L	D5C		SPERAI		800	PACT	1/06/16	WOODPULP
4	BCOL	60260	L	D6U		SPERAI		800	PACT	1/06/16	WOODPULP
5	DWC	794296	L	D6C		SPERAI		800	PACT	1/06/16	WOODPULP
6	DWC	794409	L	D6C		SPERAI		800	PACT	1/06/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	LW	50015	L	D6C		SPERAI		800	PCON	1/06/16	HRDWOOD WO
2	CNA	412290	L	D5U		SPERAI		800	PCON	1/06/16	WOODPULP
3	AOK	354634	L	D6C		SPERAI		800	PCON	1/06/16	WOODPULP
5	TBOX	663678	L	D6C		SPERAI		800	PCON	1/06/16	WOODPULP C
6	UP	369137	L	D6C		SPERAI		800	PCON	1/06/16	WOODPULP C
7	TOBX	889234	L	D6C		SPERAI		800	PCON	1/06/16	WOODPULP C
8	KRR	7037	L	D5C		SPERAI		800	PCON	1/06/16	WOODPULP
9	SMW	536186	L	D5C		SPERAI		800	PCON	1/06/16	WOODPULP
10	NOKL	536162	L	D5C		SPERAI		800	PCON	1/06/16	WOODPULP
11	NOKL	571113	L	D5C		SPERAI		800	PCON	1/06/16	WOODPULP
12	SMW	536116	L	D5C		SPERAI		800	PCON	1/06/16	WOODPULP
13	KRR	7021	L	D5C		SPERAI		800	PCON	1/06/16	WOODPULP
14	SMW	536029	L	D5C		SPERAI		800	PCON	1/06/16	WOODPULP
15	TBOX	667772	L	D6C		SPERAI		800	PCON	1/06/16	WOODPULP

Station: BUSINESS DEPOT 884 CROSSOVER

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	FBOX	504174	L	D5C		SPERAI		800	PCON	1/06/16	WOODPULP
3	DWC	794448	L	D6C		SPERAI		800	PCON	1/06/16	WOODPULP
4	TBOX	670434	L	D6C		SPERAI		800	PCON	1/06/16	WOODPULP C

LOADS: 36 EMPTIES: 0

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Online Inventory w/Switching Inst.
inventory

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** END OF REPORT **

1/08/16 UCRY
9:03:33

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	CN	598108	L	D6U	(1)	SPERAI	800	PCON	1/04/16	WOODPULP
2	DWC	795002	L	D6C	(1)	SPERAI	800	PCON	1/04/16	WOODPULP
3	DWC	795152	L	D6C	(1)	SPERAI	800	PCON	1/04/16	WOODPULP
5	CN	558131	L	D5U	(1)	SPERAI	800	PCON	1/04/16	WOODPULP
6	DWC	794910	L	D6C	(1)	SPERAI	800	PCON	1/04/16	WOODPULP
7	NS	470097	L	D6C	(1)	SPERAI	800	PCON	1/04/16	WOODPULP C
8	TBOX	662291	L	D6C	(1)	SPERAI	800	PCON	1/04/16	WOODPULP C
9	TBOX	671030	L	D6C	(1)	SPERAI	800	PCON	1/04/16	HRDWOOD WO
10	CN	415458	L	D5U	(1)	SPERAI	800	PCON	1/04/16	WOODPULP
11	CN	414451	L	D5U	(1)	SPERAI	800	PCON	1/04/16	WOODPULP
12	BCOL	100435	L	D5U	(1)	SPERAI	800	PCON	1/04/16	WOODPULP
13	DWC	793682	L	D6C	(1)	SPERAI	800	PCON	1/04/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	TBOX	661650	L	D6C	(1)	SPERAI	800	PCON	12/28/15	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	LW	50015	L	D6C	(2)	SPERAI	800	PCON	1/06/16	HRDWOOD WO
2	CNA	412290	L	D5U	(2)	SPERAI	800	PCON	1/06/16	WOODPULP
3	AOK	354634	L	D6C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP
5	TBOX	663678	L	D6C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP C
6	UP	369137	L	D6C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP C
7	TOBX	889234	L	D6C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP C
8	KRR	7037	L	D5C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP
9	SMW	536186	L	D5C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP
10	NOKL	536162	L	D5C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP
11	NOKL	571113	L	D5C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP
12	SMW	536116	L	D5C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP
13	KRR	7021	L	D5C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP
14	SMW	536029	L	D5C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP
15	TBOX	667772	L	D6C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP

Station: BUSINESS DEPOT 884 CROSSOVER

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
2	FBOX	504174	L	D5C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP
3	DWC	794448	L	D6C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP
4	TBOX	670434	L	D6C	(2)	SPERAI	800	PCON	1/06/16	WOODPULP C

LOADS: 30 EMPTIES: 0

** END OF REPORT **

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9:03:26

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	FBOX 504174	L	D5C	(2)	;handbrake	SPERAI		800	PCON	1/06/16	WOODPULP
2	DWC 794448	L	D6C	(2)	;handbrake	SPERAI		800	PCON	1/06/16	WOODPULP
3	TBOX 670434	L	D6C	(2)	;handbrake	SPERAI		800	PCON	1/06/16	WOODPULP C
4	CNIS 412033	L	D5C	(3)		SPERAI		800	RCPL	1/08/16	WOODPULP
6	TBOX 662733	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
8	TBOX 660008	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
9	TBOX 667353	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
10	TBOX 667350	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
11	NS 470074	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
12	CN 558273	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
13	TBOX 889369	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
16	AGR 78739	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
26	CN 406526	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
27	CNIS 413330	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
28	DWC 795080	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	CN 598108	L	D6U	(1)		SPERAI		800	PCON	1/04/16	WOODPULP
3	DWC 795002	L	D6C	(1)		SPERAI		800	PCON	1/04/16	WOODPULP
4	DWC 795152	L	D6C	(1)		SPERAI		800	PCON	1/04/16	WOODPULP
5	CN 558131	L	D5U	(1)		SPERAI		800	RCPL	1/08/16	WOODPULP
6	DWC 794910	L	D6C	(1)		SPERAI		800	PCON	1/04/16	WOODPULP
7	NS 470097	L	D6C	(1)		SPERAI		800	RCPL	1/08/16	WOODPULP C
8	TBOX 662291	L	D6C	(1)		SPERAI		800	RCPL	1/08/16	WOODPULP C

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX 671030	L	D6C			SPERAI		800	PACT	1/08/16	HRDWOOD WO
2	CN 415458	L	D5U			SPERAI		800	PACT	1/08/16	WOODPULP
3	CN 414451	L	D5U			SPERAI		800	PACT	1/08/16	WOODPULP
4	BCOL 100435	L	D5U			SPERAI		800	PACT	1/08/16	WOODPULP
5	DWC 793682	L	D6C			SPERAI		800	PACT	1/08/16	WOODPULP
6	TBOX 661650	L	D6C			SPERAI		800	PACT	1/08/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	LW 50015	L	D6C	(2)		SPERAI		800	PCON	1/06/16	HRDWOOD WO
2	CNA 412290	L	D5U	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
3	AOK 354634	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
5	TBOX 663678	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
6	UP 369137	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
7	TOBX 889234	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
8	KRR 7037	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
9	SMW 536186	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
10	NOKL 536162	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
11	NOKL 571113	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
12	SMW 536116	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
13	KRR 7021	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
14	SMW 536029	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
15	TBOX 667772	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP

LOADS: 42 EMPTYIES: 0

1/09/16 UCRY
9:03:26

Online Inventory w/Switching Inst.
inventory

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** END OF REPORT **

1/10/16
9:09:15

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	FBOX 504174	L	D5C	(2)	;handbrake	SPERAI		800	PCON	1/06/16	WOODPULP
2	DWC 794448	L	D6C	(2)	;handbrake	SPERAI		800	PCON	1/06/16	WOODPULP
3	TBOX 670434	L	D6C	(2)	;handbrake	SPERAI		800	PCON	1/06/16	WOODPULP C
4	CNIS 412033	L	D5C	(3)		SPERAI		800	RCPL	1/08/16	WOODPULP
6	TBOX 662733	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
8	TBOX 660008	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
9	TBOX 667353	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
10	TBOX 667350	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
11	NS 470074	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
12	CN 558273	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
13	TBOX 889369	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
16	AGR 78739	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
26	CN 406526	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
27	CNIS 413330	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
28	DWC 795080	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	CN 598108	L	D6U	(1)		SPERAI		800	PCON	1/04/16	WOODPULP
3	DWC 795002	L	D6C	(1)		SPERAI		800	PCON	1/04/16	WOODPULP
4	DWC 795152	L	D6C	(1)		SPERAI		800	PCON	1/04/16	WOODPULP
5	CN 558131	L	D5U	(1)		SPERAI		800	RCPL	1/08/16	WOODPULP
6	DWC 794910	L	D6C	(1)		SPERAI		800	PCON	1/04/16	WOODPULP
7	NS 470097	L	D6C	(1)		SPERAI		800	RCPL	1/08/16	WOODPULP C
8	TBOX 662291	L	D6C	(1)		SPERAI		800	RCPL	1/08/16	WOODPULP C

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	LW 50015	L	D6C	(2)		SPERAI		800	PCON	1/06/16	HRDWOOD WO
2	CNA 412290	L	D5U	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
3	AOK 354634	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
5	TBOX 663678	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
6	UP 369137	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
7	TOBX 889234	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
8	KRR 7037	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
9	SMW 536186	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
10	NOKL 536162	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
11	NOKL 571113	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
12	SMW 536116	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
13	KRR 7021	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
14	SMW 536029	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
15	TBOX 667772	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP

LOADS: 36 EMPTIES: 0

*** END OF REPORT ***

1/11/16 UCRY
9:09:26

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	FBOX 504174	L	D5C	(2)	;handbrake	SPERAI		800	PCON	1/06/16	WOODPULP
2	DWC 794448	L	D6C	(2)	;handbrake	SPERAI		800	PCON	1/06/16	WOODPULP
3	TBOX 670434	L	D6C	(2)	;handbrake	SPERAI		800	PCON	1/06/16	WOODPULP C
4	CNIS 412033	L	D5C	(3)		SPERAI		800	RCPL	1/08/16	WOODPULP
6	TBOX 662733	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
8	TBOX 660008	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
9	TBOX 667353	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
10	TBOX 667350	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
11	NS 470074	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP C
12	CN 558273	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
13	TBOX 889369	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
16	AGR 78739	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
26	CN 406526	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
27	CNIS 413330	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
28	DWC 795080	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	CN 598108	L	D6U	(1)		SPERAI		800	PCON	1/04/16	WOODPULP
3	DWC 795002	L	D6C	862		SPERAI		800	PCON	1/04/16	WOODPULP
4	DWC 795152	L	D6C	862		SPERAI		800	PCON	1/04/16	WOODPULP
5	CN 558131	L	D5U	862		SPERAI		800	RCPL	1/08/16	WOODPULP
6	DWC 794910	L	D6C	862		SPERAI		800	PCON	1/04/16	WOODPULP
7	NS 470097	L	D6C	862		SPERAI		800	RCPL	1/08/16	WOODPULP C
8	TBOX 662291	L	D6C	862		SPERAI		800	RCPL	1/08/16	WOODPULP C

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	LW 50015	L	D6C	(2)		SPERAI		800	PCON	1/06/16	HRDWOOD WO
2	CNA 412290	L	D5U	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
3	AOK 354634	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
5	TBOX 663678	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
6	UP 369137	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
7	TOBX 889234	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
8	KRR 7037	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
9	SMW 536186	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
10	NOKL 536162	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
11	NOKL 571113	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
12	SMW 536116	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
13	KRR 7021	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
14	SMW 536029	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
15	TBOX 667772	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP

LOADS: 36 EMPTIES: 0

** END OF REPORT **

1/12/16
9:09:47

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	FBOX	504174	L	D5C	860; hb	SPERAI		800	PCON	1/06/16	WOODPULP
2	DWC	794448	L	D6C	860; hb	SPERAI		800	PCON	1/06/16	WOODPULP
3	TBOX	670434	L	D6C	860; hb	SPERAI		800	PCON	1/06/16	WOODPULP C
4	CNIS	412033	L	D5C	860; hb	SPERAI		800	RCPL	1/08/16	WOODPULP
6	TBOX	662733	L	D6C	862*****	SPERAI		800	PCON	1/08/16	WOODPULP C
8	TBOX	660008	L	D6C	862*****	SPERAI		800	PCON	1/08/16	WOODPULP C
9	TBOX	667353	L	D6C	862*****	SPERAI		800	PCON	1/08/16	WOODPULP C
10	TBOX	667350	L	D6C	862*****	SPERAI		800	PCON	1/08/16	WOODPULP C
11	NS	470074	L	D6C	862*****	SPERAI		800	PCON	1/08/16	WOODPULP C
12	CN	558273	L	D5U	(3)	SPERAI		800	PCON	1/08/16	WOODPULP
13	TBOX	889369	L	D6C	(3)	SPERAI		800	PCON	1/08/16	WOODPULP
16	AGR	78739	L	D5C	(3)	SPERAI		800	PCON	1/08/16	WOODPULP
26	CN	406526	L	D5C	(3)	SPERAI		800	PCON	1/08/16	WOODPULP
27	CNIS	413330	L	D5U	(3)	SPERAI		800	PCON	1/08/16	WOODPULP
28	DWC	795080	L	D6C	(3)	SPERAI		800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	CN	598108	L	D6U	(1)	SPERAI		800	PCON	1/04/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	DWC	795002	L	D6C		SPERAI		800	PACT	1/11/16	WOODPULP
2	DWC	795152	L	D6C		SPERAI		800	PACT	1/11/16	WOODPULP
3	CN	558131	L	D5U		SPERAI		800	PACT	1/11/16	WOODPULP
4	DWC	794910	L	D6C		SPERAI		800	PACT	1/11/16	WOODPULP
5	NS	470097	L	D6C		SPERAI		800	PACT	1/11/16	WOODPULP C
6	TBOX	662291	L	D6C		SPERAI		800	PACT	1/11/16	WOODPULP C

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	LW	50015	L	D6C	(2)	SPERAI		800	PCON	1/06/16	HRDWOOD WO
2	CNA	412290	L	D5U	(2)	SPERAI		800	PCON	1/06/16	WOODPULP
3	AOK	354634	L	D6C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP
5	TBOX	663678	L	D6C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP C
6	UP	369137	L	D6C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP C
7	TOBX	889234	L	D6C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP C
8	KRR	7037	L	D5C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP
9	SMW	536186	L	D5C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP
10	NOKL	536162	L	D5C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP
11	NOKL	571113	L	D5C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP
12	SMW	536116	L	D5C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP
13	KRR	7021	L	D5C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP
14	SMW	536029	L	D5C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP
15	TBOX	667772	L	D6C	(2)	SPERAI		800	PCON	1/06/16	WOODPULP

LOADS: 36 EMPTIES: 0

** END OF REPORT **

1/13/16 UCRY
9:05:52

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	FBOX 504174	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
2	DWC 794448	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
3	TBOX 670434	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
4	CNIS 412033	L	D5C	(2)		SPERAI		800	RCPL	1/08/16	WOODPULP
7	CN 558273	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
8	TBOX 889369	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
9	AGR 78739	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
19	CN 406526	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
20	CNIS 413330	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
21	DWC 795080	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX 662733	L	D6C	862		SPERAI		800	PCON	1/08/16	WOODPULP C
2	TBOX 660008	L	D6C	862		SPERAI		800	PCON	1/08/16	WOODPULP C
3	TBOX 667353	L	D6C	862		SPERAI		800	PCON	1/08/16	WOODPULP C

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX 667350	L	D6C			SPERAI		800	PACT	1/12/16	WOODPULP C
2	NS 470074	L	D6C			SPERAI		800	PACT	1/12/16	WOODPULP C
3	CN 598108	L	D6U			SPERAI		800	PACT	1/12/16	WOODPULP
4	DWC 794910	L	D6C			SPERAI		800	PACT	1/11/16	WOODPULP
5	NS 470097	L	D6C			SPERAI		800	PACT	1/11/16	WOODPULP C
6	TBOX 662291	L	D6C			SPERAI		800	PACT	1/11/16	WOODPULP C

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	LW 50015	L	D6C			SPERAI		800	PCON	1/06/16	HRDWOOD WO
2	CNA 412290	L	D5U			SPERAI		800	PCON	1/06/16	WOODPULP
3	AOK 354634	L	D6C			SPERAI		800	PCON	1/06/16	WOODPULP
5	TBOX 663678	L	D6C	862*****		SPERAI		800	PCON	1/06/16	WOODPULP C
6	UP 369137	L	D6C	862*****		SPERAI		800	PCON	1/06/16	WOODPULP C
7	TOBX 889234	L	D6C	862*****		SPERAI		800	PCON	1/06/16	WOODPULP C
8	KRR 7037	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
9	SMW 536186	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
10	NOKL 536162	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
11	NOKL 571113	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
12	SMW 536116	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
13	KRR 7021	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
14	SMW 536029	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
15	TBOX 667772	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP

LOADS: 33 EMPTIES: 0

** END OF REPORT **

1/14/16
9:06:11

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 721 UP INTERCHANGE

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	TBOX 661293	L	D6C	862		SPERAI	800	PCON	1/13/16	WOODPULP
2	TBOX 663606	L	D6C	862		SPERAI	800	PCON	1/13/16	WOODPULP
3	TBOX 660194	L	D6C	862		SPERAI	800	PCON	1/13/16	WOODPULP

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	FBOX 504174	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
2	DWC 794448	L	D6C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
3	TBOX 670434	L	D6C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP C
4	CNIS 412033	L	D5C	(2)		SPERAI	800	RCPL	1/08/16	WOODPULP
7	CN 558273	L	D5U	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
8	TBOX 889369	L	D6C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
9	AGR 78739	L	D5C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
19	CN 406526	L	D5C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
20	CNIS 413330	L	D5U	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
21	DWC 795080	L	D6C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	TBOX 662733	L	D6C			SPERAI	800	PCON	1/08/16	WOODPULP C
2	TBOX 660008	L	D6C			SPERAI	800	PCON	1/08/16	WOODPULP C
3	TBOX 667353	L	D6C			SPERAI	800	PCON	1/08/16	WOODPULP C
4	TBOX 667350	L	D6C			SPERAI	800	PFPS	1/13/16	WOODPULP C
5	NS 470074	L	D6C			SPERAI	800	PFPS	1/13/16	WOODPULP C
6	CN 598108	L	D6U			SPERAI	800	PFPS	1/13/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	TBOX 663678	L	D6C			SPERAI	800	PACT	1/13/16	WOODPULP C
2	UP 369137	L	D6C			SPERAI	800	PACT	1/13/16	WOODPULP C
3	TOBX 889234	L	D6C			SPERAI	800	PACT	1/13/16	WOODPULP C
4	DWC 794910	L	D6C			SPERAI	800	PACT	1/11/16	WOODPULP
5	NS 470097	L	D6C			SPERAI	800	PACT	1/11/16	WOODPULP C
6	TBOX 662291	L	D6C			SPERAI	800	PACT	1/11/16	WOODPULP C

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	LW 50015	L	D6C			SPERAI	800	PCON	1/06/16	HRDWOOD WO
2	CNA 412290	L	D5U			SPERAI	800	PCON	1/06/16	WOODPULP
3	AOK 354634	L	D6C			SPERAI	800	PCON	1/06/16	WOODPULP
5	KRR 7037	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
6	SMW 536186	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
7	NOKL 536162	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
8	NOKL 571113	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
9	SMW 536116	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
10	KRR 7021	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
11	SMW 536029	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
12	TBOX 667772	L	D6C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP

LOADS: 36 EMPTYIES: 0

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9:06:11

Online Inventory w/Switching Inst.
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** END OF REPORT **

1/15/16 UCRY
9:06:26

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inventory

Station: BUSINESS DEPOT 721 UP INTERCHANGE

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX 661293	L	D6C			SPERAI		800	PCON	1/13/16	WOODPULP
2	TBOX 663606	L	D6C			SPERAI		800	PCON	1/13/16	WOODPULP
3	TBOX 660194	L	D6C			SPERAI		800	PCON	1/13/16	WOODPULP

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	FBOX 504174	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
2	DWC 794448	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
3	TBOX 670434	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
4	CNIS 412033	L	D5C	(2)		SPERAI		800	RCPL	1/08/16	WOODPULP
7	CN 558273	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
8	TBOX 889369	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
9	AGR 78739	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
19	CN 406526	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
20	CNIS 413330	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
21	DWC 795080	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX 662733	L	D6C			SPERAI		800	PCON	1/08/16	WOODPULP C
2	TBOX 660008	L	D6C			SPERAI		800	PCON	1/08/16	WOODPULP C
3	TBOX 667353	L	D6C			SPERAI		800	PCON	1/08/16	WOODPULP C
4	TBOX 667350	L	D6C			SPERAI		800	PFPS	1/13/16	WOODPULP C
5	NS 470074	L	D6C			SPERAI		800	PFPS	1/13/16	WOODPULP C
6	CN 598108	L	D6U			SPERAI		800	PFPS	1/13/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	LW 50015	L	D6C			SPERAI		800	PCON	1/06/16	HRDWOOD WO
2	CNA 412290	L	D5U			SPERAI		800	PCON	1/06/16	WOODPULP
3	AOK 354634	L	D6C			SPERAI		800	PCON	1/06/16	WOODPULP
5	KRR 7037	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
6	SMW 536186	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
7	NOKL 536162	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
8	NOKL 571113	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
9	SMW 536116	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
10	KRR 7021	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
11	SMW 536029	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
12	TBOX 667772	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP

LOADS: 30 EMPTIES: 0

** END OF REPORT **

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9:06:17

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	TBOX 660194	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
2	TBOX 663606	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
3	TBOX 661293	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
4	DWC 794608	L	D6C	862		SPERAI	800	PCON	1/15/16	WOODPULP
5	CNIS 417151	L	D5U	862		SPERAI	800	PCON	1/15/16	WOODPULP
6	CNIS 413142	L	D5U	862		SPERAI	800	PCON	1/15/16	WOODPULP
8	FBOX 504174	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
9	DWC 794448	L	D6C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
10	TBOX 670434	L	D6C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP C
11	CNIS 412033	L	D5C	(2)		SPERAI	800	RCPL	1/08/16	WOODPULP
14	CN 558273	L	D5U	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
15	TBOX 889369	L	D6C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
16	AGR 78739	L	D5C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
24	CN 406526	L	D5C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
25	CNIS 413330	L	D5U	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
26	DWC 795080	L	D6C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
5	NS 470074	L	D6C			SPERAI	800	PFPS	1/13/16	WOODPULP C
6	CN 598108	L	D6U			SPERAI	800	PFPS	1/13/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	LW 50015	L	D6C			SPERAI	800	PCON	1/06/16	HRDWOOD WO
2	CNA 412290	L	D5U			SPERAI	800	PCON	1/06/16	WOODPULP
3	AOK 354634	L	D6C			SPERAI	800	PCON	1/06/16	WOODPULP
5	KRR 7037	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
6	SMW 536186	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
7	NOKL 536162	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
8	NOKL 571113	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
9	SMW 536116	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
10	KRR 7021	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
11	SMW 536029	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
12	TBOX 667772	L	D6C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP

LOADS: 29 EMPTYES: 0

** END OF REPORT **

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UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX 660194	L	D6C			SPERAI		800	PCON	1/13/16	WOODPULP
2	TBOX 663606	L	D6C			SPERAI		800	PCON	1/13/16	WOODPULP
3	TBOX 661293	L	D6C			SPERAI		800	PCON	1/13/16	WOODPULP
4	DWC 794608	L	D6C	862		SPERAI		800	PCON	1/15/16	WOODPULP
5	CNIS 417151	L	D5U	862		SPERAI		800	PCON	1/15/16	WOODPULP
6	CNIS 413142	L	D5U	862		SPERAI		800	PCON	1/15/16	WOODPULP
8	FBOX 504174	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
9	DWC 794448	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
10	TBOX 670434	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP C
11	CNIS 412033	L	D5C	(2)		SPERAI		800	RCPL	1/08/16	WOODPULP
14	CN 558273	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
15	TBOX 889369	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
16	AGR 78739	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
24	CN 406526	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
25	CNIS 413330	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
26	DWC 795080	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
5	NS 470074	L	D6C			SPERAI		800	PFPS	1/13/16	WOODPULP C
6	CN 598108	L	D6U			SPERAI		800	PFPS	1/13/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	LW 50015	L	D6C			SPERAI		800	PCON	1/06/16	HRDWOOD WO
2	CNA 412290	L	D5U			SPERAI		800	PCON	1/06/16	WOODPULP
3	AOK 354634	L	D6C			SPERAI		800	PCON	1/06/16	WOODPULP
5	KRR 7037	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
6	SMW 536186	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
7	NOKL 536162	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
8	NOKL 571113	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
9	SMW 536116	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
10	KRR 7021	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
11	SMW 536029	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
12	TBOX 667772	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP

LOADS: 29 EMPTYES: 0

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Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX 660194	L	D6C			SPERAI		800	PCON	1/13/16	WOODPULP
2	TBOX 663606	L	D6C			SPERAI		800	PCON	1/13/16	WOODPULP
3	TBOX 661293	L	D6C			SPERAI		800	PCON	1/13/16	WOODPULP
4	DWC 794608	L	D6C			SPERAI		800	PCON	1/15/16	WOODPULP
5	CNIS 417151	L	D5U			SPERAI		800	PCON	1/15/16	WOODPULP
6	CNIS 413142	L	D5U			SPERAI		800	PCON	1/15/16	WOODPULP
8	FBOX 504174	L	D5C	862*****		SPERAI		800	PCON	1/06/16	WOODPULP
9	DWC 794448	L	D6C	862*****		SPERAI		800	PCON	1/06/16	WOODPULP
10	TBOX 670434	L	D6C	862*****		SPERAI		800	PCON	1/06/16	WOODPULP C
11	CNIS 412033	L	D5C	862*****		SPERAI		800	RCPL	1/08/16	WOODPULP
14	CN 558273	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
15	TBOX 889369	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
16	AGR 78739	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
24	CN 406526	L	D5C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
25	CNIS 413330	L	D5U	(3)		SPERAI		800	PCON	1/08/16	WOODPULP
26	DWC 795080	L	D6C	(3)		SPERAI		800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
5	NS 470074	L	D6C	(UP)		SPERAI		800	PFPS	1/13/16	WOODPULP C
6	CN 598108	L	D6U	(BN)		SPERAI		800	PFPS	1/13/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	LW 50015	L	D6C			SPERAI		800	PCON	1/06/16	HRDWOOD WO
2	CNA 412290	L	D5U			SPERAI		800	PCON	1/06/16	WOODPULP
3	AOK 354634	L	D6C			SPERAI		800	PCON	1/06/16	WOODPULP
5	KRR 7037	L	D5C	862*****		SPERAI		800	PCON	1/06/16	WOODPULP
6	SMW 536186	L	D5C	862*****		SPERAI		800	PCON	1/06/16	WOODPULP
7	NOKL 536162	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
8	NOKL 571113	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
9	SMW 536116	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
10	KRR 7021	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
11	SMW 536029	L	D5C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP
12	TBOX 667772	L	D6C	(2)		SPERAI		800	PCON	1/06/16	WOODPULP

LOADS: 29 EMPTYES: 0

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UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 800 MAIN

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	TBOX 665573	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
2	TBOX 666726	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
3	NOKL 600067	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
4	TBOX 662521	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
5	TBOX 667997	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
6	TBOX 670979	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
7	TBOX 665912	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	TBOX 660194	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
2	TBOX 663606	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
3	TBOX 661293	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
4	DWC 794608	L	D6C			SPERAI	800	PCON	1/15/16	WOODPULP
5	CNIS 417151	L	D5U			SPERAI	800	PCON	1/15/16	WOODPULP
6	CNIS 413142	L	D5U			SPERAI	800	PCON	1/15/16	WOODPULP
10	CN 558273	L	D5U	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
11	TBOX 889369	L	D6C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
12	AGR 78739	L	D5C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
20	CN 406526	L	D5C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
21	CNIS 413330	L	D5U	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
22	DWC 795080	L	D6C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	FBOX 504174	L	D5C	862*****		SPERAI	800	PCON	1/06/16	WOODPULP
2	DWC 794448	L	D6C	862*****		SPERAI	800	PCON	1/06/16	WOODPULP
3	TBOX 670434	L	D6C	862*****		SPERAI	800	PCON	1/06/16	WOODPULP C
4	CNIS 412033	L	D5C	862*****		SPERAI	800	RCPL	1/08/16	WOODPULP
5	SMW 536116	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
6	KRR 7021	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
5	NS 470074	L	D6C	(UP)		SPERAI	800	PFPS	1/13/16	WOODPULP C
6	CN 598108	L	D6U	(BN)		SPERAI	800	PFPS	1/13/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
2	LW 50015	L	D6C			SPERAI	800	PCON	1/06/16	HRDWOOD WO
3	CNA 412290	L	D5U			SPERAI	800	PCON	1/06/16	WOODPULP
4	AOK 354634	L	D6C			SPERAI	800	PCON	1/06/16	WOODPULP
6	KRR 7037	L	D5C	862*****		SPERAI	800	PCON	1/06/16	WOODPULP
7	SMW 536186	L	D5C	862*****		SPERAI	800	PCON	1/06/16	WOODPULP
8	NOKL 536162	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
9	NOKL 571113	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
10	SMW 536029	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
11	TBOX 667772	L	D6C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP

LOADS: 36 EMPTIES: 0

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9:06:59

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1/20/16 UCRY
9:03:38

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
3	TBOX 660194	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
4	TBOX 663606	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
5	TBOX 661293	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
6	DWC 794608	L	D6C			SPERAI	800	PCON	1/15/16	WOODPULP
7	CNIS 417151	L	D5U			SPERAI	800	PCON	1/15/16	WOODPULP
8	CNIS 413142	L	D5U			SPERAI	800	PCON	1/15/16	WOODPULP
12	CN 558273	L	D5U	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
13	TBOX 889369	L	D6C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
14	AGR 78739	L	D5C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
22	CN 406526	L	D5C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
23	CNIS 413330	L	D5U	(3)		SPERAI	800	PCON	1/08/16	WOODPULP
24	DWC 795080	L	D6C	(3)		SPERAI	800	PCON	1/08/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	CN 414723	L	D5U			SPERAI	800	PCON	1/19/16	WOODPULP
2	TBOX 665573	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
3	TBOX 666726	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
4	NOKL 600067	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
5	TBOX 662521	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
6	TBOX 667997	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
7	TBOX 670979	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
8	TBOX 665912	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
2	DWC 794448	L	D6C			SPERAI	800	PACT	1/19/16	WOODPULP
4	CNIS 412033	L	D5C			SPERAI	800	PACT	1/19/16	WOODPULP
5	SMW 536116	L	D5C			SPERAI	800	PACT	1/19/16	WOODPULP
6	KRR 7021	L	D5C			SPERAI	800	PACT	1/19/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
6	LW 50015	L	D6C			SPERAI	800	PCON	1/06/16	HRDWOOD WO
7	CNA 412290	L	D5U			SPERAI	800	PCON	1/06/16	WOODPULP
8	AOK 354634	L	D6C			SPERAI	800	PCON	1/06/16	WOODPULP
10	KRR 7037	L	D5C	862*****		SPERAI	800	PCON	1/06/16	WOODPULP
11	SMW 536186	L	D5C	862*****		SPERAI	800	PCON	1/06/16	WOODPULP
12	NOKL 536162	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
13	NOKL 571113	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
14	SMW 536029	L	D5C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP
15	TBOX 667772	L	D6C	(2)		SPERAI	800	PCON	1/06/16	WOODPULP

LOADS: 33 EMPTIES: 0

** END OF REPORT **

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	TBOX 660194	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
2	TBOX 663606	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
3	TBOX 661293	L	D6C			SPERAI	800	PCON	1/13/16	WOODPULP
4	DWC 794608	L	D6C			SPERAI	800	PCON	1/15/16	WOODPULP
5	CNIS 417151	L	D5U			SPERAI	800	PCON	1/15/16	WOODPULP
6	CNIS 413142	L	D5U			SPERAI	800	PCON	1/15/16	WOODPULP
10	CN 558273	L	D5U			SPERAI	800	PCON	1/08/16	WOODPULP
11	TBOX 889369	L	D6C			SPERAI	800	PCON	1/08/16	WOODPULP
12	AGR 78739	L	D5C			SPERAI	800	PCON	1/08/16	WOODPULP
20	CN 406526	L	D5C	862;must	spot	SPERAI	800	RCPL	1/20/16	WOODPULP
21	CNIS 413330	L	D5U	862;must	spot	SPERAI	800	RCPL	1/20/16	WOODPULP
22	DWC 795080	L	D6C	862;must	spot	SPERAI	800	RCPL	1/20/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	CN 414723	L	D5U			SPERAI	800	PCON	1/19/16	WOODPULP
2	TBOX 665573	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
3	TBOX 666726	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
4	NOKL 600067	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
5	TBOX 662521	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
6	TBOX 667997	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
7	TBOX 670979	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C
8	TBOX 665912	L	D6C			SPERAI	800	PCON	1/18/16	WOODPULP C

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	LW 50015	L	D6C			SPERAI	800	PCON	1/06/16	HRDWOOD WO
2	CNA 412290	L	D5U	862;must	spot	SPERAI	800	RCPL	1/20/16	WOODPULP
3	AOK 354634	L	D6C	862;must	spot	SPERAI	800	RCPL	1/20/16	WOODPULP
5	KRR 7037	L	D5C			SPERAI	800	PCON	1/06/16	WOODPULP
6	SMW 536186	L	D5C			SPERAI	800	PCON	1/06/16	WOODPULP
7	NOKL 536162	L	D5C			SPERAI	800	PCON	1/06/16	WOODPULP
8	NOKL 571113	L	D5C			SPERAI	800	PCON	1/06/16	WOODPULP
9	SMW 536029	L	D5C			SPERAI	800	PCON	1/06/16	WOODPULP
10	TBOX 667772	L	D6C	862;must	spot	SPERAI	800	RCPL	1/20/16	WOODPULP

LOADS: 29 EMPTIES: 0

** END OF REPORT **

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Station: BUSINESS DEPOT 721 UP INTERCHANGE

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	BCOL	60266	L	D6U		SPERAI		800	PCON	1/21/16	WOODPULP
3	TOBX	889220	L	D6C		SPERAI		800	PCON	1/21/16	WOODPULP
4	DWC	793255	L	D6C		SPERAI		800	PCON	1/21/16	WOODPULP
5	FBOX	504526	L	D5C		SPERAI		800	PCON	1/21/16	WOODPULP
9	TBOX	667220	L	D6C		SPERAI		800	PCON	1/21/16	WOODPULP C
10	TBOX	662443	L	D6C		SPERAI		800	PCON	1/21/16	WOODPULP C
13	CNA	415872	L	D5U		SPERAI		800	PCON	1/21/16	WOODPULP

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	CN	558273	L	D5U		SPERAI		800	PCON	1/08/16	WOODPULP
2	TBOX	889369	L	D6C		SPERAI		800	PCON	1/08/16	WOODPULP
3	AGR	78739	L	D5C		SPERAI		800	PCON	1/08/16	WOODPULP
4	TBOX	660194	L	D6C		SPERAI		800	PCON	1/13/16	WOODPULP
5	TBOX	663606	L	D6C		SPERAI		800	PCON	1/13/16	WOODPULP
6	TBOX	661293	L	D6C		SPERAI		800	PCON	1/13/16	WOODPULP
7	DWC	794608	L	D6C		SPERAI		800	PCON	1/15/16	WOODPULP
8	CNIS	417151	L	D5U		SPERAI		800	PCON	1/15/16	WOODPULP
9	CNIS	413142	L	D5U		SPERAI		800	PCON	1/15/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	LW	50015	L	D6C	862*****	SPERAI		800	PCON	1/06/16	HRDWOOD WO
3	CN	414723	L	D5U	862*****	SPERAI		800	PCON	1/19/16	WOODPULP
4	TBOX	665573	L	D6C	862*****	SPERAI		800	PCON	1/18/16	WOODPULP C
5	TBOX	666726	L	D6C	862*****	SPERAI		800	PCON	1/18/16	WOODPULP C
6	NOKL	600067	L	D6C	862*****	SPERAI		800	PCON	1/18/16	WOODPULP C
7	TBOX	662521	L	D6C	862*****	SPERAI		800	PCON	1/18/16	WOODPULP C
8	TBOX	667997	L	D6C		SPERAI		800	PCON	1/18/16	WOODPULP C
9	TBOX	670979	L	D6C		SPERAI		800	PCON	1/18/16	WOODPULP C
10	TBOX	665912	L	D6C		SPERAI		800	PCON	1/18/16	WOODPULP C
11	NOKL	536162	L	D5C		SPERAI		800	PCON	1/06/16	WOODPULP
12	NOKL	571113	L	D5C		SPERAI		800	PCON	1/06/16	WOODPULP
13	SMW	536116	L	D5C		SPERAI		800	PACT	1/19/16	WOODPULP
14	KRR	7021	L	D5C		SPERAI		800	PACT	1/19/16	WOODPULP
15	SMW	536029	L	D5C		SPERAI		800	PCON	1/06/16	WOODPULP

LOADS: 30 EMPTIES: 0

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Station: TRANSFER YARD 98 STORAGE1

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
7	CNA	415872	L	D5U		SPERAI	800	PCON	1/21/16	WOODPULP

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	CN	558273	L	D5U	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP
2	TBOX	889369	L	D6C		SPERAI	800	PCON	1/08/16	WOODPULP
3	AGR	78739	L	D5C		SPERAI	800	PCON	1/08/16	WOODPULP
4	TBOX	660194	L	D6C		SPERAI	800	PCON	1/13/16	WOODPULP
5	TBOX	663606	L	D6C		SPERAI	800	PCON	1/13/16	WOODPULP
6	TBOX	661293	L	D6C		SPERAI	800	PCON	1/13/16	WOODPULP
7	DWC	794608	L	D6C		SPERAI	800	PCON	1/15/16	WOODPULP
8	CNIS	417151	L	D5U		SPERAI	800	PCON	1/15/16	WOODPULP
9	CNIS	413142	L	D5U		SPERAI	800	PCON	1/15/16	WOODPULP
10	CN	415359	L	D5U	862	SPERAI	800	PCON	1/22/16	WOODPULP
12	GTW	517913	L	D5U	862	SPERAI	800	PCON	1/22/16	WOODPULP
13	TBOX	662443	L	D6C		SPERAI	800	PCON	1/21/16	WOODPULP C
14	TBOX	667220	L	D6C		SPERAI	800	PCON	1/21/16	WOODPULP C
19	FBOX	504526	L	D5C		SPERAI	800	PCON	1/21/16	WOODPULP
20	DWC	793255	L	D6C		SPERAI	800	PCON	1/21/16	WOODPULP
21	TOBX	889220	L	D6C		SPERAI	800	PCON	1/21/16	WOODPULP
22	BCOL	60266	L	D6U		SPERAI	800	PCON	1/21/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
2	CN	414723	L	D5U	862*****	SPERAI	800	PCON	1/19/16	WOODPULP
3	TBOX	667997	L	D6C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP C
4	TBOX	670979	L	D6C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP C
5	TBOX	665912	L	D6C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP C
6	NOKL	536162	L	D5C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP
7	NOKL	571113	L	D5C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP
8	SMW	536116	L	D5C		SPERAI	800	PACT	1/19/16	WOODPULP
9	SMW	536029	L	D5C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP

LOADS: 26 EMPTIES: 0

** END OF REPORT **

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inventory

Station: TRANSFER YARD 98 STORAGE1

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
7	CNA	415872	L	D5U		SPERAI	800	PCON	1/21/16	WOODPULP

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	CN	558273	L	D5U	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP
2	TBOX	889369	L	D6C		SPERAI	800	PCON	1/08/16	WOODPULP
3	AGR	78739	L	D5C		SPERAI	800	PCON	1/08/16	WOODPULP
4	TBOX	660194	L	D6C		SPERAI	800	PCON	1/13/16	WOODPULP
5	TBOX	663606	L	D6C		SPERAI	800	PCON	1/13/16	WOODPULP
6	TBOX	661293	L	D6C		SPERAI	800	PCON	1/13/16	WOODPULP
7	DWC	794608	L	D6C		SPERAI	800	PCON	1/15/16	WOODPULP
8	CNIS	417151	L	D5U		SPERAI	800	PCON	1/15/16	WOODPULP
9	CNIS	413142	L	D5U		SPERAI	800	PCON	1/15/16	WOODPULP
10	CN	415359	L	D5U	862	SPERAI	800	PCON	1/22/16	WOODPULP
12	GTW	517913	L	D5U	862	SPERAI	800	PCON	1/22/16	WOODPULP
13	TBOX	662443	L	D6C		SPERAI	800	PCON	1/21/16	WOODPULP C
14	TBOX	667220	L	D6C		SPERAI	800	PCON	1/21/16	WOODPULP C
19	FBOX	504526	L	D5C		SPERAI	800	PCON	1/21/16	WOODPULP
20	DWC	793255	L	D6C		SPERAI	800	PCON	1/21/16	WOODPULP
21	TOBX	889220	L	D6C		SPERAI	800	PCON	1/21/16	WOODPULP
22	BCOL	60266	L	D6U		SPERAI	800	PCON	1/21/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
2	CN	414723	L	D5U	862*****	SPERAI	800	PCON	1/19/16	WOODPULP
3	TBOX	667997	L	D6C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP C
4	TBOX	670979	L	D6C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP C
5	TBOX	665912	L	D6C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP C
6	NOKL	536162	L	D5C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP
7	NOKL	571113	L	D5C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP
8	SMW	536116	L	D5C		SPERAI	800	PACT	1/19/16	WOODPULP
9	SMW	536029	L	D5C	SPOT	SPERAI	800	RCPL	1/22/16	WOODPULP

LOADS: 26 EMPTIES: 0

** END OF REPORT **

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UCRY

Online Inventory w/Switching Inst.

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inventory

Station: TRANSFER YARD 98 STORAGE1

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
7	CNA	415872	L	D5U	error*	SPERAI		800	PCON	1/21/16	WOODPULP

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	CN	558273	L	D5U		SPERAI		800	RCPL	1/22/16	WOODPULP
2	TBOX	889369	L	D6C		SPERAI		800	PCON	1/08/16	WOODPULP
3	AGR	78739	L	D5C		SPERAI		800	PCON	1/08/16	WOODPULP
4	TBOX	660194	L	D6C		SPERAI		800	PCON	1/13/16	WOODPULP
5	TBOX	663606	L	D6C		SPERAI		800	PCON	1/13/16	WOODPULP
6	TBOX	661293	L	D6C		SPERAI		800	PCON	1/13/16	WOODPULP
7	DWC	794608	L	D6C		SPERAI		800	PCON	1/15/16	WOODPULP
8	CNIS	417151	L	D5U		SPERAI		800	PCON	1/15/16	WOODPULP
9	CNIS	413142	L	D5U		SPERAI		800	PCON	1/15/16	WOODPULP
10	CN	415359	L	D5U		SPERAI		800	PCON	1/22/16	WOODPULP
12	GTW	517913	L	D5U		SPERAI		800	PCON	1/22/16	WOODPULP
13	TBOX	662443	L	D6C		SPERAI		800	PCON	1/21/16	WOODPULP C
14	TBOX	667220	L	D6C		SPERAI		800	PCON	1/21/16	WOODPULP C
19	FBOX	504526	L	D5C		SPERAI		800	PCON	1/21/16	WOODPULP
20	DWC	793255	L	D6C		SPERAI		800	PCON	1/21/16	WOODPULP
21	TOBX	889220	L	D6C		SPERAI		800	PCON	1/21/16	WOODPULP
22	BCOL	60266	L	D6U		SPERAI		800	PCON	1/21/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	CN	414723	L	D5U		SPERAI		800	PCON	1/19/16	WOODPULP
3	TBOX	667997	L	D6C	862;MUST	SPERAI		800	RCPL	1/22/16	WOODPULP C
4	TBOX	670979	L	D6C	862;MUST	SPERAI		800	RCPL	1/22/16	WOODPULP C
5	TBOX	665912	L	D6C	862;MUST	SPERAI		800	RCPL	1/22/16	WOODPULP C
6	NOKL	536162	L	D5C	862;MUST	SPERAI		800	RCPL	1/22/16	WOODPULP
7	NOKL	571113	L	D5C	862;MUST	SPERAI		800	RCPL	1/22/16	WOODPULP
8	SMW	536116	L	D5C		SPERAI		800	PACT	1/19/16	WOODPULP
9	SMW	536029	L	D5C	862;MUST	SPERAI		800	RCPL	1/22/16	WOODPULP

LOADS: 26 EMPTYIES: 0

** END OF REPORT **

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Online Inventory w/Switching Inst.

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inventory

Station: TRANSFER YARD 98 STORAGE1

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
7	CNA 415872	L	D5U	error*		SPERAI	800	PCON 1/21/16	WOODPULP

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	AGR 78739	L	D5C			SPERAI	800	PCON 1/08/16	WOODPULP
2	TBOX 660194	L	D6C			SPERAI	800	PCON 1/13/16	WOODPULP
3	TBOX 663606	L	D6C			SPERAI	800	PCON 1/13/16	WOODPULP
4	TBOX 661293	L	D6C			SPERAI	800	PCON 1/13/16	WOODPULP
5	DWC 794608	L	D6C			SPERAI	800	PCON 1/15/16	WOODPULP
6	CN 415359	L	D5U			SPERAI	800	PCON 1/22/16	WOODPULP
8	GTW 517913	L	D5U			SPERAI	800	PCON 1/22/16	WOODPULP
13	FBOX 504526	L	D5C			SPERAI	800	PCON 1/21/16	WOODPULP
14	DWC 793255	L	D6C			SPERAI	800	PCON 1/21/16	WOODPULP
15	TOBX 889220	L	D6C			SPERAI	800	PCON 1/21/16	WOODPULP
16	BCOL 60266	L	D6U			SPERAI	800	PCON 1/21/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	CN 558273	L	D5U			SPERAI	800	PACT 1/26/16	WOODPULP
2	TBOX 889369	L	D6C			SPERAI	800	PACT 1/26/16	WOODPULP
3	CNIS 417151	L	D5U			SPERAI	800	PACT 1/26/16	WOODPULP
4	CNIS 413142	L	D5U			SPERAI	800	PACT 1/26/16	WOODPULP
5	TBOX 662443	L	D6C			SPERAI	800	PACT 1/26/16	WOODPULP C
6	TBOX 667220	L	D6C			SPERAI	800	PACT 1/26/16	WOODPULP C

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	TBOX 666309	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
2	TBOX 662938	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
3	TBOX 666649	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
4	TBOX 661632	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
5	TBOX 661876	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
6	TBOX 889375	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
8	CN 414723	L	D5U			SPERAI	800	PCON 1/19/16	WOODPULP
9	SMW 536116	L	D5C			SPERAI	800	PACT 1/19/16	WOODPULP

LOADS: 26 EMPTIES: 0

** END OF REPORT **

1/27/16 UCRY
9:05:08

Online Inventory w/Switching Inst.

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inventory

Station: TRANSFER YARD 98 STORAGE1

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
7	CNA 415872	L	D5U	error*		SPERAI	800	RCPL 1/26/16	WOODPULP

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	AGR 78739	L	D5C	862		SPERAI	800	RCPL 1/26/16	WOODPULP
2	TBOX 660194	L	D6C	862		SPERAI	800	RCPL 1/26/16	WOODPULP
3	TBOX 663606	L	D6C			SPERAI	800	PCON 1/13/16	WOODPULP
4	TBOX 661293	L	D6C			SPERAI	800	PCON 1/13/16	WOODPULP
5	DWC 794608	L	D6C	862		SPERAI	800	RCPL 1/26/16	WOODPULP
6	CN 415359	L	D5U			SPERAI	800	PCON 1/22/16	WOODPULP
8	GTW 517913	L	D5U	862		SPERAI	800	PCON 1/22/16	WOODPULP
9	TBOX 662443	L	D6C	862*****		SPERAI	800	PFPS 1/26/16	WOODPULP C
10	TBOX 667220	L	D6C	862*****		SPERAI	800	PFPS 1/26/16	WOODPULP C
15	FBOX 504526	L	D5C			SPERAI	800	PCON 1/21/16	WOODPULP
16	DWC 793255	L	D6C			SPERAI	800	PCON 1/21/16	WOODPULP
17	TOBX 889220	L	D6C			SPERAI	800	PCON 1/21/16	WOODPULP
18	BCOL 60266	L	D6U			SPERAI	800	PCON 1/21/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	TBOX 666309	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
2	TBOX 662938	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
3	TBOX 666649	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
4	TBOX 661632	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
5	TBOX 661876	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
6	TBOX 889375	L	D6C			SPERAI	800	PCON 1/25/16	WOODPULP C
8	CN 414723	L	D5U			SPERAI	800	PCON 1/19/16	WOODPULP
9	SMW 536116	L	D5C			SPERAI	800	PACT 1/19/16	WOODPULP

LOADS: 22 EMPTIES: 0

** END OF REPORT **

1/28/16 UCRY
9:04:51

Online Inventory w/Switching Inst.

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inventory

Station: TRANSFER YARD 98 STORAGE1

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
13	CNA	415872	L	D5U	error*	SPERAI	800	RCPL 1/26/16	WOODPULP

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	KRR	7029	L	D5C		SPERAI	800	PCON 1/27/16	WOODPULP
2	TBOX	663606	L	D6C	862	SPERAI	800	RCPL 1/27/16	WOODPULP
3	TBOX	661293	L	D6C	862	SPERAI	800	RCPL 1/27/16	WOODPULP
4	CN	415359	L	D5U		SPERAI	800	PCON 1/22/16	WOODPULP
10	FBOX	504526	L	D5C		SPERAI	800	PCON 1/21/16	WOODPULP
11	DWC	793255	L	D6C		SPERAI	800	PCON 1/21/16	WOODPULP
12	TOBX	889220	L	D6C		SPERAI	800	PCON 1/21/16	WOODPULP
13	BCOL	60266	L	D6U		SPERAI	800	PCON 1/21/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
1	TBOX	666309	L	D6C		SPERAI	800	PCON 1/25/16	WOODPULP C
2	TBOX	662938	L	D6C		SPERAI	800	PCON 1/25/16	WOODPULP C
3	TBOX	666649	L	D6C		SPERAI	800	PCON 1/25/16	WOODPULP C
4	TBOX	661632	L	D6C	862	SPERAI	800	RCPL 1/27/16	WOODPULP C
5	TBOX	661876	L	D6C	862	SPERAI	800	RCPL 1/27/16	WOODPULP C
6	TBOX	889375	L	D6C	862	SPERAI	800	RCPL 1/27/16	WOODPULP C
8	CN	414723	L	D5U	862	SPERAI	800	RCPL 1/27/16	WOODPULP
9	SMW	536116	L	D5C		SPERAI	800	PACT 1/19/16	WOODPULP

LOADS: 17 EMPTIES: 0

** END OF REPORT **

1/29/16
9:03:22

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	DWC	794783	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP
3	CN	414037	L	D5U		SPERAI		800	PCON	1/28/16	WOODPULP
4	WC	21612	L	D5C		SPERAI		800	PCON	1/28/16	WOODPULP
5	CN	415231	L	D5U		SPERAI		800	PCON	1/28/16	WOODPULP
6	DWC	795068	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP
12	TBOX	660807	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
13	TBOX	665546	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
14	TBOX	668055	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
15	TBOX	666520	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
16	TBOX	660704	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
19	CN	415359	L	D5U		SPERAI		800	PCON	1/22/16	WOODPULP
24	FBOX	504526	L	D5C	862; NOON-ISH	SPERAI		800	RCPL	1/28/16	WOODPULP
25	DWC	793255	L	D6C	862	SPERAI		800	RCPL	1/28/16	WOODPULP
26	TOBX	889220	L	D6C	862	SPERAI		800	RCPL	1/28/16	WOODPULP
27	BCOL	60266	L	D6U	867	SPERAI		800	PCON	1/21/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	661632	L	D6C	(UP)	SPERAI		800	PACT	1/28/16	WOODPULP C
2	TBOX	661876	L	D6C	(UP)	SPERAI		800	PACT	1/28/16	WOODPULP C
3	TBOX	889375	L	D6C	(UP)	SPERAI		800	PACT	1/28/16	WOODPULP C
4	CN	414723	L	D5U	(UP)	SPERAI		800	PACT	1/28/16	WOODPULP
5	TBOX	663606	L	D6C	(UP)	SPERAI		800	PACT	1/28/16	WOODPULP
6	TBOX	661293	L	D6C	(UP)	SPERAI		800	PACT	1/28/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	KRR	7029	L	D5C		SPERAI		800	PCON	1/27/16	WOODPULP
2	TBOX	666309	L	D6C	862	SPERAI		800	RCPL	1/28/16	WOODPULP C
3	TBOX	662938	L	D6C	862	SPERAI		800	RCPL	1/28/16	WOODPULP C
4	TBOX	666649	L	D6C	862	SPERAI		800	RCPL	1/28/16	WOODPULP C
6	SMW	536116	L	D5C	VERIFY #,L,E ?	SPERAI		800	PACT	1/19/16	WOODPULP

LOADS: 26 EMPTIES: 0

** END OF REPORT **

1/30/16
9:03:35

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	DWC	794783	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP
3	CN	414037	L	D5U		SPERAI		800	PCON	1/28/16	WOODPULP
4	WC	21612	L	D5C		SPERAI		800	PCON	1/28/16	WOODPULP
5	CN	415231	L	D5U		SPERAI		800	PCON	1/28/16	WOODPULP
6	DWC	795068	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP
12	TBOX	660807	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
13	TBOX	665546	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
14	TBOX	668055	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
15	TBOX	666520	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
16	TBOX	660704	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
19	CN	415359	L	D5U		SPERAI		800	PCON	1/22/16	WOODPULP
24	FBOX	504526	L	D5C	862	SPERAI		800	RCPL	1/28/16	WOODPULP
25	DWC	793255	L	D6C	862	SPERAI		800	RCPL	1/28/16	WOODPULP
26	TOBX	889220	L	D6C	862	SPERAI		800	RCPL	1/28/16	WOODPULP
27	BCOL	60266	L	D6U	867	SPERAI		800	PCON	1/21/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	KRR	7029	L	D5C		SPERAI		800	PCON	1/27/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	666309	L	D6C		SPERAI		800	PACT	1/29/16	WOODPULP C
2	TBOX	662938	L	D6C		SPERAI		800	PACT	1/29/16	WOODPULP C
3	TBOX	666649	L	D6C		SPERAI		800	PACT	1/29/16	WOODPULP C
6	TBOX	661293	L	D6C		SPERAI		800	PACT	1/28/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	SMW	536116	L	D5C	loaded	SPERAI		800	PACT	1/19/16	WOODPULP

LOADS: 21 EMPTIES: 0

** END OF REPORT **

1/31/16
9:03:43

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	DWC	794783	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP
3	CN	414037	L	D5U		SPERAI		800	PCON	1/28/16	WOODPULP
4	WC	21612	L	D5C		SPERAI		800	PCON	1/28/16	WOODPULP
5	CN	415231	L	D5U		SPERAI		800	PCON	1/28/16	WOODPULP
6	DWC	795068	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP
12	TBOX	660807	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
13	TBOX	665546	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
14	TBOX	668055	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
15	TBOX	666520	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
16	TBOX	660704	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP C
19	CN	415359	L	D5U		SPERAI		800	PCON	1/22/16	WOODPULP
24	FBOX	504526	L	D5C	862	SPERAI		800	RCPL	1/28/16	WOODPULP
25	DWC	793255	L	D6C	862	SPERAI		800	RCPL	1/28/16	WOODPULP
26	TOBX	889220	L	D6C	862	SPERAI		800	RCPL	1/28/16	WOODPULP
27	BCOL	60266	L	D6U	867	SPERAI		800	PCON	1/21/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	KRR	7029	L	D5C		SPERAI		800	PCON	1/27/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	666309	L	D6C		SPERAI		800	PACT	1/29/16	WOODPULP C
2	TBOX	662938	L	D6C		SPERAI		800	PACT	1/29/16	WOODPULP C
3	TBOX	666649	L	D6C		SPERAI		800	PACT	1/29/16	WOODPULP C
6	TBOX	661293	L	D6C		SPERAI		800	PACT	1/28/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	SMW	536116	L	D5C	loaded	SPERAI		800	PACT	1/19/16	WOODPULP

LOADS: 21 EMPTIES: 0

** END OF REPORT **

Exhibit 16

2/04/16 UCRY
9:04:36

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
5	BCOL	60266	L	D6U		SPERAI		800	RCPL	2/02/16	WOODPULP
6	CN	415359	L	D5U		SPERAI		800	RCPL	2/02/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	668055	L	D6C		SPERAI		800	PACT	2/03/16	WOODPULP C
2	TBOX	666520	L	D6C		SPERAI		800	PACT	2/03/16	WOODPULP C
3	TBOX	660704	L	D6C		SPERAI		800	PACT	2/03/16	WOODPULP C
4	KRR	7029	L	D5C		SPERAI		800	PACT	2/03/16	WOODPULP

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	DWC	794783	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP
2	CN	414037	L	D5U		SPERAI		800	PCON	1/28/16	WOODPULP
3	WC	21612	L	D5C		SPERAI		800	PCON	1/28/16	WOODPULP
4	CN	415231	L	D5U		SPERAI		800	PCON	1/28/16	WOODPULP
5	DWC	795068	L	D6C		SPERAI		800	PCON	1/28/16	WOODPULP
6	NS	471200	L	D6C	862	SPERAI		800	RCPL	2/04/16	WOODPULP C
7	TBOX	671350	L	D6C	862	SPERAI		800	RCPL	2/04/16	WOODPULP C
8	NS	471171	L	D6C	862	SPERAI		800	RCPL	2/04/16	WOODPULP C
9	TBOX	670193	L	D6C	862	SPERAI		800	RCPL	2/04/16	WOODPULP C
10	TBOX	670228	L	D6C		SPERAI		800	PCON	2/02/16	WOODPULP C
11	TBOX	661252	L	D6C		SPERAI		800	PCON	2/02/16	WOODPULP C

LOADS: 17 EMPTYES: 0

** END OF REPORT **

Exhibit 17

2/09/16
9:05:26

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
4	TBOX	670193	L	D6C	(UP)	SPERAI		800	PACT	2/08/16	WOODPULP C
5	TBOX	670228	L	D6C	(UP)	SPERAI		800	PACT	2/08/16	WOODPULP C
6	TBOX	661252	L	D6C	(UP)	SPERAI		800	PACT	2/08/16	WOODPULP C

Station: BUSINESS DEPOT 867 HOLDING

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	NS	471341	L	D6C	862	SPERAI		800	RCPL	2/08/16	WOODPULP C
2	TBOX	670256	L	D6C	862	SPERAI		800	RCPL	2/08/16	WOODPULP C
3	TBOX	889512	L	D6C	862	SPERAI		800	RCPL	2/08/16	WOODPULP C
4	TBOX	662979	L	D6C	862	SPERAI		800	RCPL	2/08/16	WOODPULP C
5	FBOX	506201	L	D5C	862	SPERAI		800	RCPL	2/08/16	WOODPULP

LOADS: 8 EMPTIES: 0

** END OF REPORT **

Exhibit 18

Jeff Armstrong

From: Justin Bowden [justinb@specializedrail.com]
Sent: Tuesday, July 05, 2016 5:31 PM
To: pquintana@ucry.net
Cc: jeffa@specializedrail.com
Subject: RE: Online Inventory

Paul,

The 3 cars spotted today are not showing spotted in the system so I cannot release. Please show released at 17:30 today.

Thanks.
Justin

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

From: pquintana@ucry.net [mailto:pquintana@ucry.net]
Sent: Tuesday, July 05, 2016 9:07 AM
To: jamesk@specializedrail.com
Subject: Online Inventory

Exhibit 19

6/30/16 UCRY
9:06:23

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
2	BNSF 728415	L	D5C	862		SPERAI	800	RCPL 6/29/16	WOODPULP
3	TR 405089	L	D5C			SPERAI	800	PCON 6/29/16	WOODPULP
5	BNSF 728779	L	D5C	862		SPERAI	800	RCPL 6/29/16	WOODPULP
6	BNSF 729005	L	D5C	862		SPERAI	800	RCPL 6/29/16	WOODPULP
7	BNSF 728744	L	D5C	862		SPERAI	800	RCPL 6/29/16	WOODPULP
8	TBOX 667197	L	D6C			SPERAI	800	PCON 6/29/16	WOODPULP
9	GTW 517916	L	D5U			SPERAI	800	PCON 6/29/16	WOODPULP
10	BNSF 728677	L	D5C	862		SPERAI	800	RCPL 6/29/16	WOODPULP
11	BNSF 728469	L	D5C	862		SPERAI	800	RCPL 6/29/16	WOODPULP
12	BNSF 729255	L	D5C			SPERAI	800	PCON 6/29/16	WOODPULP

LOADS: 10 EMPTIES: 0

** END OF REPORT **

7/01/16 UCRY
9:06:16

Online Inventory w/Switching Inst.

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RSE5PFR

inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
3	TBOX	667197	L	D6C		SPERAI		800	PCON	6/29/16	WOODPULP
4	GTW	517916	L	D5U		SPERAI		800	PCON	6/29/16	WOODPULP
5	BNSF	729255	L	D5C		SPERAI		800	PCON	6/29/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	BNSF	728415	L	D5C		SPERAI		800	PACT	6/30/16	WOODPULP
2	TR	405089	L	D5C		SPERAI		800	PACT	6/30/16	WOODPULP
3	BNSF	728779	L	D5C		SPERAI		800	PACT	6/30/16	WOODPULP
4	BNSF	729005	L	D5C		SPERAI		800	PACT	6/30/16	WOODPULP
5	BNSF	728744	L	D5C		SPERAI		800	PACT	6/30/16	WOODPULP
6	BNSF	728677	L	D5C		SPERAI		800	PACT	6/30/16	WOODPULP
7	BNSF	728469	L	D5C		SPERAI		800	PACT	6/30/16	WOODPULP

LOADS: 10 EMPTYIES: 0

** END OF REPORT **

7/02/16 UCRY
9:06:26

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
3	TBOX	667197	L D6C	SPOT		SPERAI		800	RCPL	7/01/16	WOODPULP
4	GTW	517916	L D5U	SPOT		SPERAI		800	RCPL	7/01/16	WOODPULP
5	BNSF	729255	L D5C	SPOT		SPERAI		800	RCPL	7/01/16	WOODPULP

LOADS: 3 EMPTIES: 0

** END OF REPORT **

7/03/16 UCRY
9:06:38

Online Inventory w/Switching Inst.

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RSE5PFR

inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
3	TBOX	667197	L D6C	SPOT		SPERAI		800	RCPL	7/01/16	WOODPULP
4	GTW	517916	L D5U	SPOT		SPERAI		800	RCPL	7/01/16	WOODPULP
5	BNSF	729255	L D5C	SPOT		SPERAI		800	RCPL	7/01/16	WOODPULP

LOADS: 3 EMPTIES: 0

** END OF REPORT **

7/04/16 UCRY
9:06:48

Online Inventory w/Switching Inst.

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RSE5PFR

inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
3	TBOX	667197	L D6C	SPOT		SPERAI	800	RCPL 7/01/16	WOODPULP
4	GTW	517916	L D5U	SPOT		SPERAI	800	RCPL 7/01/16	WOODPULP
5	BNSF	729255	L D5C	SPOT		SPERAI	800	RCPL 7/01/16	WOODPULP

LOADS: 3 EMPTIES: 0

** END OF REPORT **

7/05/16 UCRY
9:07:13

Online Inventory w/Switching Inst.

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RSE5PFR

inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last Move	Commodity
3	TBOX	667197	L D6C	862		SPERAI	800	RCPL 7/01/16	WOODPULP
4	GTW	517916	L D5U	862		SPERAI	800	RCPL 7/01/16	WOODPULP
5	BNSF	729255	L D5C	862		SPERAI	800	RCPL 7/01/16	WOODPULP

LOADS: 3 EMPTIES: 0

** END OF REPORT **

7/06/16
9:07:23

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	TBOX	667197	L	D6C		SPERAI		800	PACT	7/05/16	WOODPULP
2	GTW	517916	L	D5U		SPERAI		800	PACT	7/05/16	WOODPULP
3	BNSF	729255	L	D5C		SPERAI		800	PACT	7/05/16	WOODPULP

LOADS: 3 EMPTYIES: 0

** END OF REPORT **

7/07/16 UCRY
9:07:49

Online Inventory w/Switching Inst.
inventory

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** END OF REPORT **

7/08/16 UCRY
9:08:02

Online Inventory w/Switching Inst.
inventory

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** END OF REPORT **

7/09/16 UCRY
9:08:08

Online Inventory w/Switching Inst.
inventory

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** END OF REPORT **

7/10/16 UCRY
9:08:24

Online Inventory w/Switching Inst.
inventory

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** END OF REPORT **

7/11/16 UCRY
9:08:50

Online Inventory w/Switching Inst.
inventory

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** END OF REPORT **

7/12/16 UCRY
9:09:02

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
6	BNSF 729107	L	D5C			SPERAI		800	PCON	7/11/16	WOODPULP
7	BNSF 729363	L	D5C			SPERAI		800	PCON	7/11/16	WOODPULP
8	BNSF 728768	L	D5C	862*	NOON	SPERAI		800	RCPL	7/11/16	WOODPULP
9	FBOX 504903	L	D5C			SPERAI		800	PCON	7/11/16	WOODPULP
10	FBOX 505281	L	D5C			SPERAI		800	PCON	7/11/16	WOODPULP
11	TR 405020	L	D5C	SPOT		SPERAI		800	RCPL	7/11/16	WOODPULP
12	BNSF 729042	L	D5C	862*	NOON	SPERAI		800	RCPL	7/11/16	WOODPULP
13	BNSF 728752	L	D5C	862*	NOON	SPERAI		800	RCPL	7/11/16	WOODPULP
14	FBOX 504019	L	D5C			SPERAI		800	PCON	7/11/16	WOODPULP
15	CNA 412701	L	D5U			SPERAI		800	PCON	7/11/16	WOODPULP
16	DWC 793571	L	D6C			SPERAI		800	PCON	7/11/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	DWC 795000	L	D6C	862*		SPERAI		800	RCPL	7/11/16	WOODPULP
2	WC 22262	L	D6C	862		SPERAI		800	RCPL	7/11/16	WOODPULP
3	TR 100168	L	D5C	862		SPERAI		800	PCON	7/11/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
4	FBOX 504742	L	D5C	(UP)		SPERAI		800	PACT	7/11/16	WOODPULP
5	CSXT 151219	L	D5C	(UP)		SPERAI		800	PACT	7/11/16	WOODPULP

LOADS: 16 EMPTIES: 0

** END OF REPORT **

7/13/16 UCRY
9:09:13

Online Inventory w/Switching Inst.

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RSE5PFR

inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	BNSF 729107	L	D5C			SPERAI		800	PCON	7/11/16	WOODPULP
3	BNSF 729363	L	D5C			SPERAI		800	PCON	7/11/16	WOODPULP
4	FBOX 504903	L	D5C	862		SPERAI		800	PCON	7/11/16	WOODPULP
5	FBOX 505281	L	D5C	862		SPERAI		800	PCON	7/11/16	WOODPULP
6	TR 405020	L	D5C	862*	1400	SPERAI		800	RCPL	7/11/16	WOODPULP
7	FBOX 504019	L	D5C	862		SPERAI		800	PCON	7/11/16	WOODPULP
8	CNA 412701	L	D5U	862		SPERAI		800	PCON	7/11/16	WOODPULP
9	DWC 793571	L	D6C	862		SPERAI		800	PCON	7/11/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
3	BNSF 728768	L	D5C			SPERAI		800	PACT	7/12/16	WOODPULP
4	DWC 795000	L	D6C			SPERAI		800	PACT	7/12/16	WOODPULP
5	WC 22262	L	D6C			SPERAI		800	PACT	7/12/16	WOODPULP
6	TR 100168	L	D5C			SPERAI		800	PACT	7/12/16	WOODPULP

LOADS: 12 EMPTIES: 0

** END OF REPORT **

7/14/16
9:09:33

UCRY

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	MNA	617183	L	D6C		SPERAI		800	PCON	7/13/16	WOODPULP
3	MNA	617190	L	D6C		SPERAI		800	PCON	7/13/16	WOODPULP
4	FBOX	505116	L	D5C		SPERAI		800	PCON	7/13/16	WOODPULP
5	FBOX	505372	L	D5C		SPERAI		800	PCON	7/13/16	WOODPULP
6	COER	171918	L	D5C		SPERAI		800	PCON	7/13/16	WOODPULP
8	DWC	558638	L	D5C		SPERAI		800	PCON	7/13/16	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	BNSF	729107	L	D5C		SPERAI		800	PCON	7/11/16	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	BNSF	729363	L	D5C		SPERAI		800	PACT	7/13/16	WOODPULP
2	FBOX	504903	L	D5C		SPERAI		800	PACT	7/13/16	WOODPULP
3	FBOX	505281	L	D5C		SPERAI		800	PACT	7/13/16	WOODPULP
4	TR	405020	L	D5C		SPERAI		800	PACT	7/13/16	WOODPULP
5	FBOX	504019	L	D5C		SPERAI		800	PACT	7/13/16	WOODPULP
6	CNA	412701	L	D5U		SPERAI		800	PACT	7/13/16	WOODPULP
7	DWC	793571	L	D6C		SPERAI		800	PACT	7/13/16	WOODPULP

LOADS: 14 EMPTIES: 0

** END OF REPORT **

Exhibit 20

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 7/01/16 thru 7/31/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 8/03/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101692 1

Invoice Date: 8/03/16

Page 1

Seq	Held For	Car	Car Typ	Commodity	-PCON/Ordered-		---Placed---		--Released---		Total Days	Credit Days	Amount Due
					Date	Time	Date	Time	Date	Time			
1	UNLD	BNSF 729107	DSC	WOODPULP	7/11/16	9:24	7/15/16	15:42	7/16/16	16:42	5	3	140.00
2	UNLD	CNA 412701	DSU	WOODPULP	7/11/16	9:24	7/13/16	16:27	7/14/16	18:07	3	2	70.00
3	UNLD	DMC 793571	D6C	WOODPULP	7/11/16	9:24	7/13/16	16:27	7/14/16	18:07	3	2	70.00
4	UNLD	FBOX 504019	DSC	WOODPULP	7/11/16	9:24	7/13/16	16:27	7/14/16	18:07	3	2	70.00
5	UNLD	BNSF 729363	DSC	WOODPULP	7/11/16	9:24	7/13/16	16:27	7/14/16	9:23	3	2	70.00
6	UNLD	FBOX 504903	DSC	WOODPULP	7/11/16	9:24	7/13/16	16:27	7/14/16	9:23	3	2	70.00
7	UNLD	FBOX 505281	DSC	WOODPULP	7/11/16	9:24	7/13/16	16:27	7/14/16	9:23	3	2	70.00
8	UNLD	BNSF 729255	DSC	WOODPULP	6/29/16	16:16	7/05/16	19:55	7/06/16	10:00	7	6	70.00
9	UNLD	GTW 517916	DSU	WOODPULP	6/29/16	16:16	7/05/16	19:55	7/06/16	10:00	7	6	70.00
10	UNLD	TBOX 667197	D6C	WOODPULP	6/29/16	16:16	7/05/16	19:55	7/06/16	10:00	7	6	70.00
TOTAL UNLOADING										10 CARS	44	33	770.00
TOTAL FOR BUSINESS DEPOT										10 CARS	44	33	770.00
TOTAL FOR SPECIALIZED RAIL										10 CARS	44	33	770.00

Exhibit 21

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 8/01/16 thru 8/31/16

In account of:

Please Remit to:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689-5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 9/06/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101706 1

Invoice Date: 9/06/16

Page 1

Seq	Field	Car	Car	Commodity	-PCDN/Ordered-	----	Placed----	---Released---	Total	Credit	Amount
	For		Typ		Date	Time	Date	Time	Days	Days	Due
1	UNLD	FBOX 502731	D5C	WOODPULP	8/22/16	14:01	8/25/16	14:56	8/26/16	14:19	70.00
2	UNLD	AOK 14020	D5C	WOODPULP	8/18/16	19:36	8/24/16	14:57	8/25/16	14:08	210.00
3	UNLD	FBOX 504299	D5C	WOODPULP	8/18/16	19:36	8/24/16	14:57	8/25/16	14:08	210.00
4	UNLD	MNA 617119	D6C	WOODPULP	8/18/16	19:35	8/24/16	14:57	8/25/16	14:08	210.00
5	UNLD	MNA 617180	D6C	WOODPULP	8/18/16	19:35	8/24/16	14:57	8/25/16	14:08	210.00
6	UNLD	BNSF 728442	D5C	WOODPULP	8/18/16	19:36	8/24/16	14:57	8/24/16	16:04	140.00
7	UNLD	DWC 793493	D6C	WOODPULP	8/18/16	19:36	8/24/16	14:57	8/24/16	16:04	140.00
8	UNLD	BNSF 728458	D5C	WOODPULP	8/18/16	19:36	8/23/16	13:12	8/24/16	12:59	70.00
9	UNLD	CN 415264	D5U	WOODPULP	8/18/16	19:36	8/23/16	13:12	8/24/16	12:59	70.00
10	UNLD	MNA 617035	D6C	WOODPULP	8/16/16	15:41	8/22/16	11:14	8/23/16	11:30	280.00
11	UNLD	MNA 617073	D6C	WOODPULP	8/16/16	15:41	8/22/16	11:14	8/23/16	11:30	280.00
12	UNLD	MNA 617085	D6C	WOODPULP	8/16/16	15:41	8/22/16	11:14	8/23/16	11:30	280.00
13	UNLD	DWC 409695	D5C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	280.00
14	UNLD	DWC 793337	D6C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	280.00
15	UNLD	FBOX 502018	D5C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	280.00
16	UNLD	FBOX 504648	D5C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	280.00
17	UNLD	FBOX 505794	D5C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	280.00
18	UNLD	NS 473022	D5C	WOODPULP	8/15/16	9:36	8/19/16	17:22	8/21/16	14:30	280.00
19	UNLD	BNSF 728784	D5C	WOODPULP	8/12/16	9:43	8/18/16	17:57	8/19/16	16:00	140.00
20	UNLD	CN 558193	D5U	WOODPULP	8/12/16	9:43	8/18/16	17:57	8/19/16	16:00	140.00
21	UNLD	CNA 417437	D5U	WOODPULP	8/12/16	9:33	8/18/16	17:57	8/19/16	16:00	140.00
22	UNLD	DWC 793592	D6C	WOODPULP	8/12/16	9:33	8/18/16	17:57	8/19/16	16:00	140.00
23	UNLD	FBOX 502261	D5C	WOODPULP	8/12/16	9:33	8/18/16	17:57	8/19/16	16:00	140.00
24	UNLD	FBOX 504177	D5C	WOODPULP	8/12/16	9:33	8/18/16	17:57	8/19/16	16:00	140.00
25	UNLD	DWC 793098	D6C	WOODPULP	8/12/16	9:33	8/17/16	16:56	8/18/16	15:57	70.00
26	UNLD	AOK 14012	D5C	WOODPULP	8/12/16	9:32	8/16/16	14:33	8/17/16	13:28	70.00
27	UNLD	BNSF 726267	D5C	WOODPULP	8/12/16	9:32	8/16/16	14:33	8/17/16	13:28	70.00
28	UNLD	BNSF 728862	D5C	WOODPULP	8/12/16	9:32	8/16/16	14:33	8/17/16	13:28	70.00
29	UNLD	MNA 617122	D6C	WOODPULP	8/08/16	17:53	8/10/16	17:55	8/14/16	18:58	210.00
30	UNLD	FBOX 506048	D5C	WOODPULP	8/08/16	17:53	8/10/16	17:55	8/12/16	11:51	70.00
31	UNLD	MNA 617166	D6C	WOODPULP	8/08/16	17:53	8/10/16	17:55	8/12/16	11:51	70.00
32	UNLD	NS 473195	D5C	WOODPULP	8/08/16	17:53	8/10/16	17:55	8/12/16	11:51	70.00
33	UNLD	FBOX 505371	D5C	WOODPULP	7/27/16	12:42	8/03/16	18:02	8/04/16	17:39	280.00
34	UNLD	DWC 793804	D6C	WOODPULP	7/27/16	13:18	8/03/16	18:02	8/04/16	14:45	280.00
35	UNLD	FBOX 505563	D5C	WOODPULP	7/27/16	13:18	8/03/16	18:02	8/04/16	14:45	280.00
36	UNLD	MNA 617083	D6C	WOODPULP	7/27/16	12:42	8/03/16	18:02	8/04/16	14:45	280.00
37	UNLD	BCCL 48006	D5U	WOODPULP	7/27/16	13:19	8/03/16	18:02	8/03/16	18:45	210.00
38	UNLD	DWC 409579	D5C	WOODPULP	7/27/16	12:42	8/03/16	18:02	8/03/16	18:45	210.00

DEMURRAGE INVOICE USING STRAIGHT CALCULATIONS

For cars released from 8/01/16 thru 8/31/16

In account of:

SPECIALIZED RAIL
120 EAST 700 SOUTH
CLEARFIELD, UT 84015
Attn: JEFF ARMSTRONG

Please Remit to:

Utah Central Railway
3460 Momentum Place
Chicago, IL 60689 5334

Attn: Revenue Group

Station: 800 BUSINESS DEPOT

Run Date: 9/06/16

Demurrage Agreement: SYS-UNLOAD

Invoice # 101706 1

Invoice Date: 9/06/16

Page 2

Seq	Held For	Car	Car Typ	Commodity	-PCOM/Ordered-		---Placed---		---Released---		Total Days	Credit Days	Amount Due
					Date	Time	Date	Time	Date	Time			
39	UNLD	EBT 18870	OSC	WOODPULP	7/27/16	12:42	8/03/16	18:02	8/03/16	18:45	7	4	210.00
40	UNLD	BNSF 726470	OSC	WOODPULP	7/27/16	13:19	8/02/16	18:42	8/03/16	14:45	7	5	140.00
41	UNLD	CN 412102	OSU	WOODPULP	7/27/16	13:18	8/02/16	18:42	8/03/16	14:45	7	5	140.00
42	UNLD	FBOX 505051	OSC	WOODPULP	7/27/16	12:42	8/02/16	18:42	8/03/16	14:45	7	5	140.00
43	UNLD	FBOX 505183	OSC	WOODPULP	7/27/16	12:42	8/02/16	18:42	8/03/16	14:45	7	5	140.00
44	UNLD	NS 473778	OSC	WOODPULP	7/27/16	12:42	8/02/16	18:42	8/03/16	14:45	7	5	140.00
45	UNLD	TOFX 887198	OSC	WOODPULP	7/27/16	13:18	8/02/16	18:42	8/03/16	14:45	7	5	140.00
46	UNLD	TR 405065	OSC	WOODPULP	7/27/16	13:18	8/01/16	15:41	8/02/16	13:40	6	5	70.00
47	UNLD	TR 405102	OSC	WOODPULP	7/27/16	13:18	8/01/16	15:41	8/02/16	13:40	6	5	70.00
TOTAL UNLOADING									47 CARS		301	185	8,120.00
TOTAL FOR BUSINESS DEPOT									47 CARS		301	185	8,120.00
TOTAL FOR SPECIALIZED RAIL									47 CARS		301	185	8,120.00

Exhibit 22

Jeff Armstrong

From: James Kennedy [jamesk@specializedrail.com]
Sent: Tuesday, July 01, 2014 11:58 AM
To: 'Jeff Armstrong'
Subject: FW: Online Inventory
Attachments: UCRY000072.pdf

These are the cars he is referring to for your records in case they do try to come back on us.

Justin

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

From: Quintana, Paul [mailto:Paul.Quintana@patriotrail.com]
Sent: Tuesday, July 01, 2014 11:41 AM
To: James Kennedy
Cc: 'Jeff Armstrong'
Subject: RE: Online Inventory

We will be out there tomorrow morning. Please request all remaining cars through ShipperConnect. I want to make sure we do not send out a demurrage invoice due to our error. Thank you.

Paul Quintana
Operations Manager
Utah Central Railway
Ogden, UT 84401
(801) 732-8906 (office)
E-mail: Paul.Quintana@Patriotrail.com

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

From: James Kennedy [mailto:jamesk@specializedrail.com]
Sent: Tuesday, July 01, 2014 11:39 AM
To: Quintana, Paul
Cc: 'Jeff Armstrong'
Subject: RE: Online Inventory

Paul,
Are we going to get a spot today? We have had 4 empty since Thursday night and all empty since Friday.

Let me know

Thanks

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

From: pquintana@ucry.net [mailto:pquintana@ucry.net]
Sent: Tuesday, July 01, 2014 9:10 AM
To: jamesk@specializedrail.com
Subject: Online Inventory

Exhibit 23

7/02/14 UCRY
9:08:22

Online Inventory w/Switching Inst.

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inventory

Station: BUSINESS DEPOT 821 BNSF IB

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
3	TASD	79105	L	BEK	SPOT	SPERAI	800	PCON	6/26/14	WOODPULP
4	TASD	79040	L	BEK	SPOT	SPERAI	800	PCON	6/26/14	WOODPULP
5	TASD	79012	L	BEK	SPOT	SPERAI	800	PCON	6/26/14	WOODPULP
6	TASD	79002	L	BEK	SPOT	SPERAI	800	PCON	6/26/14	WOODPULP
7	DWC	795149	L	D6C	SPOT	SPERAI	800	PCON	6/26/14	WOODPULP
9	CNA	409251	L	D5C	SPOT	SPERAI	800	PCON	6/26/14	WOODPULP
10	CNA	405708	L	D5C	SPOT	SPERAI	800	PCON	6/26/14	WOODPULP
11	CN	414765	L	D5U	SPOT	SPERAI	800	PCON	6/26/14	WOODPULP
12	AOK	112010	L	BFN	SPOT	SPERAI	800	PCON	6/26/14	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	TASD	79050	L	BEK	862	SPERAI	800	PACT	6/26/14	WOODPULP
2	TASD	79054	L	BEK	862	SPERAI	800	PACT	6/26/14	WOODPULP
3	TASD	79009	L	BEK	862	SPERAI	800	PACT	6/26/14	WOODPULP
4	TASD	79051	L	BEK	862	SPERAI	800	PACT	6/26/14	WOODPULP
5	BNSF	726704	L	D5C	862	SPERAI	800	PACT	6/26/14	WOODPULP
6	BNSF	721639	L	D5C	862	SPERAI	800	PACT	6/26/14	WOODPULP
7	DWC	795277	L	D6C	862	SPERAI	800	PACT	6/26/14	WOODPULP

LOADS: 16 EMPTIES: 0

** END OF REPORT **

Exhibit 24

7/14/14 UCRY
9:07:23

Online Inventory w/Switching Inst.

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RSE5PFR

inventory

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	CN	558273	L	D5U	862	SPERAI		800	PCON	7/08/14	WOODPULP
2	AOK	112024	L	BFN	862	SPERAI		800	PCON	7/08/14	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	DWC	793750	L	D6C	TALK TO	SPERAI		800	PACT	7/11/14	WOODPULP
2	IC	533143	L	D6C		SPERAI		800	PACT	7/11/14	WOODPULP
3	CNA	405708	L	D5C		SPERAI		800	PACT	7/10/14	WOODPULP
4	AOK	112010	L	BFN		SPERAI		800	PACT	7/10/14	WOODPULP
5	CN	414765	L	D5U		SPERAI		800	PACT	7/10/14	WOODPULP
6	CNA	409251	L	D5C		SPERAI		800	PACT	7/10/14	WOODPULP

Station: BUSINESS DEPOT 866 KENCO-CAN FOODS

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	FBOX	504082	L	D5C	862	SPERAI		800	PCON	7/02/14	WOODPULP
2	BNSF	721728	L	D5C	862	SPERAI		800	PCON	7/02/14	WOODPULP
3	CN	598186	L	D6U	862	SPERAI		800	PCON	7/02/14	WOODPULP
4	NS	469422	L	D6C	862	SPERAI		800	PCON	7/02/14	WOODPULP
5	CN	412164	L	D5U	862	SPERAI		800	PCON	7/02/14	WOODPULP

LOADS: 13 EMPTIES: 0

** END OF REPORT **

7/15/14
9:07:25

UCRY

Online Inventory w/Switching Inst.

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RSE5PFR

inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
3	CNA	412794	L	D5U	860	SPERAI		800	PCON	7/14/14	WOODPULP
4	TBOX	668257	L	D6C	860	SPERAI		800	PCON	7/14/14	WOODPULP
5	DWC	794510	L	D6C	860	SPERAI		800	PCON	7/14/14	WOODPULP
6	SMW	608032	L	D6C	860	SPERAI		800	PCON	7/14/14	WOODPULP
8	BNSF	726677	L	D5C	860	SPERAI		800	PCON	7/14/14	WOODPULP
9	TR	405190	L	D5C	860	SPERAI		800	PCON	7/14/14	WOODPULP
10	BNSF	728674	L	D5C	860	SPERAI		800	PCON	7/14/14	WOODPULP
11	BNSF	726359	L	D5C	860	SPERAI		800	PCON	7/14/14	WOODPULP
12	BNSF	726302	L	D5C	860	SPERAI		800	PCON	7/14/14	WOODPULP
13	BNSF	728684	L	D5C	860	SPERAI		800	PCON	7/14/14	WOODPULP
16	CN	598001	L	D6U	860	SPERAI		800	PCON	7/14/14	WOODPULP
17	DWC	795087	L	D6C	860	SPERAI		800	PCON	7/14/14	WOODPULP
18	CNA	415817	L	D5U	860	SPERAI		800	PCON	7/14/14	WOODPULP
19	SMW	608086	L	D6C	862	SPERAI		800	PCON	7/14/14	HRDWOOD WO
20	CN	558353	L	D5U	862	SPERAI		800	PCON	7/14/14	WOODPULP
21	TBOX	889553	L	D6C	862	SPERAI		800	PCON	7/14/14	WOODPULP
22	DWC	793582	L	D6C	862	SPERAI		800	PCON	7/14/14	WOODPULP
23	AOK	354571	L	D6C	862	SPERAI		800	PCON	7/14/14	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	CN	558273	L	D5U	862	SPERAI		800	PCON	7/08/14	WOODPULP
2	AOK	112024	L	BFN	862	SPERAI		800	PCON	7/08/14	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
4	AOK	112010	L	BFN		SPERAI		800	PACT	7/10/14	WOODPULP
5	CN	414765	L	D5U		SPERAI		800	PACT	7/10/14	WOODPULP
6	CNA	409251	L	D5C		SPERAI		800	PACT	7/10/14	WOODPULP

Station: BUSINESS DEPOT 866 KENCO-CAN FOODS

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	FBOX	504082	L	D5C	862	SPERAI		800	PCON	7/02/14	WOODPULP
2	BNSF	721728	L	D5C	862	SPERAI		800	PCON	7/02/14	WOODPULP
3	CN	598186	L	D6U	862	SPERAI		800	PCON	7/02/14	WOODPULP
4	NS	469422	L	D6C	862	SPERAI		800	PCON	7/02/14	WOODPULP
5	CN	412164	L	D5U	862	SPERAI		800	PCON	7/02/14	WOODPULP

LOADS: 28 EMPTIES: 0

** END OF REPORT **

Exhibit 25

7/18/14 UCRY
9:09:16

Online Inventory w/Switching Inst.

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RSE5PFR

inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
6	CN	598001	L	D6U	860	SPERAI	800	PCON	7/14/14	WOODPULP
7	DWC	795087	L	D6C	860	SPERAI	800	PCON	7/14/14	WOODPULP
8	CNA	415817	L	D5U	860	SPERAI	800	PCON	7/14/14	WOODPULP
9	SMW	608086	L	D6C	860	SPERAI	800	PCON	7/14/14	HRDWOOD WO
10	CN	558353	L	D5U	860	SPERAI	800	PCON	7/14/14	WOODPULP
11	TBOX	889553	L	D6C	860	SPERAI	800	PCON	7/14/14	WOODPULP
12	DWC	793582	L	D6C	860	SPERAI	800	PCON	7/14/14	WOODPULP
13	AOK	354571	L	D6C	860	SPERAI	800	PCON	7/14/14	WOODPULP

Station: BUSINESS DEPOT 860 INDUSTRY LEAD

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	CNA	412794	L	D5U		SPERAI	800	PCON	7/14/14	WOODPULP
2	TBOX	668257	L	D6C		SPERAI	800	PCON	7/14/14	WOODPULP
3	DWC	794510	L	D6C		SPERAI	800	PCON	7/14/14	WOODPULP
4	SMW	608032	L	D6C	862	SPERAI	800	PCON	7/14/14	WOODPULP
5	BNSF	726677	L	D5C	862*** (MUST)	SPERAI	800	PCON	7/14/14	WOODPULP
6	TR	405190	L	D5C	862*** (SPOT)	SPERAI	800	PCON	7/14/14	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block To	Hz	Last	Move	Commodity
1	BNSF	728674	L	D5C		SPERAI	800	PACT	7/17/14	WOODPULP
2	BNSF	726359	L	D5C		SPERAI	800	PACT	7/17/14	WOODPULP
3	BNSF	726302	L	D5C		SPERAI	800	PACT	7/17/14	WOODPULP
4	BNSF	728684	L	D5C		SPERAI	800	PACT	7/17/14	WOODPULP

LOADS: 18 EMPTIES: 0

** END OF REPORT **

Exhibit 26

7/21/14
9:08:42

UCRY

Online Inventory w/Switching Inst.

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RSE5PFR

inventory

Station: BUSINESS DEPOT 804 Y EAST LEG

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
2	CN	415437	L	D5U	860/804	SPERAI		800	PCON	7/18/14	WOODPULP
3	CNIS	413035	L	D5U	860/804	SPERAI		800	PCON	7/18/14	WOODPULP
5	BNSF	728447	L	D5C	860/804	SPERAI		800	PCON	7/18/14	WOODPULP
6	TR	405113	L	D5C	860/804	SPERAI		800	PCON	7/18/14	WOODPULP
7	BNSF	721725	L	D5C	860/804	SPERAI		800	PCON	7/18/14	WOODPULP
8	BNSF	727274	L	D5C	860/804	SPERAI		800	PCON	7/18/14	WOODPULP
9	BNSF	726589	L	D5C	860/804	SPERAI		800	PCON	7/18/14	WOODPULP
10	BNSF	728821	L	D5C	860/804	SPERAI		800	PCON	7/18/14	WOODPULP
11	BNSF	728975	L	D5C	860/804	SPERAI		800	PCON	7/18/14	WOODPULP
17	CN	598001	L	D6U	860	SPERAI		800	PCON	7/14/14	WOODPULP
18	DWC	795087	L	D6C	860	SPERAI		800	PCON	7/14/14	WOODPULP
19	CNA	415817	L	D5U	860	SPERAI		800	PCON	7/14/14	WOODPULP
20	SMW	608086	L	D6C	860	SPERAI		800	PCON	7/14/14	HRDWOOD WO
21	CN	558353	L	D5U	862****	SPERAI		800	PCON	7/14/14	WOODPULP
22	TBOX	889553	L	D6C	862****	SPERAI		800	PCON	7/14/14	WOODPULP
23	DWC	793582	L	D6C	862****	SPERAI		800	PCON	7/14/14	WOODPULP
24	AOK	354571	L	D6C	862****	SPERAI		800	PCON	7/14/14	WOODPULP

Station: BUSINESS DEPOT 862 SPECIALIZED 5C

Seq	Car	LE	Type	Switch	Instr.	Block	To	Hz	Last	Move	Commodity
1	CNA	412794	L	D5U		SPERAI		800	PACT	7/18/14	WOODPULP
2	TBOX	668257	L	D6C		SPERAI		800	PACT	7/18/14	WOODPULP
3	DWC	794510	L	D6C		SPERAI		800	PACT	7/18/14	WOODPULP
4	SMW	608032	L	D6C		SPERAI		800	PACT	7/18/14	WOODPULP
5	BNSF	726677	L	D5C		SPERAI		800	PACT	7/18/14	WOODPULP
6	TR	405190	L	D5C		SPERAI		800	PACT	7/18/14	WOODPULP

LOADS: 23 EMPTIES: 0

** END OF REPORT **