

## Exhibit 4.

## Train Consists of the Trains Involved in the Accident

a. The SCRRA train was comprised as follows:

<u>Position in Train</u>	<u>Equipment Type</u>	<u>Manufacturer / Model Designation</u>	<u>SCAX<sup>1</sup> ID #</u>	<u>----- Date -----</u>	
				<u>Delivery</u>	<u>in Service</u>
1.	Locomotive	EMD / F59PH	855	July 1992	Oct. 1992
2.	Coach Car	Bombardier / BiLevel Trailer Coach	185	Aug. 2001	May 2002
3.	Coach Car	Bombardier / BiLevel Trailer Coach	207	Oct. 2001	Feb. 2002
4.	Cab Car	UTDC / BiLevel Cab-Car	617	Dec. 1992	Jan. 1993

b. The UP train was comprised as follows:

<u>Position in Train</u>	<u>Equipment Type</u>	<u>Manufacturer / Model Designation</u>	<u>UP ID #</u>	<u>----- Date -----</u>	
				<u>Delivery</u>	<u>in Service</u>
1.	Locomotive	EMD / SD70Ace	8485	June 2006	June 2006
2.	Locomotive	EMD / SD70Ace	8491	July 2006	July 2006
3 - 19.	freight cars	(see Mechanical Group - Factual Report for itemized detail) <sup>2</sup>			

-- End of Exhibit --

<sup>1</sup> railroad industry reporting code (designation) for SCRRA railroad equipment is “SCAX” (as labeled on the equipment).

<sup>2</sup> physical data of the individual freight railcars in the Train Consist, except for dimensional size, weight and perhaps cargo content, is usually not of significant consequence to the Crashworthiness Investigation, wherein documented characterizations of freight railcars generally is not performed by the Crashworthiness Investigation.