

TRAIN U-KCKHKMO-05T

WORK ORDER 6919

05/24/13 @ 18:33:56 CT

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      WW          WW      OOO      RRRRRR      KK      KK
      WW          WW      OOO OOO      RR      RR      KK      KK
      WW      W      WW      OOO      OOO      RR      RR      KK      KK
      WW      WWW      WW      OO      OO      RR      RR      KKKK
      WW      W      WW      OOO      OOO      RRRRR      KK      KK
      WWW      WWW      OOO OOO      RR      RR      KK      KK
      W      W          OOO      RR      RR      KK      KK

      OOO      RRRRRR      DDDD      EEEEEEE      RRRRRR      SSSS
      OOO OOO      RR      RR      DD      DD      EE      RR      RR      SS      SS
      OOO      OOO      RR      RR      DD      DD      EE      RR      RR      SS
      OO      OO      RR      RR      DD      DD      EEEEEEE      RR      RR      SSS
      OOO      OOO      RRRRR      DD      DD      EE      RRRRR      -SSS
      OOO OOO      RR      RR      DD      DD      EE      RR      RR      SS      SS
      OOO      RR      RR      DDDD      EEEEEEE      RR      RR      SSSSS

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U-KCKHKMO-05T @ STLOUIS, MO

CREW: Conductor - MW CLINTON
 Brakeman - _____
 Brakeman - _____
 Engineer - WK WEEKLEY

12 - C.M.C. details

U-KCKHKMO-05T @ STLOUIS, MO

Exceptions 4263-A
8848-T
75

This page may be used as a Fax Cover sheet if required to fax work into Service Support.

Total Pages faxed INCLUDING cover sheet _____

REPORTED TO _____ DATE: _____ TIME: _____

CONDUCTORS SIGNATURE _____

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Locomotive Engineer Train Profile for <U-KCKHKMO-05T> at <STLOUIS MO>
 (Tons per Operative Brake = 118.0)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING STLOUIS MO
 >>>> EXCEPTIONS NOTED ON NEXT PAGE <<<<

Train U-KCKHKMO-05T Departed VALPARK MO 05/24/13 1758 5 hr 48 min Late

 * No TA/LEADER Equipped Locomotives found on the Train. *

TONS	110	100	90	80	70	60	50	45	40	30	25	22	TTON	LSAN	EOC	TLTH	SPEED	
	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	1189	2380	3548	4719	5906	7082
	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	547	1093	1628	2159	2702	3237

HIWI	110	100	90	80	70	60	50	45	40	30	25	22	TTON	LSAN	EOC	TLTH	SPEED	
	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	8268	9048				
	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	3779	4044				

Above profile listed from HEAD END to REAR END

Tons per operative brake calculation is accurate only
if all air brake control values are cut in.

Loco Init	Loco Numbr	Loco Model	HP	AVIHP	Dyn Brk	Opr Dyn Brk	Evt Rec	R P A	Cum Axl Tons	Loco Dir	Isolated CD To Stn	Online Destin	D C
BNSF	7750	ES44DC	4400	4400	8 EF+	Y	Y	8+	6	210	EAST	BLYTHE	
BNSF	5295	C44-9W	4400	4400	8 EF+	Y	Y	8+	12	210	EAST	BLYTHE	
BNSF	4138	C44-9W	4400	4400	8 EF+	Y	Y	8+	318	210	WEST	HICKAR	
Totals			13200	13200									

All trains must be equipped with an operative event recorder. If determined that it is not, for any reason, contact Mechanical Help Desk, NDC - Ft Worth, and be governed by instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not dynamic brakes have been reported as defective. This column does not provide any information regarding dynamic brakes that may be cut out to comply with dynamic brake axle restrictions.

Totals - 75 Loads 8848 Tons 4044 Feet
0 Emptys 0 Isol 219 Loco
75 Cars 8848 Total Tons 4263 Total Length
0 RSSM Car Count

Actual HpT = 1.4 (13200 HP/8848 tons)
Scheduled HpT = 1.0

L Long (80 feet or longer)
S Short (45 feet or less)
A Articulated Multi-Platform
N Non-Articulated Multi-Platform
E End Of Car Cushioning

Dyn Brk:

Dyn Brk Range: E - Extended N - Not equipped
B - Basic D - Dynamic brake equipped, RANGE UNKNOWN
S - Standard
Dyn Brk System: F - Flat T - Tapered
N - Not equipped D - Dynamic equipped, TYPE UNKNOWN

Inspections for <U>-KCKHKMO-OST>

**** ATTENTION CONDUCTOR ****

<<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>

After inspection completed, if inspection specified below is a Class 1, retain Form 15287 from carmen on lead locomotive or, if conductor performed the specified inspection, either a Class 1 or 1A, record that inspection information in TRAIN INSPECTION HISTORY section in the spaces provided (also report either inspection made by conductor, Class 1 or 1A via VTR). If inspection was not performed, contact your Dispatcher prior to departure for guidance

Location	Inspection Type	To Be Performed By
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No inspections required.

TRAIN INSPECTION HISTORY

Location	Inspection Type	NAME	DATE/TIME	#CARS
KANCITY, KS	Class 1 Air Brake	Foreign RR Insp: KCTL		

Class 1 air brake test and ETD test information

The original Class 1 air brake test records (BNSF Form 15287, foreign RR Air test form or handwritten inspections recorded on TRAIN INSPECTION HISTORY) must be maintained on the lead locomotive of trains en route and will serve as the official Class 1 test document, when available. Electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY are only to be used as a back up to the originals and when discrepancy occurs, the original will be used as the official record. A record of intermediate inspections are not required to be maintained on locomotive.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT
 Should additional air brake defects be discovered
 en route, note the defects on blank spaces
 provided and leave this document for relieving crew.

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Location/Comments	(Milepost)	Date	Time	Car Init	Car Number	Defect	Description	Set Out

SYSTEM HAZARDOUS AND TRAIN MAKEUP VERIFICATION
--- FOR INFORMATIONAL PURPOSES ONLY ---

Train U KCKHKMO 057 HAZARDOUS/TRAIN MAKEUP VIOLATIONS departing STLOUIS MO

*** Train Makeup Exception *** Date 0524 TIME 1803

>>> WARNING <<<

Flat cars, open top cars, and open TDFC/COFC's with loads which protrude beyond the car ends or, if shifted, protrude beyond the car ends must not be placed in trains next to the following if train length & makeup permit: Occupied outfit car, Passenger car, Engine, Caboose, or shipment of automotive vehicles or machinery that is not fully enclosed. Restriction does not apply to cars equipped with chains or cables securing the load to car.

	Seq Num	Initial	Number
Cars:	1	DJJK	3162
	75	DJJK	30166

<U-KCKHKMO-OST>
STLOUIS MO

Train list with Hazardous Manifest
Cars in this train are counted from front to rear

05/24/13
18:33

Train U-KCKHKMO-OST Departed VALPARK MO 05/24/13 1758 5 hr 48 min Late

 * No TA/LEADER Equipped Locomotives found on the Train. *

Head End Locos	HP	AvIHP	Dyn Brk	Opr		Cum Axl Tons	Loco Dir	Online Destin	D T C A
				Dyn	Evt				
BNSF 7750	4400	4400	8 EF+	Y	Y	6 210	EAST BLYTHE	N	
BNSF 5295	4400	4400	8 EF+	Y	Y	12 210	EAST BLYTHE	N	
Total	8800	8800				12 420			
Incl DPU's	13200	13200							

Actual HPT = 1.4 (13200 HP/8848 tons)
Scheduled HpT = 1.0

Seq Num	Init	Number	Car Knd	L E	Contnt WantDy	Online Destin	J T	Ors RAJP	Ten	Consignee	Final City	Dest St	CumIE AxleC
Block	BLY	Setout	BLY	THRE	VIL	AR							
1	DJJX	3162	G05	L	MTLSCR	HICKAR			123	NUCORSTEHICK	HICKMAN	AR	16
2	DJJX	1534	GTR	L	MTLSCR	HICKAR			117	NUCORSTEHICK	HICKMAN	AR	20
3	DJJX	30023	GPR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	24
4	DJJX	30607	GPR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	28
5	DJJX	19063	G05	L	MTLSCR	HICKAR			123	NUCORSTEHICK	HICKMAN	AR	32
6	DJJX	1555	GTR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	36
7	DJJX	1209	GTR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	40
8	DJJX	1657	GTR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	44
9	DJJX	19073	G05	L	MTLSCR	HICKAR			123	NUCORSTEHICK	HICKMAN	AR	48
10	DJJX	19008	G05	L	MTLSCR	HICKAR			123	NUCORSTEHICK	HICKMAN	AR	52
11	DJJX	19018	G05	L	MTLSCR	HICKAR			123	NUCORSTEHICK	HICKMAN	AR	56
12	DJJX	9715	G05	L	MTLSCR	HICKAR			123	NUCORSTEHICK	HICKMAN	AR	60
13	DJJX	9726	G05	L	MTLSCR	HICKAR			124	NUCORSTEHICK	HICKMAN	AR	64
14	DJJX	1631	GTR	L	MTLSCR	HICKAR			117	NUCORSTEHICK	HICKMAN	AR	68
15	DJJX	1188	GTR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	72
16	DJJX	1247	GTR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	76
17	DJJX	30342	GPR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	80
18	DJJX	9714	G05	L	MTLSCR	HICKAR			124	NUCORSTEHICK	HICKMAN	AR	84
19	DJJX	30392	GPR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	88
20	DJJX	1624	GTR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	92
21	DJJX	30289	GPR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	96
22	DJJX	1471	GTR	L	MTLSCR	HICKAR			117	NUCORSTEHICK	HICKMAN	AR	100
23	DJJX	30336	GPR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	104
24	DJJX	30406	GPR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	108
25	DJJX	1341	GTR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	112
26	DJJX	9776	G05	L	MTLSCR	HICKAR			123	NUCORSTEHICK	HICKMAN	AR	116
27	DJJX	1614	GTR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	120
28	DJJX	1234	GTR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	124
29	DJJX	1313	GPR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	128
30	DJJX	30450	GPR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	132
31	DJJX	1590	GTR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	136
32	DJJX	30337	GPR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	140
33	DJJX	30321	GPR	L	MTLSCR	HICKAR			116	NUCORSTEHICK	HICKMAN	AR	144
34	DJJX	881706	GTR	L	MTLSCR	HICKAR			122	NUCORSTEHICK	HICKMAN	AR	148

35	DJJX	881776	GTR	L	MTLSCR	HICKAR	121	NUCORSTEHICK	HICKMAN	AR	152
36	DJJX	30403	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	156
37	DJJX	36364	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	160
38	DJJX	30351	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	164
39	DJJX	30176	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	168
40	DJJX	1198	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	172
41	DJJX	881725	GTR	L	MTLSCR	HICKAR	122	NUCORSTEHICK	HICKMAN	AR	176
42	DJJX	1426	GTR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	180
43	DJJX	30323	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	184
44	DJJX	30378	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	188
45	DJJX	30338	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	192
46	DJJX	9793	GOS	L	MTLSCR	HICKAR	123	NUCORSTEHICK	HICKMAN	AR	196
47	DJJX	3143	GOS	L	MTLSCR	HICKAR	123	NUCORSTEHICK	HICKMAN	AR	200
48	DJJX	30357	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	204
49	DJJX	30382	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	208
50	JTIX	9020	GOS	L	MTLSCR	HICKAR	123	NUCORSTEHICK	HICKMAN	AR	212
51	DJJX	30367	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	216
52	DJJX	30350	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	220
53	JTIX	9013	GOS	L	MTLSCR	HICKAR	123	NUCORSTEHICK	HICKMAN	AR	224
54	DJJX	30230	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	228
55	DJJX	881702	GTR	L	MTLSCR	HICKAR	120	NUCORSTEHICK	HICKMAN	AR	232
56	DJJX	1642	GTR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	236
57	DJJX	30074	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	240
58	DJJX	1651	GTR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	244
59	DJJX	881764	GTR	L	MTLSCR	HICKAR	121	NUCORSTEHICK	HICKMAN	AR	248
60	DJJX	30379	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	252
61	DJJX	1173	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	256
62	DJJX	30328	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	260
63	DJJX	19072	GOS	L	MTLSCR	HICKAR	123	NUCORSTEHICK	HICKMAN	AR	264
64	DJJX	30119	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	268
65	JTIX	100111	GTR	L	MTLSCR	HICKAR	121	NUCORSTEHICK	HICKMAN	AR	272
66	DJJX	1129	GTR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	276
67	DJJX	30187	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	280
68	DJJX	19124	GOS	L	MTLSCR	HICKAR	123	NUCORSTEHICK	HICKMAN	AR	284
69	DJJX	1325	GTR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	288
70	DJJX	19187	GOS	L	MTLSCR	HICKAR	123	NUCORSTEHICK	HICKMAN	AR	292
71	DJJX	30368	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	296
72	DJJX	30407	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	300
73	DJJX	30409	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	304
74	DJJX	30062	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	308
75	DJJX	30186	GPR	L	MTLSCR	HICKAR	116	NUCORSTEHICK	HICKMAN	AR	312

Block Totals 75 Cars 75 Loads 0 Empties 8848 Tons 4044 Feet

30367

DP Units	HP	SWHP	Dyn Brk	Dyn Evt Brk	Rec	Axl	Tons	DPU Dir	Online Destin	Isolated Cd	From To	Loco	Axl
BNSF 4138	4400	4400	B EF+	Y	Y	6	210	WEST	HICKAR				318
DPU Total	4400	4400				6	210						

Train Totals 75 Cars 75 Loads 0 Empties 8848 Tons 4044 Feet
 (75 Railcars) 118.0 TQB 219 Loco
 0 RSSM Car Count 4263 Total

Bare stanchions - 0 Bare tables - 0
 Count . . 20 . 28 . 35 . 40 . 42 . 45 . 48 . 50 . 52 . 53 . 65 . Total

Cont	0	0	0	0	0	0	0	0	0	0	0	0
Van	0	0	0	0	0	0	0	0	0	0	0	0

PICKUP / SETOUT / TRAIN Summary

Station	-- S E T O U T S -- /				-- P I C K U P S -- /				T R A I N					
	Lds	Mty	Tons	Lngh	Lds	Mty	Tons	Lngh	Lds	Mty	Tons	Lngh	HL	KY
ON TRAIN									75	0	8848	4045		
	0	0	0	0	0	0	0	0	75	0	8848	4045		

