	Class 1 Freight					
Questions	**Railroad #1**	**Railroad #2**	**Railroad #3**	**Railroad #4**	**Railroad #5**	**Railroad #6**
Average Hot Bearing Detectors (HBD) spacing						
Prior to 2/2/23	16.2 miles	13.9 miles	19.9 (Key Routes)	17.3 miles	12.7 miles	15-25 Miles
Post to 2/2/23	14.9 miles	13.0 miles	19.9 (Key Routes)	17.3 miles	12.7 miles	15-25 Miles
Plans to install more HBD in the future	Possibly	Possibly	Yes, with next generation technology and relative to ABD coverage or similar technology implementation.	Yes to average 15 miles	Possibly	20 miles on key routes with ABD
Hot bearing Alarm parameters prior to 2/2/23						
Individual Bearing	°F 170 Above ambient	Critical 200 °F above ambient Non-Critical between 170 and 200 above ambient	°F 170 Above ambient	°F 190 Above ambient	165 on Core Routes 136 on Non-Core Route	°F 180 Above ambient
Bearing Differential	Not used	115 above opposite bearing on the same axle	150 above opposite bearing on the same axle	117 above opposite bearing on the same axle	95 on Core Routes 69 on Non-Core Route	150 above opposite bearing on the same axle
Hot bearing Alarm parameters post to 2/2/23						°F
Individual Bearing	170 Above ambient	170 Above ambient	170 Above ambient	170 Above ambient	165 on Core Routes 136 on Non-Core Route	180 Above ambient
Bearing Differential	Not used	115 opposite bearing on the same axle	150 above opposite bearing on the same axle	117 opposite bearing on the same axle	95 on Core Routes 69 on Non-Core Route	150 above opposite bearing on the same axle
Testing and Inspection Intervals	Every 15 days	Every 30 days	Monthly	Every 56 days	Monthly	Monthly
Testing and inspection records kept in official data base						
Prior to 2/2/23	Yes	No	Yes	Yes	Yes	Yes
Post 2/2/23	Yes	Yes	Yes	Yes	Yes	Yes
Calibration Intervals	Every 30 days	Every 180 days	Every 6 Months	Semi-Annual	Twice a Year	Every 6 Months
Acoustic bearing detectors (ABD) prior to 2/2/23	11	5	26	7	7	5
Acoustic bearing detectors (ABD) post to 2/2/23	12	21	26	7	8	11
Plans to install more ABD in the future	Yes 2 additional	Yes 1 additional	Under review with next generation technology.	No	Yes 7 additional	Yes 4 additional