



Wasco County Planning Department
"Service, Sustainability & Solutions"

2705 East Second St. • The Dalles, OR 97058
(541) 506-2560 • wcplanning@co.wasco.or.us
www.co.wasco.or.us/planning

WASCO COUNTY PLANNING COMMISSION AGENDA PACKET

FOR

Hearing Date: September 26, 2016

Hearing Time: 3:00 pm

**Hearing Location: Columbia Gorge Discovery Center,
Theater/Auditorium
5000 Discovery Drive
The Dalles, Oregon 97058**

Action Item(s):

QUASI JUDICIAL HEARING:

PLASAR-15-01-0004

Request by Union Pacific Railroad and their land use consultants, CH2M Hill, to expand an existing railroad siding on either side of Mosier, Oregon for 4.02 miles of new second mainline track and realigned existing track; place five new equipment shelters; install drainage structures, a retaining wall, new lighting and signage, and wireless communication poles; modify existing utilities, temporary landing zones for construction; construct temporary and permanent access roads; and a property line adjustment. The request also includes off-site wetland mitigation east of the primary project site.

**Additional comments received from Friends of
the Columbia Gorge**

VOLUME #3



Wasco County Planning Department

"Service, Sustainability & Solutions"

2705 East Second St. • The Dalles, OR 97058
(541) 506-2560 • wcplanning@co.wasco.or.us
www.co.wasco.or.us/planning

MEMORANDUM TABLE OF CONTENTS Supplemental Record 1

Date: September 26, 2016
To: Wasco County Planning Commission
From: Wasco County Planning Office
Subject: Submittal for Hearing dated September 6, 2016

QUASI JUDICIAL HEARING:

PLASAR-15-01-0004

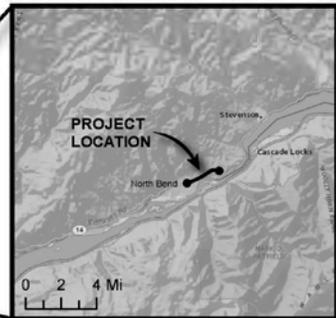
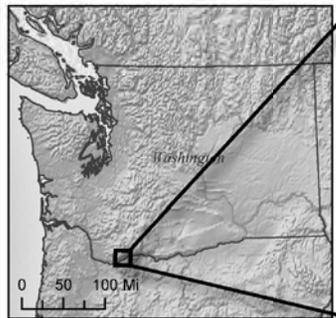
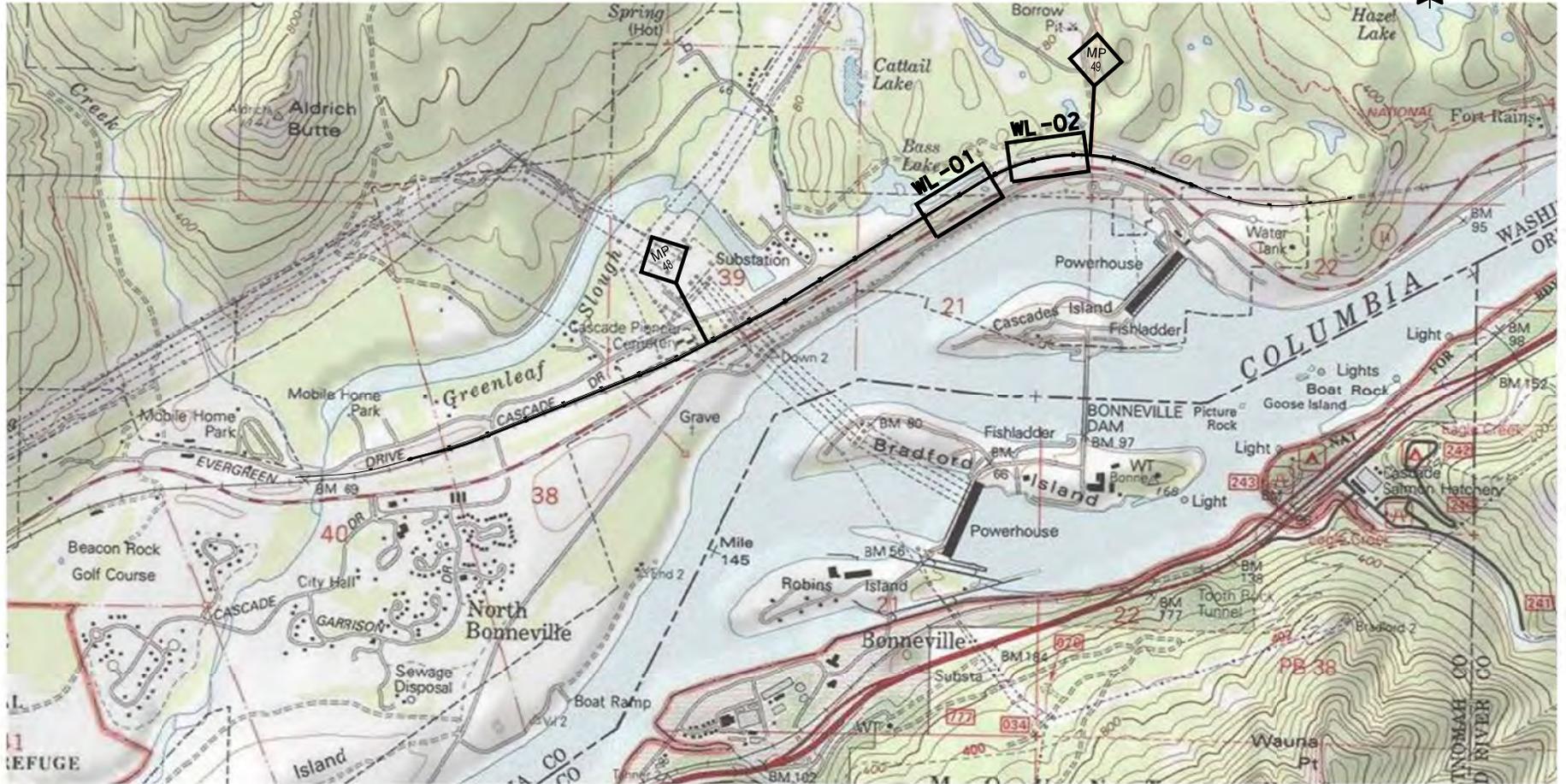
Request by Union Pacific Railroad and their land use consultants, CH2M Hill, to expand an existing railroad siding on either side of Mosier, Oregon for 4.02 miles of new second mainline track and realigned existing track; place five new equipment shelters; install drainage structures, a retaining wall, new lighting and signage, and wireless communication poles; modify existing utilities, temporary landing zones for construction; construct temporary and permanent access roads; and a property line adjustment. The request also includes off-site wetland mitigation east of the primary project site.

Supplement Record #1

<u>Item</u>	<u>Page</u>
Submittals by Steve McCoy, Friends of the Columbia Gorge	
BNSF Melonas Siding SEPA Proposed Work Sheets	PC 2 Supp 1-1
BNSF Melonas Siding SEPA Reference Maps	PC 2 Supp 1-6
Melonas SEPA Final	PC 2 Supp 1-11
BNSF Washougal/Mt Pleasant DT-SEPA Final	PC 2 Supp 1-25
BNSF Melonas Siding SEPA DNS 201602264 (WSDOE) -	PC 2 Supp 1-38
BNSF - Washougal to Mt Pleasant DT - SEPA DNS (WSDOE)	PC 2 Supp 1-44
DNS (BNSF) Melonas Siding Project	PC 2 Supp 1-54
DNS (BNSF) Washougal to Mt Pleasant	PC 2 Supp 1-58
ODOT Union Pacific Oil Train Inspection Report	PC 2 Supp 1-62
Response to Application	PC 2 Supp 1-291

PORTLAND, OR
←
RR WEST

PASCO, WA
→
RR EAST



LEGEND:

-  BNSF MILE POST
-  WETLAND SHEET
-  BNSF TRACK PROPOSED

PROPOSED WORK OVERVIEW

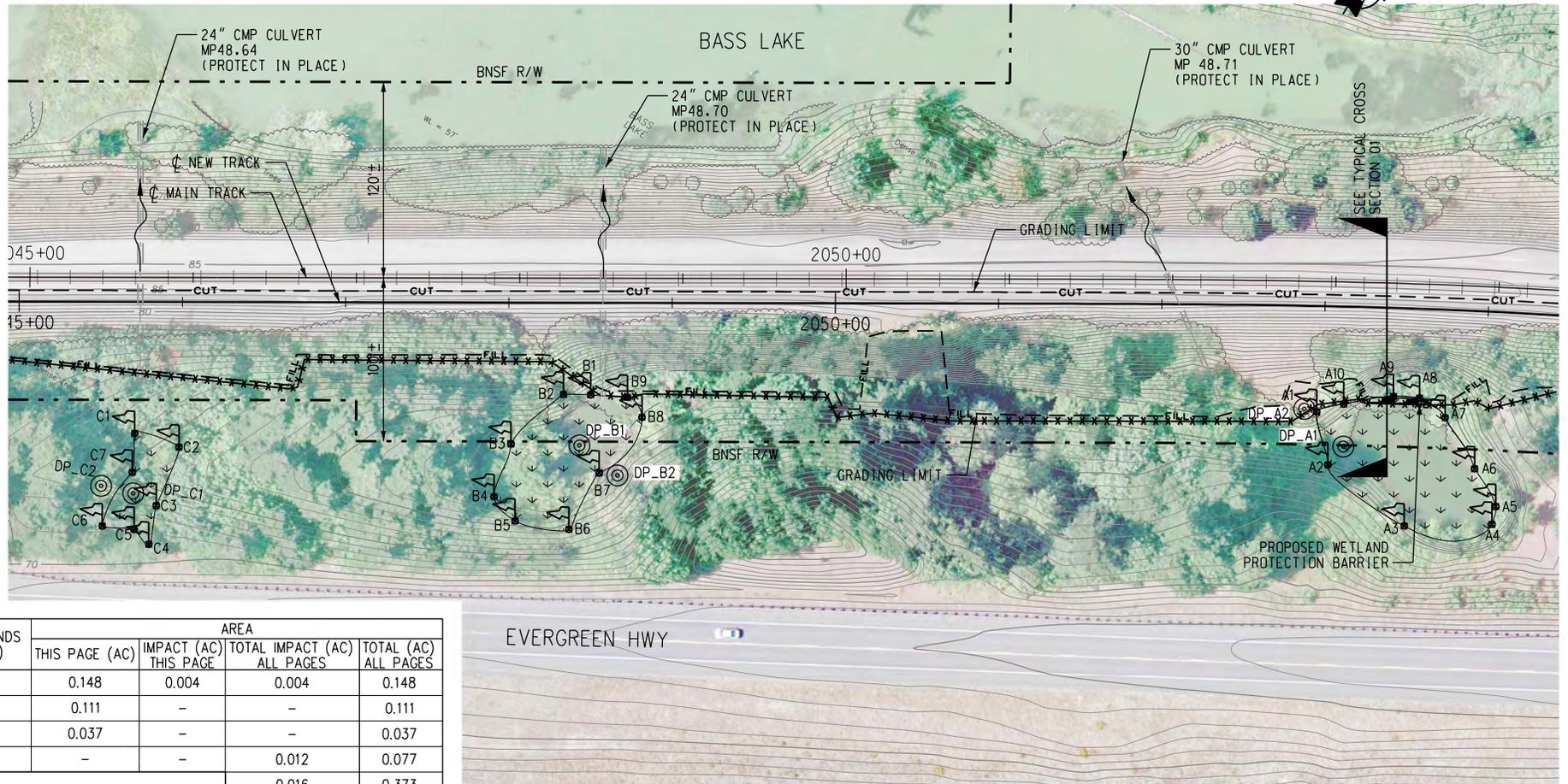
USACE REF. NO.:
 PROJECT: MELONAS SIDING
 FOR: BNSF RAILWAY COMPANY
 2454 OCCIDENTAL AVE. S, SUITE 2-D, SEATTLE, WA 98134-1451
 BNSF LOCATION: NW DIVISION, FALLBRIDGE SUBDIVISION
 LINE SEGMENT 47, MILE POST 47.21 - MILE POST 49.29
 LEGAL: IN PORTIONS OF SECTION 15, 16, 20 & 21 T2N, R7E
 APPROX. CENTER OF PROJECT: LAT/LONG 45°38'51.64"N; 121°57'16.67"W
 WATERWAY: COLUMBIA RIVER AND UNNAMED WETLANDS
 ASSOCIATED WITH BASS LAKE AND GREENLEAF SLOUGH
 CITY: NORTH BONNEVILLE COUNTY: SKAMANIA
 STATE: WASHINGTON DATE: OCTOBER 2015

DRAWING NO. **GI-01** SHEET NO. **PC 2 Supp 1-1** AS SHOWN SCALE

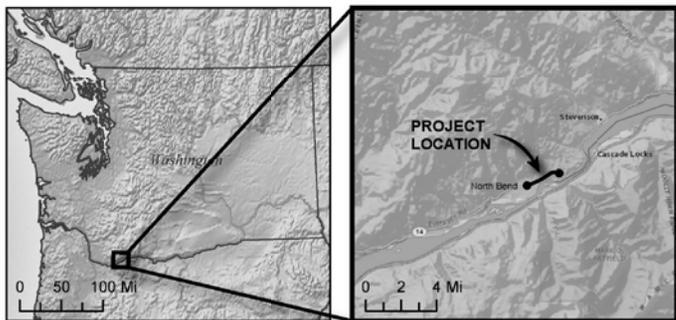
\$USERS
 \$TIMES
 \$FILES

PORTLAND, OR
←
RR WEST

PASCO, WA
→
RR EAST



WETLANDS (WL)	AREA			
	THIS PAGE (AC)	IMPACT (AC) THIS PAGE	TOTAL IMPACT (AC) ALL PAGES	TOTAL (AC) ALL PAGES
A	0.148	0.004	0.004	0.148
B	0.111	-	-	0.111
C	0.037	-	-	0.037
D	-	-	0.012	0.077
			0.016	0.373



LEGEND:

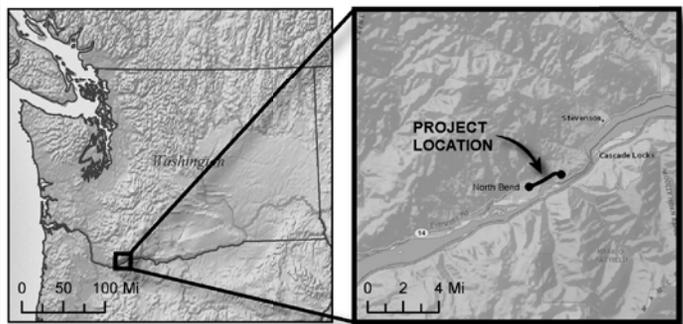
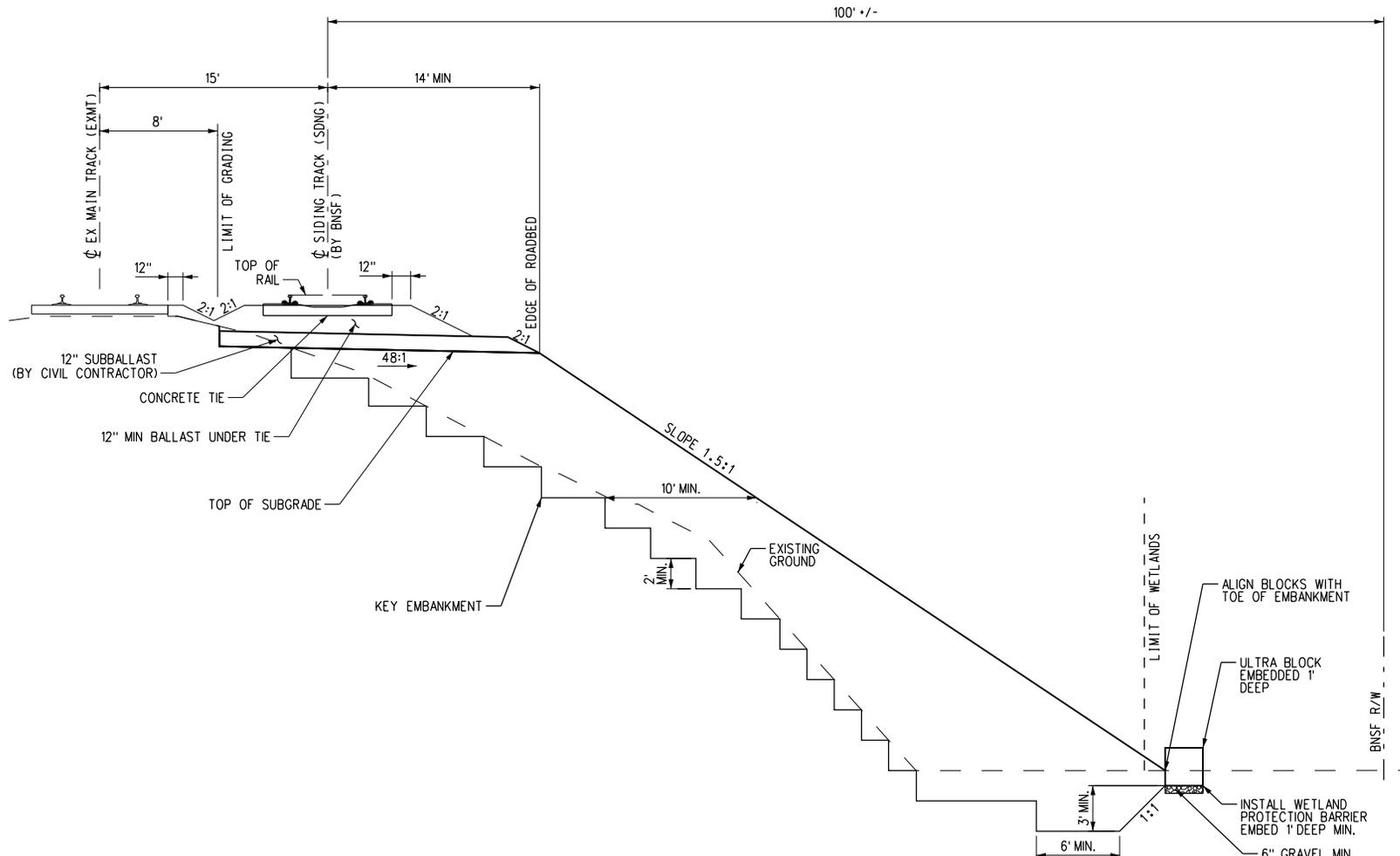
- EXISTING CULVERT
- RIGHT-OF-WAY
- WETLANDS
- WETLAND BOUNDARIES
- GRADING LIMIT FILL
- GRADING LIMIT CUT
- WETLAND DATA POINT
- REINFORCED SEDIMENT FILTER FABRIC FENCE
- FLOW DIRECTION

PROPOSED WORK - 01

USACE REF. NO.:
PROJECT: MELONAS SIDING
FOR: BNSF RAILWAY COMPANY
 2454 OCCIDENTAL AVE. S, SUITE 2-D, SEATTLE, WA 98134-1451
BNSF LOCATION: NW DIVISION, FALLBRIDGE SUBDIVISION
 LINE SEGMENT 47, MILE POST 47.21 - MILE POST 49.29
LEGAL: IN PORTIONS OF SECTION 15, 16, 20 & 21 T2N, R7E
APPROX. CENTER OF PROJECT: LAT/LONG 45°38'51.64"N; 121°57'16.67"W
WATERWAY: COLUMBIA RIVER AND UNNAMED WETLANDS
 ASSOCIATED WITH BASS LAKE AND GREENLEAF SLOUGH
CITY: NORTH BONNEVILLE **COUNTY:** SKAMANIA
STATE: WASHINGTON **DATE:** OCTOBER 2015

DRAWING NO. SHEET NO. SCALE
PC 2 Supp 1-2 AS SHOWN

\$USERS\$
 \$TIMES\$
 \$FILES\$



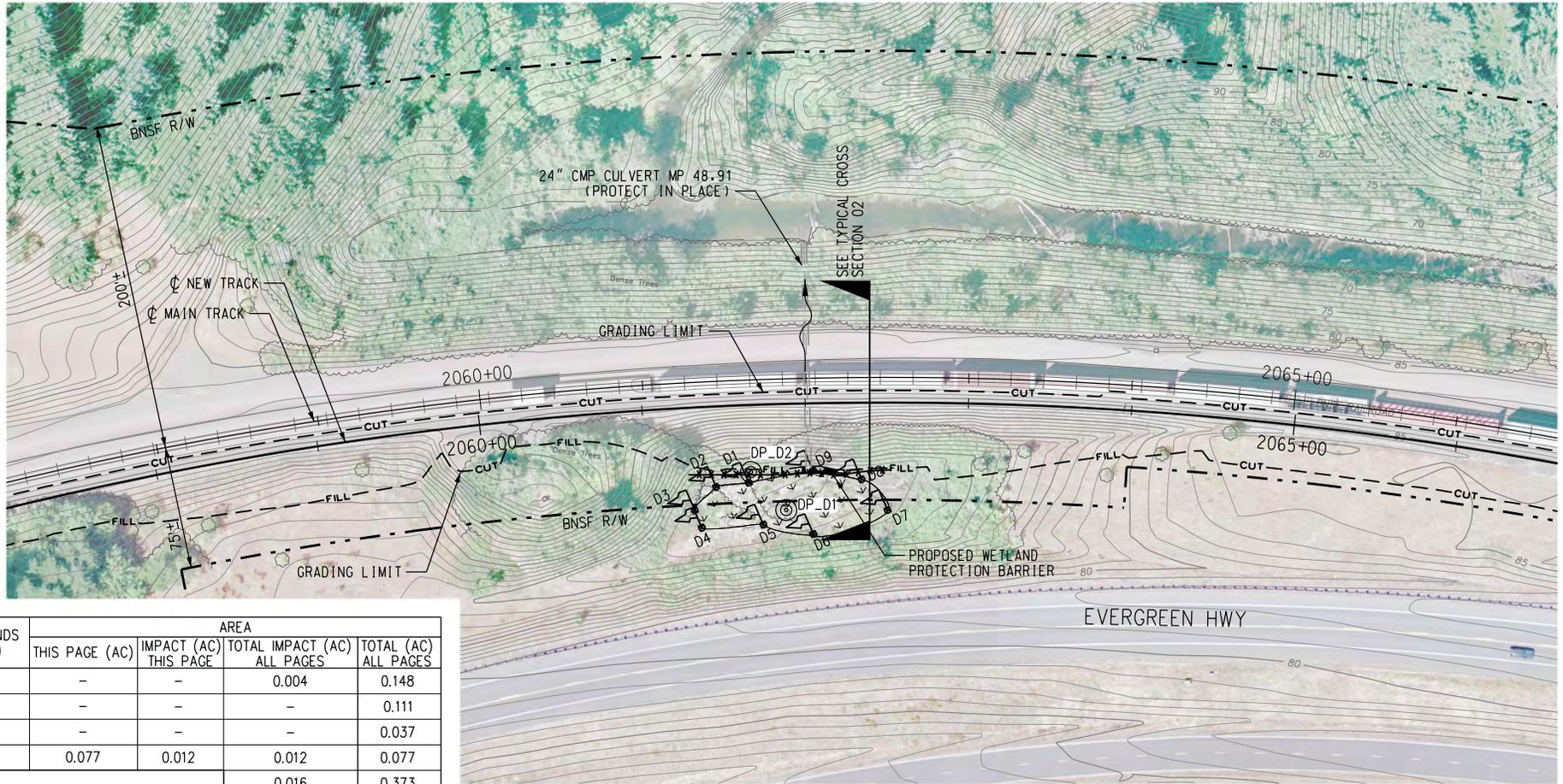
TYPICAL CROSS SECTION - 01

USACE REF. NO.:
PROJECT: MELONAS SIDING
FOR: BNSF RAILWAY COMPANY
 2454 OCCIDENTAL AVE, S, SUITE 2-D, SEATTLE, WA 98134-1451
BNSF LOCATION: NW DIVISION, FALLBRIDGE SUBDIVISION
 LINE SEGMENT 47, MILE POST 47.21 - MILE POST 49.29
LEGAL: IN PORTIONS OF SECTION 15, 16, 20 & 21 T2N, R7E
APPROX. CENTER OF PROJECT: LAT/LONG 45°38'51.64"N; 121°57'16.67"W
WATERWAY: COLUMBIA RIVER AND UNNAMED WETLANDS
 ASSOCIATED WITH BASS LAKE AND GREENLEAF SLOUGH
CITY: NORTH BONNEVILLE **COUNTY:** SKAMANIA
STATE: WASHINGTON **DATE:** OCTOBER 2015

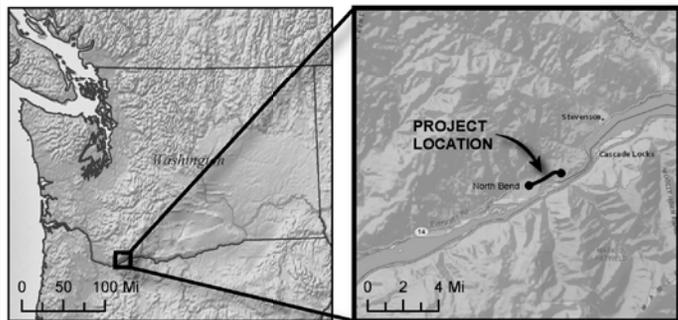
\$ DATES \$
 \$ TIMES \$
 \$ FILE \$

PORTLAND, OR
← RR WEST

PASCO, WA
→ RR EAST



WETLANDS (WL)	AREA			
	THIS PAGE (AC)	IMPACT (AC) THIS PAGE	TOTAL IMPACT (AC) ALL PAGES	TOTAL (AC) ALL PAGES
A	-	-	0.004	0.148
B	-	-	-	0.111
C	-	-	-	0.037
D	0.077	0.012	0.012	0.077
			0.016	0.373



LEGEND:

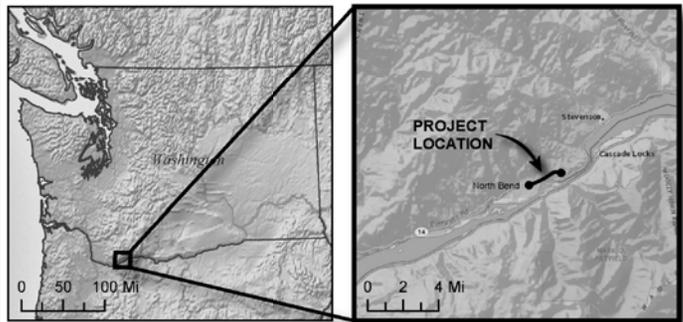
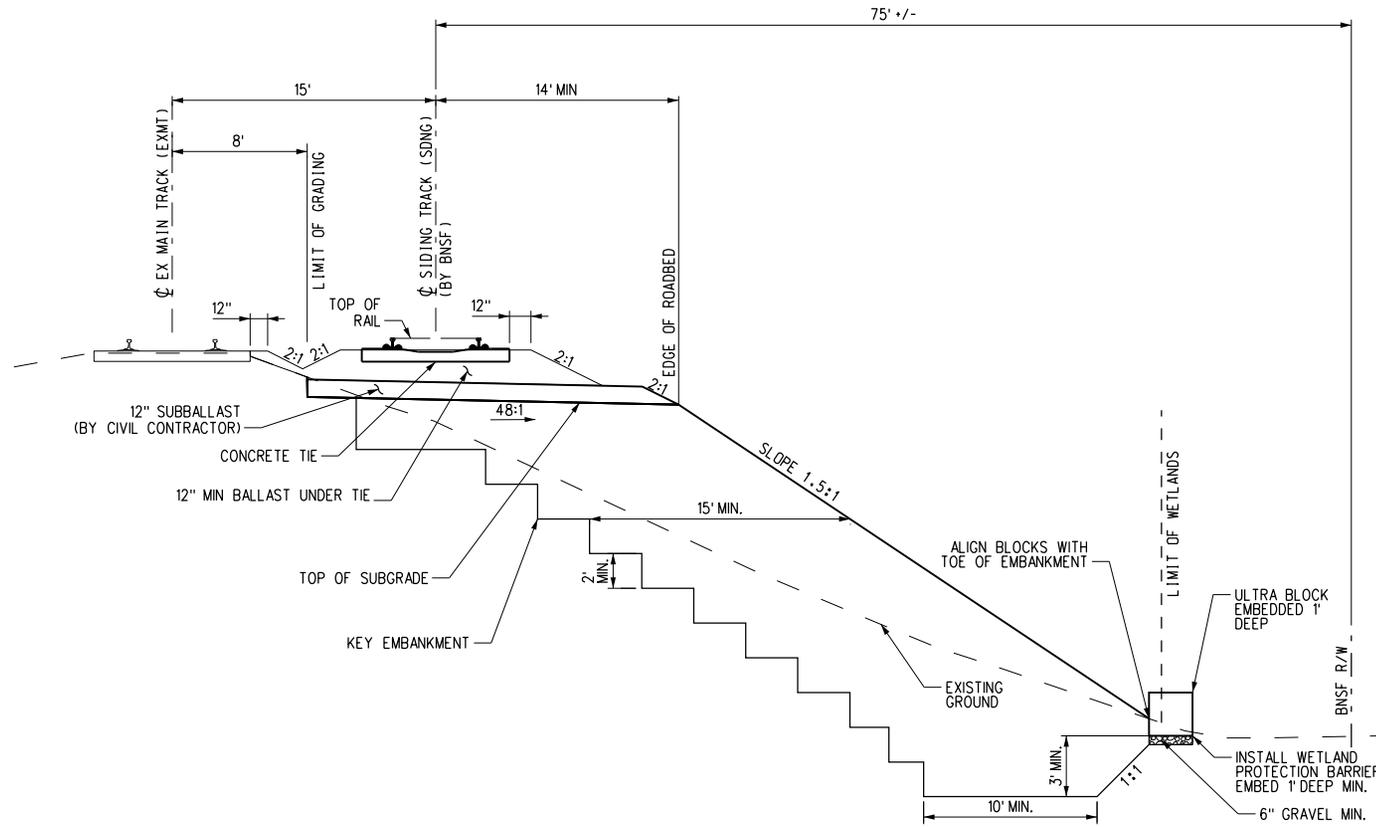
	EXISTING CULVERT		WETLAND DATA POINT
	RIGHT-OF-WAY		PROPOSED CULVERT
	WETLANDS		REINFORCED SEDIMENT FILTER FABRIC FENCE
	WETLAND BOUNDARIES		FLOW DIRECTION
	GRADING LIMIT FILL		
	GRADING LIMIT CUT		
	WETLAND IMPACT		

PROPOSED WORK - 02

USACE REF. NO.:
PROJECT: MELONAS SIDING
FOR: BNSF RAILWAY COMPANY
 2454 OCCIDENTAL AVE. S, SUITE 2-D, SEATTLE, WA 98134-1451
BNSF LOCATION: NW DIVISION, FALLBRIDGE SUBDIVISION
 LINE SEGMENT 47, MILE POST 47.21 - MILE POST 49.29
LEGAL: IN PORTIONS OF SECTION 15, 16, 20 & 21 T2N, R7E
APPROX. CENTER OF PROJECT: LAT/LONG 45°38'51.64"N; 121°57'16.67"W
WATERWAY: COLUMBIA RIVER AND UNNAMED WETLANDS
 ASSOCIATED WITH BASS LAKE AND GREENLEAF SLOUGH
CITY: NORTH BONNEVILLE **COUNTY:** SKAMANIA
STATE: WASHINGTON **DATE:** OCTOBER 2015

DRAWING NO. SHEET NO. SCALE
PC 2 Supp 1-4 AS SHOWN

\$USERS \$TIMES \$FILES



TYPICAL CROSS SECTION - 02

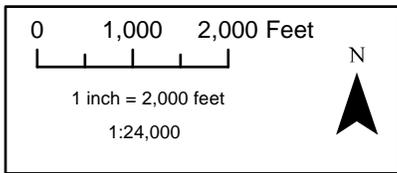
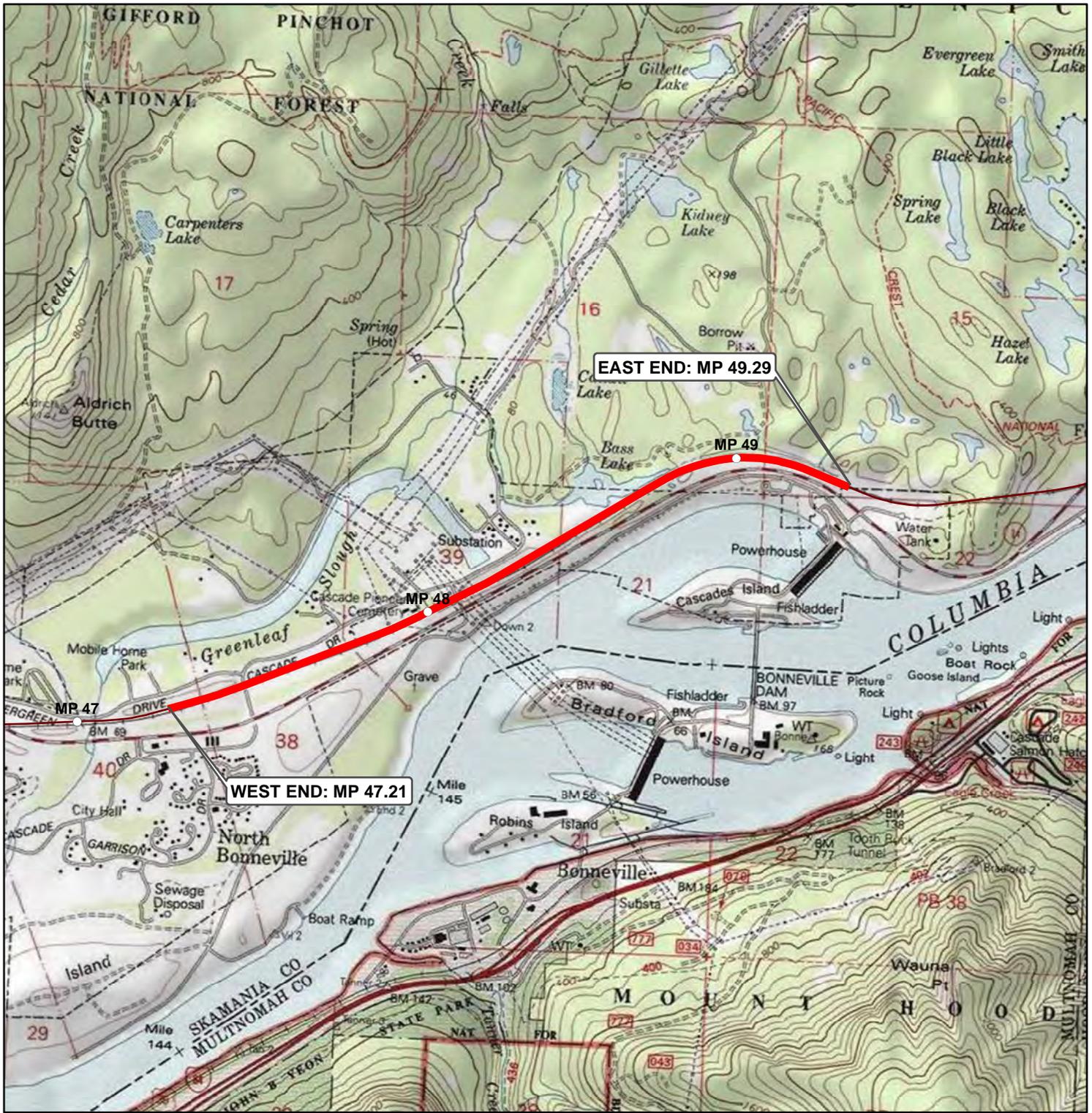
USACE REF. NO.:
PROJECT: MELONAS SIDING
FOR: BNSF RAILWAY COMPANY
 2454 OCCIDENTAL AVE. S. SUITE 2-D, SEATTLE, WA 98134-1451
BNSF LOCATION: NW DIVISION, FALLBRIDGE SUBDIVISION
 LINE SEGMENT 47, MILE POST 47.21 - MILE POST 49.29
LEGAL: IN PORTIONS OF SECTION 15, 16, 20 & 21 T2N, R7E
APPROX. CENTER OF PROJECT: LAT/LONG 45°38'51.64"N; 121°57'16.67"W
WATERWAY: COLUMBIA RIVER AND UNNAMED WETLANDS
 ASSOCIATED WITH BASS LAKE AND GREENLEAF SLOUGH
CITY: NORTH BONNEVILLE **COUNTY:** SKAMANIA
STATE: WASHINGTON **DATE:** OCTOBER 2015

DRAWING NO.

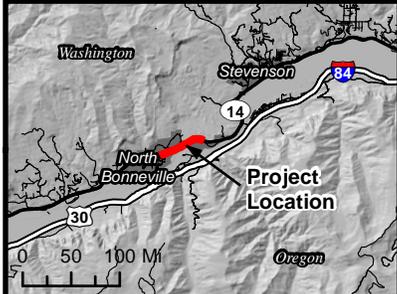
SHEET NO.

SCALE

PC 2X Supp 1-5 AS SHOWN



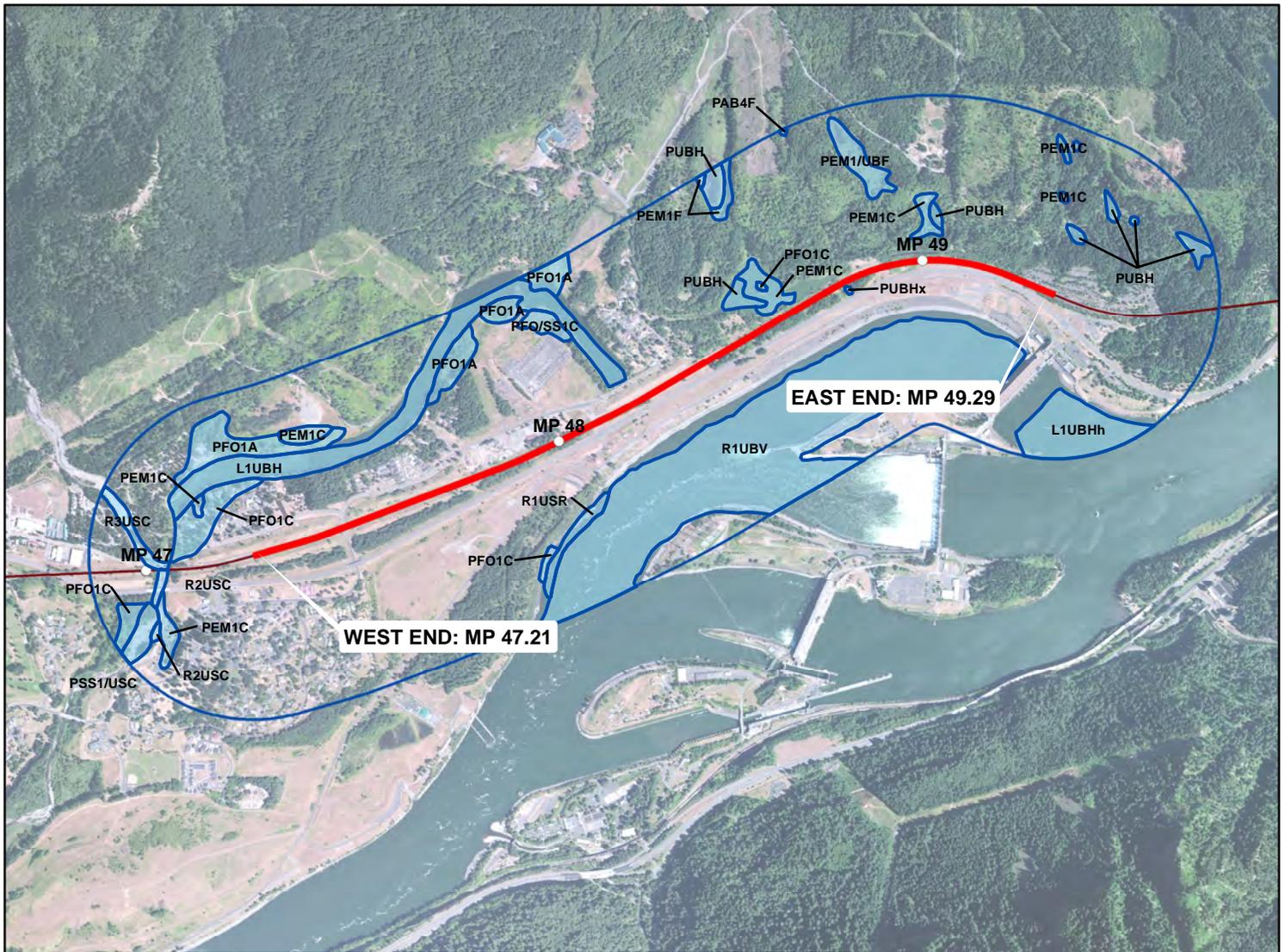
- BNSF Mileposts
- Project Track
- BNSF Track



LOCATION/VICINITY MAP
USGS 7.5' QUADS 'BONNEVILLE DAM'

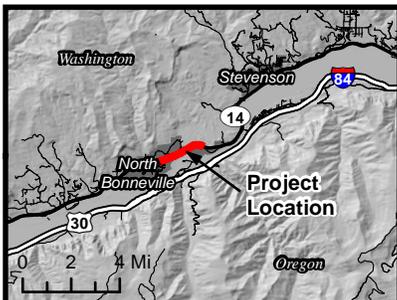
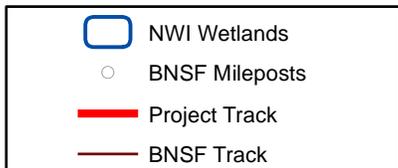
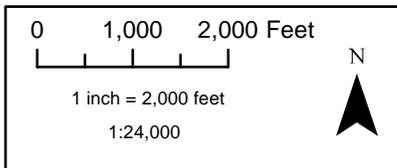
USACE REF NO.:
PROJECT: MELONAS SIDING
OPERATOR: BNSF RAILWAY COMPANY
BNSF LOCATION: NORTHWEST DIVISION, FALLBRIDGE SUB, LINE SEGMENT 47, MP 47.21 – MP 49.29
LEGAL: IN PORTIONS OF S15, 16, 20 & 21 T2N, R7E
EAST END (MP 49.29): 45°39'5.1"N, 121°56'8.8"W
WEST END (MP 47.21): 45°38'30.2"N, 121°58'24.2"W
WATERWAY: COLUMBIA RIVER, BASS LAKE AND UNNAMED WETLANDS
CITY: NORTH BONNEVILLE **COUNTY:** SKAMANIA
STATE: WASHINGTON **DATE:** OCTOBER 2015

DATA SOURCES: BNSF (RAILWAY & MILE POSTS), USGS (TOPOGRAPHIC), ORCAD (ROADS), STATE MAPS, US (COUNTY, STREETS, CITIES)
 MAP PRODUCED BY: J.L. PATTERSON & ASSOCIATES, INC. – ENVIRONMENTAL SERVICES GROUP



NWI Definitions

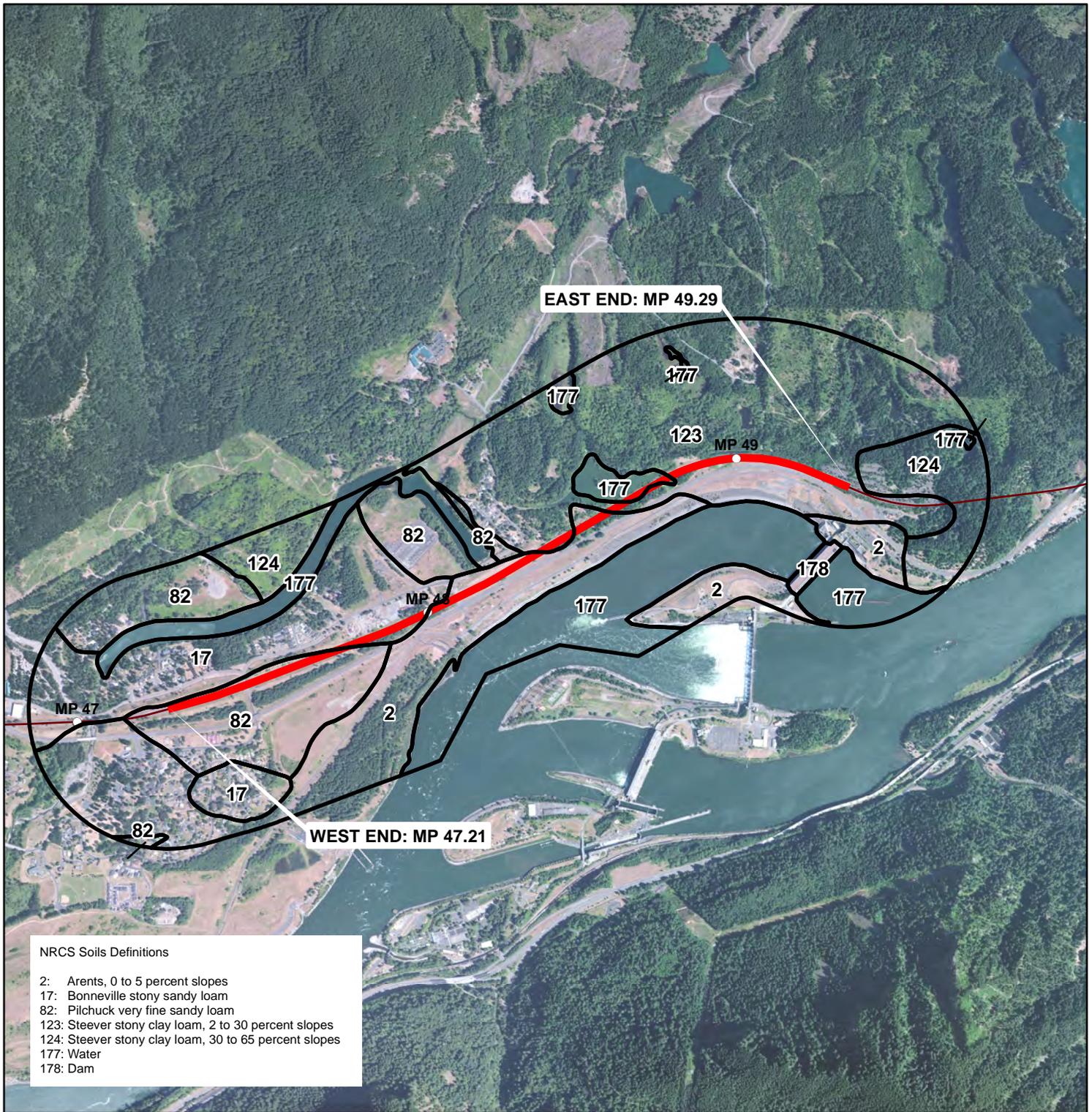
- PAB4F: Palustrine Aquatic Bed Floating Vascular - Semipermanently Flooded
- PEM1/UBF: Palustrine Emergent Unpersisted / Palustrine Unconsolidated Bottom - Semipermanently Flooded
- PEM1C: Palustrine Emergent Persistent - Seasonally Flooded
- PEM1F: Palustrine Emergent Persistent - Semipermanently Flooded
- PFO/SS1C: Palustrine Forested / Palustrine Scrub-Shrub Broad-Leaved Deciduous - Seasonally Flooded
- PFO1A: Palustrine Forested Broad-Leaved Deciduous - Temporarily Flooded
- PFO1C: Palustrine Forested Broad-Leaved Deciduous - Seasonally Flooded
- PSS1/USC: Palustrine Scrub-Shrub Broad-Leaved Deciduous / Palustrine Unconsolidated Shore - Seasonally Flooded
- PUBH: Palustrine Unconsolidated Bottom - Permanently Flooded
- PUBHx: Palustrine Unconsolidated Bottom - Permanently Flooded Excavated
- PUSC: Palustrine Unconsolidated Shore - Seasonally Flooded
- R1UBV: Riverine Tidal Unconsolidated Bottom - Permanent-Tidal
- R1USR: Riverine Tidal Unconsolidated Shore - Seasonal-Tidal
- R2USC: Riverine Lower Perennial Unconsolidated Shore - Seasonally Flooded
- R3USC: Riverine Upper Perennial Unconsolidated Shore - Seasonally Flooded



WETLANDS WITHIN 2000FT OF PROJECT

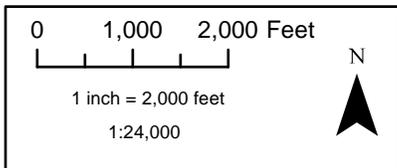
USACE REF NO.:
PROJECT: MELONAS SIDING
OPERATOR: BNSF RAILWAY COMPANY
BNSF LOCATION: NORTHWEST DIVISION, FALLBRIDGE SUB,
 LINE SEGMENT 47, MP 47.21 – MP 49.29
LEGAL: IN PORTIONS OF S15, 16, 20 & 21 T2N, R7E
EAST END: (MP 49.29): 45°39'5.1"N, 121°56'8.8"W
WEST END (MP 47.21): 45°38'30.2"N, 121°58'24.2"W
WATERWAY: COLUMBIA RIVER, BASS LAKE AND UNNAMED WETLANDS
CITY: NORTH BONNEVILLE **COUNTY:** SKAMANIA
STATE: WASHINGTON **DATE:** OCTOBER 2015

DATA SOURCES: NATIONAL WETLAND INVENTORY (WETLANDS), BNSF (RAILWAY & MILE POSTS), ESRI (AERIAL IMAGERY), NATURAL EARTH (STATE MAP), USGS (TOPOGRAPHY), US CENSUS (STREETS, CITY)
 MAP PRODUCED BY: J.L. PATTERSON & ASSOCIATES, INC. – ENVIRONMENTAL SERVICES GROUP

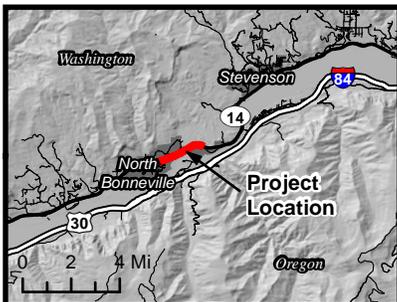


NRCS Soils Definitions

- 2: Arents, 0 to 5 percent slopes
- 17: Bonneville stony sandy loam
- 82: Pilchuck very fine sandy loam
- 123: Steever stony clay loam, 2 to 30 percent slopes
- 124: Steever stony clay loam, 30 to 65 percent slopes
- 177: Water
- 178: Dam



- NRCS Soils Units
- BNSF Mileposts
- Project Track
- BNSF Track

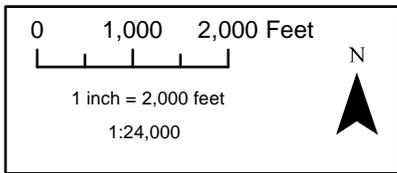
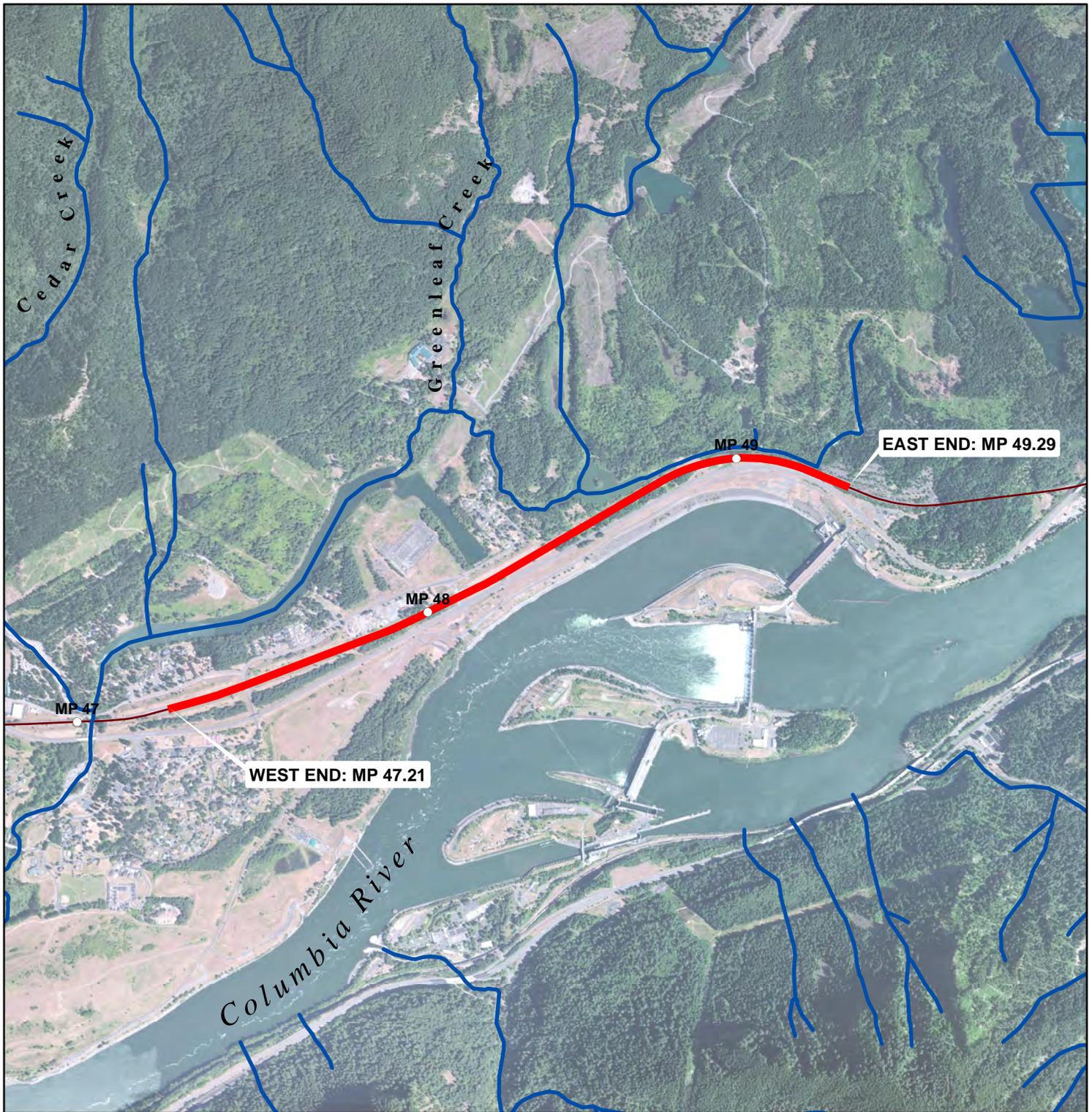


NRCS SOILS OVERVIEW MAP

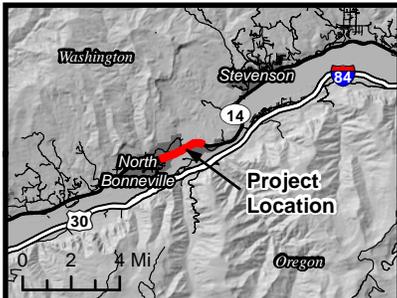
USACE REF NO.:
PROJECT: MELONAS SIDING
OPERATOR: BNSF RAILWAY COMPANY
BNSF LOCATION: NORTHWEST DIVISION, FALLBRIDGE SUB,
 LINE SEGMENT 47, MP 47.21 – MP 49.29
LEGAL: IN PORTIONS OF S15, 16, 20 & 21 T2N, R7E
EAST END (MP 49.29): 45°39'5.1"N, 121°56'8.8"W
WEST END (MP 47.21): 45°38'30.2"N, 121°58'24.2"W
WATERWAY: COLUMBIA RIVER, BASS LAKE AND UNNAMED WETLANDS
CITY: NORTH BONNEVILLE **COUNTY:** SKAMANIA
STATE: WASHINGTON **DATE:** OCTOBER 2015

DATA SOURCES: NATURAL RESOURCES CONSERVATION SERVICE (SOILS), BNSF (RAILWAY & MILE POSTS), ESRI (AERIAL IMAGERY), NATURAL EARTH (STATE MAP), USGS (SREET MAP TOPOGRAPHY), US CENSUS (STREETS, CITIES)
 MAP PRODUCED BY: J.L. PATTERSON & ASSOCIATES, INC. – ENVIRONMENTAL SERVICES

PC 2 Supp 1-8



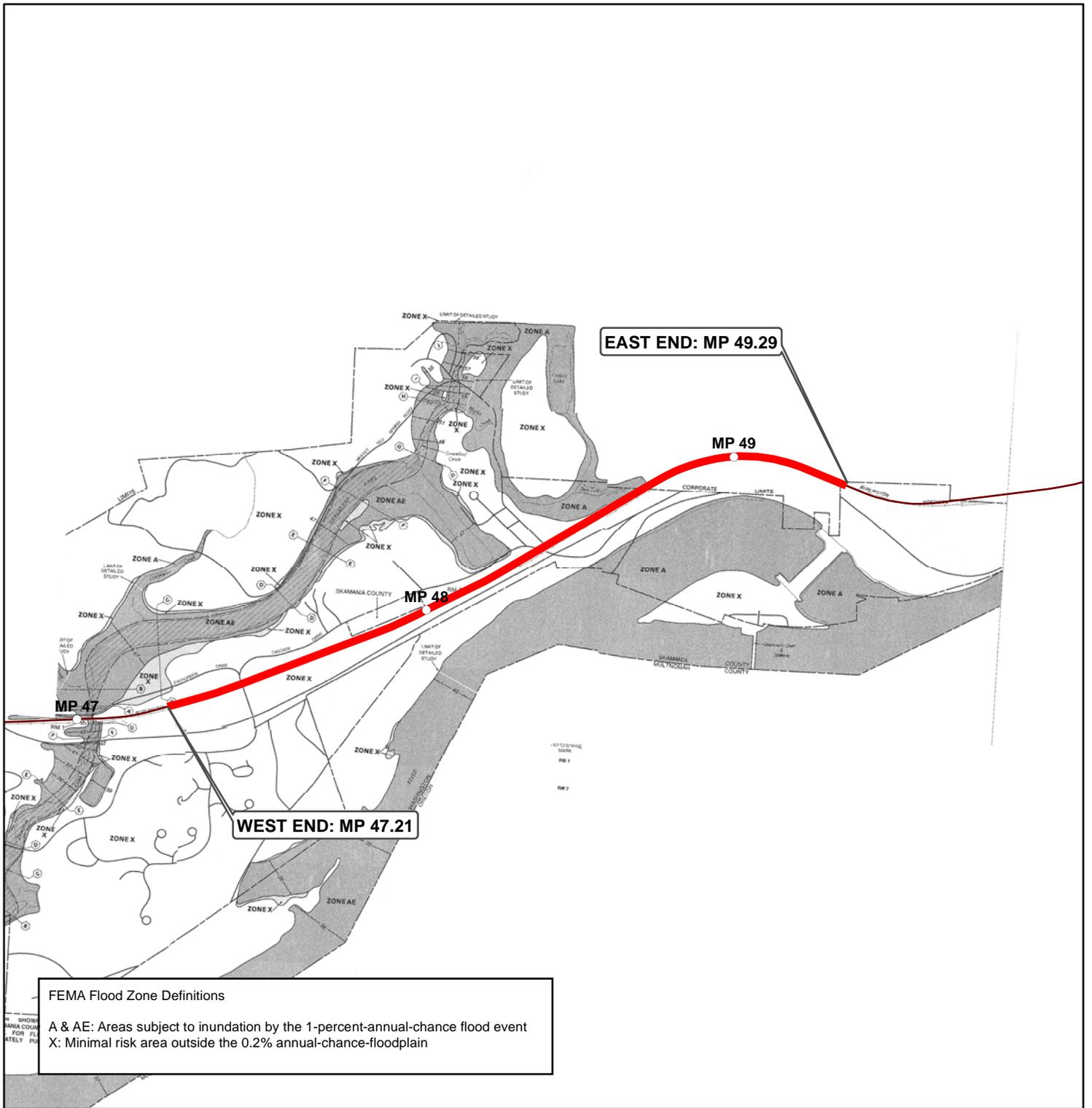
- BNSF Mileposts
- NHD Hydrology
- Project Track
- BNSF Track



NHD HYDROLOGY OVERVIEW

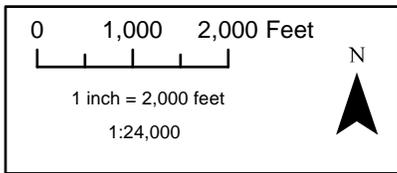
USACE REF NO.:
PROJECT: MELONAS SIDING
OPERATOR: BNSF RAILWAY COMPANY
BNSF LOCATION: NORTHWEST DIVISION, FALLBRIDGE SUB,
 LINE SEGMENT 47, MP 47.21 – MP 49.29
LEGAL: IN PORTIONS OF S15, 16, 20 & 21 T2N, R7E
EAST END (MP 49.29): 45°39'5.1"N, 121°56'8.8"W
WEST END (MP 47.21): 45°38'30.2"N, 121°58'24.2"W
WATERWAY: COLUMBIA RIVER, BASS LAKE AND UNNAMED WETLANDS
CITY: NORTH BONNEVILLE **COUNTY:** SKAMANIA
STATE: WASHINGTON **DATE:** OCTOBER 2015

DATA SOURCES: BNSF (RAILWAY & MILE POSTS), USGS (TOPOGRAPHY AND NATIONAL HYDROGRAPHY DATASET), NATURAL EARTH (STATE MAP), USGS (TOPOGRAPHY), US CENSUS TIGER FILES (STREET, CITIES)
 MAP PRODUCED BY: J.L. PATTERSON & ASSOCIATES, INC. – ENVIRONMENTAL SERVICES

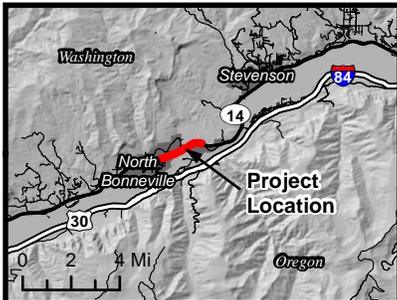


FEMA Flood Zone Definitions

A & AE: Areas subject to inundation by the 1-percent-annual-chance flood event
 X: Minimal risk area outside the 0.2% annual-chance-floodplain



- BNSF Mileposts
- Project Track
- BNSF Track



FEMA OVERVIEW MAP

USACE REF NO.:
PROJECT: MELONAS SIDING
OPERATOR: BNSF RAILWAY COMPANY
BNSF LOCATION: NORTHWEST DIVISION, FALLBRIDGE SUB,
 LINE SEGMENT 47, MP 47.21 – MP 49.29
LEGAL: IN PORTIONS OF S15, 16, 20 & 21 T2N, R7E
EAST END (MP 49.29): 45°39'5.1"N, 121°56'8.8"W
WEST END (MP 47.21): 45°38'30.2"N, 121°58'24.2"W
WATERWAY: COLUMBIA RIVER, BASS LAKE AND UNNAMED WETLANDS
CITY: NORTH BONNEVILLE **COUNTY:** SKAMANIA
STATE: WASHINGTON **DATE:** OCTOBER 2015

DATA SOURCES: FEDERAL EMERGENCY MANAGEMENT AGENCY (FLOOD ZONES), BNSF (RAILWAY & MILE POSTS), ESRI (AERIAL IMAGERY), NATURAL EARTH (STATE MAP), USGS (TOPOGRAPHY), US CENSUS (STREETS, CITIES)
 MAP PRODUCED BY: J.L. PATTERSON & ASSOCIATES, INC. – ENVIRONMENTAL SERVICES

SEPA ENVIRONMENTAL CHECKLIST
UPDATED 2014

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. BACKGROUND

1. Name of proposed project, if applicable: BNSF Melonas Siding Project

2. Name of applicant: BNSF Railway Company (BNSF)

3. Address and phone number of applicant and contact person:

Donald Omsberg, Manager Engineering
2454 Occidental Avenue South, Suite 2-D
Seattle, WA 98134-1451
206-625-6264

4. Date checklist prepared: 9/30/2015 (prepared for BNSF by J.L. Patterson & Associates, Inc.–Environmental Services Group)

5. Agency requesting checklist: Washington Department of Ecology (Ecology)

6. Proposed timing or schedule (including phasing, if applicable):

Estimate of construction start date: Spring 2016 or when permits are issued

Estimate of construction finish date: 6 months from start date

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Storm Water Pollution Prevention Plan (SWPPP)
- NPDES Construction Storm Water General Permit NOI (submitted concurrent with SEPA Checklist review)
- Cultural resources records review (within 1 mile of the project work corridor)
- Inadvertent Discovery Plan for historic/cultural resource protection during construction
- Wetland Delineation Report for jurisdictional waters of the US within the project work corridor
- Biological Evaluation for Informal ESA Consultation (BE – No Effect Statement)

These documents are available upon request.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No.

10. List any government approvals or permits that will be needed for your proposal, if known.

- NPDES Construction Storm Water General Permit Authorization
- Corps of Engineers Section 404 Nationwide Permit 14 for Linear Transportation Projects

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Melonas Siding Project will upgrade an existing mainline track and construct a new siding track adjacent to and south of the existing mainline track. The project is approximately 2.08 miles in length, and the overall work area is 43+/- acres with 11+/- acres of ground disturbance. Project work will be within the BNSF right-of-way (ROW).

Key components of the project include: (1) upgrading the existing mainline track; (2) constructing a new siding track; (3) constructing new switches, turnouts/pads, signal infrastructure, and access points; (4) in-kind relocating/replacing of trackside drainage ditches; (5) constructing retaining walls at BNSF MP 49.20 (130 feet long), MP 49.23 (45 feet long), MP 48.73 (35 feet long), and MP 48.91 (45 feet long); and (6) constructing bridges over Cascade Road (MP 47.5) and Hot Springs Way (MP 48.09).

The purpose of the project is to provide a passing siding for slower, full-length trains in this region of the BNSF mainline for improved operational efficiency and safety in an area of train "meet and pass" congestion.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit

any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located in North Bonneville, WA within Skamania County in portions of Sections 15, 16, 20 & 21; Township 2 North, Range 7 East; Willamette Meridian. The project lies within the BNSF ROW in the Northwest Division, Fallbridge Subdivision, Line Segment 47, generally from BNSF Milepost (MP) 47.21 east to MP 49.29. The approximate latitude/longitude for the center of the project is 45°38'51.64"N; 121°57'16.67"W.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other: _____

b. What is the steepest slope on the site (approximate percent slope)?

Localized railroad embankment slopes of approximately 60%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The *Soil Survey of Skamania County Area, Washington* (NRCS, 1990) mapped four soil series in the project work corridor:

- Bonneville stony sandy loam consists of very deep, somewhat excessively drained soils on terraces. It formed in alluvial sand and gravel derived from basalt and andesite, and has slopes from 0 to 5 percent.
- Steever stony clay loam is very deep, well-drained soil on back slopes. It formed in colluvial landslide material derived dominantly from basalt, andesite and conglomerate, and has slopes from 30 to 65 percent. It is found on the north side of the railroad tracks.
- Pilchuck very fine sandy loam consists of very deep, somewhat excessively drained soil on floodplains. It formed in recent alluvium associated with the Columbia River (prior to Bonneville Dam construction). It is derived dominantly from basic igneous rock, with slopes from 0 to 3 percent, and is suited to use as hay land.
- Arents soil type is very deep, somewhat excessively drained to somewhat poorly drained soils on hills, mountains and floodplains. It is mixed material derived from various sources, has slopes from 0 to 5%, and is fill material placed south of the tracks when the second powerhouse for Bonneville Dam was constructed in the 1980s.

None of these soils are listed as hydric or have hydric inclusions, and no agricultural activities have occurred on soils within the BNSF ROW in over 100 years.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Earth disturbing work will involve 35,800+/- cubic yards (CY) of fill, 3,200+/- CY of excavation, and 11+/- acres of grading to construct the new rail grade and associated infrastructure. The source of fill is clean structural rock from local commercial quarries that meets the engineering design criteria for use in mainline railroad construction.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Yes, there is erosion potential from steep fill slopes. Fill slopes will be stabilized with toe retaining walls in the vicinity of wetlands, and will be faced with rock and/or vegetation cover. Vegetation clearing will be the minimum required and project-specific BMPs will be implemented to prevent construction-related erosion.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Currently less than 1% of the area of the project has impervious surfaces, and less than 1% of the site will be covered with impervious surfaces after project construction.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

BMPs will be designed and implemented according to the most recent version of the Ecology *Stormwater Management Manual for Western Washington* (amended 12/2014). The BMPs used will be those most appropriate for the project site and include, but are not limited to, rock cover, rock filter berms, seeding and a bonded fiber mulch cover, sediment filter rolls, and reinforced sediment filter fabric fencing.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

There is potential for dust generation and short-term elevated emissions from construction equipment during construction. Short-term general construction equipment emissions are not expected to be measurable above background more than 100 feet outside of the ROW. Following completion of the project, emissions from the site will be limited to similar conditions pre-existing to the project.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Dust control measures during construction, such as watering of open soil areas and placement of clean rock on BNSF access points and staging areas, will be implemented as needed. Any water used for dust control will be from an authorized source. Machinery, equipment, and support vehicles used for the project will be maintained in proper working order to keep emissions within applicable air quality guidelines.

3. Water

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Four wetlands were delineated by JLP-E within and/or adjacent to the BNSF ROW. The wetlands are small features located south of the project work corridor between the BNSF tracks and State Highway 14. The wetlands total 0.40-acre, of which 0.13-acre is within the BNSF ROW (see table below). Only Wetland A has year-round, open water. Additionally, there are approximately 3.85 acres of lake-fringe and depressional wetlands associated with Bass Lake within the BNSF ROW north of the tracks. Since all work is south of the tracks and no work is proposed north of the tracks, these wetlands were not formally delineated.

WETLAND (WL) NAME	APPROXIMATE OVERALL ACRES (AC)	AC WITHIN THE BNSF ROW	HGM	ECOLOGY RATING ^A	COWARDIN CLASSIFICATION ^B
A	0.15	0.052	Depressional	III	PUBHx-PEM
B	0.11	0.041	Depressional	III	PEM-PSS
C	0.04	0.001	Depressional	III	PEM-PSS
D	0.08	0.035	Depressional	III	PEM

A. Evaluated per Ecology Wetland Category rating as per Hruby, 2004 (updated 2006 & 2008)

B. Cowardin et al. (1979) or NWI Class based on vegetation: PUBHx = Palustrine Unconsolidated Bottom, Impounded, Excavated; PEM = Palustrine Emergent; PSS = Palustrine Scrub-Shrub

Bass Lake and a small portion of Greenleaf Slough are located directly north of the project work corridor. Portions of the lake are within the BNSF ROW, but all work is on the south side of the tracks and no work is proposed on the north side of the tracks. The identified/delineated wetlands south of the tracks potentially connect north via culverts to Bass Lake in the event of an extreme flooding event, but investigation of the culverts does not indicate normal or regular connections to the lake.

The Columbia River varies from 0.11-mile to 0.70-mile south of the project work corridor. None of the wetlands south of the tracks/affected by the project connect to the Columbia River.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes; the new siding track will be constructed south of the existing track and adjacent to the four delineated wetlands. A small amount of unavoidable fill will be placed into Wetlands A and D to construct wetland protection walls to minimize impacts. No work will occur over, in, or within 200 feet of Bass Lake, Greenleaf Slough, or the Columbia River.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Approximately 20 CY of edge fill, encompassing 0.004-acre (179 sq. ft.) will be placed into wetland A, and approximately 39 CY of edge fill encompassing 0.012-acre (522 sq. ft.) will be placed into Wetland D. Fill will consist of pre-cast concrete block walls and clean, structural rock from local commercial quarries that meets the engineering design criteria for use in mainline railroad construction.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

A small portion of the north side of the BNSF ROW near MP 48.8 and Bass Lake lies within FEMA-designated Zone A, areas subject to inundation by the 1-percent-annual-chance flood event. However all of the construction work will be south of the existing tracks, therefore no work will occur within the floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Not applicable.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The only source of runoff would be associated with incident precipitation. This location averages approximately 77 inches of yearly precipitation. Temporary, during-construction storm water runoff, as well as permanent after-construction runoff, will not be different from existing conditions. Portions of existing trackside ditches will be replaced with new, in-kind, adjacent ditches with no change to hydrologic function, storm water filtration/infiltration rates, or end connectivity. BMPs will be installed to prevent during-construction storm water runoff from entering any water bodies.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The project does not have any significant alternation of drainage patterns. Portions of trackside ditches will be moved to in-kind, constructed replacement ditches.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Sediment fencing, rock and fabric filter berms, sediment filter rolls, and rock cover will be implemented and managed throughout the project to control runoff during construction. General drainage patterns will not change.

4. Plants

a. Check the types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other: big-leaf maple, Oregon ash, black cottonwood.
 evergreen tree: fir, cedar, pine, other: Douglas fir
 shrubs
 grass
 pasture
 crop or grain
 orchards, vineyards or other permanent crops
 wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other: reed canarygrass, northern bugleweed

_____ water plants: water lily, eelgrass, milfoil, other

other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

The project will require 11+/- acres of ground disturbance, approximately half of which has vegetation cover. The majority of vegetation to be removed will be grasses, weeds, and/or shrubs in the already-disturbed BNSF ROW. Removal of existing vegetation will be limited to the minimum needed for the project.

c. List threatened and endangered species known to be on or near the site.

There are no federal or state-listed threatened or endangered plant species known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Open soil areas not covered with clean rock after final construction and grading will be seeded with permanent native grasses and mulched.

e. List all noxious weeds and invasive species known to be on or near the site.

Reed canarygrass and Canada thistle.

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:

birds: , heron, , , other:

mammals: , bear, elk, beaver, :

fish: , , , herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site.

There are no federal threatened or endangered species known to be on the site. Federally-listed bull trout, steelhead trout, Chinook salmon, coho salmon and chum salmon are known to be in the Columbia River near the project site, but there is no connection between the project and the River. Steelhead and coho have presumed, but undocumented presence in Bass Lake north of the tracks, but no work will occur north of the tracks.

c. Is the site part of a migration route? If so, explain.

No.

d. Proposed measures to preserve or enhance wildlife, if any:

Not applicable.

e. List any invasive animal species known to be on or near the site.

None.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

A minor amount of electricity will be used to operate the signals and switches after project completion. This is no different than the existing condition.

b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe.

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Not applicable.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No change or increase of environmental health hazards are anticipated as a result of project construction, and continued and ongoing railroad operations will be consistent with applicable Hazardous Waste Transport rules and regulations.

During construction, all waste materials associated with the project will be handled and disposed of in a manner that does not cause any health hazard. Good housekeeping BMPs at the work site will be identified in the project-specific SWPPP and will be implemented and managed as follows:

- All vehicles, equipment, and petroleum product storage/dispensing areas will be inspected daily to detect any leaks or spills, and to identify maintenance needs to prevent leaks or spills.
- On-site fueling and petroleum product storage containers will include secondary containment.
- Spill prevention measures, such as drip-pans and absorbent pads, will be used when conducting on-site maintenance and minor repair of vehicles or equipment.
- Prior to performing any minor or emergency vehicle repairs on-site, plastic will be placed beneath the vehicle and, if raining, placed over the vehicle.
- Spill kits shall be available at all point of machinery operations.
- Solid waste will be stored in secure, clearly marked containers and regularly maintained/serviced.
- The Contractor will prepare a Spill Prevention, Containment and Control Plan (SPCC) in accordance to BNSF contractual requirements.

1) Describe any known or possible contamination at the site from present or past uses.

None known.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There is an existing 2-inch diameter underground gas line that intersects the project site at Cascade Drive/MP 47.5. The gas line will be protected in place during construction.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Fuel and machinery maintenance fluids will be used during construction.

4) Describe special emergency services that might be required.

BNSF does not anticipate that special emergency services will be required. However, per BNSF Standard Operating Procedures (SOP), the contractor will develop and submit an emergency Safety Action Plan prior to starting construction. This plan will identify local and regional authorities to contact in case of an emergency and the appropriate protocol to follow. Following construction, BNSF is responsible and equipped to respond to emergencies. During rail operations, BNSF personnel are required to comply with BNSF's existing health and safety plan.

5) Proposed measures to reduce or control environmental health hazards, if any:

This action is not anticipated to create an environmental health hazard. The contractor will be required to follow the applicable Washington Industrial Safety and Health Administration (WISHA) regulations during project construction. BNSF will require the contractor's Health and Safety Plan to define the appropriate engineering control methods and personal protection equipment for health and safety and follow BNSF SOP for environmental protection.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

None that would affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Noise levels will increase during construction from machinery and equipment being operated during normal work hours. Following construction, normal background noise levels typical of a mainline railroad will continue to occur.

3) Proposed measures to reduce or control noise impacts, if any:

Adhering to normal work hours and having the construction machinery and vehicles with mufflers in optimum working order.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The current use of the site is the existing BNSF interstate mainline railroad. Adjacent properties include a combination of open space (flanking the railroad) and Cascade Drive, rural housing, and Bass Lake to the north, and the town of North Bonneville and State Route 14 to the south. The proposal will not affect land uses on nearby or adjacent properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The site has not been used as working farmlands or forest lands. No acres in farmland or forest land will be converted.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

c. Describe any structures on the site.

Structures on the site consist of the railroad track structural embankment, railroad operation communication signal infrastructure, and several culverts.

d. Will any structures be demolished? If so, what?

No.

e. What is the current zoning classification of the site?

The project site (BNSF ROW) is not zoned by the City of North Bonneville; however adjacent parcels to the north and south of the BNSF ROW are zoned as O-Open Space Preserve. The far eastern adjacent parcels to the south, and to the north near Bass Lake, are identified as Federal Ownership Areas.

f. What is the current comprehensive plan designation of the site?

The project site (BNSF ROW) is not designated in the City of North Bonneville's comprehensive plan. However, adjacent parcels to the north and south of the BNSF ROW are designated as Municipal, and the far eastern adjacent parcels to the south, and to the north near Bass Lake, are designated as USA (federal).

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Skamania County has identified the site as being within Mt. Adams Volcanic Hazard Zone LC. USGS identifies Zone LC as having the lowest lava burial rate, or having an annual probability of less than 1 in 1,000,000 of a given point in the zone being covered by a lava flow.

i. Approximately how many people would reside or work in the completed project?

No one currently resides at the project site and no one will reside at the completed project site. After the project is completed, track crews of 1 to 4 persons will work on-site as needed for routine BNSF rail operations and maintenance.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

This project is specifically related to the existing and continued use of the property as an interstate, mainline railroad.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Not applicable.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Replacement metal signal structures will be approximately 25 feet high. Signal house structures will have metal siding.

b. What views in the immediate vicinity would be altered or obstructed?

None.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

No light or glare producing activity is proposed. The only source of light is related to existing railroad operations, such as signals and lights on trains.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

c. What existing off-site sources of light or glare may affect your proposal?

None.

d. Proposed measures to reduce or control light and glare impacts, if any:

Not applicable.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

North Bonneville has a system of four Heritage Trails within its city limits, including the 2-mile long Greenleaf Trail north of the project site which extends 2+/- miles east to Bass Lake. There are numerous recreational opportunities at Bonneville Dam, located approximately 0.5 miles south of the project site.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Not applicable.

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

According to the *BNSF Melonas Siding – Initial Records Review, Report No. 3339* by Archeological Investigations Northwest, Inc. (AINW) dated October 2, 2014, no buildings, structures or sites listed in, or eligible for listing in national, state or local preservation registers are located on the project site or immediately adjacent to the BNSF ROW.

There are 12 archaeological sites recorded within a 0.8-mile radius of the project site, three of which are part of the North Bonneville Archaeological District and are listed in the National Register of Historic Places (NRHP):

- Archaeological site 45SA5, located 0.26 mile north of the project area, is a village that included an estimated 35 circular housepit features.
- Archaeological site 45SA9, located 541 feet southwest of the project area, was the location of a former U.S. Army Post (Fort Cascades), historic town site (Cascades Townsite), and a Native American village. Excavations were conducted on the fort and town site in the 1980s that identified and tested many of the former building locations.
- Archaeological site 45SA16, located 0.48 mile southwest of the project area, was identified as a series of historic-period burial vaults that were mostly destroyed during construction of SR 14 and the railroad, and a historic-period Native American village site. The site was mentioned in April 1805 by Lewis and Clark.

Additionally, archaeological site 45SA11, located 0.29 mile south of the project area, was a pithouse village (Clah-Cleh-Lah) that had been visited by Lewis and Clark in 1805. Extensive excavations were conducted at the site in preparation for the second powerhouse construction at Bonneville Dam. The site was determined eligible for listing in the NRHP (Stein 1975).

The Bonneville Dam, located approximately 0.5-mile south/southeast of the project site, was built by the Corps of Engineers from 1909-1938. Portions of the Bonneville Lock and Dam Project were declared a National Historic Landmark in 1987.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

In addition to the Indian and historic use or occupation sites enumerated above in Question 13.a., the following were identified in the October 2014 AINW report as being near the project area:

- Archaeological site 45SA3, located 0.28 mile south of the project area, consists of pre-contact lithic scatter. Portions of the site were destroyed by construction of State Route (SR) 14 and the second powerhouse at Bonneville Dam.
- Archaeological site 45SA4 is located 0.24 mile north of the project area. The site consists of pre-contact lithic scatter, east of Greenleaf Slough north of SR 14.
- Archaeological site 45SA6 is located 587 feet north of the project area. The site was a late 1800s and early 1900s Native American encampment.
- Archaeological site 45SA7 is located 0.25 mile north of the project area. The site was a late 1800s and early 1900s Native American encampment.
- Archaeological site 45SA8 is located 251 feet south of the project area. The site was identified by informants as an early homestead.
- An historic pioneer cemetery (Cascade Cemetery) is located north of the project center.

AINW conducted a review of records and reports on file at the Washington State Department of Archaeology and Historic Preservation (DAHP) available through the Washington Information System for Architectural and Archaeological Records Data (WISAARD) online database, and reviewed other documents in AINW's library. AINW also examined historic-period maps from the Bureau of Land Management and other historical maps and published secondary sources on file at AINW.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Not applicable; no potential impacts were identified in the AINW October 2014 report.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Per BNSF SOP for all rail projects, an Inadvertent Discovery Plan will be implemented for the project.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The project site is only accessible with permission from BNSF. There are several existing access points to the BNSF ROW along the work corridor, including Cascade Drive near the west end and Dam Access Road near the east end.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The area is served by the Skamania County Public Transit (weekdays year-round) and the Skamania County West End Transit (WET) bus (seasonally on weekends May to mid-October). The nearest transit stop is at the city entrance to North Bonneville.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

No parking spaces will be created or eliminated by the project.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

No.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project is within the BNSF ROW, which is a mainline, interstate railroad.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

No daily vehicle trips would be generated by the completed project.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No.

h. Proposed measures to reduce or control transportation impacts, if any:

Not applicable.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Not applicable.

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other: fiber optic
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No additional utilities are proposed for this project.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee: Diane M. Williams

Position and Agency/Organization:

Senior Environmental Coordinator/J.L. Patterson & Associates, Inc.- Environmental Services Group (JLP-E)

Date Submitted: October 19, 2015

SEPA ENVIRONMENTAL CHECKLIST UPDATED 2014

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. BACKGROUND

1. Name of proposed project, if applicable: "BNSF Washougal to Mt. Pleasant Double Track" Project

2. Name of applicant: BNSF Railway Company (BNSF)

3. Address and phone number of applicant and contact person:

Donald Omsberg, Manager Engineering
2454 Occidental Avenue South, Suite 2-D
Seattle, WA 98134-1451
206-625-6264

4. Date checklist prepared: 1/13/2016 (prepared for BNSF by J.L. Patterson & Associates/Jacobs Engineering)

5. Agency requesting checklist: Washington Department of Ecology (Ecology)

6. Proposed timing or schedule (including phasing, if applicable):

Estimate of construction start date: Summer 2016 or when permits are issued

Estimate of construction finish date: 6 months from start date

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Storm Water Pollution Prevention Plan (SWPPP)
- NPDES Construction Storm Water General Permit NOI (submitted concurrent with SEPA Checklist review)
- Cultural resources records review (within 1 mile of the project work corridor)
- Inadvertent Discovery Plan for historic/cultural resource protection during construction
- Wetland Delineation Report for jurisdictional waters of the U.S. within the project work corridor

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No.

10. List any government approvals or permits that will be needed for your proposal, if known.

- NPDES Construction Storm Water General Permit Authorization
- Land Use Approval - Columbia River Gorge National Scenic Area (administered by Clark County)

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The project is comprised of two segments. Segment 1 will upgrade an existing mainline track and construct a second mainline track adjacent to and south of the existing mainline track for approximately 2.56 miles. Segment 2 will upgrade a track turnout and construct 800+/- feet (0.15 mile) of additional track. Work will be within the BNSF right-of-way (ROW). Additional components of Segment 1 include: replacing/constructing switches and signals; extending four culverts and replacing one culvert along the work corridor; and constructing a second bridge over Lawton Creek at BNSF Milepost (MP) 31.3.

The project totals approximately 2.71 miles in length, and the overall work area is approximately 46 acres with 10+/- acres of ground disturbance. The additional track will connect existing sidings for double-track operations, which in turn will allow smoother, continuous movement of trains and reduce wait times at road crossings and stopped trains throughout the region.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Segment 1 is east of the City of Washougal, WA within Clark County in portions of Sections 8, 14, 15, 17, 23 and 24; Township 1 North, Range 4 East (the Section 15 portion crosses slightly into Skamania County). Segment 2 is in the City of Washougal in a portion of Section 19, Township 1 North, Range 5 East; Willamette Meridian. The project is within the BNSF right-of-way (ROW) in the Northwest Division, Fallbridge Subdivision, Line Segment 47, from Milepost (MP) 27.74 to 27.89 (Segment 2 track turnout upgrade in City of Washougal) and from MP 29.70 to MP 32.26 (Segment 1). The approximate center of project is: 45°33'46.46"N, 122°16'23.84"W.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site

(circle one): Flat, rolling, hilly, steep slopes (adjacent to the ROW, but not being affected), mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)?

The project work site is relatively flat, with localized railroad embankment slopes of approximately 60% and adjacent steep slopes between the rail line and Highway 14 which will not be affected by this work.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The *Soil Survey of Clark County Area, Washington* (NRCS, 1972) mapped 10 soil series in the study area: Hillsboro silt loam, 0 to 3 percent slopes (HoA); Hillsboro silt loam, 3 to 8 percent slopes (HoB); Hillsboro bouldery silt loam, 3 to 8 percent slopes (HsB); Lauren gravelly loam, 20 to 55 percent slopes (LrF); Lauren gravelly loam 3 to 15 percent slopes (LrC), Newberg silt loam 3 to 8 percent slopes (NbB), Sauvie silt loam, 0 to 3 percent slopes (SmA); Riverwash cobbly (Rc); Rough broken land (Ro); and Washougal gravelly loam, 0 to 8 percent slopes (WgB). The *Soil Survey of Skamania County Area, Washington* (NRCS, 1990) mapped one soil series in the study area: Xerorthents-Rock outcrop complex, 50 to 90 percent slopes.

All of these soils (except Riverwash) are used for crops, hay, and pasture. The Riverwash mapping unit is the only soil listed as hydric. No agricultural activities have occurred on soils within the BNSF ROW in over 100 years.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Earth disturbing work will involve 11,300+/- cubic yards (CY) of fill, 10,100+/- CY of excavation, and 10+/- acres of grading to construct the new rail grade and associated infrastructure.

The source of fill is the balance of on-site excavated material shifted to fill locations, and clean structural rock from local commercial quarries that meets the engineering design criteria for use in mainline railroad construction.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

The potential for erosion is low on the project site because of the generally flat conditions of the existing BNSF ROW work corridor and the nature of construction involving stabilized rock structural material. Vegetation clearing will be the minimum required and project-specific BMPs will be implemented to prevent construction-related erosion.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Currently less than 1% of the area of the project has impervious surfaces, and less than 1% of the site will be covered with impervious surfaces after project construction.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

BMPs will be designed and implemented according to the most recent version of the Ecology Stormwater Management Manual for Western Washington (amended 12/2014). The BMPs used will be those most appropriate for the project site and include, but are not limited to, rock cover, seeding and mulch cover, sediment filter rolls, and sediment filter fabric fencing.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

There is potential for dust generation and short-term elevated emissions from construction equipment during construction. Short-term general construction equipment emissions are not expected to be measurable above background more than 100 feet outside of the BNSF ROW. Following completion of the project, emissions from the site will be limited similar conditions pre-existing to the project.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Dust control measures during construction, such as watering of open soil areas and placement of clean rock on BNSF access points and staging areas, will be implemented as needed. Any water used for dust control will be from an authorized source. Machinery, equipment, and support vehicles used for the project will be maintained in proper working order to keep emissions within applicable air quality guidelines.

3. Water

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Two wetlands in Segment 1 of the project were delineated within and adjacent to the BNSF ROW. The wetlands are located south of the project work corridor between the BNSF tracks and non-BNSF properties bordering the Columbia River. The wetlands total approximately 16.69 acres, of which 0.82-acre is within the BNSF ROW (see table below). These wetlands drain to floodplain wetlands south of the BNSF ROW.

Lawton Creek, a year-round stream, flows under the BNSF bridge at MP 31.3. Lawton Creek drains south, directly to the Columbia River.

Wetland (WL)	Approximate Overall Acres (AC)	AC within the BNSF ROW	HGM	Ecology Rating	Cowardin Classification
A	9.16	0.24	Riverine	II	PEM-PSS-PFO
B	7.53	0.58	Depressional	III	PEM
Totals	16.69	0.82			

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes. The project will require work approximately 50 feet north of Wetlands A and B to construct the new mainline track rail grade. A bridge for the new mainline track will also be constructed adjacent to and south of the existing bridge over Lawton Creek, however the new bridge abutments and work will be outside of the Ordinary High Water Mark (OHWM).

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No. However, there are Zone A areas (subject to inundation by the 1-percent-annual-chance flood event) adjacent to portions of the work corridor.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Not applicable.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The only source of runoff would be associated with incident precipitation. This location averages approximately 84 inches of yearly precipitation. Temporary, during-construction storm water runoff, as well as permanent after-construction runoff, will not be different from existing conditions. Portions of existing trackside ditches will be replaced with new, in-kind, adjacent ditches with no change to hydrologic function, storm water filtration/infiltration rates, or end connectivity. BMPs will be installed to prevent during-construction storm water runoff from entering any water bodies.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The project does not have any significant alternation of drainage patterns. Portions of trackside ditches will be moved to in-kind, constructed replacement ditches, and existing culverts will be extended under the new rail grade.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Reinforced sediment filter fabric fencing, sediment filter rolls, and rock cover will be implemented and managed throughout the project to control runoff during construction. Permanent measures to control runoff will be placement of rock cover on final slopes or seeding/mulching for vegetation cover. General drainage patterns will not change.

4. Plants

a. Check the types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other: black cottonwood,

evergreen tree: fir, cedar, pine, other

shrubs

grass

pasture

crop or grain

orchards, vineyards or other permanent crops.

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other: reed canarygrass,

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

The project will require approximately 10 acres of ground disturbance, approximately half of which has vegetation cover. The majority of vegetation to be removed will be grasses, weeds, and/or shrubs in the already-disturbed BNSF ROW. Removal of existing vegetation, including some trees in the BNSF ROW, will be limited to the minimum needed for the project.

c. List threatened and endangered species known to be on or near the site.

There are no federal or state-listed threatened or endangered plant species known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Open soil areas not covered with clean rock after final construction and grading will be seeded with permanent native grasses and mulched.

e. List all noxious weeds and invasive species known to be on or near the site.

Himalayan blackberry, reed canarygrass, Canada thistle, common tansy, Scotch broom, and common cattail.

5. Animals

- a. **List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:**

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other: small rodentia

fish: bass, salmon, trout, herring, shellfish, other _____

- b. **List any threatened and endangered species known to be on or near the site**

Federally-listed Lower Columbia River coho salmon and Lower Columbia River steelhead trout are known to be in Lawton Creek at BNSF MP 31.3, and in the Columbia River that varies from 100 to 200 feet south of the project work limits near the east end of the project. Besides Columbia River coho and steelhead, federally-listed bull trout, Chinook salmon and chum salmon are also known to be in the Columbia River.

- c. **Is the site part of a migration route? If so, explain.**

Lawton Creek at BNSF MP 31.3 provides habitat for spawning and rearing steelhead and migrating coho salmon. All work for the proposed second bridge over Lawton Creek will be above the OHWM and will have no impact to the creek.

- d. **Proposed measures to preserve or enhance wildlife, if any:**

Sediment-control BMPs will be implemented and managed throughout project construction.

- e. **List any invasive animal species known to be on or near the site.**

None.

6. Energy and Natural Resources

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

A minor amount of electricity will be used to operate the signals and switches after project completion. This is no different than the existing condition.

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

No.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

Not applicable.

7. Environmental health

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

No environmental health hazards are anticipated as a result of the project construction, and continued and ongoing railroad operations will be consistent with applicable Hazardous Waste Transport rules and regulations.

During construction, all waste materials associated with the project will be handled and disposed of in a manner that does not cause any health hazard. Good housekeeping BMPs at the work site will be identified in the project-specific SWPPP and will be implemented and managed as follows:

- All vehicles, equipment, and petroleum product storage/dispensing areas will be inspected daily to detect any leaks or spills, and to identify maintenance needs to prevent leaks or spills.
- On-site fueling and petroleum product storage containers will include secondary containment.
- Spill prevention measures, such as drip-pans and absorbent pads, will be used when conducting on-site maintenance and minor repair of vehicles or equipment.
- Prior to performing any minor or emergency vehicle repairs on-site, plastic will be placed beneath the vehicle and, if raining, placed over the vehicle.
- Spill kits shall be available at all point of machinery operations.
- Solid waste will be stored in secure, clearly marked containers and regularly maintained/serviced.
- The Contractor will prepare a Spill Prevention, Containment and Control Plan (SPCC) in accordance to BNSF contractual requirements.

1) Describe any known or possible contamination at the site from present or past uses.

None known.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Fuel and machinery maintenance fluids will be used during construction.

4) Describe special emergency services that might be required.

BNSF does not anticipate that special emergency services will be required. However, per BNSF Standard Operating Procedures (SOP), the contractor will develop and submit an emergency Safety Action Plan prior to starting construction. This plan will identify local and regional authorities to contact in case of an emergency and the appropriate protocol to follow. Following construction, BNSF is responsible and equipped to respond to emergencies. During rail operations, BNSF personnel are required to comply with BNSF's existing health and safety plan.

5) Proposed measures to reduce or control environmental health hazards, if any:

This action is not anticipated to create an environmental health hazard. The contractor will be required to follow the applicable Washington Industrial Safety and Health Administration (WISHA) regulations during project construction. BNSF will require the contractor's Health and Safety Plan to define the appropriate engineering control methods and personal protection equipment for health and safety and follow BNSF SOP for environmental protection.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

None that would affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Noise levels will increase during construction from machinery and equipment being operated during normal work hours. Following construction, normal background noise levels typical of the existing mainline railroad will continue to occur.

3) Proposed measures to reduce or control noise impacts, if any:

Adhering to normal work hours and having the construction machinery and vehicles with mufflers in optimum working order.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The current use of the site is the existing BNSF interstate mainline railroad. Segment 1 adjacent properties include Washington State Route 14 (SR 14), Gifford Pinchot National Forest, and the U.S. Fish and Wildlife Service (USFWS) Steigerwald Lake National Wildlife Refuge to the north, and M Bar J Ranch, other private land, Gifford Pinchot National Forest, and the USFWS Steigerwald Lake National Wildlife Refuge to the south. Segment 2 adjacent properties include commercial buildings/businesses to the north and residences to the south. The proposal will not affect land uses on nearby or adjacent properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The site has not been used as working farmlands or forest lands. No acres in farmland or forest land will be converted.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

c. Describe any structures on the site.

Structures within the work corridor consist of the railroad track structural embankment, railroad operation communication signal infrastructure, and culverts.

d. Will any structures be demolished? If so, what?

No.

e. What is the current zoning classification of the site?

Clark County zones Segment 1 (BNSF MP 29.70 to MP 32.26) as Gorge General Management Area-Large Scale Agriculture. The City of Washougal zones Segment 2 (BNSF MP 27.74 to MP 27.89) as R1-5 (Single-Family residential), and as C-3 CC (Community commercial) just north of the site.

f. What is the current comprehensive plan designation of the site?

Clark County designates Segment 1 the same as the zoning classifications listed above under Question 8.e. The City of Washougal designates properties abutting Segment 2 north of the BNSF ROW as "General Commercial", and as "Town Center" south of the BNSF ROW.

g. If applicable, what is the current shoreline master program designation of the site?

Only the extreme east end of the 2.71-mile long site is designated; BNSF MP 32, a small portion west of MP 32, and a small portion near MP 31 are designated "Conservancy" by Clark County.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Clark County designates Habitat Conservation Areas as critical areas. According to WDFW PHS data, areas in Segment 1 of the project north of the tracks are priority Oak Woodland habitat, and areas south of the tracks (within the Steigerwald National Wildlife Refuge) include wood duck breeding and nesting habitat and regular concentrations of wintering waterfowl.

i. Approximately how many people would reside or work in the completed project?

No one currently resides at the project site and no one will reside at the completed project site. After the project is completed, track crews of 1-4 persons will work on-site as needed for routine BNSF rail operations and maintenance.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

This project is specifically related to the existing and continued use of the property as an interstate, mainline railroad. However, BNSF is submitting a Land Use Application to Clark County to comply with the Columbia River Gorge National Scenic Area.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Not applicable.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Replacement metal signal structures will be approximately 25 feet high.

b. What views in the immediate vicinity would be altered or obstructed?

None.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

No light or glare producing activity is proposed. The only source of light is related to existing railroad operations, such as signals and lights on trains.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

c. What existing off-site sources of light or glare may affect your proposal?

None.

d. Proposed measures to reduce or control light and glare impacts, if any:

Not applicable.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Recreational activities such as bird watching, hiking, camping and boating are available on the nearby Steigerwald Lake National Wildlife Refuge and the Columbia River.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Not applicable.

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

According to the *BNSF Washougal to Mt. Pleasant – Initial Records Review* by Archeological Investigations Northwest, Inc. (AINW) on October 2, 2014 (Report No. 3338), no buildings, structures or sites listed in, or eligible for listing in national, state or local preservation registers, are located on the project site or immediately adjacent to the BNSF ROW.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

The following sites were identified in the October 2014 AINW report as being near the project area.

There are two archaeological sites recorded within a 0.5-mile radius of the Segment 2 project site (MP 27.74 to MP 27.89) within the City of Washougal:

- Archaeological site 45CL28 is located 0.39 mile southwest of the project area and consists of a scatter of projectile points, fire-cracked rock (FCR), stone tools, and lithic debitage.
- Archaeological site 45CL245H located 0.46 mile northeast of the urban portion of the project area is a historic-period farmhouse (Anonymous 1979).

There are five archaeological sites recorded within a 0.5-mile radius of Segment 1 project site (MP 29.70 to MP 32.26) within the Columbia River Gorge National Scenic Area in Clark County:

- Archaeological site 45CL169 located 124 feet north of the project area consists of a scatter of lithic debitage, stone tools, and FCR next to Lawton Creek, immediately north of Highway 14.
- Archaeological site 45CL644 located 0.32 mile north of the project area consists of the remnants of a farmhouse and other structures, and a trash scatter.
- Archaeological isolate 45CL645 is located 0.31 mile north of the project area, and consists of a single cryptocrystalline silicate flake.
- Archaeological site 45CL939 is located 240 feet south of the project area, and was identified as the support pilings for a fish wheel.
- Archaeological site 45CL953 is located 248 feet north of the project area, and is a scatter of historic-period trash in association with a concrete foundation.

AINW conducted a review of records and reports on file at the Washington State Department of Archaeology and Historic Preservation (DAHP) available through the Washington Information System for Architectural and Archaeological Records Data (WISAARD) online database, and reviewed other documents in AINW's library. AINW also examined historic-period maps from the Bureau of Land Management and other historical maps and published secondary sources on file at AINW.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Staff archeologists and BNSF's Tribal Liaison will consult with WA DAHP and tribes to identify parameters of, and to conduct, a formal cultural resources investigation.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Based on the formal on site investigation identified above under Question 13.c., monitoring recommendations will be instituted to ensure avoidance of cultural/historic resource impacts. Per BNSF SOP for all rail projects, an Inadvertent Discovery Plan will also be implemented for the project.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The project site is only accessible with permission from BNSF. The primary existing access points to the BNSF ROW along the project work corridor are along Highway 14/SE Evergreen Highway north of the tracks in both Segment 1 and Segment 2. There are also private access driveways at BNSF MP 31.20 and MP 31.40.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The area is served by C-Tran. The nearest transit stop is in Washougal at 45th Street and Addy Street/Addy Street Loop south of Highway 14.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

No parking spaces will be created or eliminated by the project.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

No.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project is within BNSF property or ROW, which is a mainline, interstate railroad.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

No daily vehicle trips would be generated by the completed project.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No.

- h. Proposed measures to reduce or control transportation impacts, if any:

Not applicable.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

Not applicable.

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other irrigation water lines at MP 31.34 and MP 32.18

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No additional utilities are proposed for this project.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee: Diane M. Williams

Position and Agency/Organization: Senior Environmental Coordinator
J.L. Patterson & Associates/Jacobs Engineering

Date Submitted: January 14, 2016



FRIENDS OF THE COLUMBIA GORGE

VIA E-MAIL

May 16, 2016

Kathleen Emmett
Technical Services Unit Supervisor
Water Quality Program
Washington State Department of Ecology
PO Box 47600
Olympia, WA 98504-7600
Kathleen.Emmett@ecy.wa.gov

Re: SEPA Determination of Non-Significance for BNSF Melonas Siding (SEPA File No. 201602264)

Dear Ms. Emmett:

Friends of the Columbia Gorge and Columbia Riverkeeper (collectively “Friends”) have reviewed and would like to comment on the above-referenced determination of non-significance (DNS). Friends of the Columbia Gorge is a non-profit organization with approximately 6,000 members dedicated to protecting and enhancing the resources of the Columbia River Gorge. Our membership includes hundreds of citizens who reside in the six counties within the Columbia River Gorge National Scenic Area (CRGNSA or “the NSA”). Columbia Riverkeeper is a non-profit organization with over 10,000 members, including many members that live, work, and recreate near the proposed project area. Columbia Riverkeeper’s mission is to protect and restore the water quality of the Columbia River and all life connected to it, from the headwaters to the Pacific Ocean.

This project, proposed in an urban area within the Columbia River Gorge National Scenic Area, is likely to result in significant impacts to the environment. The project would impact the Columbia River up- and downstream of the project area by facilitating increased rail capacity. Friends requests that the Department of Ecology (the Department) prepare an environmental impact statement (EIS) for this project that fully discloses the project’s likely significant environmental impacts.

/// /// ///

I. Statutory Background

While Congress passed the Columbia River Gorge National Scenic Area Act to protect the Columbia River Gorge, the Washington SEPA was passed to more generally ensure that environmental values are taken into account when the state is making decisions. SEPA is also the mechanism in Washington for ensuring that all impacts of a project – whether on the project site or off of it – are considered. The importance of SEPA review cannot be underestimated, nor can the importance of preparing an EIS when it is warranted.

An EIS is required when the impacts from a proposed project would be significant – meaning there is a reasonable likelihood of more than a moderate impact on environmental quality. WAC § 197-11-794(1). Washington courts have interpreted this provision as requiring an EIS “whenever more than a moderate effect on the quality of the environment is a reasonable probability.” *Norway Hill Preservation & Protection Ass’n v. King County Council*, 87 Wash. 2d 267, 273 (1976).

In keeping with SEPA’s mission to infuse government decision-making with environmental consciousness so that the quality of the environment is determined “by deliberation, not default,” agency decisions to forego EIS preparation are closely scrutinized by courts. *See, e.g. Norway Hill* at 272. The Washington Supreme Court has clarified that the goals of SEPA would be frustrated by erroneous threshold determinations where agencies set the bar for preparing an EIS too high. *Id.* at 273.

SEPA’s general purpose is to require consideration of environmental factors at the earliest possible stage in order to allow decisions to be based on a complete disclosure of environmental consequences. *See Stempel v. Dept. of Water Resources v. City of Kirkland*, 82 Wash. 2d 109, 118 (1973). This threshold consideration of environmental factors must be integrated into early planning in order to avoid thwarting SEPA’s policies. *See* WAC § 197-11-300. The threshold determination is required so that actions do not improperly avoid environmental scrutiny at an early stage. *Juanita Bay Valley Community Ass’n v. City of Kirkland*, 9 Wash. App. 59, 73 (1973).

When a responsible official is making a threshold determination of whether to issue an EIS, SEPA requires that the evidence be viewed through the examination of two relevant factors: “(1) the extent to which the action will cause adverse environmental effects in excess of those created by existing uses in the area, and (2) the absolute quantitative adverse environmental effects of the action itself, including the cumulative harm that results from its contribution to existing adverse conditions or uses in the affected area.” *Norway Hill* at 277. Thus, **a DNS must take direct, indirect, and cumulative impacts into account.** *See also, Swift v. Island County*, 87 Wn.2d 348, 552 P.2d 175 (1976) (an EIS is required for development near historical and natural resources that are located offsite).

RCW 43.97.025(1) also applies to the Department of Ecology’s review of this project: “all state agencies . . . are hereby directed and provided authority to carry out their respective functions and responsibilities in accordance with the [Columbia River Gorge Compact], the Columbia River Gorge National Scenic Area Act, and the provisions of” the state implementation of the Act. As such, **the department is required to take into account all impacts to the National**

Scenic Area and to ensure that its decision is consistent with all National Scenic Area authorities.

Any significant development that will potentially degrade scenic, cultural, recreational, or natural resources of the National Scenic Area creates a “reasonable probability” that the action will have “more than a moderate effect on the quality of the environment.” *Id.* at 273. As discussed below, degradation of at least some of these resources by the proposed project will likely occur; therefore, an EIS is required by law.

II. Project Background

Under the current submittal, applicant BNSF Railway has proposed to build a new siding that is over 2 miles in length to improve operational efficiency. A byproduct of operational efficiency is that more and longer trains will be able to travel faster through the NSA. The project also includes upgrading the current mainline track, new switches and controls, new trackside drainage ditches, ~210 feet of new retaining walls, and two new bridges. It will also impact 4 wetlands, result in ~11 acres of ground disturbance, and require ~35,800 cubic yards of fill. It is likely that the project would harm resources in the NSA.

III. Incomplete Environmental Checklist

The environmental checklist fails to fully disclose the potential impacts to sensitive resources in the Columbia River Gorge National Scenic Area, making it impossible for the department to lawfully issue a DNS. The reviewing agency must ensure that all potential impacts are disclosed by collecting the information itself, by requesting additional information from the applicant, or by requiring the preparation of an EIS to ensure that all impacts are taken into account. Given the legal landscape outlined above in Section I and the types of impacts threatened by this proposal, the preparation of an EIS will ultimately be required.

While the stated purpose of the project is improved operational efficiency, it is the actual affect of the project that must be considered by the Department rather than the purpose as stated by the applicant. One key piece of information that is lacking in the environmental checklist is a quantification of the increased train speeds and train traffic the construction of the new tracks could accommodate. This information is critical to even a basic understanding of the long-term impact of the project. **In simple terms, quantifying the number of additional trains, engines, and cars that could be accommodated with the increased capacity that will come from improved operational efficiency is necessary for SEPA review.**

Coal Trains

Whether or not it is part of the stated purpose, one likely result of the proposed project is to facilitate increased transport of fossil fuels to proposed coal and oil terminals in the Northwest. BNSF currently transports 3-4 unit trains of coal daily through the Columbia River Gorge. The coal is transported in open-topped coal cars. According to BNSF Railway, each car loses between 500 and 2,000 pounds of coal dust in transport from the Powder River Basin, or about one pound per mile. With 120 cars per train, each coal train loses about 10,200 pounds of coal as it travels 85 miles through the Gorge. Coal is deposited in the Columbia River, numerous tributary streams, ponds and wetlands within the Columbia River Gorge National Scenic Area.

Unpermitted discharge of coal into a waterway of the United States is in violation of the federal Clean Water Act.

In 2014, Dr. Dan Jaffe, professor of Atmospheric and Environmental Chemistry at the University of Washington, performed the study of coal dust emitted from BNSF trains in the Columbia River Gorge. The study, released in November, 2015 and Published in the journal “Atmospheric Pollution Research” found that every coal train emits coal particulate matter, Coal trains emit twice the amount of PM2.5 compared to freight trains. The Jaffe Research Group has a project website with links to the study as well as two supplemental videos demonstrating coal dust blowing off trains. See <http://www.sciencedirect.com/science/article/pii/S1309104215000057>

To announce the study, the University of Washington issued a press release stating that diesel-powered coal trains and freight trains pass through the Columbia River Gorge National Scenic Area on a regular basis and that “new research data shows negative impacts on air quality that present health risks.” See http://gorgefriends.org/downloads/NewsRelease_Jaffe_Coal_Train_Impact.pdf

Increased levels of particulate matter are associated with a number of ill health effects including increased cancer rates, respiratory and cardiac disease, and associations with neurodevelopment disorders. The most vulnerable populations are the elderly, pregnant women, children, and people with existing diseases. In response to the new findings, Dr. Patrick O'Herron, President of Oregon Physicians for Social Responsibility issued the following statement, “Polluted air is hurting our health and it’s going to get much worse if we don't take action. . . The sooner we take steps to protect ourselves from dirty coal, the sooner every family, community, and business will benefit from cleaner air and water, better health, lower health care costs, and stronger communities. Protecting ourselves from the health effects of coal trains is the right thing to do - and the smart thing to do.”

As the Department of Ecology is well aware, two pending proposals for coal export terminals in Washington State would transport an additional 92 million tons of coal per year through the Columbia River Gorge. The Gateway Pacific terminal would transport 48 million tons of coal per year on the BNSF line through the Columbia River Gorge to Cherry Point. The Millennium Bulk Logistics terminal proposed in Longview would transport 44 million tons of coal per year through the Columbia River Gorge. If these projects are approved, up to 20 additional loaded coal trains would travel through the Gorge every day. The indirect and cumulative effects of this project in facilitating coal transport through the Columbia River Gorge and the state of Washington present a reasonable likelihood of substantial impacts on the environment, warranting an EIS.

Oil Trains

The project would also facilitate an increase in oil train traffic. Several proposals for oil terminals are pending in Washington, including what would be the largest oil-by-rail terminal in North America – Tesoro’s Vancouver Energy project. Much, if not all of this oil would be transported on the BNSF line through the Columbia River Gorge. Since 2013, oil train accidents have caused 47 fatalities, spilled millions of gallons of crude oil, caused the evacuation of thousands of people and caused billions of dollars in property damage and environmental destruction. The oil train safety requirements contained in the 2015 FAST Act allow tank cars

with a puncture threshold of 18 m.p.h. to travel at speeds of 50 m.p.h. The likelihood of an accident causing an oil spill, fire and explosion in Washington is very high.

Federal law gives railroads very little control over what commodities they carry. Now that Congress has lifted the U.S. crude oil export ban, we can expect more and more pressure to transport these dangerous trains through the Gorge to terminals on the west coast. The failure to disclose the likely additional train traffic in the environmental checklist and to claim that there will be no change or increase in environmental health hazards renders the checklist incomplete. A new checklist that completely captures the likely effects of the project is necessary.

IV. Environmental Justice

The project also requires an EIS based on impacts to environmental justice communities. Specifically, the project facilitates increased rail traffic and increased train speed, which will impact environmental justice communities, including tribal members. Under SEPA's implementing regulations, the Department must disclose these impacts in an EIS.

Notably, the Environmental Checklist fails to disclose the project's impacts on environmental justice communities up- and downstream of the proposed project construction area. For example, the Environmental Checklist fails to disclose:

- the impacts of increased rail speed on access to and enjoyment of the Columbia River by environmental justice communities;
- the health impacts of increased rail traffic on environmental justice communities; and
- the increased risk of train derailments, and associated direct and indirect impacts on environmental justice communities, resulting from increased rail traffic and speed.

All of these impacts warrant analysis in an EIS and mitigation. Overall, the project's impacts on environmental justice communities necessitates a threshold "significance" finding and, therefore, an EIS.

V. Cultural Resources

The project requires an EIS based on impacts to cultural resources in the project construction area, as well as up- and downstream. As noted above, the project facilitates increased rail traffic and increased train speed. The Department's own studies demonstrate that increased rail traffic and speed are associated with increased risk of derailments and spills. *See* Washington State 2014 Marine and Rail Oil Transportation Study, Washington Dept. of Ecology (Mar. 1, 2015). Derailments and spills impact cultural resources along the BNSF rail line. The Environmental Checklist fails to disclose, let alone analyze, these impacts. Under SEPA's implementing regulations, the Department must disclose in an EIS the project's impacts on cultural resources at the project construction site, as well as the project's direct and indirect impacts on cultural resources up- and downstream of the project construction site.

VI. Conclusion – An EIS is Required

Despite the reasonable probability of more than a moderate effect on the quality of the environment and sufficient evidence of adverse consequences, the department issued a DNS. This action ignores the goals of SEPA, whose environmental responsibility mission demands that any doubt must be resolved in favor of EIS preparation.

Friends asks that the department prepare an EIS for this action.

Thank you for this opportunity to comment.

Sincerely,



Steven D. McCoy
Staff Attorney
Friends of the Columbia Gorge



Lauren Goldberg
Staff Attorney
Columbia Riverkeeper

CC: separegister@ecy.wa.gov
bill.moore@ecy.wa.gov
Columbia River Gorge Commission



FRIENDS OF THE COLUMBIA GORGE

VIA E-MAIL

April 8, 2016

Kathleen Emmett
Technical Services Unit Supervisor
Water Quality Program
Washington State Department of Ecology
PO Box 47600
Olympia, WA 98504-7600
Kathleen.Emmett@ecy.wa.gov

**Re: SEPA Determination of Non-Significance for BNSF Washougal to Mt. Pleasant
Double Track (SEPA File No. 201601576)**

Dear Ms. Emmett:

Friends of the Columbia Gorge and Columbia Riverkeeper (collectively “Friends”) have reviewed and would like to comment on the above-referenced determination of non-significance (“DNS”). Friends of the Columbia Gorge is a non-profit organization with approximately 6,000 members dedicated to protecting and enhancing the resources of the Columbia River Gorge. Our membership includes hundreds of citizens who reside in the six counties within the Columbia River Gorge National Scenic Area (“CRGNSA” or “the NSA”). Columbia Riverkeeper is a non-profit organization with over 10,000 members, including many members that live, work, and recreate near the proposed project area. Columbia Riverkeeper’s mission is to protect and restore the water quality of the Columbia River and all life connected to it, from the headwaters to the Pacific Ocean.

This project, proposed in both a National Wildlife Refuge and in the Columbia River Gorge National Scenic Area is likely to result in significant impacts to the environment. The project will also impact the Columbia River up- and downstream of the project area by facilitating increased rail capacity. Friends requests that the Department of Ecology (“the Department”) prepare an environmental impact statement (“EIS”) for this project that fully discloses the project’s likely significant environmental impacts.

I. Statutory Background

The Columbia River Gorge National Scenic Area was established for two purposes: “to protect and provide for the enhancement of the scenic, cultural, recreational, and natural resources” of the CRGNSA and, consistent with such resource protection, “[t]o protect and support the economy of the Columbia River Gorge area by encouraging growth to occur in existing urban areas. . . .” 16 USC § 544a. This is reflected in the Management Plan for the Columbia River Gorge National Scenic Area. It allows more intensive development in designated urban areas while strictly protecting the Gorge outside of urban areas. Development outside of urban areas must be met with higher scrutiny.

The CRGNSA outside of urban areas is further divided into the General Management Area (“GMA”) and the Special Management Areas (“SMAs”). The boundaries of the SMAs were defined by Congress and include many of the most critical areas for conservation. 16 USC § 544b(b). GMA lands have significant protections for scenic, cultural, recreational, and natural resources while SMA lands are given an even higher level of protection.

To protect the scenic resources of the NSA, Key Viewing Areas (“KVAs”) have been designated. Development visible from KVAs is highly regulated in both the GMA and the SMAs and can result in permit denial or require mitigation. KVAs are a bedrock principle of the CRGNSA Act and they have resulted in significant protection for the scenic resources of the Gorge.

While Congress passed the Columbia River Gorge National Scenic Area Act to protect the Gorge, the Washington SEPA was passed to more generally ensure that environmental values are taken into account when the state is making decisions. SEPA is also the mechanism in Washington for ensuring that all impacts of a project – whether on the project site or off of it – are considered. The importance of SEPA review cannot be underestimated, nor can the importance of preparing an EIS when it is warranted.

An EIS is required when the impacts from a proposed project would be significant – meaning there is a reasonable likelihood of more than a moderate impact on environmental quality. WAC § 197-11-794(1). Washington courts have interpreted this provision as requiring an EIS “whenever more than a moderate effect on the quality of the environment is a reasonable probability.” *Norway Hill Preservation & Protection Ass’n v. King County Council*, 87 Wash. 2d 267, 273 (1976).

In keeping with SEPA’s mission to infuse government decision-making with environmental consciousness so that the quality of the environment is determined “by deliberation, not default,” agency decisions to forego EIS preparation are closely scrutinized by courts. *See, e.g. Norway Hill* at 272. The Washington Supreme Court has clarified that the goals of SEPA would be frustrated by erroneous threshold determinations where agencies set the bar for preparing an EIS too high. *Id.* at 273.

SEPA’s general purpose is to require consideration of environmental factors at the earliest possible stage in order to allow decisions to be based on a complete disclosure of environmental

consequences. *See Stempel v. Dept. of Water Resources v. City of Kirkland*, 82 Wash. 2d. 109, 118 (1973). This threshold consideration of environmental factors must be integrated into early planning in order to avoid thwarting SEPA's policies. *See* WAC § 197-11-300. The threshold determination is required so that actions do not improperly avoid environmental scrutiny at an early stage. *Juanita Bay Valley Community Ass'n v. City of Kirkland*, 9 Wash. App. 59, 73 (1973).

When a responsible official is making a threshold determination of whether to issue an EIS, SEPA requires that the evidence be viewed through the examination of two relevant factors: "(1) the extent to which the action will cause adverse environmental effects in excess of those created by existing uses in the area, and (2) the absolute quantitative adverse environmental effects of the action itself, including the cumulative harm that results from its contribution to existing adverse conditions or uses in the affected area." *Norway Hill* at 277. Thus, a DNS must take direct, indirect, and cumulative impacts into account.

RCW 43.97.025(1) also applies to the Department of Ecology's review of this project: "all state agencies . . . are hereby directed and provided authority to carry out their respective functions and responsibilities in accordance with the [Columbia River Gorge Compact], the Columbia River Gorge National Scenic Area Act, and the provisions of" the state implementation of the Act. As such, the department is **required** to take into account all impacts to the National Scenic Area and to ensure that its decision is consistent with all National Scenic Area authorities..

Under the above-stated authorities, any significant development within the National Scenic Area that will potentially degrade scenic, cultural, recreational, or natural resources creates a "reasonable probability" that the action will have "more than a moderate effect on the quality of the environment." *Id.* at 273. As discussed below, degradation of at least some of these resources by the proposed project will occur; therefore, an EIS is required by law.

II. Project Background

Under the current submittal, applicant BNSF Railway has proposed two distinct project segments. The first ("Segment 1") is to construct a new mainline track through the United States Fish and Wildlife Service ("USFWS") Steigerwald Lake National Wildlife Refuge ("Refuge") and a new bridge over fish-bearing Lawton Creek. The second is to build a new mainline track through the City of Washougal, which is outside of the NSA ("Segment 2"). Earth-disturbing work will involve approximately 11,300 cubic yards of fill, 10,100 cubic yards of excavation, and 10 acres of grading. As discussed below, both segments would harm resources in the NSA.

Segment 1 of the proposal would be on NSA land designated GMA Large-Scale Agriculture and on land designated SMA Agriculture and SMA Forest. As recognized by Congress and the Washington Legislature, the National Scenic Area is an environmentally sensitive area. Under the SEPA regulations, the reviewing agency must evaluate likely impacts to scenic, natural, recreational, and cultural resources of the National Scenic Area. In addition, direct, indirect, and cumulative impacts must be considered, including impacts outside of the subject matter and geographical jurisdiction of the lead agency.

If the project meets its goals it would increase the speed of trains and the number of train engines and cars passing through heavily protected lands in the National Scenic Area – by increasing the length of trains, the number of trains, or both. It also provides capacity for a greater number of idling trains. The extra train traffic would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

III. The significant adverse impacts of this project to the National Scenic Area and the National Wildlife Refuge require an EIS

The environmental checklist fails to fully disclose the potential impacts to sensitive resources in the Columbia River Gorge National Scenic Area and the Steigerwald Lake National Wildlife Refuge, making it impossible for the department to lawfully issue a DNS. The reviewing agency must ensure that all potential impacts are disclosed by collecting the information itself, by requesting additional information from the applicant, or by requiring the preparation of an EIS to ensure that all impacts are taken into account. Given the legal landscape outlined above in Section I and the types of impacts threatened by this proposal, the preparation of an EIS will ultimately be required.

One key piece of information that is lacking in the environmental checklist and that prevents adequate SEPA review is a quantification of the increased train traffic the new tracks will accommodate. This information is critical to even a basic understanding of the long-term impact of the project. In simple terms, quantifying the number of additional trains, engines, and cars that can be accommodated at capacity is necessary for SEPA review.

A. Scenic Resources

The Environmental Checklist fails to adequately address the likely impacts to the scenic resources of the National Scenic Area. Development within both the National Scenic Area would be visible from the Columbia River, the Historic Columbia River Highway, Interstate 84, Crown Point, Washington State Route 14 (*see* Appendix A), and Rooster Rock State Park – all of which are designated as KVAs in the CRGNSA management plan. The visual impacts include clearing of vegetation, grading, construction of new railway tracks, a new bridge, and the trains themselves. Impacts to aesthetic resources must be disclosed during SEPA review. However, Section 10 (aesthetics) of the environmental checklist ignores the important visual impacts to the CRGNSA. This has prevented adequate threshold review of the proposal.

Alarmingly, much or all of the length of Segment 1 will occur between Washington State Route 14 and the Columbia River. This will result in particularly acute degradation of the scenic resources from this KVA. Not only will the earth disturbance, the new tracks, and the new bridge detract from the visual appeal of the area, but the additional trains that would result from this development, whether moving or stopped, will block views of the scenic wonders of the Gorge that are protected under the NSA Act. *See* Appendix A. This aesthetic impairment must be addressed in an EIS.

B. Natural Resources

The proposed track and bridge will also likely cause adverse impacts to sensitive wildlife species. Federally listed Lower Columbia River coho salmon and Lower Columbia River steelhead trout are known to be in Lawton Creek. Areas in Segment 1 of the proposed project north of the tracks are priority Oak Woodland habitat. Areas south of the proposed tracks within the Steigerwald National Wildlife Refuge include breeding and nesting habitat for many types of birds and overwintering and other seasonal use for migratory fowl. Birds found at the refuge include rare or listed species such as bald eagles, great blue herons, and mergansers as well as birds protected by the Migratory Bird Treaty Act of 1918. See http://www.fws.gov/uploadedFiles/Region_1/NWRS/Zone_2/Ridgefield_Complex/Steigerwald_Lake/Documents/Steigerwald_Lake_NWR_Watchable_Wildlife_2010.pdf. In fact, in a similar case involving potential impacts to wildlife the Washington Supreme Court determined that an EIS was necessary. See *Swift v. Island County*, 87 Wn.2d 348, 552 P.2d 175 (1976) (requiring an EIS for a residential development that would have significantly impacted sensitive areas in the vicinity, including Whidbey Island Historical District, which is listed on the National Register of Historic Sites, Fort Casey Historical State Park, and Crockett Lake, which is valuable waterfowl and shorebird habitat). Preparation of an EIS would ensure that the impacts to the refuge are adequately considered.

Also, air quality within the Columbia River Gorge National Scenic Area is already degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would further adversely affect air quality and visibility within the NSA. Trains travelling on Segment 1 will emit diesel exhaust within the CRGNSA. While Washougal is not within the National Scenic Area, Segment 2 will still have effects within the NSA. Increased emissions on the very edge of the Gorge are sure to further degrade air quality. SEPA is the mechanism for state agencies to consider all environmental impacts and without a quantification of the increased train capacity and the preparation of an EIS this impact cannot be adequately addressed.

A likely purpose of the proposed project is to facilitate the transport of fossil fuels to proposed coal and oil terminals in the Northwest. Burlington Northern currently transports 3-4 unit trains of coal daily through the Columbia River Gorge. The coal is transported in open-topped coal cars. According to BNSF Railway, each car loses between 500 and 2,000 pounds of coal dust in transport from the Powder River Basin, or about one pound per mile. With 120 cars per train, each coal train loses about 10,200 pounds of coal as it travels 85 miles through the Gorge. Coal is deposited in the Columbia River, numerous tributary streams, ponds and wetlands within the Columbia River Gorge National Scenic Area. Unpermitted discharge of coal into a waterway of the United States is in violation of the federal Clean Water Act.

In 2014, Dr. Dan Jaffe, professor of Atmospheric and Environmental Chemistry at the University of Washington, performed the study of coal dust emitted from BNSF trains in the Columbia River Gorge. The study, released in November, 2015 and Published in the journal "Atmospheric Pollution Research" found that every coal train emits coal particulate matter, Coal trains emit twice the amount of PM2.5 compared to freight trains. The Jaffe Research Group has a project website with links to the study as well as two supplemental videos demonstrating coal dust blowing off trains. See <http://www.sciencedirect.com/science/article/pii/S1309104215000057>

To announce the study, the University of Washington issued a press release stating that diesel-powered coal trains and freight trains pass through the Columbia River Gorge National Scenic Area on a regular basis and that “new research data shows negative impacts on air quality that present health risks.” See http://gorgefriends.org/downloads/NewsRelease_Jaffe_Coal_Train_Impact.pdf

Increased levels of particulate matter are associated with a number of ill health effects including increased cancer rates, respiratory and cardiac disease, and associations with neurodevelopment disorders. The most vulnerable populations are the elderly, pregnant women, children, and people with existing diseases. In response to the new findings, Dr. Patrick O'Herron, President of Oregon Physicians for Social Responsibility issued the following statement, “Polluted air is hurting our health and it’s going to get much worse if we don't take action. . . The sooner we take steps to protect ourselves from dirty coal, the sooner every family, community, and business will benefit from cleaner air and water, better health, lower health care costs, and stronger communities. Protecting ourselves from the health effects of coal trains is the right thing to do - and the smart thing to do.”

As the Department of Ecology is well aware, two pending proposals for coal export terminals in Washington State would transport an additional 92 million tons of coal per year through the Columbia River Gorge. The Gateway Pacific terminal would transport 48 million tons of coal per year on the BNSF line through the Columbia River Gorge to Cherry Point. The Millennium Bulk Logistics terminal proposed in Longview would transport 44 million tons of coal per year through the Columbia River Gorge. If these projects are approved, up to 20 additional loaded coal trains would travel through the Gorge every day. The indirect and cumulative effects of this project in facilitating coal transport through the Columbia River Gorge and the state of Washington present a reasonable likelihood of substantial impacts on the environment, warranting an EIS.

The project’s purpose also includes facilitating the increase in oil train traffic. Several proposals for oil terminals are pending in Washington, including what would be the largest oil-by-rail terminal in North America – Tesoro’s Vancouver Energy project. Much, if not all of this oil would be transported on the BNSF line through the Columbia River Gorge. Since 2013, oil train accidents have caused 47 fatalities, spilled millions of gallons of crude oil, caused the evacuation of thousands of people and caused billions of dollars in property damage and environmental destruction. The oil train safety requirements contained in the 2015 FAST Act allow tank cars with a puncture threshold of 18 m.p.h. to travel at speeds of 50 m.p.h. The likelihood of a an accident causing an oil spill, fire and explosion in Washington is very high.

Federal law gives railroads very little control over what commodities they carry. Now that Congress has lifted the U.S. crude oil export ban, we can expect more and more pressure to transport these dangerous trains through the Gorge to terminals on the west coast. Due to the indirect and cumulative effects of this proposal, an EIS must be prepared.

C. Environmental Justice

The project also requires an EIS based on impacts to environmental justice communities. Specifically, the project facilitates increased rail traffic and increased train speed, which will impact environmental justice communities, including tribal members. Under SEPA's implementing regulations, the Department must disclose these impacts in an EIS.

Notably, the Environmental Checklist fails to disclose the project's impacts on environmental justice communities up- and downstream of the proposed project construction area. For example, the Environmental Checklist fails to disclose:

- the impacts of increased rail speed on access to and enjoyment of the Columbia River by environmental justice communities;
- the health impacts of increased rail traffic on environmental justice communities; and
- the increased risk of train derailments, and associated direct and indirect impacts on environmental justice communities, resulting from increased rail traffic and speed.

All of these impacts warrant analysis in an EIS and mitigation. Overall, the project's impacts on environmental justice communities necessitates a threshold "significance" finding and, therefore, an EIS.

D. Cultural Resources.

The project requires an EIS based on impacts to cultural resources in the project construction area, as well as up- and downstream. As noted above, the project facilitates increased rail traffic and increased train speed. The Department's own studies demonstrate that increased rail traffic and speed are associated with increased risk of derailments and spills. *See* Washington State 2014 Marine and Rail Oil Transportation Study, Washington Dept. of Ecology (Mar. 1, 2015). Derailments and spills impact cultural resources along the BNSF rail line. The Environmental Checklist fails to disclose, let alone analyze, these impacts. Under SEPA's implementing regulations, the Department must disclose in an EIS the project's impacts on cultural resources at the project construction site, as well as the project's direct and indirect impacts on cultural resources up- and downstream of the project construction site.

E. Recreational Resources

As discussed above, the applicant proposes building Segment 2 through the Steigerwald Lake National Wildlife Refuge. The refuge includes trails that are popular with hikers and birders. Additionally, the Columbia River Dike Trail runs along the south side of the refuge. The greater train traffic that would result from this proposal will result in increased odors, noise and visual impacts. Since the project is proposed through the refuge and near the trails, the recreational resources of the Gorge will be degraded. This also requires the preparation of an EIS.

IV. Compliance with the Shoreline Management Act requires an EIS

Part of the proposed project is apparently located within the Shoreline Management Area of the Columbia River, which is designated as a Shoreline of Statewide Significance under the Shoreline Management Act of 1971 (RCW Chapter 90.58), and poses a significant impact to

shoreline resources. RCW 90.58.030(2)(e)(v). Any “substantial development” within 200 feet of a shoreline requires a permit ensuring that environmental damage is minimized. RCW 90.58.030(2)(f), 90.58.030(3)(e), 90.58.140(2). Therefore, the project must be reviewed by either the Washington Department of Ecology or by Clark and Skamania Counties for compliance with the Shoreline Management Act and its implementing rules.

When a Shoreline Management Act substantial development permit is required, an EIS is virtually always required by the courts, regardless of the magnitude of the proposal. Richard L. Settle, *The Washington State Environmental Policy Act: A legal and policy analysis* 106 (1986) (citing *Hayes v. Yount*, 552 P.2d 1038 (Wash. 1976) (wetland fills), *Sisley v. San Juan County*, 569 P.2d 712 (Wash. 1977) (marine development); *Merkel v. Port of Brownsville*, 509 P.2d 390 (Wash. 1973) (marine development); *Kitsap County v. State Department of Natural Resources*, 662 P.2d 381 (Wash. 1983) (clam-dredging); *State v. Lake Lawrence Public Lands Protection Ass’n*, 601 P.2d 494 (1979) (recreational facilities); and *Toandos Peninsula Ass’n v. Jefferson County*, 648 P.2d 448 (1982) (commercial campground)).

EISs are required in conjunction with substantial development permits because of the “special ecological sensitivity, societal value, and vulnerability” of shorelines of the State of Washington. Settle at 106. “The permit system of the [Shoreline Management Act] is inextricably interrelated with and supplemented by the requirements of SEPA.” *Sisley*, 569 P.2d at 716. Because permitted uses on state shorelands must be designed and conducted to minimize damage to the shoreline environment (RCW 90.58.020), SEPA documents must fully examine proposed uses and their anticipated effects. However, it appears that this requirement fell through the regulatory cracks entirely. Not only must the department require a permit under the Shoreline Management Act, but an EIS, with a thorough treatment of the effect of the proposed project on water quality and shoreline resources, must be prepared.

V. Tribal Participation

By unlawfully expediting environmental review, the Department fails to provide adequate notice and opportunity for staff at tribes and tribal organizations to weigh-in on the significant impacts of BNSF’s project. Friends urges the Department to contact immediately representatives from Columbia River treaty tribes, the Columbia River Inter-Tribal Fish Commission (CRITFC), and other Columbia River tribes (collectively “the tribes”). As the preceding comments detail, this project requires an EIS. The EIS, and the attendant public and tribal engagement process, ensure all permitting agencies account for environmental and public health impacts, including impacts on tribal resources and members. Friends does not represent tribal interests and does not speak for sovereign tribal nations. However, we urge the Department to consider the tribes’ extensive engagement on Columbia River fossil fuel proposals and other rail expansion projects on the Columbia River. For example, the tribes have submitted extensive comments on fossil fuel terminal projects proposed on the Columbia River. Those comments raise a number of concerns about the impacts of increased rail traffic on tribal members and resources. Many of the issues and concerns expressed by tribes in public comments on fossil fuel projects apply to the impacts of BNSF’s project (*i.e.*, increased rail traffic).

In short, Friends urges the Department to contact representatives from the tribes to ensure Washington state accounts for the significant impacts of BNSF's project on tribal members and resources. By preparing an EIS, and providing the associated public disclosure and engagement process, the Department can consider the project's impacts on tribes and tribal members.

VI. Conclusion – An EIS is Required

Despite the reasonable probability of more than a moderate effect on the quality of the environment, an incomplete submission by the applicant, and sufficient evidence of adverse consequences, the department issued a DNS. This action ignores the goals of SEPA, whose environmental responsibility mission demands that any doubt must be resolved in favor of EIS preparation.

Friends asks that the department request additional information from the applicant so that the project's true impacts can be fully reviewed and disclosed. Once this is accomplished, for the reasons discussed above, an EIS must be prepared for this action.

Thank you for this opportunity to comment.

Sincerely,



Steve McCoy
Staff Attorney
Friends of the Columbia Gorge



Lauren Goldberg
Staff Attorney
Columbia Riverkeeper

CC: separegister@ecy.wa.gov
bill.moore@ecy.wa.gov
Columbia River Gorge Commission
USFWS
Audie Huber, Confederated Tribes of the Umatilla Indian Reservation
Carl Merkle, Confederated Tribes of the Umatilla Indian Reservation
Brent Hall, Confederated Tribes of the Umatilla Indian Reservation
Brady Kent, Confederated Tribes and Bands of the Yakama Nation
Elizabeth Sanchez, Confederated Tribes and Bands of the Yakama Nation
Dave Cummings, Nez Perce
Elmer Ward, Confederated Tribes of Warm Springs
Julie Carter, Columbia River Inter-Tribal Fish Commission
Rob Lothrop, Columbia River Inter-Tribal Fish Commission

APPENDIX A

These pictures were taken April 5, 2016 and show train cars that were stopped on the tracks obstructing the view of the Gorge from Washington State Route 14. Adding another track through Steigerwald Lake National Wildlife Refuge will allow greater rail traffic and allow the railroad to park more trains for longer periods of time and further degrade the scenic resource as seen from this Key Viewing Area.





STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47600 • Olympia, WA 98504-7600 • 360-407-6000

711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

Determination of Nonsignificance

BNSF Railway Company, Donald Omsberg, 2454 Occidental Ave S, Suite 2-D Seattle, WA 98134, is seeking coverage under the Washington State Department of Ecology’s Construction Stormwater NPDES and State Waste Discharge General Permit. A Notice of Intent for coverage and a SEPA checklist were submitted to Ecology September 30, 2015.

The estimated construction date is spring 2016, or when permits are issued, and the estimated construction finish date is 6 months from start date. The project is approximately 2.08 miles in length, and the overall work area is 43+/- acres with 11+/- acres of ground disturbance. Project work will be within the BNSF right-of-way (ROW) for Transportation construction activities.

The receiving waterbodies are four wetlands delineated by JLP-E within and/or adjacent to the BNSF ROW. The wetlands are small features located south of the project work corridor between the BNSF tracks and State Highway 14. The wetlands total 0.40-acre, of which 0.13-acre is within the BNSF ROW (see table below). Only Wetland A has year-round, open water. Additionally, there are approximately 3.85 acres of lake-fringe and depressional wetlands associated with Bass Lake within the BNSF ROW north of the tracks. Since all work is south of the tracks and no work is proposed north of the tracks, these wetlands were not formally delineated.

WETLAND (WL) NAME	APPROXIMATE OVERALL ACRES (AC)	AC WITHIN THE BNSF ROW	HGM	ECOLOGY RATING ^A	COWARDIN CLASSIFICATION ^B
A	0.15	0.052	Depressional	III	PUBHx-PEM
B	0.11	0.041	Depressional	III	PEM-PSS
C	0.04	0.001	Depressional	III	PEM-PSS
D	0.08	0.035	Depressional	III	PEM

A. Evaluated per Ecology Wetland Category rating as per Hrubby, 2004 (updated 2006 & 2008)

B. Cowardin et al. (1979) or NWI Class based on vegetation: PUBHx = Palustrine Unconsolidated Bottom, Impounded, Excavated; PEM = Palustrine Emergent; PSS = Palustrine Scrub-Shrub

Bass Lake and a small portion of Greenleaf Slough are located directly north of the project work corridor. Portions of the lake are within the BNSF ROW, but all proposed work is on the south side of the tracks and no work is proposed on the north side of the tracks. The identified/delineated wetlands

south of the tracks potentially connect north via culverts to Bass Lake in the event of an extreme flooding event, but investigation of the culverts does not indicate normal or regular connections to the lake.

The Columbia River varies from 0.11-mile to 0.70-mile south of the project work corridor. None of the wetlands south of the tracks/affected by the project connect to the Columbia River. A small amount of unavoidable fill will be placed into Wetlands A and D to construct wetland protection walls to minimize impacts. No work will occur over, in, or within 200 feet of Bass Lake, Greenleaf Slough, or the Columbia River.

There are no federal or state-listed threatened or endangered plant species known to be on or near the site.

The current use of the site is the existing BNSF interstate mainline railroad. The Melonas Siding Project will upgrade an existing mainline track and construct a new siding track adjacent to and south of the existing mainline track. The project is approximately 2.08 miles in length, and the overall work area is 43+/- acres with 11+/- acres of ground disturbance. Project work will be within the BNSF right-of-way (ROW).

Key components of the project include: (1) upgrading the existing mainline track; (2) constructing a new siding track; (3) constructing new switches, turnouts/pads, signal infrastructure, and access points; (4) in-kind relocating/replacing of trackside drainage ditches; (5) constructing retaining walls at BNSF MP 49.20 (130 feet long), MP 49.23 (45 feet long), MP 48.73 (35 feet long), and MP 48.91 (45 feet long); and (6) constructing bridges over Cascade Road (MP 47.5) and Hot Springs Way (MP 48.09). The purpose of the project is to provide a passing siding for slower, full-length trains in this region of the BNSF mainline for improved operational efficiency and safety in an area of train “meet and pass” congestion.

BMPs will be designed and implemented according to the most recent version of the Ecology Stormwater Management Manual for Western Washington (amended 12/2014). The BMPs used will be those most appropriate for the project site and include, but are not limited to, rock cover, seeding and mulch cover, sediment filter rolls, and sediment filter fabric fencing. Open soil areas not covered with clean rock after final construction and grading will be seeded with permanent native grasses and mulched.

A preliminary desktop study was conducted by Archaeological Investigations Northwest, Inc. (AINW) in October 2014 to identify the known cultural resources within the project footprint and the surrounding area. The results of AINW’s study were incorporated into the State Environmental Policy Act (SEPA) environmental checklist. Following review of the SEPA checklist, the Washington State Department of Archaeology and Historic Preservation (DAHP) and the Confederated Tribes and Bands of the Yakama Nation (Yakama Nation) contacted BNSF and recommended that a detailed archaeological study be conducted.

The technical memorandum summarizes the previous relevant archaeological studies, documents the findings from the archaeological field investigation, assesses the potential for intact archaeological resources to be present in the Area of Potential Effects (APE), and provides conclusions. According to the Cultural Resources Study for the Fallbridge West Track Improvement Project, Melonas Siding for The BNSF Railway Company – North Bonneville, WA, no archaeological features or deposits

were identified in the APE. Analysis of the local topography and depositional context indicates that a substantial amount of landform modifications have occurred within the APE including cutting, filling, and grading associated with the construction/relocation of the railroad. Across the APE, fill and disturbance ranged from 1 to 2 meters in depth. No clear buried surfaces were identified in the APE.

It is anticipated that project-related ground disturbance within the APE will encounter both fill and heavily disturbed sediments. Based on the background research and results of the field investigations, it has been determined that the APE has limited potential to contain archaeological deposits. No additional cultural resources studies are recommended at this time.

The cultural resources study did not result in the identification of any intact cultural resources, including archaeological deposits or historic resources. No buildings or structures eligible for listing in the NRHP were observed within the APE. Therefore, a finding of “**no effect on historic properties**” is recommended for this undertaking.

In the unlikely event that archaeological materials are discovered during ground-disturbing activities, a project specific Inadvertent Discovery Plan (IDP) has been prepared and the discovery protocol described will be implemented. Generally, BNSF and the construction management team will halt excavations in the vicinity of the find and contact DAHP. If human skeletal remains are discovered, the Skamania County Sheriff and DAHP will be notified immediately.

Environmental information that has been prepared related to this proposal:

- Storm Water Pollution Prevention Plan (SWPPP)
- NPDES Construction Storm Water General Permit NOI (submitted concurrent with SEPA Checklist review)
- Cultural resources records review (within 1 mile of the project work corridor)
- Inadvertent Discovery Plan for historic/cultural resource protection during construction
- Wetland Delineation Report for jurisdictional waters of the US within the project work corridor
- Biological Evaluation for Informal ESA Consultation (BE – No Effect Statement)

Permits needed:

- NPDES Construction Storm Water General Permit Authorization
- Corps of Engineers Section 404 Nationwide Permit 14 for Linear Transportation Projects

Location: The project is located in North Bonneville, WA within Skamania County in portions of Sections 15, 16, 20 & 21; Township 2 North, Range 7 East; Willamette Meridian.

The project’s legal description is: The project lies within the BNSF ROW in the Northwest Division, Fallbridge Subdivision, Line Segment 47, generally from BNSF Milepost (MP) 47.21 east to MP 49.29. The approximate latitude/longitude for the center of the project is 45°38’51.64”N; 121°57’16.67”W.

Applicant
Donald Omsberg,
2454 Occidental Ave S, Suite 2-D
Seattle, WA 98134
donald.omsberg@bnsf.com

Contact Person(s)
Sue PaDelford
Jacobs, Project Manager
Office: 208-263-9391 Cell: 208-290-3330
Sue.PaDelford@Jacobs.com

Diane M. Williams
Jacobs, Senior Environmental Coordinator
Office: 208.263.9391
diane.williams@jacobs.com

Lead Agency: Washington State Department of Ecology

The Washington State Department of Ecology (Ecology) determined that this proposal does not have a probable significant adverse impact on the environment. RCW 43.21C.030(2)(c) does not require an environmental impact statement (EIS). Ecology made this decision after reviewing a completed environmental checklist and other information on file with Ecology. The public may request to view this information.

As lead agency, Ecology issues this Determination of Nonsignificance (DNS) under WAC 197-11-340(2). There is a 14-day comment period for this DNS.

Contact Person: Kathleen Emmett **Phone:** 360-407-8375
Washington State Department of Ecology
Water Quality Program
PO Box 47696
Olympia, WA 98504-7696

Responsible Official: Bill Moore, P.E., Section Manager **Phone:** 360-407-6460
Water Quality, Program Development Services
Washington State Department of Ecology

Signature:



Date:

5/3/16



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47600 • Olympia, WA 98504-7600 • 360-407-6000

711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

Determination of Nonsignificance

BNSF Railway Company, Donald Omsberg, 2454 Occidental Ave S, Suite 2-D Seattle, WA 98134, is seeking coverage under the Washington State Department of Ecology's Construction Stormwater NPDES and State Waste Discharge General Permit. A Notice of Intent for coverage and a SEPA checklist were submitted to Ecology January 13, 2016.

The estimated construction date is summer 2017, or when permits are issued, and the estimated construction finish date is 6 months from start date. The project involves 10 acres of soil disturbance for Transportation construction activities.

The receiving waterbodies are Wetland B, Lawton Creek, Wetland A. There are no federal or state-listed threatened or endangered plant species known to be on or near the site.

The current use of the site is the existing BNSF interstate mainline railroad. The project is comprised of two segments. Segment 1 adjacent properties include Washington State Route 14 (SR 14), Gifford Pinchot National Forest, and the U.S. Fish and Wildlife Service (USFWS) Steigerwald Lake National Wildlife Refuge to the north, and M Bar J Ranch, other private land, Gifford Pinchot National Forest, and the USFWS Steigerwald Lake National Wildlife Refuge to the south. Segment 2 adjacent properties include commercial buildings/businesses to the north and residences to the south. The proposal will not affect land uses on nearby or adjacent properties.

Segment 1 will upgrade an existing mainline track and construct a second mainline track adjacent to and south of the existing mainline track for approximately 2.56 miles. Two wetlands in Segment 1 of the project were delineated within and adjacent to the BNSF ROW. The wetlands are located south of the project work corridor between the BNSF tracks and non-BNSF properties bordering the Columbia River. The wetlands total approximately 16.69 acres, of which 0.82-acre is within the BNSF ROW. These wetlands drain to floodplain wetlands south of the BNSF ROW. The project will require work approximately 50 feet north of Wetlands A and B to construct the new mainline track rail grade. A bridge for the new mainline track will also be constructed adjacent to and south of the existing bridge over Lawton Creek, however the new bridge abutments and work will be outside of the Ordinary High Water Mark (OHWM). Lawton Creek at BNSF MP 31.3 provides habitat for spawning and rearing steelhead and migrating Coho salmon. All work for the proposed second bridge over Lawton Creek will be above the OHWM and will have no impact to the creek.

Segment 2 will upgrade a track turnout and construct 800+/- feet (0.15 mile) of additional track. Work will be within the BNSF right-of-way (ROW). Additional components of Segment 1 include: replacing/constructing switches and signals; extending four culverts and replacing one culvert along the work corridor; and constructing a second bridge over Lawton Creek at BNSF Milepost (MP) 31.3.

The project is within the BNSF right-of-way (ROW) in the Northwest Division, Fallbridge Subdivision, Line Segment 47, from Milepost (MP) 27.74 to 27.89 (Segment 2 track turnout upgrade in City of Washougal) and from MP 29.70 to MP 32.26 (Segment 1). The approximate center of project is: 45°33'46.46"N, 122°16'23.84"W.

The project totals approximately 2.71 miles in length, and the overall work area is approximately 46 acres with 10+/- acres of ground disturbance. The additional track will connect existing sidings for double-track operations, which in turn will allow smoother, continuous movement of trains and reduce wait times at road crossings and stopped trains throughout the region.

The potential for erosion is low on the project site because of the generally flat conditions of the existing BNSF ROW work corridor and the nature of construction involving stabilized rock structural material. Vegetation clearing will be the minimum required and project-specific BMPs will be implemented to prevent construction-related erosion.

BMPs will be designed and implemented according to the most recent version of the Ecology Stormwater Management Manual for Western Washington (amended 12/2014). The BMPs used will be those most appropriate for the project site and include, but are not limited to, rock cover, seeding and mulch cover, sediment filter rolls, and sediment filter fabric fencing. Open soil areas not covered with clean rock after final construction and grading will be seeded with permanent native grasses and mulched.

According to the *BNSF Washougal to Mt. Pleasant – Initial Records Review* by Archeological Investigations Northwest, Inc. (AINW) on October 2, 2014 (Report No. 3338), no buildings, structures or sites listed in, or eligible for listing in national, state or local preservation registers, are located on the project site or immediately adjacent to the BNSF ROW.

There are two archaeological sites recorded within a 0.5-mile radius of the Segment 2 project site (MP 27.74 to MP 27.89) within the City of Washougal:

- Archaeological site 45CL28 is located 0.39 mile southwest of the project area and consists of a scatter of projectile points, fire-cracked rock (FCR), stone tools, and lithic debitage.
- Archaeological site 45CL245H located 0.46 mile northeast of the urban portion of the project area is a historic-period farmhouse (Anonymous 1979).

There are five archaeological sites recorded within a 0.5-mile radius of Segment 1 project site (MP 29.70 to MP 32.26) within the Columbia River Gorge National Scenic Area in Clark County:

- Archaeological site 45CL169 located 124 feet north of the project area consists of a scatter of lithic debitage, stone tools, and FCR next to Lawton Creek, immediately north of Highway 14.
- Archaeological site 45CL644 located 0.32 mile north of the project area consists of the remnants of a farmhouse and other structures, and a trash scatter.
- Archaeological isolate 45CL645 is located 0.31 mile north of the project area, and consists of a single cryptocrystalline silicate flake.
- Archaeological site 45CL939 is located 240 feet south of the project area, and was identified as the support pilings for a fish wheel.

- Archaeological site 45CL953 is located 248 feet north of the project area, and is a scatter of historic-period trash in association with a concrete foundation.

AINW conducted a review of records and reports on file at the Washington State Department of Archaeology and Historic Preservation (DAHP) available through the Washington Information System for Architectural and Archaeological Records Data (WISAARD) online database, and reviewed other documents in AINW's library. AINW also examined historic-period maps from the Bureau of Land Management and other historical maps and published secondary sources on file at AINW. Staff archeologists and BNSF's Tribal Liaison will consult with WA DAHP and tribes to identify parameters of, and to conduct, a formal cultural resources investigation. Based on the formal on site investigation monitoring recommendations will be instituted to ensure avoidance of cultural/historic resource impacts. Per BNSF SOP for all rail projects, an Inadvertent Discovery Plan will also be implemented for the project.

Environmental information that has been prepared related to this proposal:

- Storm Water Pollution Prevention Plan (SWPPP)
- NPDES Construction Storm Water General Permit NOI (submitted concurrent with SEPA Checklist review)
- Cultural resources records review (within 1 mile of the project work corridor)
- Inadvertent Discovery Plan for historic/cultural resource protection during construction
- Wetland Delineation Report for jurisdictional waters of the U.S. within the project work corridor

Permits needed:

- NPDES Construction Storm Water General Permit Authorization
- Land Use Approval - Columbia River Gorge National Scenic Area (administered by Clark County)

Location: The proposed project, BNSF Washougal to Mt. Pleasant DT, is located at BNSF Northwest Division, Fallbridge Subdivision, Line Segment 47, from BNSF Milepost (MP) 27.74 to MP 27.89 and from MP 29.70 to MP 32.26 in Washougal in Clark County.

The project's legal description is: Segment 1 is east of the City of Washougal, WA within Clark County in portions of Sections 8, 14, 15, 17, 23 and 24; Township 1 North, Range 4 East (the Section 15 portion crosses slightly into Skamania County). Segment 2 is in the City of Washougal in a portion of Section 19, Township 1 North, Range 5 East; Willamette Meridian.

Applicant

Donald Omsberg,
2454 Occidental Ave S, Suite 2-D
Seattle, WA 98134
donald.omsberg@bnsf.com

Contact Person(s)

Sue PaDelford
Jacobs, Project Manager
Office: 208-263-9391 Cell: 208-290-3330
Sue.PaDelford@Jacobs.com

Diane M. Williams
Jacobs, Senior Environmental Coordinator
Office: 208.263.9391
diane.williams@jacobs.com

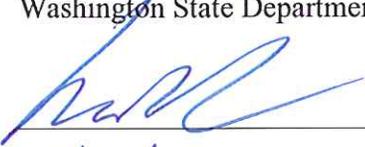
Lead Agency: Washington State Department of Ecology

The Washington State Department of Ecology (Ecology) determined that this proposal does not have a probable significant adverse impact on the environment. RCW 43.21C.030(2)(c) does not require an environmental impact statement (EIS). Ecology made this decision after reviewing a completed environmental checklist and other information on file with Ecology. The public may request to view this information.

As lead agency, Ecology issues this Determination of Nonsignificance (DNS) under WAC 197-11-340(2). There is a 14-day comment period for this DNS.

Contact Person: Kathleen Emmett **Phone:** 360-407-8375
Washington State Department of Ecology
Water Quality Program
PO Box 47696
Olympia, WA 98504-7696

Responsible Official: Bill Moore, P.E., Section Manager **Phone:** 360-407-6460
Water Quality, Program Development Services
Washington State Department of Ecology

Signature:  _____

Date: 3/24/2016 _____

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 104	Date yy mm dd 2015 12 30		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
				RR/Co. Code UP	Subdivision BROOKLYN			

From: City PORTLAND	Codes 1650	Destination City & County		Codes	From Latitude					
State OR	41	City			From Longitude					
County MULTNOMAH	C051	County			To Latitude					
Mile Post: From	To	Inspection Point BROOKLYN YARD			To Longitude					
Activity Code:	2170	2180	218T	218M	220C	229X	232X			
Units:	1	4	7	1	1	7	14			
Sub Units:	6	39	0	1	4	0	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/30/15, I conducted an inspection of Brooklyn Yard. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	627	EMF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 12/30/15 at 9:50 am, I observed water bottles on the engineer's side front walkway, as well as a water bottle stowed in the emergency brake valve compartment of locomotive UP 627. This presents a slip, trip or fall hazard for employees and is not in compliance with 49 CFR 229.119 (c)(1), that in part reads: "Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard." See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				ROR		H099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKE RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 12/30/15 at 9:55 am, I observed the generator field switch in the on (closed) position on locomotive UP 627, not in compliance with Union Pacific Air Brake and Train Handling Rule 32.2.1(3) which reads in part: "Place the generator field switch in OFF position." The locomotive was not being used and was otherwise properly secured. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 104	Report Date 12/30/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				RSR		S441				N	N	2	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 12/30/15 at 10:05 am and again at 10:55 am, I observed MU cables, scrap steel and water bottles in the walkways as follows: An MU cable laying between the south end of tracks 10 and 11; Scrap steel laying between the south end of tracks 11 and 12; An MU cable laying between the north end of tracks 4 and 5; A steel pipe laying near the north end of track 11; Water bottles stowed at the switch stand of the north end of track 11. These items present a slip, trip and fall hazard for employees and are not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][][] Date(mm/dd/yyyy): [][]/[][]/[][][] Comments on back? _____

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed the securement of locomotives UP 627, UP 2573, UP 2593, UP 8224, UP 8868, UP 8077 and UP 5453, and cars D1TX 766178, D1TX 732087, D1TX 766039, D1TX 781297, ARMN 110620, T1AX 553039 and FEC 73755. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n) (1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and, with the exception of UP 627 noted in item 2, they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][][] Date(mm/dd/yyyy): [][]/[][]/[][][] Comments on back? _____

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed several switches and 1 derail. They were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed the crews of UPY 3001 (In remote control mode), UP 2573 and UP 8147 properly perform several shoving movement in compliance with 49 CFR Part 218.99. I observed the crews operate a switches, in compliance with 49 CFR Part 218 Subpart F. The crews did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. I observed track 3 under blue flag protection; the switches on both ends of the tracks were lined away and locked with mechanical locks, blue flags were displayed at both ends of the track and a blue light was affixed to locomotive UP 5456, in compliance with 49 CFR Part 218.27 - Workers on track other than main track. No defects.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][][] Date(mm/dd/yyyy): [][]/[][]/[][][] Comments on back? _____

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 019	Date yy mm dd 2015 07 30		
---------------------------------	-----------------------	-----------------------------	-------------------	--------------------------------	--	--

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
	RR/Co. Code UP	Subdivision BROOKLYN				

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude							
State OR	41	City		From Longitude							
County MULTNOMAH	C051	County		To Latitude							
Mile Post: From	To	Inspection Point UP'S BROOKLYN YARD		To Longitude							
Activity Code:	2170	2180	218T	225P	229X	232X	L7O				
Units:	1	2	4	1	4	7	1				
Sub Units:	1	13	0	0	0	0	1				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 7/30/15, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of UP's Brooklyn Yard. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UPY 2701, UPY 2703, UPY 3001 and UP 1751. They were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks and in compliance with 49 CFR 218.101. We observed no tampering of locomotive safety devices, in compliance with 49 CFR Part 218.55. We observed the cab condition of the locomotives and found them to be free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard in compliance with 49 CFR 229.119 (c). We observed securement of cars FEC 71805, TTAX 555130, TTAX 653383 and TTAX 553813. They were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. All switches observed were secured in compliance with 49 CFR Part 218.103 (b)(8).

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed that the Accident/Injury Posting was properly displayed in the Brooklyn Yard crew room in compliance with 49 CFR Part 225.25. We met with a crew member of the switch job and discussed various safety rules and procedures. No defects found.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 024	Date yy mm dd 2015 08 12		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R RR/Co. Code UP	Division SYSTEM Subdivision BROOKLYN	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jvtturner@up.com Signature _____			
From: City SPRINGFIELD	Codes 1960	Destination City & County			Codes 0660	From Latitude			
State OR	41	City EUGENE			0660	From Longitude			
County LANE	C039	County LANE			C039	To Latitude			
Mile Post: From	To	Inspection Point UP'S SPRINGFIELD AND EUGENE YARDS				To Longitude			
Activity Code:	2170	229X	2180	221	232X	220C			
Units:	1	1	5	1	18	2			
Sub Units:	1	0	18	0	0	2			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 8/12/15, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of UP's Springfield and Eugene Yards. The Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	5344	GEF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 8/12/15 at 10:59 am, we observed that locomotive UP 5344 had an MU cable lying on the floor of locomotive. The placement of the cable could cause a slip, trip or fall hazard for employees. This is not in compliance with 49 CFR 229.119 (c), that in part reads: "Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard." See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT
(Continuation)

Inspector's ID No. P4104	Report No. 024	Report Date 08/12/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UP 5344, UP 5407, UP 7760, UP 4824 and UP 8084. They were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. We observed the crew of UP 9991 performing multiple shoving movements in compliance with 49 CFR Part 218.99. We observed the crew operate multiple switches, in compliance with 49 CFR Part 218 Subpart F, and UP Safety rules 82.2, 82.3 and 82.5. We observed several switches and derails, and they were all found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. The crew did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. We noted that the rear end marker of UP 9991 properly displayed on car AGHX 96050, in compliance with 49 CFR Part 221.13. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
In the Springfield Yard we observed the securement of cars PROX 39964, UTIX 642134, TTX 865155, TBOX 665377, NOKL 734325, TTX 866295, TLX 261979 and SCM 2810. In the Eugene Yard we observed the securement of cars TTX 863288, TTX 86145, UP 260179, TTX 865944 and TTX 865034. All cars were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 027	Date yy mm dd 2015 08 19		
---------------------------------	-----------------------	-----------------------------	-------------------	--------------------------------	--	--

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)			
	RR/Co. Code UP	Subdivision PORTLAND	Name John Turner	Title General Superintendent	Email jwturner@up.com	Signature

From: City HERMISTON	Codes 0990	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County UMATILLA	C059	County		To Latitude

Mile Post: From	To	Inspection Point UP'S HINKLE YARD	To Longitude								
Activity Code:	2170	2180	218T	220C	221	225P	229X	232X	LTO		
Units:	1	3	3	1	1	1	6	4	1		
Sub Units:	1	10	0	3	0	0	0	0	3		

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 8/19/15, ODOT MP&E Inspector Greg Rastatter and I conducted an inspection of UP's Hinkle Yard. The Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UPY	856	EMF	229	0119	C1				N	N	2	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 8/19/15 at 8:15 am, we observed that locomotive UPY 856 had plastic bottles on the floor of locomotive which could cause a slip, trip or fall hazard for employees. We observed that locomotive UP 1605 had a bag containing first aid supplies placed in the emergency brake valve compartment on the conductor's side of the cab. This is not in compliance with 49 CFR 229.119 (C), that in part reads: Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	4	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 8/19/15 at 9:30 am, we observed a large amount of plastic bottles, a brake shoe and miscellaneous trash in the prescribed walkways and in between the east end of tracks 112, 203, 204 and 205 presenting a slip, trip or fall hazard, not in compliance with Union Pacific Railroad Safety Rule 80.1. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) M4108
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 027	Report Date 08/19/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	5167	EMF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 8/19/15 at 9:15 am, we observed that the generator field switch was in the "on" position on locomotive UP 5167. This is not in compliance with 49 CFR 232.103(n)(4) and Union Pacific Air Brake and Train Handling Rule 32.2.1. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UP 4289 and UP 5167. They were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. We observed no tampering with the safety devices of locomotives UP 1605, UP 4289 and UP 5167, in compliance with 49 CFR Part 218.55. We observed the securement of car EEC 1332. It was secured with a handbrake in compliance with 49 CFR Part 232.103. The car was left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. We observed several switches in the yard, they were all found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. We met with the RCO of UPY 856 and discussed various safety and rules topics. The RCO did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed that the rear end marker of UP 1031 was properly displayed on car TBOX 670878, in compliance with 49 CFR Part 221.13. We met with a student conductor and a peer trainer during a new hire field training class. The class was practicing performing a Class I air brake test, as well the procedure for placing and removing an EOT. All students were clear of the red zone during the inspection, with the exception of the student being evaluated as agreed upon in a job briefing. Various topics of interest regarding the class and the training the students were receiving were discussed. The employees did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) M4108
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 028	Date yy mm dd 2015 08 20		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
RR/Co. Code UP				Subdivision PORTLAND					

From: City ARLINGTON	Codes 0060	Destination City & County			Codes	From Latitude					
State OR	41	City				From Longitude					
County GILLIAM	C021	County				To Latitude					
Mile Post: From	To	Inspection Point ARLINGTON INTERCHANGE TRACKS WITH PCC				To Longitude					
Activity Code:	2170	2180	218T	220C	221	222O	229X	232X	LTO		
Units:	1	4	2	1	1	1	2	2	1		
Sub Units:	1	14	0	2	0	1	0	0	2		

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 8/20/15, ODOT MP&E Inspector Greg Rastatter and I conducted an inspection of the yard at Arlington. UP's Portland Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the crew of UP 7752 properly whistle for the crossing at Cottonwood Street, DOT#807665X. We observed the securement of locomotives UP 8098 and UP 7920. They were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. We observed no tampering with the safety devices of these locomotives, in compliance with 49 CFR Part 218.55. Locomotive UP 8828 was the rear DP unit on the train led by UP 8098. Its headlight was on dim as a rear end marker, in compliance with 49 CFR 221.14(c)(3). We observed the securement of cars TTZX 865010, TTZX 865322, TTZX 862310, GCCX 700063, NRLX 527970, CIGX 802119 and GCCX 700012. The cars were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed several switches, derails and a crossover and they were all found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. We met with crew members of UP 8098 and discussed various safety and rules topics. The employees did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) M4108
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 035	Date yy mm dd 2015 09 03						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____							
From: City SALEM		Codes 1810	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County MARION		C047	County				To Latitude						
Mile Post: From		To	Inspection Point UPS SALEM YARD				To Longitude						
Activity Code:	2170	2180	232X										
Units:	1	3	4										
Sub Units:	1	15	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 9/3/15, ODOT Railroad Safety Inspector Chris Kuenzi and I conducted an inspection of Union Pacific's Salem Yard. The Brooklyn Subdivision is a crude oil route. We observed cars TILX 291549, TILX 251306, TILX 79135, SHQX 8325, TILX 291553, PROX 23023 KCS 171310, RBOX 37682, RBOX 34383, SOU 550940, RBOX 37432, SOU 530746, RBOX 37281 IBT 18943 and IBT 18427. They were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. We observed several switches and one crossover. All switches were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) H4102
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 041	Date yy mm dd 2015 09 15		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
RR/Co. Code UP		Subdivision CASCADE						

From: City KLAMATH FALLS	Codes 1170	Destination City & County		Codes	From Latitude						
State OR	41	City			From Longitude						
County KLAMATH	C035	County			To Latitude						
Mile Post: From	To	Inspection Point UP'S KLAMATH FALLS YARD			To Longitude						
Activity Code:	2170	2180	2181	229X	232X						
Units:	1	4	4	4	6						
Sub Units:	1	23	0	0	0						

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 9/15/15, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of UP's Klamath Falls Yard. UP's Cascade Subdivision is a crude oil train route. We observed the securement of locomotives UP 8257, UP 5317, UP 4894 and UP 4225, as well as cars TTZX 865389, UP 77997, UP 77706, UTLX 953582, TTZX 85556, TTZX 855144, NOKL 732192, NOKL 736875, UP 95783, SSW 87532, SSW 87822, SSW 88130 and SP 248505. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101(a). We observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. We observed no tampering with the safety devices of these locomotives, in compliance with 49 CFR Part 218.55.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed several switches, 2 crossovers and 1 derail. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 046	Date yy mm dd 2015 09 23		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R RR/Co. Code UP	Division SYSTEM Subdivision BROOKLYN	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		

From: City SALEM	Codes 1810	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MARION	C047	County		To Latitude

Mile Post: From	To	Inspection Point	UP'S SALEM YARD			To Longitude
Activity Code:	2170	2180	229X	232X	218T	
Units:	1	2	3	17	3	
Sub Units:	1	12	0	0	0	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 9/23/15, ODOT Railroad Safety Inspectors Alon Kelly, Ray Hubbell and I conducted an inspection of UP's Salem Yard. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 9/23/15 at 12:01 pm, we observed a blue flag lying in the prescribed walkway near the 713 switch, presenting a slip, trip or fall hazard. This is not in compliance with Union Pacific Railroad Safety Rule 80.1. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103 H4103
------------------	---------------------	--

INSPECTION REPORT
 (Continuation)

Inspector's ID No. P4104	Report No. 046	Report Date 09/23/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
 We observed the securement of locomotives UP 2559, UP 8108 and UP 1206, as well as cars RBOX 43238, KCS 60378, SOU 550940, FBOX 505079, WCRC 7568, IBT 18471, SHPX 201734, NS 407420, RBOX 20119, RBOX 38059, RBOX 34486, RBOX 39791, SI 919661 and SP 4734. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101(a). We observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. The engines' daily inspection forms and blue cards were properly filled out, in compliance with 49 CFR 229.21 and 49 CFR 229.23. We observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. We observed several switches and they were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103 H4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 053	Date yy mm dd 2015 10 08		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R RR/Co. Code UP	Division SYSTEM Subdivision BROOKLYN	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturmer@up.com Signature _____			

From: City EUGENE	Codes 0660	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County LANE	C039	County		To Latitude

Mile Post: From	To	Inspection Point UP'S EUGENE YARD	To Longitude										
Activity Code:	2170	2180	229X	232X	MREC								
Units:	1	3	6	16	1								
Sub Units:	1	11	0	0	6								

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 10/8/15, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of UP's Eugene Yard. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				ROR		H099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 10/8/15 at 10:15 am, we observed the crew of UP 8084 pull cars out of track 304 and move them to another track. The head 3 cars (BKTY 151420, TBOX 670910 and RBOX 34938) had their hand brakes applied during this move. This is not in compliance with UP Air Brake and Train Handling Rule 32.1.6.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 053	Report Date 10/08/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UP 8103, UP 7249, UP 8038, UP 4489, UP 8207 and UP 7345, as well as cars TTZX 862523, UP 275382, UP 274115, BKTY 151420, TBOX 670910, RBOX 34938, UP 275324, LFPX 838, SOO 75090 and UP 273040. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218. 101(a). We observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. We observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. We observed several switches and 1 derail. They were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 054	Date yy mm dd 2015 10 13		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point UP'S ALBINA YARD	To Longitude							
Activity Code:	217O	218M	218O	218T	229X	232X				
Units:	1	1	4	3	5	18				
Sub Units:	1	3	25	0	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 10/13/15, FRA Operating Practices Specialist Ed McCullough and I conducted an inspection of UP's Albina Yard. UP's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	5883	GEF	229	0089	A1				N	N	1	229X

Description
FRA DEFECT NOTED: JUMPERS AND CABLES IMPROPERLY LOCATED OR GUARDED. On 10/13/15 at 9:37 am, we observed the MU cable on the front of locomotive UP 5883 with one end not properly secured in a receptacle, hanging down behind the plow blade and resting on the MU hoses. This is not in compliance with 49 CFR Part 229.89(a) and Union Pacific Air Brake and Train Handling Rule 31.8.1(C). See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	5883	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 10/13/15 at 9:40 am, we observed the automatic brake of locomotive UP 5883 in the release position, not in compliance with 49 CFR Part 232.103(n)(4) and Union Pacific Air Brake and Train Handling Rule 32.2.1(8). See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 58245
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 054	Report Date 10/13/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UP 5180, UP 594, UP 5883, UP 8242, UP 3957, UP 7842, UP 8762, UP 1971, UP 591 and UP 694, as well as cars HATX 10050, UP 273231, CN 388444, TTGX 986207, FBOX 505186 and LTTX 137299. All were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The walkways and floors of locomotives UP 5883, UP 8242, UP 3957, UP 7842 and UP 8762 were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119(c). We observed no tampering with the safety devices of these locomotives, in compliance with 49 CFR Part 218.55. We observed locomotives UP 5180 and UP 594 in the locomotive servicing facility under blue signal protection, the switches on both ends of the tracks were lined away and locked with mechanical locks, derails were properly applied and blue flags were displayed at both ends, in compliance with 49 CFR Part 218.29(a)(1)-(4).

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the crew of UP 632/UP 1487 switching in remoted control mode. The crew properly protected shoves in both directions, in compliance with 49 CFR Part 218.99. The crew properly handled switches, in compliance with 49 CFR Part 218.103. We observed several switches and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 58245
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 057	Date yy mm dd 2015 10 15		
--	-----------------------	------------------------------------	--------------------------	---------------------------------------	--	--

Railroad/Company Name & Address UNION PACIFIC RR CO.	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)			
	RR/Co. Code UP	Subdivision BROOKLYN	Name	Title	Email jwturner@up.com	Signature

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point UP'S BROOKLYN YARD	To Longitude								
Activity Code	2170	2180	218T	220C	229X	232X	MREC				
Units:	1	4	6	1	6	14	1				
Sub Units:	1	18	0	3	0	0	6				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 10/15/15, I conducted an inspection of UP's Brooklyn Yard. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON-FRA DEFECT: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 10/15/15 at 8:00 am, an MU cable was found in the prescribed walkway between the Zone 6 Lead and Main Track 1 at CPS 768 Reed, presenting a slip, trip or fall hazard. This is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securing of locomotives UP 8114, UP 7369, UP 8367, UP 4490, UP 7952 and UPY 638, as well as cars D1TX 723646, TTRX 370161, 1TRX 370732, TTAX 555142, BNSF 255474, TTRX 360800, D1TX 681025 and D1TX 766704. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. There was no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The daily inspection and blue card forms for the locomotives were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
-------------------------	----------------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 057	Report Date 10/15/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
 I observed the crew of UPRY 3001 switching in remote control mode. The crew properly protected several shoves in both directions, in compliance with 49 CFR Part 218.99. The crew properly handled switches, in compliance with 49 CFR Part 218.103. I observed that the crew had no electronic devices on or visible, in compliance with 49 CFR 220 Subpart C. I observed several switches and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 061	Date yy mm dd 2015 10 20		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
RR/Co. Code UP				Subdivision PORTLAND					

From: City HERMISTON	Codes 0990	Destination City & County			Codes	From Latitude					
State OR	41	City				From Longitude					
County UMATILLA	C059	County				To Latitude					
Mile Post: From	To	Inspection Point UP'S HINKLE YARD				To Longitude					
Activity Code:	217O	218M	218O	218T	221	222O	229X	232X			
Units:	1	1	4	3	3	1	3	7			
Sub Units:	2	1	19	0	0	1	0	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 10/20/15, FRA Railroad Safety Inspector Kevin Pannell and I conducted an inspection of UP's Hinkle Yard. UP's Portland Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 10/20/15 at 8:05 am, a broom was found in the walkway next to the switch for track 204 on the east end of the yard, presenting a slip, trip and fall hazard. This is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UP 4771, UP 3981 and UP 5132, as well as cars SHLX 246, TILX 135566, UP 275326 and TTZX 861858. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). We observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119(c). There was no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. We observed the crew of UP 1605/3238 properly perform a shoving move, in compliance with 49 CFR Part 218.99. The crew handled switches, in compliance with 49 CFR Part 218.103. We observed several switches and derails and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 67150
------------------	---------------------	--

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 061	Report Date 10/20/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
 We observed the crew of UP 6041 properly whistle for men or equipment on or near the track, in compliance with UP GCOR Rule 5.8.2(8). The rear DP unit for that train was UP 8382 and the rear headlight was properly displayed on dim, in compliance with 49 CFR Part 221.14(c)(3). We observed BNSF 7868 with its EOT applied to rear car BNSF 546101 and UP 4789 with its EOT applied to rear car FEC 71877. Both were in compliance with 49 CFR Part 221.13. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			<input type="text"/>	<input type="text"/>
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 67150
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 062	Date yy mm dd 2015 10 21						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____							
From: City HEPPNER		Codes 0980	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County MORROW		C049	County				To Latitude						
Mile Post: From		To	Inspection Point HEPPNER JUNCTION				To Longitude						
Activity Code:	2170	2180	232X										
Units:	1	3	14										
Sub Units:	1	11	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 10/21/15 I conducted an inspection of UP's Heppner Junction. UP's Portland Subdivision is a crude oil train route. I observed the securement of cars TTZX 86391, TTZX 85898, TTZX 87308, TTZX 866925, TTZX 87168, TTZX 87797, TTZX 86921, TTZX 863234, TTZX 866890, UP 273162, TTZX 85783, WCRC 7369, TTZX 865771 and HLSC 85783. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and derails and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:		Longitude:					
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mmm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 068	Date yy mm dd 2015 10 29		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude
State OR	41	City				From Longitude
County MULTNOMAH	C051	County				To Latitude
Mile Post: From	To	Inspection Point KENTON YARD				To Longitude
Activity Code:	2170	2180	232X	221	222O	
Units:	1	3	1	3	2	
Sub Units:	1	22	0	0	2	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 10/29/15 I conducted and inspection of UP's Kenton Line from O-I Glass to Penn Junction. UP's Portland Subdivision is a crude oil train route. I observed the securement of car UP 39665. It was properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). It was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the crew of UP 6917 properly whistle for men or equipment on or near the track, in compliance with UP GCOR Rule 5.8.2(8). The rear DP unit for that train was UP 7076 and the rear headlight was properly displayed on dim, in compliance with 49 CFR Part 221.14(c)(3). I observed UP 8261 properly whistle for the crossing at North Peninsular Avenue, DOT# 808396S, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). An EOT was properly applied to rear car CP 218193, in compliance with 49 CFR Part 221.13.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed UP 1018 properly whistle for the crossing at North Fiske Avenue, DOT# 807384U, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). An EOT was properly applied to rear car GATX 58626, in compliance with 49 CFR Part 221.13. I observed several switches and derails and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 069	Date yy mm dd 2015 10 29						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____							
From: City CLACKAMAS		Codes 0335	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County CLACKAMAS		C005	County				To Latitude						
Mile Post: From		To		Inspection Point CLACKAMAS DRILL			To Longitude						
Activity Code:	2170	2180	229X	232X									
Units:	1	3	1	3									
Sub Units:	1	7	0	0									
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 10/29/15 I conducted an inspection of UP's Clackamas Drill. UP's Brooklyn Subdivision is a crude oil train route. I observed the securement of locomotive UP 9991, as well as cars GATX 205201 and SP 4744. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotive and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119(c). I observed several switches and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:				Longitude:				
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional					Railroad Action Code			Date(mm/dd/yyyy):			Comments on back?		

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 072	Date yy mm dd 2015 11 03		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude				
State OR	41	City				From Longitude				
County MULTNOMAH	C051	County				To Latitude				
Mile Post: From	To	Inspection Point RAMSEY YARD				To Longitude				
Activity Code:	2170	2180	218T	220C	229X	232X				
Units:	1	5	10	1	10	10				
Sub Units:	1	14	0	2	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 11/3/15, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of Ramsey Yard. UP's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	5547	GEF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 11/3/15 at 10:07 am, we observed an MU cable stowed in the vertical handhold at walkway level on the rear platform of UP 5547. This is not in compliance with 49 CFR Part 229.119(c)(1). See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 11/2/15 at 10:00 am, we observed 2 yard air hoses and many pieces of dunnage, some with large nails protruding upward in the walkway, between several tracks throughout the yard in the prescribed walkway. This is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 072	Report Date 11/03/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UP 5520, CP 8954, CP 8639, UP 5545, UP 5547, UP 4936, CP 9816, CP 9373, CP 8888 and CP 9619. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). We observed the walkways and floors of the locomotives and, with the exception of UP 5547 noted in item 3, they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119(c). There was no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. We observed the crew of UP 4936 perform shoving movements, in compliance with 49 CFR Part 218.99. We observed the crew handle switches, in compliance with 49 CFR Part 218, Subpart F. The crew had no electronic devices on or visible, in compliance with 49 CFR Part 220, Subpart C. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):
			<input type="text"/>	<input type="text"/>
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 074	Date yy mm dd 2015 11 05		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
				RR/Co. Code UP	Subdivision PORTLAND				

From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude				
State OR	41	City				From Longitude				
County MULTNOMAH	C051	County				To Latitude				
Mile Post: From	To	Inspection Point BARNES YARD				To Longitude				
Activity Code:	2170	2180	218T	220C	229X	232X				
Units:	1	4	3	1	3	14				
Sub Units:	6	16	0	5	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 11/4/15 I conducted an inspection of Barnes Yard. UP's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 594, UP 6008 and UP 6287, and cars TILX 516501, NAHX 516356, FMLX 52117, SMNX 1118, SMNX 044195, SMNX 794, GACX 516017, TGSX 443555, TILX 516506, TTGX 978242 and TTGX 914070. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119(c). There was no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. I observed the crew of UP 633 properly perform shoving moves, in compliance with 49 CFR Part 218.99. The crew handled switches, in compliance with 49 CFR Part 218.103. I observed several switches and derails and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 074	Report Date 11/05/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
 NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 11/4/15 at 7:55 am, I observed yard air hoses and a glad hand coupling in the prescribed walkways between tracks 1 and 2, and tracks 2 and 3 at the east end. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			<input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/>	<input style="width: 100px; height: 20px;" type="text"/>
Comments on back?				

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 076	Date yy mm dd 2015 11 09						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____							
From: City ARLINGTON		Codes 0060	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County GILLIAM		C021	County				To Latitude						
Mile Post: From To		Inspection Point BLALOCK				To Longitude							
Activity Code:	2170	2180	2220	221	232X								
Units:	1	3	1	1	5								
Sub Units:	1	5	1	0	0								
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 11/9/15 I conducted an inspection of the siding at Blalock. UP's Portland Subdivision is a crude oil train route. I observed the securing of cars TTZX 855008, HLSC 3016, FDDM 200201, TTZX 862654 and TTZX 86348. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and derails and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. I observed the crew of UP 5517 properly whistle for men or equipment on or near the track, in compliance with UP GCOR Rule 5.8.2(8). An EOT was properly applied to rear car CP 607872, in compliance with 49 CFR Part 221.13. No defects.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 077	Date		
				yy 2015	mm 11	dd 09

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision PORTLAND	Name John Turner	Title General Superintendent	Email jwturner@up.com
Signature					

From: City RUFUS	Codes 1783	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County SHERMAN	C055	County		To Latitude

Mile Post: From	To	Inspection Point BIGGS	To Longitude
-----------------	----	------------------------	--------------

Activity Code:	2170	2180	232X										
Units:	1	3	8										
Sub Units:	1	10	0										

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1				USC						N	N	0	

Description - [** Comment to Railroad/Company **]
On 11/9/15 I conducted an inspection of the yard tracks at Biggs. UP's Portland Subdivision is a crude oil train route. I observed the securement of cars TTXZ 86721, TTXZ 866831, TTXZ 85114, UP 275522, UP 914069, SP 323120 and MKT 97000. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and derails and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 11/9/15 at 10:38 am, I observed several marking paint spray cans in the prescribed walkway between tracks 103 and 711, presenting a slip, trip and fall hazard for employees. This is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 078	Date yy mm dd 2015 11 09						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____							
From: City THE DALLES		Codes 2060	Destination City & County			Codes	From Latitude						
State OR		41	City					From Longitude					
County WASCO		C065	County					To Latitude					
Mile Post: From		To	Inspection Point THE DALLES YARD				To Longitude						
Activity Code:	2170	2180	232X										
Units:	1	2	13										
Sub Units:	1	18	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 11/9/15 I conducted an inspection of The Dalles Yard. UP's Portland Subdivision is a crude oil train route. I observed the securement of cars TTZX 855236, UP 273733, UP 273009, UP 273078, SSW 88390, WP 38195, TBOX 660256, UP 463315, ARMN 923004, NDYX 848963, TTZX 84948, UP 917105 and UP 917108. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 082	Date yy mm dd 2015 11 16						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____							
RR/Co. Code UP		Subdivision PORTLAND											
From: City ARLINGTON	Codes 0060	Destination City & County			Codes	From Latitude							
State OR	41	City				From Longitude							
County GILLIAM	C021	County				To Latitude							
Mile Post: From	To	Inspection Point ARLINGTON				To Longitude							
Activity Code:	2170	2180	221	2220									
Units:	1	3	1	1									
Sub Units:	1	11	0	1									
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 11/16/15, I conducted an inspection of the trackage at Arlington. UP's Portland Subdivision is a crude oil train route. The crew of UP 5330 properly whistled for the crossing at Cottonwood Street, DOT# 807655X, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). The train's rear DP unit, UP 8951, had its headlight properly displayed on d1n as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed several switches and derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed one crossover and it was in correspondence, in compliance with 49 CFR Part 218.107(c). No defect.													
Violation Recommended					<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:		Longitude:				
Written Notification to FRA of Remedial Action is:					<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?		

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 086	Date yy mm dd 2015 11 19		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R RR/Co. Code UP	Division SYSTEM Subdivision PORTLAND	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		

From: City HOOD RIVER	Codes 1020	Destination City & County		Codes	From Latitude
State OR	41	City			From Longitude
County HOOD RIVER	C027	County			To Latitude
Mile Post: From	To	Inspection Point HOOD RIVER			To Longitude
Activity Code:	2170	2180	221		
Units:	1	2	1		
Sub Units:	1	3	0		

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 11/19/15, I conducted an inspection of activities at Hood River. UP's Portland Subdivision is a crude oil train route. I observed the securement of locomotive UP 1214, as well as cars TTX 862478, UP 274305 and UP 273530. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). The locomotive's daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. A departure test was properly performed and documented, in compliance with 49 CFR 236.587 and GCOR Rule 17.4.1. I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119(c). There was no tampering with the safety devices of the locomotive, in compliance with 49 CFR Part 218.55.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
UP 1214 properly displayed EOT UP 60211 on car UP 273609, in compliance with 49 CFR Part 221.13. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 095	Date yy mm dd 2015 12 16		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
				RR/Co. Code UP	Subdivision PORTLAND				

From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude
State OR	41	City				From Longitude
County MULTNOMAH	C051	County				To Latitude
Mile Post: From	To	Inspection Point BARNES YARD				To Longitude
Activity Code:	2170	2180	218T	229X	232X	
Units:	1	5	4	4	15	
Sub Units:	4	31	0	0	0	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/15/15, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of UP's Barnes Yard. UP's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	2180

Description
FRA DEFECT/VIOLATION RECOMMENDED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 12/15/15 at 11:36 am, the push-button switch on the bypass track at the east end crossovers was not locked. The lock for that switch was placed on top of a small cabinet below the switch control box. This is not in compliance with 49 CFR 218.103(b)(8) which states in part: "...After operating a switch, ensure that when not in use, each switch is locked, hooked, or latched, if so equipped..." No operating crews or railroad employees were in the area where this switch was located. At 12:05 pm I attempted to contact a UP manager via cell phone. I left a voice mail at that time. A manager returned my call at 3:11 pm and I advised him of the condition of the switch. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 095	Report Date 12/16/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				ROR		H099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 12/15/15 at 11:55 am, we observed that the front left cab door window of locomotive UPY 633 was cracked. The view was obstructed by several cracks spanning the entirety of the window. This condition is not in compliance with Union Pacific Air Brake and Train Handling Rule 31.2.5 (A), Exceptions. There was no tag denoting the engine was a non-complying locomotive on the control stand as required by this rule (31.2.5(A)1). A red bad order tag was displayed on a coat hook on the control cabinet with the words "Broken front door window" and the engine number written on it. There was no other descriptive information. The locomotive was set up in lead. The locomotive was last inspected on 12/14/15 at 8:00 am. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	1201	EMF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 12/15/15 at 11:50 am, we observed that locomotive UP 1201 had a wrench and 2 air hoses laying on the floor of locomotive. The placement of those items could cause a slip, trip or fall hazard for employees. This is not in compliance with 49 CFR Part 229.119 (c)(1), that in part reads: "Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard." See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UP 1201, UPY 633, UP 632 and UP 1751, as well as cars UP 901942, UP 218434, MKT 500, UP 86173, AEX 30191, AEX 4431, THX 516548, FMCX 51282, BNSF 473982, TOF 3062 and UP 93377. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). We observed the walkways and floors of the locomotives and, with the exception of UP 1201 noted in item 4, they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119(c)(1). We observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the crews of the UP 6041 and UP 1203 properly perform shoving movements in compliance with 49 CFR Part 218.99. We observed the crews operate multiple switches, in compliance with 49 CFR Part 218 Subpart F. We observed several switches, 2 crossovers and 1 derail. With exception of the switch described in item 2, they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No further defects noted.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 100	Date yy mm dd 2015 12 23		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
RR/Co. Code UP		Subdivision PORTLAND						

From: City PORTLAND	Codes 1650	Destination City & County		Codes	From Latitude				
State OR	41	City			From Longitude				
County MULTNOMAH	C051	County			To Latitude				
Mile Post: From	To	Inspection Point RAMSEY YARD			To Longitude				
Activity Code:	217O	218O	218T	229X	232X				
Units:	1	3	3	3	6				
Sub Units:	1	16	0	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/23/15 I conducted an inspection of Ramsey Yard. UP's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 12/23/15 at 7:35 am, I observed several pieces of dunnage between several tracks throughout the yard in the prescribed walkway. This is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				ROR		H099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 12/23/15 at 7:45 am, I observed an MU cable laying on the ground, not fouling the walkway, near locomotive CP 8793. Although not a walkway tripping hazard, it being left unsecured may lead to damage or possibly become a tripping hazard. Union Pacific Air Brake and Train Handling Rule 32.2.2(4) states, in part: "When separating locomotives, do the following: 4. Plug the MU cables into a dummy receptacle." Locomotives CP 8793 and UP 5416 had empty MU receptacles and were available for use for storage of the cable. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 100	Report Date 12/23/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [Comment to Railroad/Company **]**
 I observed the securement of locomotives CP 8793, CP 8702 and UP 5416, as well as cars TTPX 81494, BLE 30050 and BNSF 478376. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119(c). There was no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed several switches and 1 crossover. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F.

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code: <input type="text"/> <input type="text"/> <input type="text"/>	Date(mm/dd/yyyy): <input type="text"/> Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [Comment to Railroad/Company **]**
 On 12/23/15 at 7:50 am I observed that adhesive residue was present on the sides and lens of the inward-facing camera of locomotive UP 5416. This camera is not currently considered a safety device, but the presence of the adhesive may indicate tampering by covering the camera to nullify its effectiveness. See attached photos.

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code: <input type="text"/> <input type="text"/> <input type="text"/>	Date(mm/dd/yyyy): <input type="text"/> Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 101	Date yy mm dd 2015 12 28		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jvtturner@up.com Signature _____		
RR/Co. Code UP		Subdivision PORTLAND						

From: City THE DALLES	Codes 2060	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County WASCO	C065	County		To Latitude

Mile Post: From	To	Inspection Point THE DALLES YARD	To Longitude									
Activity Code:	2170	2180	218M	232X	220C							
Units:	1	4	1	37	1							
Sub Units:	1	33	1	0	2							

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/28/15, I conducted an inspection of The Dalles Yard. UP's Portland Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	2	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. At 9:49 am, scrap steel, pieces of wood, brake shoes, calking tubes and other items were found in the walkway between the west end of tracks 9 and 10. At 10:15 am, yard air hoses and peanut hoses were found in the walkway between the east end of tracks 1 and 2, 2 and 3, and 3 and 4. These items present a slip, trip and fall hazard for employees, not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotive UP 1214, and cars UP 274148, UP 917105, UP 917108, SP 337647, MP 819912, UP 914098, UP 925327, UP 925118, HZGX 3545, HZGX 3744, UP 273267, TTZX 861766, TTZX 84327, TTZX 48948, UP 273009, UP 273078, WP 38148, WP 38251, MP 582473, UP 45810, ARMN 933922, ARMN 933012, ARMN 933918, ARMN 902141, TTZX 85188, SOO 600627, UP 901691, UP 901787, SP 694414, SP 508781, SP 509558, UP 255653, SP 323217, MP 651218, SP 508713 and SP 509266. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218. 101(a). I observed several switches, 3 derails and 1 crossover. They were found to be properly positioned and locked, hooked, or latched, in compliance with 49 CFR Part 218 Subpart F.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 101	Report Date 12/28/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [**** Comment to Railroad/Company ****]
 A contract rail car maintenance crew was observed and they did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. The contract crew was working under blue flag protection, the switches on both ends of the tracks they were working on were lined away and locked with mechanical locks, and blue flags were displayed at both ends in compliance with Title 49 CFR Part 218.27 - Workers on track other than main track. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Maim, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 103	Date yy mm dd 2015 12 29		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude
State OR	41	City				From Longitude
County MULTNOMAH	C051	County				To Latitude
Mile Post: From	To	Inspection Point RIVERGATE YARD				To Longitude
Activity Code:	2170	2180	229X	232X	218T	
Units:	1	4	4	20	4	
Sub Units:	1	39	0	0	0	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/29/15, I conducted an inspection of Rivergate Yard. UP's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	2180

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 12/29/15 at 9:01 am, the hook for switch 314 at the east end of the yard was found on the ground and not in its hasp, not in compliance with 49 CFR Part 218.103(b)(8). See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				218	0109	C6				N	N	1	2180

Description
FRA DEFECT NOTED: HAND-OPERATED FIXED DERAILS: EMPLOYEE FAILED TO DETERMINE THAT THE DERAIL WAS SECURED BY PLACING THE LOCK OR HOOK IN THE HASP. On 12/29/15 at 9:08 am, a deraill at the east end of the yard was found with its lock locked, but draped over the hasp. This unsecured condition is not in compliance with 49 CFR Part 218.109(c)(6), which reads: "Ensure that when not in use, derails are locked, hooked or latched in the normal position if so equipped." See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):
Comments on back?				

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 103	Report Date 12/29/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				218	0101	A				N	N	1	218O

Description
FRA DEFECT NOTED: LEAVING EQUIPMENT IN THE CLEAR: FAILURE TO ADOPT AND COMPLY WITH REQUIRED OPERATING RULE. On 12/29/2015 at 9:16 am, car BNSF 478829 was found with its car body over the clearance mark on the east end of track 312. This is not in compliance with 49 CFR Part 218.101(a). See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	UP	5332	GEF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 12/19/15 at 10:10 am, I observed that locomotive UP 5332 had trash, water bottles and other items left on the walkway and floor of the locomotive, presenting a slip, trip or fall hazard for employees. Trash bags also partially blocked access to the fire extinguisher. This is not in compliance with 49 CFR Part 229.119 (c), that in part reads: "Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard." See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6				ROR		H099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKE RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 12/29/15 at 10:00 am I observed an MU cable laying on the rear walkway platform of locomotive UP 5550, creating a tripping hazard. Union Pacific Air Brake and Train Handling Rule 32.2.2(4) states, in part: "When separating locomotives, do the following: 4. Plug the MU cables into a dummy receptacle." Locomotive UP 5550 had an empty MU receptacle and was available for use for storage of the cable. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7				ROR		H099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKE RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 12/29/15 at 10:05 am, I observed that the hand brake was not applied on locomotive UP 5550. This is not in compliance with Union Pacific Air Brake and Train Handling Rule 32.2.1(5), which reads, in part: "When securing engine: 5. Apply hand brakes on all locomotives." The locomotive consist was UP 5332, UP 5550, CP 8733 and UP 5517 and was on track 310. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 103	Report Date 12/29/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 12/29/15 at 10:20 am, 2 yard air hoses were found in the walkways between tracks 311 and 310, and 313 and 312, creating a slip, trip, and fall hazard for employees. This is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][][] Date(mm/dd/yyyy): [][]-[][]-[][][] Comments on back? _____

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
9										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed the securement of locomotives UP 5332, UP 5550, CP 8733 and UP 5517, as well as cars BNSF 496392, BNSF 473094, UP 88527, CNW 178201, CTRN 100146, BNSF 479762, BNSF 472559, BNSF 478954, BNSF 485884, BNSF 545542, PTTX 137403, BNSF 546226, AOK 607031, UP 221414, BNSF 485489, UP 87015 and CMO 20535. With the exception of locomotive UP 5550, noted in item 7 of this report, they were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][][] Date(mm/dd/yyyy): [][]-[][]-[][][] Comments on back? _____

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
10										N	N	0	

Description - [Comment to Railroad/Company **]**
With the exception of locomotive UP 5550, noted in item 5 of this report, the walkways and floors of the locomotives were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed several switches, 3 crossovers and 2 derails. With the exception of the unlocked derail noted in item 3 of this report, they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No further defects.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][][] Date(mm/dd/yyyy): [][]-[][]-[][][] Comments on back? _____

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 079	Date yy mm dd 2016 05 23		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision HUNTINGTON							

From: City HUNTINGTON	Codes 1040	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County BAKER	C001	County		To Latitude

Mile Post: From	To	Inspection Point HUNTINGTON	To Longitude								
Activity Code:	2170	2180	218T	221	229X	232X	LTO				
Units:	1	1	1	2	1	7	1				
Sub Units:	3	4	0	0	0	0	1				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/23/16, I conducted an inspection of the yard at Huntington. Union Pacific's Huntington Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 5/23/16 at 3:50 pm, an angle bar was observed in the walkway next to switch #508 on the west end. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotive UP 8098, as well as cars UP 38456, WREX 7033, KRL 70871, NRLX 34067, CTRN 529 and NS 407422. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotive and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotive, in compliance with 49 CFR Part 218.55. The locomotive's daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed UP 8458's rear DP unit, UP 8652, with its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed UP 8098 with EOT UPRQ 63654 applied to rear car KRL 70881, in compliance with 49 CFR Part 221.13.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 079	Report Date 05/23/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the crew of UP 4128 properly perform multiple shoving moves, in compliance with 49 CFR Part 218.99. The crew handled switches, in compliance with 49 CFR Part 218.103. I observed several switches and 1 derail. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I met with one employee and discussed several rules topics. Also discussed were the procedures the crew uses to serve the Ash Grove cement plant at Durkee. We talked about close clearances in the yard at that location, as well as track designations and when crew members ride ears during shoving movements. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			<input type="text"/>	<input type="text"/>
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 080	Date yy mm dd 2016 05 23						
Railroad/Company Name & Address UNION PACIFIC RR CO. 300 South Harrison Street Pocatello ID 83204				R/C R RR/Co. Code UP	Division SYSTEM Subdivision HUNTINGTON	RR/Co. Representative (Receipt Acknowledged) Name Carl Garrison Title Superintendent, Pocatello Email clgarris@up.com Signature _____							
From: City NYSSA	Codes 1530	Destination City & County			Codes	From Latitude							
State OR	41	City				From Longitude							
County MALHEUR	C045	County				To Latitude							
Mile Post: From	To	Inspection Point NYSSA				To Longitude							
Activity Code:	2170	2180	232X										
Units:	1	1	3										
Sub Units:	1	3	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
I										N	N	0	
Description - [** Comment to Railroad/Company **] On 5/23/16, I conducted an inspection of Nyssa. I observed the securement of cars SSW 27430, SSW 24341 and ARMN 769084. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101 (a). I observed several switches, 4 crossovers and 5 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I also checked the lock of switch #832, leading to an industry off of the controlled siding. This switch was found unlocked during a previous inspection and was described in my report number 41 dated 3/21/16. The switch was locked, in compliance with 49 CFR Part 218.103 (b)(8). No defects.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 081	Date yy mm dd 2016 05 24		
Railroad/Company Name & Address UNION PACIFIC RR CO. 300 South Harrison Street Pocatello ID 83204				R/C R	Division SYSTEM	RR/Co, Representative (Receipt Acknowledged) Name Carl Garrison Title Superintendent, Pocatello Email clgarris@up.com Signature _____		
RR/Co. Code UP		Subdivision HUNTINGTON						

From: City ONTARIO	Codes 1570	Destination City & County		Codes	From Latitude						
State OR	41	City			From Longitude						
County MALHEUR	C045	County			To Latitude						
Mile Post: From	To	Inspection Point ONTARIO			To Longitude						
Activity Code:	217O	218O	218T	221	222O	225P	229X	232X	LTO		
Units:	1	1	2	3	1	1	2	10	1		
Sub Units:	8	5	0	0	1	0	0	0	5		

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/24/16 I conducted an inspection of the trackage at Ontario. Union Pacific's Huntington Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 5/24/16 at 6:02 am, I observed switch designated 186/849 with its hook out of the hasp and the operating handle out of its securement notch, sticking out parallel to the ground. This condition left the points gapped. There were no crews or employees in the area at the time of discovery. UP management was notified via voicemail at 6:09 am, then by phone conversation at 7:22 am. At 6:20 am an MOW employee was notified of the switch and immediately restored it to its proper securement. After discussion with UP management, the MOW employee and a crew members of the local switch jobs, it was agreed that the switch was tampered with during an act of vandalism, since many trespassers and transients traverse the area. UP management will enact a plan to increase surveillance in the area to address the issue. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 081	Report Date 05/24/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 5/24/16 at 6:05 am, a spray paint can containing blue paint was observed in the walkway near switch 186/849. This appears to be the same color that was used to mark ties to be replaced. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed the securement of locomotives UP 1810 and UP 1847, as well as cars PROX 16401, CRYX 5743, FURX 894662, CRYX 5020, CRYX 5570, CRYX 5567, BWRX 130173 and SI 920169. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. I observed the crews of UP 1847 and UP 1834 properly perform shoving movements, in compliance with 49 CFR Part 218.99. I observed both crews properly handle switches and derails, in compliance with 49 CFR Part 218, Subpart F.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed UP 1847 properly whistle for the crossing at SW 5th Avenue, DOT# 819436T, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). I observed UP 7776's rear DP unit, UP 7878, with its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). UP 7776 properly whistled the warning for approaching men or equipment on or near the track, in compliance with UP GCOR Rule 5.8.2(8). I observed UP 7612 with EOT UPRQ 63659 applied to rear car DJTX 515087; and UP 1834 with EOT UPRQ 34953 applied to rear car CRYX 5021, both in compliance with 49 CFR Part 221.13. I observed the crew of UP 1834 perform a Class 1 air brake test, in compliance with 49 CFR Part 232.205(a)(3) and UP Air Brake and Train Handling Rules 30.3.1 and 30.10.1.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed several switches, 1 crossover and 16 derails. With the exception of the switch noted in item 2, above, they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. The posting of injuries and illnesses was properly displayed in the yard office in compliance with 49 CFR 225.25(h). I met with 5 employees and 2 managers. We discussed various operational topics for the crews that work in Ontario. Conversation also revolved around the vandalized switch found earlier in the inspection. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 083	Date yy mm dd 2016 05 25		
---------------------------------	-----------------------	-----------------------------	-------------------	--------------------------------	--	--

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)			
	RR/Co. Code UP	Subdivision PORTLAND	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com	Signature

From: City HERMISTON	Codes 0990	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County UMATILLA	C059	County		To Latitude

Mile Post: From	To	Inspection Point HINKLE YARD	To Longitude								
Activity Code:	2170	2180	218T	221	222O	229X	232X	LTO			
Units:	1	1	14	3	1	14	14	1			
Sub Units:	1	2	0	0	1	0	0	1			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/25/16, I conducted an inspection of Hinkle Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	CP	9830	GEF	229	0089	A1				N	N	1	229X

Description
FRA DEFECT NOTED: JUMPERS AND CABLES IMPROPERLY LOCATED OR GUARDED. On 5/25/16 at 2:41 pm, I observed the end of an MU cable laying on the coupler and cut lever of the front of locomotive CP 9830, located on track 305. This is not in compliance with 49 CFR 229.89(a), which reads, in part: "Jumpers and cable connections between locomotives shall be so located and guarded to provide sufficient vertical clearance. They may not hang with one end free." This is also not in compliance with Union Pacific Air Brake and Train Handling Rule 31.8.1(C). See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	CP	9772	GEF	229	0089	A1				N	N	1	229X

Description
FRA DEFECT NOTED: JUMPERS AND CABLES IMPROPERLY LOCATED OR GUARDED. On 5/25/16 at 2:45 pm, I observed an MU cable coiled and placed in the rungs of the ladder on the rear of locomotive CP 9772. Neither end of the cable was secured where required. This is not in compliance with 49 CFR Part 229.89(a), Union Pacific Air Brake and Train Handling Rule 31.8.1(C) and Union Pacific Safety Rule 76.2.3 B, which reads, in part, "When in use, place tools in safe, secure locations and avoid placing: Objects where they are likely to fall or be knocked off; Tools or other objects on: Ladder rungs; Hand holds." See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT
(Continuation)

Inspector's ID No. P4104	Report No. 083	Report Date 05/25/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 7289, UP 7637, UP 7371, UP 7494, UP 6835, UP 8596, UP 8963, CP 9824, CP 8788, CEFX 1053, CEFX 1046 CP 9764, CP 9830 and CP 9772. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.105(b). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed the crew of UP 1210 perform a shoving movement, in compliance with 49 CFR Part 218.99. The crew was observed properly handling switches, in compliance with 49 CFR Part 218, Subpart F.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed UP 5908's rear DP unit, UP 6041 and UP 5536's rear DP unit, CP 8810, with their headlights properly displayed on dim as each train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed UP 1210 with an EOT applied to rear car ARMN 110727, in compliance with 49 CFR Part 221.13. I observed the crew of UP 5536 properly whistle for a crossing in the yard, DOT# 924029B, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). The crew then properly whistled the warning for approaching men or equipment on or near the track, in compliance with UP GCOR Rule 5.8.2(8). I met with a manager and we discussed the issues found with the MU cables, as well as other safety topics. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 087	Date yy mm dd 2016 06 02		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____		
RR/Co. Code UP		Subdivision PORTLAND						

From: City PORTLAND	Codes 1650	Destination City & County		Codes	From Latitude					
State OR	41	City			From Longitude					
County MULTNOMAH	C051	County			To Latitude					
Mile Post: From	To	Inspection Point ALBINA YARD			To Longitude					
Activity Code:	217O	218O	218T	229X	232X					
Units:	1	1	9	12	11					
Sub Units:	1	3	0	0	0					

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 6/2/2016, I conducted an inspection of Albina Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	2660	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 8:06 am, I observed unattended locomotive UP 2660, not coupled to other equipment, on track 570, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 1:09 pm. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 087	Report Date 06/02/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	6719	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 8:10 am, I observed unattended locomotive UP 6719, not coupled to other equipment, on track 570, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 1:09 pm. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------------------------	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	8079	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 8:14 am, I observed unattended locomotive UP 8079, not coupled to other equipment, on track 571, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 1:09 pm. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------------------------	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	UP	2702	RGS	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 8:40 am, I observed single unattended locomotive UP 2702, coupled to other equipment, on track 571, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 1:09 pm. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------------------------	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 087	Report Date 06/02/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	UP	2703	RGS	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 8:43 am, I observed unattended locomotive UP 2703, coupled to other equipment, on track 571, with its automatic brake valve in the handle off position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 1:09 pm. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------------------------	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7	UP	8947	EMF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 9:30 am, I observed the automatic brake valve of unattended locomotive UP 8947 in the full service position. This is not in compliance with 49 CFR Part 232.103(n)(4) and UP ABTH Rules 32.1.2(3) and 32.2.1(8). Rule 32.2.1(8) reads: "When engine is running, make a 20-psi brake pipe reduction after allowing the brake system to charge." This locomotive was the lead locomotive of an unattended, secured train on the main track.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed the securement of locomotives UP 1971, UP 594, UP 606, UP 522, UP 2660, UP 6719, UP 8079, UP 2702, UP 2717 and UP 2703, as well as cars GATX 53940, AEX 9200 and TTGX 992026. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed several switches and derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 089	Date yy mm dd 2016 06 06						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____							
From: City DURKEE		Codes 0575	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County BAKER		C001	County				To Latitude						
Mile Post: From		To	Inspection Point DURKEE ASHGROVE CEMENT PLANT YARD				To Longitude						
Activity Code:	2170	2180	232X										
Units:	1	1	4										
Sub Units:	1	3	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 6/6/16, FRA Railroad Safety Inspector Kevin Pannell and I conducted an inspection of the Ash Grove Cement Plant yard at Durkee. We observed the securement of cars NRLX 34055, NAHX 500789, NRLX 34037 and NRLX 32637. They were secured with hand brakes, in compliance with 49 CFR 232.103(n)(1). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). We observed several switches and 2 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 67150
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 001	Date yy mm dd 2016 01 05		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jvtturner@up.com Signature _____			
From: City SALEM		Codes 1810	Destination City & County			Codes	From Latitude		
State OR		41	City				From Longitude		
County MARION		C047	County				To Latitude		
Mile Post: From		To	Inspection Point SALEM YARD				To Longitude		
Activity Code:	2170	2180	218T	221	222O	229X	232X	LTO	
Units:	1	1	4	2	1	4	8	1	
Sub Units:	7	3	0	0	2	0	0	1	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 1/5/16, I conducted an inspection of Salem Yard. UP's Brooklyn Subdivision is a crude oil train route. I observed the securement of locomotives UP 1124, UP 1094, UP 2018 and UP 1021, as well as cars PROX 23229, TILX 291776, SP 4734, IBT 18982, UP 914373, CNW 137333, TTPX 805147, TBOX 662252, TBOX 662227, TBOX 663378, TILX 291444, TILX 291487, PROX 78448, TILX 251313, WCRC 7565, TELX 2404, WCRC 7532, ARMN 111337, SHQX 3625, PLCX 2807, CRDX 7268, ARMN 761537, NS 451080, RBOX 34468, KCS 749426 and IBT 18948. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed several switches, 1 crossover and 1 derail. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed UP 8228 and UP 2018 properly whistle for the crossing at Hines Street SE, DOT #760051G, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). I observed UP 8228 with its EOT applied to rear car DWC 795219 and UP 2018 with its EOT applied to rear car NS 451080. Both were in compliance with 49 CFR Part 221.13. I observed the crews of UP 1094 and UP 2018 performing shoving movements in compliance with 49 CFR Part 218.99. I observed the crews operate several switches, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 001	Report Date 01/05/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
 I met with one employee. We discussed various safety and rules-related topics. Of concern was the lack of a windsock in the yard to aid in the proper response in a hazardous materials emergency for affected crews. I referred him to ODOT's hazmat inspector. Also discussed was a chronic problem with transients and other trespassers who leave trash in the walkways and are suspected of releasing hand brakes, pulling pins and closing or opening angle cocks. We discussed contacting a UP Special Agent or Salem police in this matter.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	--------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 011	Date yy mm dd 2016 01 25						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R RR/Co. Code UP	Division SYSTEM Subdivision PORTLAND	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jvturner@up.com Signature _____							
From: City HOOD RIVER	Codes 1020	Destination City & County			Codes	From Latitude							
State OR	41	City				From Longitude							
County HOOD RIVER	C027	County				To Latitude							
Mile Post: From	To	Inspection Point HOOD RIVER				To Longitude							
Activity Code:	2170	2180	232X										
Units:	1	1	2										
Sub Units:	1	3	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 1/25/16, I conducted an inspection of Hood River. Union Pacific's Portland Subdivision is a crude oil train route. I observed the securement of cars TTZX 864861 and TTZX 865868. They were properly secured with hand brakes, in compliance with 49 CFR Part 218.103(n)(1). They were in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches, 1 crossover and 2 dcrails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.													
Violation Recommended					<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:			
Written Notification to FRA of Remedial Action is:					<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?		

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
-------------------------	----------------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 011	Date yy mm dd 2016 01 25						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____							
From: City HOOD RIVER		Codes 1020	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County HOOD RIVER		C027	County				To Latitude						
Mile Post: From		To	Inspection Point HOOD RIVER			To Longitude							
Activity Code:	2170	2180	232X										
Units:	1	1	2										
Sub Units:	1	3	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 1/25/16, I conducted an inspection of Hood River. Union Pacific's Portland Subdivision is a crude oil train route. I observed the securement of cars TTZX 864861 and TTZX 865868. They were properly secured with hand brakes, in compliance with 49 CFR Part 218.103(n)(1). They were in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches, 1 crossover and 2 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:		Longitude:					
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 017	Date yy mm dd 2016 02 03		
---------------------------------	-----------------------	-----------------------------	-------------------	--------------------------------	--	--

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)			
	RR/Co. Code UP	Subdivision PORTLAND	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com	Signature

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point ALBINA YARD	To Longitude								
Activity Code:	217O	217L	218M	218T	229X	232X	221	218O			
Units:	1	3	1	5	5	9	1	1			
Sub Units:	7	6	5	0	0	0	0	3			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 2/3/16, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of Albina Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 2/3/16 at 8:56 am, we observed the push-button power operated switch designated as #533 Outbound with the lock unlocked. This is not in compliance with 49 CFR Part 218.103(b)(8). No employees were working on that track. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	632	EMF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 2/3/16 at 8:37 am, we observed a short extension air hose under the step to the cab of locomotive UP 632, presenting a slip, trip or fall hazard should the hose roll forward beyond the step. This is not in compliance with 49 CFR 229.119(c), that in part reads: Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 017	Report Date 02/03/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	2608	GEF	229	0089	A1				N	N	1	229X

Description
FRA DEFECT NOTED: JUMPERS AND CABLES IMPROPERLY LOCATED OR GUARDED. On 2/3/16 at 8:47 am, we observed the MU cable on the front of locomotive UP 2608 with one end not properly secured in a receptacle, hanging down behind the plow blade and resting on the MU hoses. This is not in compliance with 49 CFR Part 229.89(a) and Union Pacific Air Brake and Train Handling Rule 31.8.1(C). See attached photo.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back? _____

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5				RSR		S441				N	N	2	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 2/3/16 at 8:46 am and again at 9:20 am, we observed MU cables in the walkways near the west end of the roundhouse area and one near the east end of the roundhouse area. These items present a slip, trip and fall hazard for employees and are not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back? _____

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [Comment to Railroad/Company **]**
We observed the securement of locomotives UP 632, UP 2608, UP 2601, UP 2702 and UP 4313, and cars NS 407291, SSW 24137, GATX 35173, TILX 328213, MP 266601, GATX 210072, SPMW 6376, SPMW 8000, MP 267838, NAHX 560340 and GATX 37366. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). We observed the walkways and floors of the locomotives and, with the exception of UP 632 noted in item 3, above, they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. We observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back? _____

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7										N	N	0	

Description - [Comment to Railroad/Company **]**
We observed UP 2573 with its EOT applied to rear car DTTX 475389, in compliance with 49 CFR Part 221.13. We observed several switches and 6 derails. With the exception of the switch noted in item 2, above, they were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. We observed several locations that were properly protected with blue flags, in compliance with 49 CFR Part 218.27. We observed the remote control switch crews of UP 699/1941, UP 1751/1939 and UP 522/1891. They handled several switches and performed multiple shoving movements, in compliance with 49 CFR Part 218, Subpart F. The crew of UP 1751 properly sounded the warning while approaching men or equipment on or near the track, in compliance with Union Pacific GCOR Rule 5.8.2 (8). No further defects noted.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back? _____

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 018	Date		
				yy 2016	mm 02	dd 03

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision BROOKLYN	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com

From: City CLACKAMAS HEIGHTS	Codes 0336	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County CLACKAMAS	C005	County		To Latitude

Mile Post: From	To	Inspection Point CLACKAMAS	To Longitude
-----------------	----	-------------------------------	--------------

Activity Code:	2170	2180	229X	232X	LTO	CERT					
Units:	1	1	2	4	1	1					
Sub Units:	2	3	0	0	2	2					

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 2/3/16, I conducted an inspection of Clackamas and the Mt. Hood Main. Union Pacific's Brooklyn Subdivision is a crude oil train route. I observed the securement of locomotive HLCX 1809, and cars SP 4744, NS 471242, ACFX 95137, ACFX 95157, CGAX 9305, ECUX 882815, DWC 793521, SOXX 520475, FDDM 200066, TTZX 863897, SP 246620, BKTY 154338, GLNX 4211, SHPX 203254, NASX 21107, TEIX 109 and SHPX 203265. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed several switches, 2 crossovers and 2 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the crew of UP 8056 perform a Class 1 air brake test, in compliance with 49 CFR Part 232.205(a)(3) and Union Pacific Air Brake and Train Handling Rule 30.3.1(A). I met with the crew of UP 8056 and checked the engineer and conductor certificates. They were found to be in compliance with 49 CFR Part 240.305 and 49 CFR Part 242.209. We discussed several safety and operating rules related topics. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 019	Date yy mm dd 2016 02 04		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude				
State OR	41	City				From Longitude				
County MULTNOMAH	C051	County				To Latitude				
Mile Post: From	To	Inspection Point RIVERGATE YARD				To Longitude				
Activity Code:	217O	218O	218T	229X	232X	LTO				
Units:	1	1	4	4	6	1				
Sub Units:	2	3	0	0	0	1				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 2/4/16, I conducted an inspection of Rivergate Yard. Union Pacific's Portland Subdivision is a crude oil train route. UP Manager of Operating Practices Tim Lieseke was contacted at 7:42 am and informed that railroad radio transmissions would be monitored for the duration of the inspection.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	5502	GEF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 2/4/16 at 9:33 am, I observed hoses and a hammer in nose walkway of locomotive UP 5502. This presents a slip, trip or fall hazard for employees and is not in compliance with 49 CFR 229.119(c)(1), that in part reads: "Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard." See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	5509	GEF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 2/4/16 at 9:36 am, I observed a hose, a can, water bottles and various paperwork forms throughout the cab floor of locomotive UP 5509. This presents a slip, trip or fall hazard for employees and is not in compliance with 49 CFR 229.119(c)(1), that in part reads: "Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard." See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT
(Continuation)

Inspector's ID No. P4104	Report No. 019	Report Date 02/04/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	5551	GEF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 2/4/16 at 9:40 am, I observed a hose in the nose walkway and trash around the fire extinguisher of locomotive UP 5551. This presents a slip, trip or fall hazard for employees and is not in compliance with 49 CFR 229.119(c)(1), that in part reads: "Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard." See attached photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 2/4/16 9:43 am, I observed EOT BNQ 47781 laying on the ground in the walkway between tracks 113 and 300. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 5502, UP 5509, CP 8929 and UP 5551, and cars BNSF 484675, BNSF 488486, TTGX 983085, CBFX 306496, CW 6088, CW 6084, CEFX 70649, BNSF 475190, CMO 21465, NDYX 515329, BNSF 546226, AOK 607031, BNSF 481094 and UP 79287. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and with the exceptions found in items 2, 3 and 4, above, they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed several switches, 2 crossovers and 2 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed the crew of CP 8503 handle switches and perform several shoving movements while switching, in compliance with 49 CFR Part 218, Subpart F. The crew properly sounded the warning while approaching men or equipment on or near the track, in compliance with Union Pacific GCOR Rule 5.8.2 (8). The crew used proper radio procedures over the course of the 2 hour long inspection, in compliance with Union Pacific GCOR Rules 2.1, 2.2 and 2.3. I met with 1 employee and we discussed several safety items of concern to him. No further defects noted.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature				Inspector's ID No. P4104	Report No. 020	Date yy mm dd 2016 02 08					
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232					R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____						
From: City HEPPNER		Codes 0980	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County MORROW		C049	County				To Latitude						
Mile Post: From		To	Inspection Point HEPPNER JUNCTION				To Longitude						
Activity Code:	217O	218O	232X										
Units:	1	1	5										
Sub Units:	1	3	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 2/8/16, I conducted an inspection of Heppner Junction. UP's Portland Subdivision is a crude oil train route. I observed the securement of cars TTX 86391, TTX 85898, TTX 87308, TTX 866925, TTX 87168, TTX 87797, TTX 86921, TTX 863234, TTX 866890, UP 273162, TTX 85783, TTX 84314, TTX 85435 and DRGW 61483. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 3 derails and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.													
Violation Recommended					<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:			
Written Notification to FRA of Remedial Action is:					<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?		

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 026	Date yy mm dd 2016 02 11		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City ARLINGTON	Codes 0060	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County GILLIAM	C021	County		To Latitude

Mile Post: From	To	Inspection Point ARLINGTON	To Longitude
-----------------	----	-------------------------------	--------------

Activity Code:	217O	218O	218T	221	222O	229X	232X				
Units:	1	1	4	1	1	4	3				
Sub Units:	1	3	0	0	1	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 2/11/16, I conducted an inspection of the yard tracks at Arlington. Union Pacific's Portland Subdivision is a crude oil train route. I observed the securement of locomotives UP 7874 and UP 8528, as well as cars MP 641949, GCCX 700025 and CEFX 35315. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the above locomotives, and locomotives UP 5455 and UP 7772 (DP units). They were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
UP 7874's rear DP unit, UP 7772, had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed several switches, 1 crossover and 4 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed UP 5538 properly whistle for the crossing at Cottonwood Street, DOT #807655X, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). The crew also properly whistled the warning for approaching men or equipment on or near the track, in compliance with UP GCOR Rule 5.8.2(8). No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 032	Date yy mm dd 2016 03 07		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
				RR/Co. Code UP	Subdivision BROOKLYN				

From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude		
State OR	41	City				From Longitude		
County MULTNOMAH	C051	County				To Latitude		
Mile Post: From	To	Inspection Point BROOKLYN YARD				To Longitude		
Activity Code:	217O	217L	218O	218T	229X	232X		
Units:	1	1	1	14	15	17		
Sub Units:	2	2	3	0	0	0		

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 3/7/16, I conducted an inspection of Brooklyn Yard. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	0	

Description - [** Comment to Railroad/Company **]
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 3/7/16 at 10:35 am, I observed scrap steel in the walkway between the south end of tracks 11 and 12. This obstruction was also discovered during an inspection as identified in my report number 104 of December 30, 2015. This condition presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 3/7/16 at 11:45 am, I observed water bottles stowed at the switch stand at the north end of track 11. This obstruction was also discovered during previous inspections as identified in my report number 104 of December 30, 2015 and report number 12 of January 26, 2016. This condition presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT
(Continuation)

Inspector's ID No. P4104	Report No. 032	Report Date 03/07/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 3/7/15 at 11:50 am, I observed a steel pipe laying between the north end of tracks 8 and 9. This obstruction was also discovered during previous inspections as identified in my report number 104 of December 30, 2015 and report number 12 of January 26, 2016. This condition presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 4841, UP 8675, UP 8058, UP 8262, UP 4934, UP 4269, UP 4225, UP 5837, UPY 3001, UP 3002, UPY 633, UP 2717, UP 2703, UP 2594 and UP 7931, and cars GTW 676091, FEC 70290, DTTX 744336, BNSF 254256, TTAX 553103, TTRX 361066, TTRX 360189, DTTX 620413, TTAX 553116, DTTX 466825 and DTTX 723469. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the remote control crew of UPY 3001 work. They properly handled switches, in compliance with 49 CFR Part 218, Subpart F. They properly performed several shoving moves, in compliance with 49 CFR Part 218.99. I observed several switches and 1 crossover. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 039	Date		
				yy 2016	mm 03	dd 17

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)			
	RR/Co. Code UP	Subdivision PORTLAND	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com	Signature

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County WASHINGTON	C067	County		To Latitude

Mile Post: From	To	Inspection Point RAMSEY YARD	To Longitude									
Activity Code:	217O	218O	218T	229X	232X							
Units:	1	1	6	6	10							
Sub Units:	1	3	0	0	0							

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 3/17/16 I conducted an inspection of Ramsey Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 3/17/16 at 9:38 am, I observed a yard air hose in the walkway between tracks 204 and 205, presenting a slip, trip and fall hazard for employees. This is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				218	0055					N	N	1	218O

Description
FRA DEFECT NOTED: EVIDENCE OF WILLFUL TAMPERING WITH A SAFETY DEVICE. On 3/17/16 at 9:46 am, I observed pieces of tape and adhesive residue on and around the alerter of locomotive UP 5361. This is not in compliance with 49 CFR Part 218.55, Tampering Prohibited. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 039	Report Date 03/17/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
UNSAFE WORK PRACTICE IDENTIFIED: On 3/17/16 at 10:26 am, I observed paper stuffed in the speaker of locomotive CEFX 1042, reducing its effectiveness. See attached photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 5426, UP 5361, UP 5547, UP 5455, CEFX 1042 and CP 8787, as well as cars BNSF 498694, BNSF 487057, ADMX 16853 and BNSF 451022. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. With the exception of UP 5361 as identified in item 3 above, I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed several switches, 1 crossover and 4 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No further defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 041	Date yy mm dd 2016 03 21		
Railroad/Company Name & Address UNION PACIFIC RR CO.				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Carl Garrison Title Superintendent, Pocatello Email clgarris@up.com Signature _____			
				RR/Co. Code UP	Subdivision HUNTINGTON				

From: City NYSSA	Codes 1530	Destination City & County			Codes	From Latitude		
State OR	41	City				From Longitude		
County MALHEUR	C045	County				To Latitude		
Mile Post: From	To	Inspection Point NYSSA				To Longitude		
Activity Code:	217O	218O	221	222O	232X			
Units:	1	4	2	1	13			
Sub Units:	2	31	0	2	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 3/21/16, I conducted an inspection of Nyssa. Union Pacific's Huntington Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 3/21/16 at 2:28 pm, I observed switch number 832, located on the controlled siding approximately 600 feet west of MP 488, with its switch lock in the hasp and unlocked. This is not in compliance with 49 CFR Part 218.103(b)(8). No operating crews or employees were in the area at the time of discovery. At 2:45 pm I notified the superintendent in Pocatello to advise him of the condition of the lock. At 2:48 pm a track inspector in a Hyrail arrived, and was notified of the lock. The employee locked the switch. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of cars ARMN 767287, ARMN 761528, ARMN 725059, ARMN 725019, SP 246476, SP 251000, CRYX 5557, CRYX 5553, CRYX 5067, CRYX 5031, ARMN 725165, ARMN ARMN 725090 and ARMN 765170. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches, 4 crossovers and 4 derails. With exception of the unlocked switch identified in item 2, above, they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 041	Report Date 03/21/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]

I observed UP 8234 properly whistle for the crossing at Locust Avenue, DOT #819428B, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). The crew also properly whistled the warning for approaching men or equipment on or near the track, in compliance with UP GCOR Rule 5.8.2(8). The train's rear DP unit, UP 2597, had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed UP 8838 properly whistle for the crossing at Locust Avenue, DOT #819428B, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). The train's rear DP unit, 7476, had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). No further defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 043	Date		
				yy 2016	mm 03	dd 22

Railroad/Company Name & Address UNION PACIFIC RR CO.	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision HUNTINGTON	Name Carl Garriss	Title Superintendent, Pocatello	Email clgarris@up.com
			Signature		

From: City HUNTINGTON	Codes 1040	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County BAKER	C001	County		To Latitude

Mile Post: From	To	Inspection Point HUNTINGTON YARD	To Longitude								
Activity Code:	217O	218O	218T	229X	232X						
Units:	1	1	2	2	9						
Sub Units:	1	3	0	0	0						

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 3/22/16, I conducted an inspection of Huntington Yard. Union Pacific's Huntington Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	2	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 3/22/16 at 6:35 am and 6:40 am, I observed 2 switches, numbered 509 and 16 respectively, with their hooks hanging out of hasps. This is not in compliance with 49 CFR Part 218.103(b)(8). No crews or employees were working in the area at the time of the discovery. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 3/22/16 at 7:02 am, I observed tie plates, bolts and spikes in a pile in the walkway near the switch at MP 390.12 (located on the controlled siding close to the east end). This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT
(Continuation)

Inspector's ID No. P4104	Report No. 043	Report Date 03/22/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				ROR		H099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 3/22/16 at 6:50 am, I observed a cut of 5 cars located at the east end of track 14 with 3 hand brakes applied. This is not in compliance with Union Pacific Portland Superintendent Bulletin Number 29, effective February 19, 2015, which states at Huntington: "Four (4) handbrake minimum on the East end or more if required on the securement chart." The car numbers were, from east to west, CBFX 307095, MBKX 20119, CITX 87561 (these 3 were tied down), NRLX 34227 and NRLX 34061.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5				ROR		H099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 3/22/16 at 7:31 am, I observed a cut of 17 cars located at the east end of track 16 with 3 hand brakes applied. This is not in compliance with Union Pacific Portland Superintendent Bulletin Number 29, effective February 19, 2015, which states at Huntington: "Four (4) handbrake minimum on the East end or more if required on the securement chart." The car numbers were, from east to west, MP 30454, WP 13302, DRGW 4862 (these 3 were tied down), MP 819746, MP 828090, WP 2239, MP 819827, MP 15473, MP 815061, MP 815010, MP 815162, MP 815069, MP 15470, UP 58143, WP 2248, UP 912668 and MP 30322.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 3879 and UP 4883, and cars NAHX 500731, NAHX 500741, MBKX 100773, CAEX 32849, DRGW 4862, WP 13302, MP 30454, CBFX 307095, MBKX 20119, CITX 87561, UP 39595, UP 39107, UP 46495, UP 39481, ASGX 53, NAHX 500763, NRLX 32662, RGCX 932, CITX 87567 and RGCX 1723. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed several switches, and 1 derail. With the exception of the 2 switches identified in item 2, above, they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No further defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 044	Date yy mm dd 2016 03 23		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____		
RR/Co. Code UP		Subdivision LA GRANDE						

From: City HERMISTON	Codes 0990	Destination City & County		Codes	From Latitude			
State OR	41	City			From Longitude			
County UMATILLA	C059	County			To Latitude			
Mile Post: From	To	Inspection Point HINKLE YARD			To Longitude			
Activity Code:	2170	2180	218T	229X	232X			
Units:	1	1	5	5	5			
Sub Units:	1	1	0	0	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 3/23/16, FRA Railroad Safety Inspector Kevin Pannell and I conducted an inspection of Hinkle Yard. Union Pacific's LaGrande Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	8109	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 3/23/16 at 9:08 am, we observed the hand brake of unattended locomotive UP 8109 not applied. This is not in compliance with 49 CFR Part 232.103(n)(4) and Union Pacific Air Brake and Train Handling Rule 32.2.1(5). This locomotive was part of a 5 unit consist. No crews or employees were on or near the consist during the discovery of this defect. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	8109	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 3/23/16 at 9:10 am, we observed the generator field switch in the "on" position on unattended locomotive UP 8109. This is not in compliance with 49 CFR Part 232.103(n)(4) and Union Pacific Air Brake and Train Handling Rule 32.2.1(3). See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 67150
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 044	Report Date 03/23/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				RSR		S599				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL SAFETY RULES; ONE OR MORE EMPLOYEES FAILED A SPECIFIC SAFETY RULE NOT LISTED AND NOT COVERED UNDER FEDERAL REGULATIONS. On 3/23/16 at 9:20 am, we observed a brake stick on the ground, next to a pole that had a box affixed to it to secure brake sticks after use. This is not in compliance with Union Pacific Safety Rule 76.2.3(A), which reads, : "Keep tools, materials, hoses, extension cords and supplies in assigned places when work has been completed." See attached photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed locomotives UP 7018, UP 6482, UP 8109, UP 8599 and UP 7999. With the exception of UP 8109 as noted in item 2, above, all units were secured with hand brakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). We observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. We observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 67150
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 048	Date yy mm dd 2016 04 11		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PILOT ROCK	Codes 1640	Destination City & County			Codes	From Latitude			
State OR	41	City				From Longitude			
County UMATILLA	C059	County				To Latitude			
Mile Post: From	To	Inspection Point PILOT ROCK				To Longitude			
Activity Code:	2170	2180							
Units:	1	1							
Sub Units:	1	3							

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1				USC						N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/11/2016, I conducted an inspection of the trackage at Pilot Rock. Union Pacific's Portland Subdivision is a crude oil train route. I observed 3 switches. They were properly positioned and locked, hook or latched, if so equipped, in compliance with 49 CFR Part 218, Subpart F.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 4/11/16 at 11:51 am, I observed a switch broom located in the walkway next to switch #910. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 049	Date yy mm dd 2016 04 11		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____		
				RR/Co. Code UP	Subdivision PORTLAND			

From: City ARLINGTON	Codes 0060	Destination City & County		Codes	From Latitude			
State OR	41	City			From Longitude			
County GILLIAM	C021	County			To Latitude			
Mile Post: From	To	Inspection Point ARLINGTON			To Longitude			
Activity Code:	2170	2180	218T	221	229X	232X		
Units:	1	1	4	1	4	5		
Sub Units:	1	15	0	0	0	0		

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/11/16, I conducted an inspection of Arlington. Union Pacific's Portland Subdivision is a crude oil train route. I observed the securement of locomotives UP 8960, UP 8039, UP 8851 and UP 8767, as well as car GCCX 80029. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
The UP 8960's rear DP unit, UP 8851, had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed several switches, 1 crossover and 4 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 050	Date yy mm dd 2016 04 11						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____							
From: City RIETH	Codes 1752	Destination City & County			Codes	From Latitude							
State OR	41	City				From Longitude							
County UMATILLA	C059	County				To Latitude							
Mile Post: From To		Inspection Point RIETH				To Longitude							
Activity Code:	2170	2180	232X										
Units:	1	1	1										
Sub Units:	1	9	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 4/11/2016, I conducted an inspection of the trackage at Rieth. Union Pacific's Portland Subdivision is a crude oil train route. I observed car UP 25837. It was properly secured with a hand brake, in compliance with 49 CFR Part 232.103(n)(1). The car was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 3 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):				Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 051	Date yy mm dd 2016 04 11						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____							
From: City PENDLETON		Codes 1610	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County UMATILLA		C059	County				To Latitude						
Mile Post: From To		Inspection Point PENDLETON				To Longitude							
Activity Code:	217O	218O	221	222O	232X								
Units:	1	1	1	1	3								
Sub Units:	3	25	0	1	0								
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 4/11/16, I conducted an inspection of Pendleton. Union Pacific's Portland Subdivision is a crude oil train route. I observed the securing of cars TTZX 856189, NDYX 349 and GPFX 11878. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the crew of UP 1121 handle switches, in compliance with 49 CFR Part 218.103. They properly performed a shoving movement, in compliance with 49 CFR Part 218.99. I observed UP 1121 with its EOT applied to rear car NAHX 553239, in compliance with 49 CFR Part 221.13. I observed UP 1121 comply with the established quiet zone at SW 4th Street, DOT #809015E, in compliance with 49 CFR Part 222 Subpart C. I observed several switches and 6 derails and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 052	Date yy mm dd 2016 04 12						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____							
From: City NORTH POWDER		Codes 1520	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County UNION		C061	County				To Latitude						
Mile Post: From		To	Inspection Point NORTH POWDER				To Longitude						
Activity Code:	2170	2180	232X										
Units:	1	1	1										
Sub Units:	1	10	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 4/12/16, I conducted an inspection of the trackage at North Powder. Union Pacific's Huntington Subdivision is a crude oil train route. I observed car TTAX 753113. It was properly secured with a hand brake, in compliance with 49 CFR Part 232.103(n)(1). The car was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 4 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:		Longitude:					
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mmm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 053	Date yy mm dd 2016 04 12		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____		
				RR/Co. Code UP	Subdivision HUNTINGTON			

From: City HINES	Codes 1010	Destination City & County		Codes	From Latitude						
State OR	41	City			From Longitude						
County HARNEY	C025	County			To Latitude						
Mile Post: From	To	Inspection Point HARNEY PIT BUSINESS TRACK			To Longitude						
Activity Code:	217O	218O	218T	221	229X	232X	CERT	LTO			
Units:	1	1	2	1	2	1	1	1			
Sub Units:	3	7	0	0	0	0	3	3			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/12/16, I conducted an inspection of the Harney Pit Business Track. Union Pacific's Huntington Subdivision is a crude oil train route. I observed car SP 338196. It was properly secured with a hand brake, in compliance with 49 CFR Part 232.103(n)(1). The car was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 3 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed the walkways and floors of locomotives UP 5183 and UP 7920. They were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed UP 5183 with EOT UPRQ 63192 applied to rear car SI 919335, in compliance with 49 CFR Part 221.13. I met with the crew of the UP 5183 and discussed various safety rules and procedures at length. I checked the certificates of all crew members and found them to be in compliance with 49 CFR Part 240.305 and 49 CFR Part 242.209. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 054	Date yy mm dd 2016 04 12		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision HUNTINGTON							

From: City BAKER CITY	Codes 0130	Destination City & County		Codes	From Latitude
State OR	41	City			From Longitude
County BAKER	C001	County			To Latitude
Mile Post: From	To	Inspection Point BAKER CITY			To Longitude
Activity Code:	217O	218O	222O	232X	
Units:	1	1	1	3	
Sub Units:	1	17	1	0	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/12/16, I conducted an inspection of the trackage in Baker City. Union Pacific's Huntington Subdivision is a crude oil train route. I observed the securement of cars MP 582753, UP 915431 and SI 920256. They were properly secured with a hand brake, in compliance with 49 CFR Part 232.103(n)(1). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 5 derrails. With the exception of the switch identified in item 2, below, they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed UP 5183 properly whistling for the crossing at Broadway Street, DOT #845115E, in compliance with 49 CFR Part 222.21(a). No further defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 4/12/16 at 1:42 pm, I observed switch number 709/711, located on the wye, with its hook out of the hasp. This is not in compliance with 49 CFR Part 218.103(b)(8). No operating crews or employees were in the area. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 055	Date yy mm dd 2016 04 13		
Railroad/Company Name & Address UNION PACIFIC RR CO. 300 South Harrison Street Pocatello ID 83204				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Carl Garrison Title Superintendent, Pocatello Email clgarris@up.com Signature _____			
RR/Co. Code UP		Subdivision HUNTINGTON							

From: City ONTARIO	Codes 1570	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MALHEUR	C045	County		To Latitude

Mile Post: From	To	Inspection Point ONTARIO	To Longitude							
Activity Code:	2170	2180	221	2220	220C	232X	LTO			
Units:	1	1	1	1	1	3	1			
Sub Units:	3	20	0	1	3	0	3			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/13/16, I conducted an inspection of Ontario. Union Pacific's Huntington Subdivision is a crude oil train route. I observed the securement of cars TILX 291627, PTLX 17270 and UP 921019. They were properly secured with a hand brake, in compliance with 49 CFR Part 232.103(n)(1). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 6 derails and they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed UP 9835 properly whistling for the crossing at SW 5th Avenue, DOT #819436T, in compliance with 49 CFR Part 222.21(a).

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the crew of UP 9835 properly handle switches, in compliance with 49 CFR Part 218.103. They performed several shoving movements, in compliance with 49 CFR Part 218.99. I observed the crew perform a transfer train brake test, in compliance with 49 CFR Part 232.215. I observed UP 9835 with EOT UPRQ 61166 applied to rear car WWUX 18186, in compliance with 49 CFR Part 221.13. I met with the crew of the UP 9835 and discussed various safety rules and procedures at length. The crew was observed to have no electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 056	Date yy mm dd 2016 04 13		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
				RR/Co. Code UP	Subdivision HUNTINGTON				

From: City DURKEE	Codes 0575	Destination City & County			Codes	From Latitude			
State OR	41	City				From Longitude			
County BAKER	C001	County				To Latitude			
Mile Post: From	To	Inspection Point ASHGROVE CEMENT PLANT YARD				To Longitude			
Activity Code:	2170	2180	232X						
Units:	1	1	3						
Sub Units:	1	9	0						

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/13/16, I conducted an inspection of the yard tracks served by Union Pacific at Ashgrove Cement in Durkee. Union Pacific's Huntington Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0101	B				N	N	1	2180

Description
FRA DEFECT NOTED: LEAVING EQUIPMENT IN THE CLEAR; EQUIPMENT LEFT IMPROPERLY FOULING. On 4/13/16 at 12:50 pm, I observed car CBFX 307086 with a portion of its car body over the clearance mark at the west end of track 1, but not physically fouling an adjacent track. This is not in compliance with 49 CFR Part 218.101(b). See attached photos.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 4/13/16 at 1:01 pm, I observed a bucket and a switch broom in the walkway next to the switch at the east end of the yard. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?			

Source Code A	File Number R8C0	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 056	Report Date 04/13/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of cars CBFX 307094, NAHX 500744 and RGCX 1702. They were secured with hand brakes, in compliance with 49 CFR 232.103(n)(1). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). (Please refer to the car past the foul marks as noted in item 2, above). I observed several switches and 1 derail. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			<input type="text"/>	<input type="text"/>
				Comments on back?

Source Code A	File Number R8C0	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 058	Date yy mm dd 2016 04 18		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude					
State OR	41	City		From Longitude					
County MULTNOMAH	C051	County		To Latitude					
Mile Post: From	To	Inspection Point BARNES YARD		To Longitude					
Activity Code:	2170	2180	218T	229X	232X	L70			
Units:	1	1	7	7	18	1			
Sub Units:	2	26	0	0	0	2			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/18/16, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of Barnes Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 4/18/16 at 10:05 am, we observed unattended locomotive UP 6578 with its automatic brake valve in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "A railroad shall adopt and comply with a process or procedures to verify that the applied hand brakes will sufficiently hold an unattended locomotive consist. A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (8) Unattended Locomotive(s). See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 058	Report Date 04/18/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UP 1094, UPY638, UP 1432, UP 5598, UP 5158, UP 8877 and UP 6578, and cars COCX 290012, COER 172104, NAHX 61163, NAHX 1154, GATX 22601, FMLX 51624, FMLX 51161, FMLX 51263, FMLX 51058, FMLX 51330 and FMLX 51267. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). We observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. We observed several switches and 1 crossover. They were all properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218, Subpart F. We met with 2 employees and discussed topics relevant to the defect found in item 2, above. No further defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 062	Date yy mm dd 2016 04 25		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City THE DALLES	Codes 2060	Destination City & County			Codes	From Latitude		
State OR	41	City				From Longitude		
County WASCO	C065	County				To Latitude		
Mile Post: From	To	Inspection Point THE DALLES YARD				To Longitude		
Activity Code:	217O	218M	218O	218T	229X	232X	LTO	
Units:	1	1	1	1	1	8	1	
Sub Units:	3	1	5	0	0	0	1	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company.**]
On 4/25/16, I conducted an inspection of The Dalles Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 4/25/16 at 10:24 am, I observed the hook of switch 40-016 (east end of track 16) out of its hasp. This is not in compliance with 49 CFR Part 218.103(b)(8), which states in part: "... After operating a switch, ensure that when not in use, each switch is locked, hooked, or latched, if so equipped..." No operating crews or railroad employees were in the area where this switch is located. At 10:53 am I contacted a UP manager, via cell phone, and advised him of the condition of the switch. Previous illustrations of non-compliance of this violation were submitted in the following reports: #3 dated 6/16/15; #54 dated 8/20/15; #18 dated 3/9/16. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 062	Report Date 04/25/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				232	0103	N1				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO APPLY SUFFICIENT NUMBER OF HAND BRAKES TO HOLD EQUIPMENT. On 4/25/16 at 10:42 am, I observed car numbers UP 215732, WP 38071, WP 38659, UP 15776, WP 38715, WP 38402, WP 38700, WP 38247, SP 245556, TTJX 80116, SSW 67697, WP 38655, WP 38017, WP 38304, SSW 67410, SP 245574, SP 508642, SSW 67526, WP 38114, WP 38606, SSW 88086, WP 38657, SSW 67177, SP 244978, WP 38077, UP 273611, UP 217028, UP 260109, SP 599830 and TBOX 661070 in the clear in the east end of track 18 with no hand brakes securing the cars. This is in violation of 49 CFR Part 232.103(n)(1) which, in part, reads: "A sufficient number of hand brakes, to be not fewer than one, shall be applied to hold the equipment unless an acceptable alternative method of securing is provided pursuant to paragraph (n)(1)(i) of this section." No operating crews or railroad employees were in the area where these cars were discovered. (continued on next line)

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [Comment to Railroad/Company **]**
(Continued from previous line) At 10:49 am a UP manager was contacted regarding the condition of the cars. A switch crew secured the cars at 11:18 am. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed the securing of locomotive UP 1214, as well as cars ARMN 767277, ARMN 761867, WP 38176, UP 215710, PROX 92910, ARMN 725092 and ARMN 767278. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of UP 1214 and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives in compliance with 49 CFR Part 218.55. The daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed several switches, 5 derrails and 1 crossover. They were all properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218, Subpart F.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed the crew of UP 1214 properly perform a shoving movement, in compliance with 49 CFR Part 218.99. I met with a crew member of UP 1214 when he arrived to secure the cars identified in item 3, above. We discussed the condition of the cars and how they would be secured to remedy a potentially dangerous situation. We also discussed several operational rules topics. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 063	Date		
				yy 2016	mm 04	dd 25

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision PORTLAND	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com

From: City JERMISTON	Codes 0990	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County UMATILLA	C059	County		To Latitude

Mile Post: From	To	Inspection Point WEST END OF HINKLE YARD	To Longitude									
Activity Code:	217O	218O	218T	229X	232X							
Units:	1	1	6	6	6							
Sub Units:	1	3	0	0	0							

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/25/16, I conducted an inspection at the west end of Hinkle Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0055					N	N	1	218O

Description
FRA DEFECT NOTED: EVIDENCE OF WILLFUL TAMPERING WITH A SAFETY DEVICE. On 4/25/16 at 2:00 pm, I observed adhesive residue on and around the alerter of locomotive UP 5477. This is not in compliance with 49 CFR Part 218.55, Tampering Prohibited. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 5477, UP 5522, UP 5360, UP 5519, UP 5513 and UP 5541. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. With the exception of UP 5477 as identified in item 2, above, I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed several switches and 3 derails. They found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No further defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 064	Date		
				yy 2016	mm 04	dd 26

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision LA GRANDE	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com

From: City LA GRANDE	Codes 1190	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County UNION	C061	County		To Latitude

Mile Post: From	To	Inspection Point LA GRANDE	To Longitude						
Activity Code:	2170	218T	218O	221	229X	232X			
Units:	1	13	1	2	13	11			
Sub Units:	1	0	3	0	0	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/26/16, I conducted an inspection of La Grande. Union Pacific's La Grande Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	8936	EMF	229	0119	EI				N	N	1	229X

Description
FRA DEFECT NOTED: CONTINUOUS BARRIER MISSING/IMPROPER. On 4/26/16 at 9:10 am, the walkway chains between locomotives UP 8936 and UP 8774 were fastened very low (at approximately ankle height) and that condition 1) presents a slip, trip and fall hazard for an employee walking between the units, and 2) denies the use of the walkway chains as a safety railing for an employee walking between the units. This is not in compliance with 49 CFR Part 229.119(e)(1). See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				ROR		H099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 4/26/16 at 9:36 am, I observed an MU cable laying with its ends stowed behind the plow blade of locomotive UP 6276. The MU cable left unsecured may lead to damage or possibly become a tripping hazard. This is not in compliance with Union Pacific Air Brake and Train Handling Rule 32.2.2(4) which states, in part: "When separating locomotives, do the following: 4. Plug the MU cables into a dummy receptacle." UP 6276 had empty MU receptacles that were available for use for storage of the cable. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT
(Continuation)

Inspector's ID No. P4104	Report No. 064	Report Date 04/26/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 8936, UP 8774, UP 6276, UP 4691, UP 6360, UP 7866, UP 8997, UP 8638, UP 7976, UP 5829, UP 6072, UP 8937 and UP 6355, as well as cars DTIX 74646, TTZX 84531, UP 34150, TBOX 660427 and WREX 7010. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119(c). There was no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
UP 6360 was the rear DPU of train IG3SE-23 (with UP 8936 leading). The unit had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). UP 8937 was the rear DPU of train OGRT4-24 (with UP 7866 leading). The unit had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed several switches and 2 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 066	Date yy mm dd 2016 04 27						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____							
From: City HERMISTON		Codes 0990	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County UMATILLA		C059	County				To Latitude						
Mile Post: From To		Inspection Point HINKLE				To Longitude							
Activity Code:	217O	218O	218T	217L	220C	221	229X	232X					
Units:	1	1	4	1	1	3	4	8					
Sub Units:	2	4	0	2	1	0	0	0					
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 4/27/16 I conducted an inspection of Hinkle Yard. Union Pacific's La Grande Subdivision is a crude oil train route.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0055					N	N	1	218O
Description FRA DEFECT NOTED: EVIDENCE OF WILLFUL TAMPERING WITH A SAFETY DEVICE. On 4/27/16 at 1:15 pm, I observed evidence of tampering with the alerter and cab signals of locomotive CEFX 1018. There was adhesive residue and paper around the speakers of the cab signals and adhesive residue around the alerter and on the lens of the visible warning device. This is not in compliance with 49 CFR Part 218.55, Tampering prohibited. See attached photos.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	
Description - [** Comment to Railroad/Company **] I observed the securement of locomotives CP 8958, CEFX 1018, UP 598 and UP 1605, as well as cars TILX 500931, AEX 13496, DBUX 302475 and DRGW 56440. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. With the exception of CEFX 1018 as identified in item 2, above, I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed several switches and 8 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					
Source Code	File Number	ID's of Accompanying Inspector(s)											
A	R8CO												

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 066	Report Date 04/27/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the remote control crew of UP 668 for an hour. The crew handled switches, in compliance with 49 CFR Part 218.103. They performed shoving movements, in compliance with 49 CFR Part 218.99. The crew had no electronic devices on or visible during the course of their work, in compliance with 49 CFR Part 220, Subpart C. UP 5780 East was observed with the headlight of its rear DP unit, UP 8553, properly displayed on dim, in compliance with 49 CFR Part 221.14(c)(3). UP 5494 East was observed with the headlight of its rear DP unit, UP 5754, properly displayed on dim, in compliance with 49 CFR Part 221.14(c)(3). I observed UP 8750 West with its EOT applied to rear car TTRX 360920, in compliance with 49 CFR Part 221.13. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 071	Date yy mm dd 2016 05 05		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
				RR/Co. Code UP	Subdivision PORTLAND				

From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude		
State OR	41	City				From Longitude		
County MULTNOMAH	C051	County				To Latitude		
Mile Post: From	To	Inspection Point ALBINA YARD				To Longitude		
Activity Code:	2170	229X	232X	2180				
Units:	1	5	5	1				
Sub Units:	1	0	0	1				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/5/16, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of Albina Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	7509	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 5/5/16 at 10:20 am, we observed unattended locomotive UP 7509, located on track 570, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 11:30 am. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number RBCO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 071	Report Date 05/05/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	4146	EMF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 5/5/16 at 10:24 am, we observed unattended locomotive UP 4146, located on track 571, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 11:30 am. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	6615	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 5/5/16 at 10:30 am, we observed unattended locomotive UP 6615, located on track 571, with its automatic brake valve in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 11:30 am. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	UPY	2702	RGS	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 5/5/16 at 10:38 am, we observed unattended locomotive UPY 2702, located on track 571, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 11:30 am. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6				RSR		S599				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL SAFETY RULES; ONE OR MORE EMPLOYEES FAILED A SPECIFIC SAFETY RULE NOT LISTED AND NOT COVERED UNDER FEDERAL REGULATIONS. On 5/5/16 at 10:32 am, we observed sand in the right rear stairwell of locomotive UP 6615. This is not in compliance with Union Pacific Safety Rule 81.21.1, General Requirements. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 071	Report Date 05/05/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7										N	N	0	

Description - [**** Comment to Railroad/Company ****]
We observed the securement of locomotives UP 7509, UP 4146, UP 5818, UP 6615 and UPY 2702. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mn/dd/yyyy):	<input type="text"/>	Comments on back?
---	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 073	Date yy mm dd 2016 05 14		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
From: City SALEM		Codes 1810	Destination City & County			Codes	From Latitude		
State OR		41	City				From Longitude		
County MARION		C047	County				To Latitude		
Mile Post: From		To	Inspection Point SALEM/LABISH				To Longitude		
Activity Code:	2170	2180	2181	229X	232X				
Units:	1	1	4	4	13				
Sub Units:	1	3	0	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/13/16, I conducted an inspection of Salem Yard and Labish. Union Pacific's Brooklyn Subdivision is a crude oil train route. I observed the securement of locomotives UP 2015, UP 534, UP 9987 and UP 1939, as well as cars PROX 77157, AOK 28152, MP 271644, UP 914373, GBRX 701492, ASOX 287026, SP 4734, NS 469346 and MITX 98065. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed several switches and 2 crossovers. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
-------------------------	----------------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 078	Date yy mm dd 2016 05 15		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
From: City PORTLAND		Codes 1650	Destination City & County			Codes	From Latitude		
State OR		41	City			From Longitude			
County MULTNOMAH		C051	County			To Latitude			
Mile Post: From		To		Inspection Point BARNES YARD				To Longitude	
Activity Code:	2170	2180	218M	218T	221	222O	229X	232X	
Units:	1	1	1	4	2	1	4	5	
Sub Units:	1	2	1	0	0	2	0	0	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1				USC						N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/15/16, I conducted an inspection of Barnes Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	3	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 5/15/16 at 10:25 am, I observed several yard air hoses in the prescribed walkway at the east end of the yard between tracks 1 and 2, tracks 2 and 3, and tracks 3 and 4. These hoses present a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. The following reports illustrate UP's continued non-compliance with its own railroad safety rule (UP Safety Rule 80.1): report number 74, dated 11/5/15 and report 61, dated 4/22/16. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 5/15/16 at 11:10 am, EOT UPRQ 60176 was found in the prescribed walkway between track 15 and track 100 (Barnes Main Line) at the east end. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 078	Report Date 05/15/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [Comment to Railroad/Company **]**

I observed the securing of locomotives UP 7232, UP 5629, UP 5212 and UP 3925, as well as car SMNX 130. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed mechanical employees working on rail cars on track 505 under blue flag protection. The switches on both ends of the track were lined away and locked with mechanical locks, and blue flags were displayed at both ends in compliance with 49 CFR Part 218.27.

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code: <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>	Date(mm/dd/yyyy): <input type="text" value=""/> Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [Comment to Railroad/Company **]**

I observed UP 8480 and UP 1018 properly whistle for the crossing at North Macrum Avenue, DOT #807376C, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). I observed UP 8480 with its EOT applied to rear car NWCX 1022 and UP 1018 with a red flag applied to rear car BNSF 450908. Both were in compliance with 49 CFR Part 221.13. I observed several switches. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code: <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>	Date(mm/dd/yyyy): <input type="text" value=""/> Comments on back?

Source Code A	File Number RBCO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 079	Date yy mm dd 2016 05 23		
---------------------------------	-----------------------	-----------------------------	-------------------	--------------------------------	--	--

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)			
	RR/Co. Code UP	Subdivision HUNTINGTON	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com	Signature

From: City HUNTINGTON	Codes 1040	Destination City & County	Codes	From Latitude						
State OR	41	City		From Longitude						
County BAKER	C001	County		To Latitude						
Mile Post: From	To	Inspection Point HUNTINGTON		To Longitude						
Activity Code:	2170	2180	218T	221	229X	232X	LTO			
Units:	1	1	1	2	1	7	1			
Sub Units:	3	4	0	0	0	0	1			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/23/16, I conducted an inspection of the yard at Huntington. Union Pacific's Huntington Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 5/23/16 at 3:50 pm, an angle bar was observed in the walkway next to switch #508 on the west end. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotive UP 8098, as well as cars UP 38456, WREX 7033, KRI 70871, NRLX 34067, CTRN 529 and NS 407422. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotive and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotive, in compliance with 49 CFR Part 218.55. The locomotive's daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed UP 8458's rear DP unit, UP 8652, with its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed UP 8098 with EOT UPRQ 63654 applied to rear car KRL 70881, in compliance with 49 CFR Part 221.13.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code: A File Number: R8CO ID's of Accompanying Inspector(s):

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 079	Report Date 05/23/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [Comment to Railroad/Company **]**
 I observed the crew of UP 4128 properly perform multiple shoving moves, in compliance with 49 CFR Part 218.99. The crew handled switches, in compliance with 49 CFR Part 218.103. I observed several switches and 1 derail. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I met with one employee and discussed several rules topics. Also discussed were the procedures the crew uses to serve the Ash Grove cement plant at Durkee. We talked about close clearances in the yard at that location, as well as track designations and when crew members ride cars during shoving movements. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			[][][]	[][][][]
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 080	Date yy mm dd 2016 05 23						
Railroad/Company Name & Address UNION PACIFIC RR CO. 300 South Harrison Street Pocatello ID 83204				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Carl Garrison Title Superintendent, Pocatello Email clgarris@up.com Signature _____							
RR/Co. Code UP		Subdivision HUNTINGTON		Codes 1530		Destination City & County		Codes	From Latitude				
From: City NYSSA		State OR		County MALHEUR		City		From Longitude					
Mile Post: From		To		Inspection Point NYSSA		County		To Latitude					
Activity Code:	217O	218O	232X										
Units:	1	1	3										
Sub Units:	1	3	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 5/23/16, I conducted an inspection of Nyssa. I observed the securement of cars SSW 27430, SSW 24341 and ARMN 769084. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101 (a). I observed several switches, 4 crossovers and 5 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I also checked the lock of switch #832, leading to an industry off of the controlled siding. This switch was found unlocked during a previous inspection and was described in my report number 41 dated 3/21/16. The switch was locked, in compliance with 49 CFR Part 218.103 (b)(8). No defects.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:		Longitude:					
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 081	Date yy mm dd 2016 05 24		
Railroad/Company Name & Address UNION PACIFIC RR CO. 300 South Harrison Street Pocatello ID 83204				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Carl Garrison Title Superintendent, Pocatello Email clgarris@up.com Signature _____			
				RR/Co. Code UP	Subdivision HUNTINGTON				

From: City ONTARIO	Codes 1570	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MALHEUR	C045	County		To Latitude

Mile Post: From	To	Inspection Point ONTARIO	To Longitude
-----------------	----	-----------------------------	--------------

Activity Code:	2170	2180	218T	221	222O	225P	229X	232X	LTO		
Units:	1	1	2	3	1	1	2	10	1		
Sub Units:	8	5	0	0	1	0	0	0	5		

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/24/16 I conducted an inspection of the trackage at Ontario. Union Pacific's Huntington Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 5/24/16 at 6:02 am, I observed switch designated 186/849 with its hook out of the hasp and the operating handle out of its securement notch, sticking out parallel to the ground. This condition left the points gapped. There were no crews or employees in the area at the time of discovery. UP management was notified via voicemail at 6:09 am, then by phone conversation at 7:22 am. At 6:20 am an MOW employee was notified of the switch and immediately restored it to its proper securement. After discussion with UP management, the MOW employee and a crew members of the local switch jobs, it was agreed that the switch was tampered with during an act of vandalism, since many trespassers and transients traverse the area. UP management will enact a plan to increase surveillance in the area to address the issue. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 081	Report Date 05/24/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 5/24/16 at 6:05 am, a spray paint can containing blue paint was observed in the walkway near switch 186/849. This appears to be the same color that was used to mark ties to be replaced. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back? _____

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed the securement of locomotives UP 1810 and UP 1847, as well as cars PROX 16401, CRYX 5743, FURX 894662, CRYX 5020, CRYX 5570, CRYX 5567, BWRX 130173 and SI 920169. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. I observed the crews of UP 1847 and UP 1834 properly perform shoving movements, in compliance with 49 CFR Part 218.99. I observed both crews properly handle switches and derails, in compliance with 49 CFR Part 218, Subpart F.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back? _____

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed UP 1847 properly whistle for the crossing at SW 5th Avenue, DOT# 819436T, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). I observed UP 7776's rear DP unit, UP 7878, with its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). UP 7776 properly whistled the warning for approaching men or equipment on or near the track, in compliance with UP GCOR Rule 5.8.2(8). I observed UP 7612 with EOT UPRQ 63659 applied to rear car DJTX 515087; and UP 1834 with EOT UPRQ 34953 applied to rear car CRYX 5021, both in compliance with 49 CFR Part 221.13. I observed the crew of UP 1834 perform a Class I air brake test, in compliance with 49 CFR Part 232.205(a)(3) and UP Air Brake and Train Handling Rules 30.3.1 and 30.10.1.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back? _____

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed several switches, 1 crossover and 16 derails. With the exception of the switch noted in item 2, above, they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. The posting of injuries and illnesses was properly displayed in the yard office in compliance with 49 CFR 225.25(h). I met with 5 employees and 2 managers. We discussed various operational topics for the crews that work in Ontario. Conversation also revolved around the vandalized switch found earlier in the inspection. No defects.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back? _____

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 083	Date		
				yy 2016	mm 05	dd 25

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision PORTLAND	Name Robert Ellis	Title General Suprcitntcndent	Email rxellisj@up.com
Signature					

From: City HERMISTON	Codes 0990	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County UMATILLA	C059	County		To Latitude

Mile Post: From	To	Inspection Point HINKLE YARD	To Longitude
-----------------	----	---------------------------------	--------------

Activity Code:	217O	218O	218T	221	222O	229X	232X	LTO			
Units:	1	1	14	3	1	14	14	1			
Sub Units:	1	2	0	0	1	0	0	1			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/25/16, I conducted an inspection of Hinkle Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	CP	9830	GEF	229	0089	A1				N	N	1	229X

Description
FRA DEFECT NOTED: JUMPERS AND CABLES IMPROPERLY LOCATED OR GUARDED. On 5/25/16 at 2:41 pm, I observed the end of an MU cable laying on the coupler and cut lever of the front of locomotive CP 9830, located on track 305. This is not in compliance with 49 CFR 229.89(a), which reads, in part: "Jumpers and cable connections between locomotives shall be so located and guarded to provide sufficient vertical clearance. They may not hang with one end free." This is also not in compliance with Union Pacific Air Brake and Train Handling Rule 31.8.1(C). See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	CP	9772	GEF	229	0089	A1				N	N	1	229X

Description
FRA DEFECT NOTED: JUMPERS AND CABLES IMPROPERLY LOCATED OR GUARDED. On 5/25/16 at 2:45 pm, I observed an MU cable coiled and placed in the rungs of the ladder on the rear of locomotive CP 9772. Neither end of the cable was secured where required. This is not in compliance with 49 CFR Part 229.89(a), Union Pacific Air Brake and Train Handling Rule 31.8.1(C) and Union Pacific Safety Rule 76.2.3 B, which reads, in part, "When in use, place tools in safe, secure locations and avoid placing: Objects where they are likely to fall or be knocked off; Tools or other objects on: Ladder rungs; Hand holds." See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 083	Report Date 05/25/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 7289, UP 7637, UP 7371, UP 7494, UP 6835, UP 8596, UP 8963, CP 9824, CP 8788, CEFX 1053, CEFX 1046 CP 9764, CP 9830 and CP 9772. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.105(b). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed the crew of UP 1210 perform a shoving movement, in compliance with 49 CFR Part 218.99. The crew was observed properly handling switches, in compliance with 49 CFR Part 218, Subpart F.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed UP 5908's rear DP unit, UP 6041 and UP 5536's rear DP unit, CP 8810, with their headlights properly displayed on dim as each train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed UP 1210 with an EOT applied to rear car ARMN 110727, in compliance with 49 CFR Part 221.13. I observed the crew of UP 5536 properly whistle for a crossing in the yard, DOT# 924029B, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). The crew then properly whistled the warning for approaching men or equipment on or near the track, in compliance with UP GCOR Rule 5.8.2(8). I met with a manager and we discussed the issues found with the MU cables, as well as other safety topics. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 087	Date yy mm dd 2016 06 02		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point ALBINA YARD	To Longitude							
Activity Code:	2170	2180	218T	229X	232X					
Units:	1	1	9	12	11					
Sub Units:	1	3	0	0	0					

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 6/2/2016, I conducted an inspection of Albina Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	2660	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 8:06 am, I observed unattended locomotive UP 2660, not coupled to other equipment, on track 570, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 1:09 pm. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------------------------	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 087	Report Date 06/02/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	6719	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 8:10 am, I observed unattended locomotive UP 6719, not coupled to other equipment, on track 570, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 1:09 pm. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	8079	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 8:14 am, I observed unattended locomotive UP 8079, not coupled to other equipment, on track 571, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 1:09 pm. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	UP	2702	RGS	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 8:40 am, I observed single unattended locomotive UP 2702, coupled to other equipment, on track 571, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 1:09 pm. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 087	Report Date 06/02/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	UP	2703	RGS	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 8:43 am, I observed unattended locomotive UP 2703, coupled to other equipment, on track 571, with its automatic brake valve in the handle off position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1(8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 1:09 pm. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------------------------	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7	UP	8947	EMF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 6/2/16 at 9:30 am, I observed the automatic brake valve of unattended locomotive UP 8947 in the full service position. This is not in compliance with 49 CFR Part 232.103(n)(4) and UP ABTH Rules 32.1.2(3) and 32.2.1(8). Rule 32.2.1(8) reads: "When engine is running, make a 20-psi brake pipe reduction after allowing the brake system to charge." This locomotive was the lead locomotive of an unattended, secured train on the main track.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed the securement of locomotives UP 1971, UP 594, UP 606, UP 522, UP 2660, UP 6719, UP 8079, UP 2702, UP 2717 and UP 2703, as well as cars GATX 53940, AEX 9200 and TTGX 992026. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed several switches and derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 089	Date yy mm dd 2016 06 06						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Supcritntendent Email rxellisj@up.com Signature _____							
From: City DURKEE	Codes 0575	Destination City & County			Codes	From Latitude							
State OR	41	City				From Longitude							
County BAKER	C001	County				To Latitude							
Mile Post: From To		Inspection Point DURKEE ASHGROVE CEMENT PLANT YARD				To Longitude							
Activity Code:	2170	2180	232X										
Units:	1	1	4										
Sub Units:	1	3	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 6/6/16, FRA Railroad Safety Inspector Kevin Pannell and I conducted an inspection of the Ash Grove Cement Plant yard at Durkee. We observed the securement of cars NRLX 34055, NAHX 500789, NRLX 34037 and NRLX 32637. They were secured with hand brakes, in compliance with 49 CFR 232.103(n)(1). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). We observed several switches and 2 deraills. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 67150
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 001	Date yy mm dd 2016 01 05		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R RR/Co. Code UP	Division SYSTEM Subdivision BROOKLYN	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		

From: City SALEM	Codes 1810	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MARION	C047	County		To Latitude

Mile Post: From	To	Inspection Point SALEM YARD	To Longitude								
Activity Code:	2170	2180	218T	221	2220	229X	232X	LTO			
Units:	1	1	4	2	1	4	8	1			
Sub Units:	7	3	0	0	2	0	0	1			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 1/5/16, I conducted an inspection of Salem Yard. UP's Brooklyn Subdivision is a crude oil train route. I observed the securement of locomotives UP 1124, UP 1094, UP 2018 and UP 1021, as well as cars PROX 23229, TILX 291776, SP 4734, IBT 18982, UP 914373, CNW 137333, TTPX 805147, TBOX 662252, TBOX 662227, TBOX 663378, TILX 291444, TILX 291487, PROX 78448, TILX 251313, WCRC 7565, TELX 2404, WCRC 7532, ARMN 111337, SHQX 3625, PLCX 2807, CRDX 7268, ARMN 761537, NS 451080, RBOX 34468, KCS 749426 and IBT 18948. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed several switches, 1 crossover and 1 derail. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed UP 8228 and UP 2018 properly whistle for the crossing at Hines Street SE, DOT #760051G, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). I observed UP 8228 with its EOT applied to rear car DWC 795219 and UP 2018 with its EOT applied to rear car NS 451080. Both were in compliance with 49 CFR Part 221.13. I observed the crews of UP 1094 and UP 2018 performing shoving movements in compliance with 49 CFR Part 218.99. I observed the crews operate several switches, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 001	Report Date 01/05/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [Comment to Railroad/Company **]**
 I met with one employee. We discussed various safety and rules-related topics. Of concern was the lack of a windsock in the yard to aid in the proper response in a hazardous materials emergency for affected crews. I referred him to ODOT's hazmat inspector. Also discussed was a chronic problem with transients and other trespassers who leave trash in the walkways and are suspected of releasing hand brakes, pulling pins and closing or opening angle cocks. We discussed contacting a UP Special Agent or Salem police in this matter.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:		Longitude:	
-----------------------	------------------------------	--	-----------	--	------------	--

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 011	Date yy mm dd 2016 01 25						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Avenue Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____							
From: City HOOD RIVER		Codes 1020	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County HOOD RIVER		C027	County				To Latitude						
Mile Post: From To		Inspection Point HOOD RIVER				To Longitude							
Activity Code:	2170	2180	232X										
Units:	1	1	2										
Sub Units:	1	3	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 1/25/16, I conducted an inspection of Hood River. Union Pacific's Portland Subdivision is a crude oil train route. I observed the securement of cars T1ZX 864861 and T1ZX 865868. They were properly secured with hand brakes, in compliance with 49 CFR Part 218.103(n)(1). They were in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches, 1 crossover and 2 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 017	Date yy mm dd 2016 02 03		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Suprcintendent Email rxellisj@up.com Signature _____			
				RR/Co. Code UP	Subdivision PORTLAND				

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point ALBINA YARD	To Longitude								
Activity Code:	217O	217L	218M	218T	229X	232X	22I	218O			
Units:	1	3	1	5	5	9	1	1			
Sub Units:	7	6	5	0	0	0	0	3			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 2/3/16, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of Albina Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 2/3/16 at 8:56 am, we observed the push-button power operated switch designated as #533 Outbound with the lock unlocked. This is not in compliance with 49 CFR Part 218.103(b)(8). No employees were working on that track. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	632	EMF	229	0119	CI				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 2/3/16 at 8:37 am, we observed a short extension air hose under the step to the cab of locomotive UP 632, presenting a slip, trip or fall hazard should the hose roll forward beyond the step. This is not in compliance with 49 CFR 229.119(c), that in part reads: Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 017	Report Date 02/03/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	2608	GEF	229	0089	A1				N	N	1	229X

Description
FRA DEFECT NOTED: JUMPERS AND CABLES IMPROPERLY LOCATED OR GUARDED. On 2/3/16 at 8:47 am, we observed the MU cable on the front of locomotive UP 2608 with one end not properly secured in a receptacle, hanging down behind the plow blade and resting on the MU hoses. This is not in compliance with 49 CFR Part 229.89(a) and Union Pacific Air Brake and Train Handling Rule 31.8.1(C). See attached photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5				RSR		S441				N	N	2	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 2/3/16 at 8:46 am and again at 9:20 am, we observed MU cables in the walkways near the west end of the roundhouse area and one near the east end of the roundhouse area. These items present a slip, trip and fall hazard for employees and are not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UP 632, UP 2608, UP 2601, UP 2702 and UP 4313, and cars NS 407291, SSW 24137, GATX 35173, TILX 328213, MP 266601, GATX 210072, SPMW 6376, SPMW 8000, MP 267838, NAHX 560340 and GATX 37366. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). We observed the walkways and floors of the locomotives and, with the exception of UP 632 noted in item 3, above, they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. We observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed UP 2573 with its EOT applied to rear car DTTX 475389, in compliance with 49 CFR Part 221.13. We observed several switches and 6 derails. With the exception of the switch noted in item 2, above, they were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. We observed several locations that were properly protected with blue flags, in compliance with 49 CFR Part 218.27. We observed the remote control switch crews of UP 699/1941, UP 1751/1939 and UP 522/1891. They handled several switches and performed multiple shoving movements, in compliance with 49 CFR Part 218, Subpart F. The crew of UP 1751 properly sounded the warning while approaching men or equipment on or near the track, in compliance with Union Pacific GCOR Rule 5.8.2 (8). No further defects noted.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 018	Date yy mm dd 2016 02 03		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision BROOKLYN							

From: City CLACKAMAS HEIGHTS	Codes 0336	Destination City & County	Codes	From Latitude					
State OR	41	City		From Longitude					
County CLACKAMAS	C005	County		To Latitude					
Mile Post: From	To	Inspection Point CLACKAMAS		To Longitude					
Activity Code:	217O	218O	229X	232X	LTO	CERT			
Units:	1	1	2	4	1	1			
Sub Units:	2	3	0	0	2	2			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 2/3/16, I conducted an inspection of Clackamas and the Mt. Hood Main. Union Pacific's Brooklyn Subdivision is a crude oil train route. I observed the securement of locomotive HLCX 1809, and cars SP 4744, NS 471242, ACFX 95137, ACFX 95157, CGAX 9305, ECUX 882815, DWC 793521, SOXX 520475, FDDM 200066, TTZX 863897, SP 246620, BKTY 154338, GLNX 4211, SHPX 203254, NASX 21107, TEIX 109 and SHPX 203265. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed several switches, 2 crossovers and 2 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the crew of UP 8056 perform a Class I air brake test, in compliance with 49 CFR Part 232.205(a)(3) and Union Pacific Air Brake and Train Handling Rule 30.3.1(A). I met with the crew of UP 8056 and checked the engineer and conductor certificates. They were found to be in compliance with 49 CFR Part 240.305 and 49 CFR Part 242.209. We discussed several safety and operating rules related topics. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 019	Date		
				yy 2016	mm 02	dd 04

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision PORTLAND	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude						
State OR	41	City		From Longitude						
County MULTNOMAH	C051	County		To Latitude						
Mile Post: From	To	Inspection Point RIVERGATE YARD		To Longitude						
Activity Code:	2170	2180	218T	229X	232X	1,TO				
Units:	1	1	4	4	6	1				
Sub Units:	2	3	0	0	0	1				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 2/4/16, I conducted an inspection of Rivergate Yard. Union Pacific's Portland Subdivision is a crude oil train route. UP Manager of Operating Practices Tim Lieseke was contacted at 7:42 am and informed that railroad radio transmissions would be monitored for the duration of the inspection.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	5502	GEF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 2/4/16 at 9:33 am, I observed hoses and a hammer in nose walkway of locomotive UP 5502. This presents a slip, trip or fall hazard for employees and is not in compliance with 49 CFR 229.119(c)(1), that in part reads: "Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard." See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	5509	GEF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 2/4/16 at 9:36 am, I observed a hose, a can, water bottles and various paperwork forms throughout the cab floor of locomotive UP 5509. This presents a slip, trip or fall hazard for employees and is not in compliance with 49 CFR 229.119(c)(1), that in part reads: "Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard." See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 019	Report Date 02/04/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	5551	GEF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 2/4/16 at 9:40 am, I observed a hose in the nose walkway and trash around the fire extinguisher of locomotive UP 5551. This presents a slip, trip or fall hazard for employees and is not in compliance with 49 CFR 229.119(c)(1), that in part reads: "Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard." See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 2/4/16 9:43 am, I observed EOT BNQ 47781 laying on the ground in the walkway between tracks 113 and 300. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 5502, UP 5509, CP 8929 and UP 5551, and cars BNSF 484675, BNSF 488486, TTGX 983085, CBFX 306496, CW 6088, CW 6084, CEFX 70649, BNSF 475190, CMO 21465, NDYX 515329, BNSF 546226, AOK 607031, BNSF 481094 and UP 79287. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and with the exceptions found in items 2, 3 and 4, above, they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed several switches, 2 crossovers and 2 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed the crew of CP 8503 handle switches and perform several shoving movements while switching, in compliance with 49 CFR Part 218, Subpart F. The crew properly sounded the warning while approaching men or equipment on or near the track, in compliance with Union Pacific GCOR Rule 5.8.2 (8). The crew used proper radio procedures over the course of the 2 hour long inspection, in compliance with Union Pacific GCOR Rules 2.1, 2.2 and 2.3. I met with 1 employee and we discussed several safety items of concern to him. No further defects noted.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 020	Date yy mm dd 2016 02 08						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____							
From: City HEPPNER		Codes 0980	Destination City & County			Codes	From Latitude						
State OR		41	City			From Longitude							
County MORROW		C049	County			To Latitude							
Mile Post: From To		Inspection Point HEPPNER JUNCTION				To Longitude							
Activity Code:	2170	2180	232X										
Units:	1	1	5										
Sub Units:	1	3	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
I										N	N	0	
Description - [** Comment to Railroad/Company **] On 2/8/16, I conducted an inspection of Heppner Junction. UP's Portland Subdivision is a crude oil train route. I observed the securement of cars TTZX 86391, TTZX 85898, TTZX 87308, TTZX 866925, TTZX 87168, TTZX 87797, TTZX 86921, TTZX 863234, TTZX 866890, UP 273162, TTZX 85783, TTZX 84314, TTZX 85435 and DRGW 61483. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 3 derails and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:				Longitude:				
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional					Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?				

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 026	Date yy mm dd 2016 02 11		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
				RR/Co. Code UP	Subdivision PORTLAND				

From: City ARLINGTON	Codes 0060	Destination City & County			Codes	From Latitude
State OR	41	City				From Longitude
County GILLIAM	C021	County				To Latitude

Mile Post: From	To	Inspection Point ARLINGTON				To Longitude
-----------------	----	-------------------------------	--	--	--	--------------

Activity Code:	2170	2180	218T	221	2220	229X	232X			
Units:	1	1	4	1	1	4	3			
Sub Units:	1	3	0	0	1	0	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 2/11/16, I conducted an inspection of the yard tracks at Arlington. Union Pacific's Portland Subdivision is a crude oil train route. I observed the securement of locomotives UP 7874 and UP 8528, as well as cars MP 641949, GCCX 700025 and CEFX 35315. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the above locomotives, and locomotives UP 5455 and UP 7772 (DP units). They were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
UP 7874's rear DP unit, UP 7772, had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed several switches, 1 crossover and 4 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed UP 5538 properly whistle for the crossing at Cottonwood Street, DOT #807655X, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). The crew also properly whistled the warning for approaching men or equipment on or near the track, in compliance with UP GCOR Rule 5.8.2(8). No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 032	Date		
				yy 2016	mm 03	dd 07

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision BROOKLYN	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point BROOKLYN YARD	To Longitude							
Activity Code:	217O	217L	218O	218T	229X	232X				
Units:	1	1	1	14	15	17				
Sub Units:	2	2	3	0	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 3/7/16, I conducted an inspection of Brooklyn Yard. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	0	

Description - [** Comment to Railroad/Company **]
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 3/7/16 at 10:35 am, I observed scrap steel in the walkway between the south end of tracks 11 and 12. This obstruction was also discovered during an inspection as identified in my report number 104 of December 30, 2015. This condition presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 3/7/16 at 11:45 am, I observed water bottles stowed at the switch stand at the north end of track 11. This obstruction was also discovered during previous inspections as identified in my report number 104 of December 30, 2015 and report number 12 of January 26, 2016. This condition presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT
(Continuation)

Inspector's ID No. P4104	Report No. 032	Report Date 03/07/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 3/7/15 at 11:50 am, I observed a steel pipe laying between the north end of tracks 8 and 9. This obstruction was also discovered during previous inspections as identified in my report number 104 of December 30, 2015 and report number 12 of January 26, 2016. This condition presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 4841, UP 8675, UP 8058, UP 8262, UP 4934, UP 4269, UP 4225, UP 5837, UPY 3001, UP 3002, UPY 633, UP 2717, UP 2703, UP 2594 and UP 7931, and cars GTW 676091, FEC 70290, DTTX 744336, BNSF 254256, TTAX 553103, TTRX 361066, TTRX 360189, DTTX 620413, TTAX 553116, DTTX 466825 and DTTX 723469. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the remote control crew of UPY 3001 work. They properly handled switches, in compliance with 49 CFR Part 218, Subpart F. They properly performed several shoving moves, in compliance with 49 CFR Part 218.99. I observed several switches and 1 crossover. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 039	Date yy mm dd 2016 03 17		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude		
State OR	41	City				From Longitude		
County WASHINGTON	C067	County				To Latitude		
Mile Post: From	To	Inspection Point RAMSEY YARD				To Longitude		
Activity Code:	217O	218O	218T	229X	232X			
Units:	1	1	6	6	10			
Sub Units:	1	3	0	0	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 3/17/16 I conducted an inspection of Ramsey Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 3/17/16 at 9:38 am, I observed a yard air hose in the walkway between tracks 204 and 205, presenting a slip, trip and fall hazard for employees. This is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				218	0055					N	N	1	218O

Description
FRA DEFECT NOTED: EVIDENCE OF WILLFUL TAMPERING WITH A SAFETY DEVICE. On 3/17/16 at 9:46 am, I observed pieces of tape and adhesive residue on and around the alerter of locomotive UP 5361. This is not in compliance with 49 CFR Part 218.55, Tampering Prohibited. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 039	Report Date 03/17/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]

UNSAFE WORK PRACTICE IDENTIFIED: On 3/17/16 at 10:26 am, I observed paper stuffed in the speaker of locomotive CEFX 1042, reducing its effectiveness. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]

I observed the securement of locomotives UP 5426, UP 5361, UP 5547, UP 5455, CEFX 1042 and CP 8787, as well as cars BNSF 498694, BNSF 487057, ADMX 16853 and BNSF 451022. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. With the exception of UP 5361 as identified in item 3 above, I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]

I observed several switches, 1 crossover and 4 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No further defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 041	Date yy mm dd 2016 03 21		
Railroad/Company Name & Address UNION PACIFIC RR CO.				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Carl Garrison Title Superintendent, Pocatello Email clgarris@up.com Signature _____			
				RR/Co. Code UP	Subdivision HUNTINGTON				

From: City NYSSA	Codes 1530	Destination City & County			Codes	From Latitude
State OR	41	City				From Longitude
County MALHEUR	C045	County				To Latitude
Mile Post: From	To	Inspection Point NYSSA				To Longitude
Activity Code:	2170	2180	221	2220	232X	
Units:	1	4	2	1	13	
Sub Units:	2	31	0	2	0	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 3/21/16, I conducted an inspection of Nyssa. Union Pacific's Huntington Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	2180

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 3/21/16 at 2:28 pm, I observed switch number 832, located on the controlled siding approximately 600 feet west of MP 488, with its switch lock in the hasp and unlocked. This is not in compliance with 49 CFR Part 218.103(b)(8). No operating crews or employees were in the area at the time of discovery. At 2:45 pm I notified the superintendent in Pocatello to advise him of the condition of the lock. At 2:48 pm a track inspector in a Hyrail arrived, and was notified of the lock. The employee locked the switch. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of cars ARMN 767287, ARMN 761528, ARMN 725059, ARMN 725019, SP 246476, SP 251000, CRYX 5557, CRYX 5553, CRYX 5067, CRYX 5031, ARMN 725165, ARMN ARMN 725090 and ARMN 765170. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n) (l). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches, 4 crossovers and 4 derails. With exception of the unlocked switch identified in item 2, above, they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code: A File Number: R8CO ID's of Accompanying Inspector(s):

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 041	Report Date 03/21/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]

I observed UP 8234 properly whistle for the crossing at Locust Avenue, DOT #819428B, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). The crew also properly whistled the warning for approaching men or equipment on or near the track, in compliance with UP GCOR Rule 5.8.2(8). The train's rear DP unit, UP 2597, had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed UP 8838 properly whistle for the crossing at Locust Avenue, DOT #819428B, in compliance with 49 CFR Part 222.21 and UP GCOR Rule 5.8.2(7). The train's rear DP unit, 7476, had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). No further defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
---	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 043	Date yy mm dd 2016 03 22		
Railroad/Company Name & Address UNION PACIFIC RR CO.				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Carl Garrison Title Superintendent, Pocatello Email clgarris@up.com Signature _____			
RR/Co. Code UP		Subdivision HUNTINGTON							
From: City HUNTINGTON	Codes 1040	Destination City & County			Codes	From Latitude			
State OR	41	City			From Longitude				
County BAKER	C001	County			To Latitude				
Mile Post: From	To	Inspection Point HUNTINGTON YARD				To Longitude			
Activity Code:	217O	218O	218T	229X	232X				
Units:	1	1	2	2	9				
Sub Units:	1	3	0	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 3/22/16, I conducted an inspection of Huntington Yard. Union Pacific's Huntington Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	2	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 3/22/16 at 6:35 am and 6:40 am, I observed 2 switches, numbered 509 and 16 respectively, with their hooks hanging out of hasps. This is not in compliance with 49 CFR Part 218.103(b)(8). No crews or employees were working in the area at the time of the discovery. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 3/22/16 at 7:02 am, I observed tie plates, bolts and spikes in a pile in the walkway near the switch at MP 390.12 (located on the controlled siding close to the east end). This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 043	Report Date 03/22/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				ROR		H099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 3/22/16 at 6:50 am, I observed a cut of 5 cars located at the east end of track 14 with 3 hand brakes applied. This is not in compliance with Union Pacific Portland Superintendent Bulletin Number 29, effective February 19, 2015, which states at Huntington: "Four (4) handbrake minimum on the East end or more if required on the securement chart." The car numbers were, from east to west, CBFX 307095, MBKX 20119, CITX 87561 (these 3 were tied down), NRLX 34227 and NRLX 34061.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5				ROR		H099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 3/22/16 at 7:31 am, I observed a cut of 17 cars located at the east end of track 16 with 3 hand brakes applied. This is not in compliance with Union Pacific Portland Superintendent Bulletin Number 29, effective February 19, 2015, which states at Huntington: "Four (4) handbrake minimum on the East end or more if required on the securement chart." The car numbers were, from east to west, MP 30454, WP 13302, DRGW 4862 (these 3 were tied down), MP 819746, MP 828090, WP 2239, MP 819827, MP 15473, MP 815061, MP 815010, MP 815162, MP 815069, MP 15470, UP 58143, WP 2248, UP 912668 and MP 30322.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed the securement of locomotives UP 3879 and UP 4883, and cars NAXX 500731, NAXX 500741, MBKX 100773, CAEX 32849, DRGW 4862, WP 13302, MP 30454, CBFX 307095, MBKX 20119, CITX 87561, UP 39595, UP 39107, UP 46495, UP 39481, ASGX 53, NAXX 500763, NRLX 32662, RGCX 932, CITX 87567 and RGCX 1723. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed several switches, and 1 derail. With the exception of the 2 switches identified in item 2, above, they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No further defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 044	Date yy mm dd 2016 03 23		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision LA GRANDE							

From: City HERMISTON	Codes 0990	Destination City & County		Codes	From Latitude					
State OR	41	City			From Longitude					
County UMATILLA	C059	County			To Latitude					
Mile Post: From	To	Inspection Point HINKLE YARD			To Longitude					
Activity Code:	217O	218O	218T	229X	232X					
Units:	1	1	5	5	5					
Sub Units:	1	1	0	0	0					

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 3/23/16, FRA Railroad Safety Inspector Kevin Pannell and I conducted an inspection of Hinkle Yard. Union Pacific's LaGrande Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments oo back?			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	8109	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 3/23/16 at 9:08 am, we observed the hand brake of unattended locomotive UP 8109 not applied. This is not in compliance with 49 CFR Part 232.103(n)(4) and Union Pacific Air Brake and Train Handling Rule 32.2.1(5). This locomotive was part of a 5 unit consist. No crews or employees were on or near the consist during the discovery of this defect. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments oo back?			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	8109	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 3/23/16 at 9:10 am, we observed the generator field switch in the "on" position on unattended locomotive UP 8109. This is not in compliance with 49 CFR Part 232.103(n)(4) and Union Pacific Air Brake and Train Handling Rule 32.2.1(3). See attached photos.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 67150
------------------	---------------------	--

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 044	Report Date 03/23/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				RJR		S599				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL SAFETY RULES; ONE OR MORE EMPLOYEES FAILED A SPECIFIC SAFETY RULE NOT LISTED AND NOT COVERED UNDER FEDERAL REGULATIONS. On 3/23/16 at 9:20 am, we observed a brake stick on the ground, next to a pole that had a box affixed to it to secure brake sticks after use. This is not in compliance with Union Pacific Safety Rule 76.2.3(A), which reads, : "Keep tools, materials, hoses, extension cords and supplies in assigned places when work has been completed." See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [Comment to Railroad/Company **]**
We observed locomotives UP 7018, UP 6482, UP 8109, UP 8599 and UP 7999. With the exception of UP 8109 as noted in item 2, above, all units were secured with hand brakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). We observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. We observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 67150
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 048	Date yy mm dd 2016 04 11			
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____				
From: City PILOT ROCK		Codes 1640	Destination City & County			Codes	From Latitude			
State OR		41	City				From Longitude			
County UMATILLA		C059	County				To Latitude			
Mile Post: From		To	Inspection Point PILOT ROCK				To Longitude			
Activity Code:	2170	2180								
Units:	1	1								
Sub Units:	1	3								

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1				USC						N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/11/2016, I conducted an inspection of the trackage at Pilot Rock. Union Pacific's Portland Subdivision is a crude oil train route. I observed 3 switches. They were properly positioned and locked, hook or latched, if so equipped, in compliance with 49 CFR Part 218, Subpart F.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 4/11/16 at 11:51 am, I observed a switch broom located in the walkway next to switch #910. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 049	Date		
				yy 2016	mm 04	dd 11

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision PORTLAND	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com
Signature					

From: City ARLINGTON	Codes 0060	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County GILLIAM	C021	County		To Latitude

Mile Post: From	To	Inspection Point ARLINGTON					To Longitude
Activity Code:	2170	2180	218T	221	229X	232X	
Units:	1	1	4	1	4	5	
Sub Units:	1	15	0	0	0	0	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/11/16, I conducted an inspection of Arlington, Union Pacific's Portland Subdivision is a crude oil train route. I observed the securement of locomotives UP 8960, UP 8039, UP 8851 and UP 8767, as well as car GCCX 80029. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
The UP 8960's rear DP unit, UP 8851, had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed several switches, 1 crossover and 4 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 050	Date yy mm dd 2016 04 11						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R RR/Co. Code UP	Division SYSTEM Subdivision PORTLAND	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____							
From: City RIETH	Codes 1752	Destination City & County			Codes	From Latitude							
State OR	41	City				From Longitude							
County UMATILLA	C059	County				To Latitude							
Mile Post: From	To	Inspection Point RIETH				To Longitude							
Activity Code:	2170	2180	232X										
Units:	1	1	1										
Sub Units:	1	9	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 4/11/2016, I conducted an inspection of the trackage at Rieth. Union Pacific's Portland Subdivision is a crude oil train route. I observed car UP 25837. It was properly secured with a hand brake, in compliance with 49 CFR Part 232.103(n)(1). The car was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 3 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature				Inspector's ID No. P4104	Report No. 051	Date yy mm dd 2016 04 11					
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232					R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robcrt Ellis Title General Superintendent Email rxellisj@up.com Signature _____						
From: City PENDLETON		Codes 1610	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County UMATILLA		C059	County				To Latitude						
Mile Post: From To		Inspection Point PENDLETON				To Longitude							
Activity Code:	217O	218O	221	222O	232X								
Units:	1	1	1	1	3								
Sub Units:	3	25	0	1	0								
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 4/11/16, I conducted an inspection of Pendleton. Union Pacific's Portland Subdivision is a crude oil train route. I observed the securement of cars TTZX 856189, NDYX 349 and GPFX 11878. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the crew of UP 1121 handle switches, in compliance with 49 CFR Part 218.103. They properly performed a shoving movement, in compliance with 49 CFR Part 218.99. I observed UP 1121 with its EOT applied to rear car NAHX 553239, in compliance with 49 CFR Part 221.13. I observed UP 1121 comply with the established quiet zone at SW 4th Street, DOT #809015E, in compliance with 49 CFR Part 222 Subpart C. I observed several switches and 6 derails and found them to be properly positioned and secured, in compliance with 49 CFR Part 218, Subpart F. No defects.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature				Inspector's ID No. P4104	Report No. 052	Date yy mm dd 2016 04 12					
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232					R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____						
From: City NORTH POWDER		Codes 1520	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County UNION		C061	County				To Latitude						
Mile Post: From To		Inspection Point NORTH POWDER					To Longitude						
Activity Code:	2170	2180	232X										
Units:	1	1	1										
Sub Units:	1	10	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 4/12/16, I conducted an inspection of the trackage at North Powder. Union Pacific's Huntington Subdivision is a crude oil train route. I observed car TTAX 753113. It was properly secured with a hand brake, in compliance with 49 CFR Part 232.103(n)(1). The car was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 4 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:				Longitude:				
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional					Railroad Action Code			Date(mm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 053	Date		
				yy 2016	mm 04	dd 12

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision HUNTINGTON	Name Robert Ellis	Title General Suprcrittentend	Email rxellisj@up.com
Signature					

From: City HINES	Codes 1010	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County HARNEY	C025	County		To Latitude

Mile Post: From	To	Inspection Point HARNEY PIT BUSINESS TRACK	To Longitude
-----------------	----	---	--------------

Activity Code:	2170	2180	218T	221	229X	232X	CERT	LTO			
Units:	1	1	2	1	2	1	1	1			
Sub Units:	3	7	0	0	0	0	3	3			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/12/16, I conducted an inspection of the Harney Pit Business Track. Union Pacific's Huntington Subdivision is a crude oil train route. I observed car SP 338196. It was properly secured with a hand brake, in compliance with 49 CFR Part 232.103(n)(1). The car was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 3 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed the walkways and floors of locomotives UP 5183 and UP 7920. They were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed UP 5183 with EOT UPRQ 63192 applied to rear car SI 919335, in compliance with 49 CFR Part 221.13. I met with the crew of the UP 5183 and discussed various safety rules and procedures at length. I checked the certificates of all crew members and found them to be in compliance with 49 CFR Part 240.305 and 49 CFR Part 242.209. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 054	Date yy mm dd 2016 04 12		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____		
RR/Co. Code UP		Subdivision HUNTINGTON						

From: City BAKER CITY	Codes 0130	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County BAKER	C001	County		To Latitude

Mile Post: From	To	Inspection Point BAKER CITY	To Longitude
-----------------	----	--------------------------------	--------------

Activity Code:	217O	218O	222O	232X									
Units:	1	1	1	3									
Sub Units:	1	17	1	0									

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/12/16, I conducted an inspection of the trackage in Baker City. Union Pacific's Huntington Subdivision is a crude oil train route. I observed the securement of cars MP 582753, UP 915431 and SI 920256. They were properly secured with a hand brake, in compliance with 49 CFR Part 232.103(n)(1). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 5 derails. With the exception of the switch identified in item 2, below, they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed UP 5183 properly whistling for the crossing at Broadway Street, DOT #845115E, in compliance with 49 CFR Part 222.21(a). No further defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 4/12/16 at 1:42 pm, I observed switch number 709/711, located on the wye, with its hook out of the hasp. This is not in compliance with 49 CFR Part 218.103(b)(8). No operating crews or employees were in the area. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 055	Date yy mm dd 2016 04 13		
Railroad/Company Name & Address UNION PACIFIC RR CO. 300 South Harrison Street Pocatello ID 83204				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Carl Garrison Title Superintendent, Pocatello Email clgarris@up.com Signature _____		
				RR/Co. Code UP	Subdivision HUNTINGTON			

From: City ONTARIO	Codes 1570	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MALHEUR	C045	County		To Latitude

Mile Post: From	To	Inspection Point ONTARIO	To Longitude
-----------------	----	-----------------------------	--------------

Activity Code:	2170	2180	221	2220	220C	232X	LTO			
Units:	1	1	1	1	1	3	1			
Sub Units:	3	20	0	1	3	0	3			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/13/16, I conducted an inspection of Ontario. Union Pacific's Huntington Subdivision is a crude oil train route. I observed the securement of cars TILX 291627, PTLX 17270 and UP 921019. They were properly secured with a hand brake, in compliance with 49 CFR Part 232.103(n)(1). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed several switches and 6 derails and they were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed UP 9835 properly whistling for the crossing at SW 5th Avenue, DOT #819436T, in compliance with 49 CFR Part 222.21(a).

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the crew of UP 9835 properly handle switches, in compliance with 49 CFR Part 218.103. They performed several shoving movements, in compliance with 49 CFR Part 218.99. I observed the crew perform a transfer train brake test, in compliance with 49 CFR Part 232.215. I observed UP 9835 with EOT UPRQ 61166 applied to rear car WWUX 18186, in compliance with 49 CFR Part 221.13. I met with the crew of the UP 9835 and discussed various safety rules and procedures at length. The crew was observed to have no electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 056	Date yy mm dd 2016 04 13		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision HUNTINGTON							

From: City DURKEE	Codes 0575	Destination City & County			Codes	From Latitude
State OR	41	City				From Longitude
County BAKER	C001	County				To Latitude
Mile Post: From	To	Inspection Point ASHGROVE CEMENT PLANT YARD				To Longitude
Activity Code:	2170	2180	232X			
Units:	1	1	3			
Sub Units:	1	9	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/13/16, I conducted an inspection of the yard tracks served by Union Pacific at Ashgrove Cement in Durkee. Union Pacific's Huntington Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0101	B				N	N	1	2180

Description
FRA DEFECT NOTED: LEAVING EQUIPMENT IN THE CLEAR: EQUIPMENT LEFT IMPROPERLY FOULING. On 4/13/16 at 12:50 pm, I observed car CBFX 307086 with a portion of its car body over the clearance mark at the west end of track 1, but not physically fouling an adjacent track. This is not in compliance with 49 CFR Part 218.101(b). See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 4/13/16 at 1:01 pm, I observed a bucket and a switch broom in the walkway next to the switch at the east end of the yard. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8C0	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT
 (Continuation)

Inspector's ID No. P4104	Report No. 056	Report Date 04/13/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]

I observed the securement of cars CBFX 307094, NAHX 500744 and RGCX 1702. They were secured with hand brakes, in compliance with 49 CFR 232.103(n)(1). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). (Please refer to the car past the foul marks as noted in item 2, above). I observed several switches and 1 derail. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8C0	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 058	Date yy mm dd 2016 04 18		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
				RR/Co. Code UP	Subdivision PORTLAND				

From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude		
State OR	41	City				From Longitude		
County MULTNOMAH	C051	County				To Latitude		
Mile Post: From	To	Inspection Point BARNES YARD				To Longitude		
Activity Code:	217O	218O	218T	229X	232X	L1O		
Units:	1	1	7	7	18	1		
Sub Units:	2	26	0	0	0	2		

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/18/16, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of Barnes Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 4/18/16 at 10:05 am, we observed unattended locomotive UP 6578 with its automatic brake valve in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "A railroad shall adopt and comply with a process or procedures to verify that the applied hand brakes will sufficiently hold an unattended locomotive consist. A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (8) Unattended Locomotive(s). See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 058	Report Date 04/18/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]

We observed the securement of locomotives UP 1094, UPY638, UP 1432, UP 5598, UP 5158, UP 8877 and UP 6578, and cars COCX 290012, COER 172104, NAHX 61163, NAHX 1154, GATX 22601, FMLX 51624, FMLX 51161, FMLX 51263, FMLX 51058, FMLX 51330 and FMLX 51267. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). We observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]

We observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. We observed several switches and 1 crossover. They were all properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218, Subpart F. We met with 2 employees and discussed topics relevant to the defect found in item 2, above. No further defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 062	Date yy mm dd 2016 04 25		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____		
				RR/Co. Code UP	Subdivision PORTLAND			

From: City THE DALLES	Codes 2060	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County WASCO	C065	County		To Latitude

Mile Post: From	To	Inspection Point THE DALLES YARD	To Longitude								
Activity Code:	217O	218M	218O	218T	229X	232X	LTO				
Units:	1	1	1	1	1	8	1				
Sub Units:	3	1	5	0	0	0	1				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/25/16, I conducted an inspection of The Dalles Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 4/25/16 at 10:24 am, I observed the hook of switch 40-016 (east end of track 16) out of its hasp. This is not in compliance with 49 CFR Part 218.103(b)(8), which states in part: "...After operating a switch, ensure that when not in use, each switch is locked, hooked, or latched, if so equipped..." No operating crews or railroad employees were in the area where this switch is located. At 10:53 am I contacted a UP manager, via cell phone, and advised him of the condition of the switch. Previous illustrations of non-compliance of this violation were submitted in the following reports: #3 dated 6/16/15; #54 dated 8/20/15; #18 dated 3/9/16. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 062	Report Date 04/25/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				232	0103	N1				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO APPLY SUFFICIENT NUMBER OF HAND BRAKES TO HOLD EQUIPMENT. On 4/25/16 at 10:42 am, I observed car numbers UP 215732, WP 38071, WP 38659, UP 15776, WP 38715, WP 38402, WP 38700, WP 38247, SP 245556, TTJX 80116, SSW 67697, WP 38655, WP 38017, WP 38304, SSW 67410, SP 245574, SP 508642, SSW 67526, WP 38114, WP 38606, SSW 88086, WP 38657, SSW 67177, SP 244978, WP 38077, UP 273611, UP 217028, UP 260109, SP 599830 and TBOX 661070 in the clear in the east end of track I8 with no hand brakes securing the cars. This is in violation of 49 CFR Part 232.103(n)(1) which, in part, reads: "A sufficient number of hand brakes, to be not fewer than one, shall be applied to hold the equipment unless an acceptable alternative method of securing is provided pursuant to paragraph (n)(1)(i) of this section." No operating crews or railroad employees were in the area where these cars were discovered. (continued on next line)

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [Comment to Railroad/Company **]**
(Continued from previous line) At 10:49 am a UP manager was contacted regarding the condition of the cars. A switch crew secured the cars at 11:18 am. See attached photos.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed the securing of locomotive UP 1214, as well as cars ARMN 767277, ARMN 761867, WP 38176, UP 215710, PROX 92910, ARMN 725092 and ARMN 767278. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of UP 1214 and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives in compliance with 49 CFR Part 218.55. The daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed several switches, 5 derails and 1 crossover. They were all properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218, Subpart F.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [Comment to Railroad/Company **]**
I observed the crew of UP 1214 properly perform a shoving movement, in compliance with 49 CFR Part 218.99. I met with a crew member of UP 1214 when he arrived to secure the cars identified in item 3, above. We discussed the condition of the cars and how they would be secured to remedy a potentially dangerous situation. We also discussed several operational rules topics. No defects.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 063	Date		
				yy 2016	mm 04	dd 25

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision PORTLAND	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com

From: City HERMISTON	Codes 0990	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County UMATILLA	C059	County		To Latitude

Mile Post: From	To	Inspection Point WEST END OF HINKLE YARD	To Longitude									
Activity Code:	217O	218O	218T	229X	232X							
Units:	1	1	6	6	6							
Sub Units:	1	3	0	0	0							

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/25/16, I conducted an inspection at the west end of Hinkle Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0055					N	N	1	218O

Description
FRA DEFECT NOTED: EVIDENCE OF WILLFUL TAMPERING WITH A SAFETY DEVICE. On 4/25/16 at 2:00 pm, I observed adhesive residue on and around the alerter of locomotive UP 5477. This is not in compliance with 49 CFR Part 218.55, Tampering Prohibited. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 5477, UP 5522, UP 5360, UP 5519, UP 5513 and UP 5541. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. With the exception of UP 5477 as identified in item 2, above, I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed several switches and 3 derails. They found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No further defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature		Inspector's ID No. P4104	Report No. 064	Date yy mm dd 2016 04 26		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____		
RR/Co. Code UP		Subdivision LA GRANDE						

From: City LA GRANDE	Codes 1190	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County UNION	C061	County		To Latitude

Mile Post: From	To	Inspection Point LA GRANDE	To Longitude
-----------------	----	----------------------------	--------------

Activity Code:	2170	218T	218O	221	229X	232X				
Units:	1	13	1	2	13	11				
Sub Units:	1	0	3	0	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/26/16, I conducted an inspection of La Grande. Union Pacific's La Grande Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	8936	EMF	229	0119	E1				N	N	1	229X

Description
FRA DEFECT NOTED: CONTINUOUS BARRIER MISSING/IMPROPER. On 4/26/16 at 9:10 am, the walkway chains between locomotives UP 8936 and UP 8774 were fastened very low (at approximately ankle height) and that condition 1) presents a slip, trip and fall hazard for an employee walking between the units, and 2) denies the use of the walkway chains as a safety railing for an employee walking between the units. This is not in compliance with 49 CFR Part 229.119(c)(1). See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				ROR		11099				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 4/26/16 at 9:36 am, I observed an MU cable laying with its ends stowed behind the plow blade of locomotive UP 6276. The MU cable left unsecured may lead to damage or possibly become a tripping hazard. This is not in compliance with Union Pacific Air Brake and Train Handling Rule 32.2.2(4) which states, in part: "When separating locomotives, do the following: 4. Plug the MU cables into a dummy receptacle." UP 6276 had empty MU receptacles that were available for use for storage of the cable. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT
(Continuation)

Inspector's ID No. P4104	Report No. 064	Report Date 04/26/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]

I observed the securement of locomotives UP 8936, UP 8774, UP 6276, UP 4691, UP 6360, UP 7866, UP 8997, UP 8638, UP 7976, UP 5829, UP 6072, UP 8937 and UP 6355, as well as cars DTTX 74646, TTZX 84531, UP 34150, TBOX 660427 and WREX 7010. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119(c). There was no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]

UP 6360 was the rear DPU of train IG3SE-23 (with UP 8936 leading). The unit had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). UP 8937 was the rear DPU of train OGRT4-24 (with UP 7866 leading). The unit had its headlight properly displayed on dim as the train's rear end marker, in compliance with 49 CFR 221.14(c)(3). I observed several switches and 2 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 066	Date		
				yy 2016	mm 04	dd 27

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision LA GRANDE	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com
Signature					

From: City HERMISTON	Codes 0990	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County UMATILLA	C059	County		To Latitude

Mile Post: From	To	Inspection Point HINKLE	To Longitude
-----------------	----	----------------------------	--------------

Activity Code	217O	218O	218T	217L	220C	221	229X	232X			
Units:	1	1	4	1	1	3	4	8			
Sub Units:	2	4	0	2	1	0	0	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 4/27/16 I conducted an inspection of Hinkle Yard. Union Pacific's La Grande Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0055					N	N	1	218O

Description
FRA DEFECT NOTED: EVIDENCE OF WILLFUL TAMPERING WITH A SAFETY DEVICE. On 4/27/16 at 1:15 pm, I observed evidence of tampering with the alerter and cab signals of locomotive CEFX 1018. There was adhesive residue and paper around the speakers of the cab signals and adhesive residue around the alerter and on the lens of the visible warning device. This is not in compliance with 49 CFR Part 218.55, Tampering prohibited. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives CP 8958, CEFX 1018, UP 598 and UP 1605, as well as cars TLX 500931, AEX 13496, DBUX 302475 and DRGW 56440. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). All locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. With the exception of CEFX 1018 as identified in item 2, above, I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. I observed several switches and 8 derails. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4104	Report No. 066	Report Date 04/27/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the remote control crew of UP 668 for an hour. The crew handled switches, in compliance with 49 CFR Part 218.103. They performed shoving movements, in compliance with 49 CFR Part 218.99. The crew had no electronic devices on or visible during the course of their work, in compliance with 49 CFR Part 220, Subpart C. UP 5780 East was observed with the headlight of its rear DP unit, UP 8553, properly displayed on dim, in compliance with 49 CFR Part 221.14(c)(3). UP 5494 East was observed with the headlight of its rear DP unit, UP 5754, properly displayed on dim, in compliance with 49 CFR Part 221.14(c)(3). I observed UP 8750 West with its EOT applied to rear car TTRX 360920, in compliance with 49 CFR Part 221.13. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 071	Date yy mm dd 2016 05 05		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point ALBINA YARD	To Longitude									
Activity Code:	2170	229X	232X	2180								
Units:	1	5	5	1								
Sub Units:	1	0	0	1								

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/5/16, ODOT Railroad Safety Inspector Alon Kelly and I conducted an inspection of Albina Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	7509	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 5/5/16 at 10:20 am, we observed unattended locomotive UP 7509, located on track 570, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 11:30 am. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4104	Report No. 071	Report Date 05/05/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	4146	EMF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 5/5/16 at 10:24 am, we observed unattended locomotive UP 4146, located on track 571, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 11:30 am. See attached photos.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	6615	GEF	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 5/5/16 at 10:30 am, we observed unattended locomotive UP 6615, located on track 571, with its automatic brake valve in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 11:30 am. See attached photos.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	UPY	2702	RGS	232	0103	N4				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO ADOPT OR COMPLY WITH A PROCESS OR PROCEDURES TO SECURE AN UNATTENDED LOCOMOTIVE CONSIST AS REQUIRED. On 5/5/16 at 10:38 am, we observed unattended locomotive UPY 2702, located on track 571, with its automatic brake valve in the handle off position and the independent brake in the release position. This is not in compliance with 49 CFR Part 232.103(n)(4), which states in part: "...A railroad shall also adopt and comply with instructions to address throttle position, status of the reverse lever, position of the generator field switch, status of the independent brakes, position of the isolation switch, and position of the automatic brake valve on all unattended locomotives." This is also not in compliance with UP ABTH Rule 32.2.1 (7) and (8), Unattended Locomotive(s). There were no crews or railroad employees working in the area during this observation. UP management was notified at 11:30 am. See attached photos.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6				RSR		S599				N	N	1	

Description
NON-FRA DEFECT NOTED: GENERAL SAFETY RULES; ONE OR MORE EMPLOYEES FAILED A SPECIFIC SAFETY RULE NOT LISTED AND NOT COVERED UNDER FEDERAL REGULATIONS. On 5/5/16 at 10:32 am, we observed sand in the right rear stairwell of locomotive UP 6615. This is not in compliance with Union Pacific Safety Rule 81.21.1, General Requirements. See attached photo.

Violation Recommended Yes No Latitude: _____ Longitude: _____

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: [][] Date(mm/dd/yyyy): [][] Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT
 (Continuation)

Inspector's ID No. P4104	Report No. 071	Report Date 05/05/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7										N	N	0	

Description - [** Comment to Railroad/Company **]
 We observed the securement of locomotives UP 7509, UP 4146, UP 5818, UP 6615 and UPY 2702. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mn/dd/yyyy):
			<input type="text"/>	<input type="text"/>
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name Malm, Chris	Inspector's Signature	Inspector's ID No. P4104	Report No. 073	Date		
				yy 2016	mm 05	dd 14

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision BROOKLYN	Name Robert Ellis	Title General Superintendent	Email rxellisj@up.com
Signature					

From: City SALEM	Codes 1810	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MARION	C047	County		To Latitude

Mile Post: From	To	Inspection Point SALEM/LABISH	To Longitude
-----------------	----	----------------------------------	--------------

Activity Code:	2170	2180	2181	229X	232X						
Units:	1	1	4	4	13						
Sub Units:	1	3	0	0	0						

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/13/16, I conducted an inspection of Salem Yard and Labish. Union Pacific's Brooklyn Subdivision is a crude oil train route. I observed the securement of locomotives UP 2015, UP 534, UP 9987 and UP 1939, as well as cars PROX 77157, AOK 28152, MP 271644, UP 914373, GBRX 701492, ASOX 287026, SP 4734, NS 469346 and MTTX 98065. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.103(n)(1). The equipment was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR Part 218.101(a). I observed the walkways and floors of the locomotives and they were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The locomotives' daily inspection and blue cards were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed several switches and 2 crossovers. They were found to be properly positioned and locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name Malm, Chris		Inspector's Signature			Inspector's ID No. P4104	Report No. 078	Date yy mm dd 2016 05 15		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Robert Ellis Title General Superintendent Email rxellisj@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PORTLAND	Codes 1650	Destination City & County		Codes	From Latitude						
State OR	41	City			From Longitude						
County MULTNOMAH	C051	County			To Latitude						
Mile Post: From	To	Inspection Point BARNES YARD			To Longitude						
Activity Code:	2170	2180	218M	218T	221	222O	229X	232X			
Units:	1	1	1	4	2	1	4	5			
Sub Units:	1	2	1	0	0	2	0	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 5/15/16, I conducted an inspection of Barnes Yard. Union Pacific's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(num/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	3	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 5/15/16 at 10:25 am, I observed several yard air hoses in the prescribed walkway at the east end of the yard between tracks 1 and 2, tracks 2 and 3, and tracks 3 and 4. These hoses present a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. The following reports illustrate UP's continued non-compliance with its own railroad safety rule (UP Safety Rule 80.1): report number 74, dated 11/5/15 and report 61, dated 4/22/16. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(num/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON-FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 5/15/16 at 11:10 am, EOT UPRQ 60176 was found in the prescribed walkway between track 15 and track 100 (Barnes Main Line) at the east end. This presents a slip, trip and fall hazard for employees and is not in compliance with Union Pacific Safety Rule 80.1. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(num/dd/yyyy):	Comments on back?

Source Code A	File Number R&CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature		Inspector's ID No. P4103	Report No. 106	Date yy mm dd 2015 11 18		
Railroad/Company Name & Address UNION PACIFIC RR CO.				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
				RR/Co. Code UP	Subdivision LA GRANDE	Name		
						Title		
						Email	jwturner@up.com	
						Signature		

From: City HERMISTON	Codes 0990	Destination City & County		Codes	From Latitude					
State OR	41	City			From Longitude					
County UMATILLA	C059	County			To Latitude					
Mile Post: From	To	Inspection Point UP'S PENDLETON AND HINKLE YARDS			To Longitude					
Activity Code:	2170	2180	229X	232X	221	220C	174A			
Units:	1	3	6	12	3	2	2			
Sub Units:	1	20	0	0	0	4	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 11/18/2015 I inspected both the Pendleton Yard and the Hinkle Yard on UP's La Grande Subdivision. Up's La Grande Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
In the Pendleton Yard I observed securement of cars, CEFX 501222, HPJX 758062, TCMX 450668, BLHX 50320 and BLHX 50346 they were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. I observed the UP 8672 had a rear marker attached to DTTX 786992 in compliance with 49 CFR 221.13. All switches observed were properly locked, hooked or latched in compliance with 49 CFR 218.103 (B)(6). No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
In the Hinkle Yard I observed a crew move the work train, with lead locomotive UP 4540, to the Beet Lead. The train was secured with handbrakes in compliance with 49 CFR 232.103 and 49 CFR 232.105. The train was left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. The crew operated switches and derails, in compliance with 49 CFR Part 218 Subpart F. The train had EOT # UPRQ 34516 on the rear car, MP 641766, in compliance with 49 CFR 221.14. Locomotives UP 4540 and UP 4397 were both observed to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of these locomotives, in compliance with 49 CFR Part 218.55. I observed the crew of the UP 6247 operate switches in compliance with 49 CFR Part 218 Subpart F. The crews observed did not have any electronic devices on or visible while switching in compliance with 49 CFR 220 Subpart C. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT
(Continuation)

Inspector's ID No. P4103	Report No. 106	Report Date 11/18/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				USC						N	N	0	

Description - [** Comment to Railroad/Company **]
I observed locomotives UP 2570, UP 2574, UP 9796 and UP 7977. The locomotives observed were secured with handbrakes in compliance with 49 CFR 232.103. They were also in the clear of adjacent tracks in compliance with 49 CFR 218.101. There was no tampering with the safety devices in compliance with 49 CFR 218.55. The floors and walkways were clear of slip, trip and fall hazards in compliance with 49 CFR 229.119. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5				RSR		S441				N	N	5	

Description
NON FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 11/18/15 at approx. 1:35 pm at UP's Hinkle Yard, I observed switch brooms, in the prescribed walkways around multiple switches presenting a slip, trip or fall hazard, not in compliance with Union Pacific Railroad Safety Rule 80.1. The switch brooms, as left in the walkway, were not in use, left within the walkway area, where they could pose a tripping hazard to employees, not in compliance with UP's Safety Rules. Most of the switches were on the East Side of the Locomotive Facility but there were also switch brooms laying around several yard switches.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6				174	0059					N	N	1	174A

Description
FRA DEFECT NOTED: FAILURE TO REPLACE LOST PLACARDS/MARKINGS AT THE NEXT INSPECTION POINT. On 11/18/2015 at approx. 2:25 pm I observed Train QHKRV 18 in departure track 301. UP 7977 was the lead locomotive. I observed that PROX 36432 was missing a 1075 HazMat Placard on the "A" end of the car. This is not in compliance with 49 CFR 174.59 which in part states: "No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point..." This train received an inspection by the car dept. at Hinkle and was ready to depart. See attached Air Slip Photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7				174	0059					N	N	1	174A

Description
FRA DEFECT NOTED: FAILURE TO REPLACE LOST PLACARDS/MARKINGS AT THE NEXT INSPECTION POINT. On 11/18/2015 at approx. 2:25 pm I observed Train QHKRV 18 in departure track 301. UP 7977 was the lead locomotive. I observed that PROX 39579 was missing a 1075 HazMat Placard on the "A" end of the car. This is not in compliance with 49 CFR 174.59 which in part states: "No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point..." This train received an inspection by the car dept. at Hinkle and was ready to depart. See attached Air Slip Photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4103	Report No. 106	Report Date 11/18/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 11/18/2015 at approx. 2:50 pm I observed the switch hook out of the hasp laying on the ground at switch #301. This is not in compliance with 49 CFR 218.103(b8). See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT

OMB Approval No.: 2130-0509

Inspector's Name KELLY, HENRY A.	Inspector's Signature	Inspector's ID No. P4103	Report No. 110	Date		
				yy 2015	mm 12	dd 02

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision BROOKLYN	Name John Turner	Title General Superintendent	Email jwturner@up.com
Signature					

From: City SALEM	Codes 1810	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MARION	C047	County		To Latitude

Mile Post: From	To	Inspection Point	To Longitude
		UP'S SALEM YARD IN SALEM, OR.	

Activity Code:	2170	2180	232X	229X	174A	220C	218T			
Units:	1	3	11	2	2	1	2			
Sub Units:	1	6	0	0	0	3	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/2/2015 I inspected the UP's Salem Yard in Salem, OR. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	--------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/2/2015 at approx. 3:15 pm I observed rail car CTCX 733531 missing a 2055 HazMat Placard on the left side of the car. This car was in Track 16, I notified UP Mgmt. before I left the property so the placard could be replaced before departing the yard. No defect taken at this time.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	--------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	1129	EMF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGE WAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 12/2/2015 at approx. 3:20 pm, I observed Locomotive UP 1129 had a water bottle and safety glasses in and around the emergency brake valve compartment. There was also an ETD observed to be lying on the walkway in front of the Engineer's window. This is not in compliance with 49 CFR 229.119 (C), that in part reads: Floors of cabs, passage ways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard. See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	--------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4103	Report No. 110	Report Date 12/02/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the crew of the UP 1206, operating conventional, protecting a shoving movement in compliance with 49 CFR 218.99. The crew did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. I observed the securement of cars TILX 251316, AOK 731555, TILX 291793, TILX 291454, UTLX 628082, GATX 31657, CTCX 733531, GATX 37203 and GATX 37207 the cars were secured with hand brakes in compliance with 49 CFR 232.103 (n). I observed the securement of Locomotives UP 1129 and UP 1124. The locomotives were secured with hand brakes in compliance with 49 CFR 232.105. The locomotives and the cars were in the clear not fouling adjacent tracks in compliance with 49 CFR 218.101. I observed no tampering with the safety devices of these locomotives, in compliance with 49 CFR Part 218.55. I observed the switches in the Salem Yard, they were all found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mn/dd/yyyy):
			<input type="text"/>	<input type="text"/>
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature		Inspector's ID No. P4103	Report No. 113	Date yy mm dd 2015 12 03		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
				RR/Co. Code UP	Subdivision BROOKLYN			

From: City EUGENE	Codes 0660	Destination City & County		Codes	From Latitude			
State OR	41	City			From Longitude			
County LANE	C039	County			To Latitude			
Mile Post: From	To	Inspection Point UP'S EUGENE YARD IN EUGENE, OR.			To Longitude			
Activity Code:	2170	2180	232X	220C				
Units:	1	3	5	2				
Sub Units:	1	9	0	5				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/3/2015 I inspected the UP's Eugene yard in Eugene, OR. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed securement of cars TTX 856290, CMO 15002, HLSC 3067, TTX 86132 and TTX 865507, they were secured with hand brakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. I observed the crew of the UP 8161 performing a shoving movement in compliance with 49 CFR Part 218.99. I observed the crew of the UP 681, in remote operation, operate multiple switches, in compliance with 49 CFR Part 218 Subpart F. The crews observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. I observed the switches in the Eugene Yard, they were found to be locked, hooked, or latched, if so quipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
-------------------------	----------------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.	Inspector's Signature	Inspector's ID No. P4103	Report No. 115	Date		
				yy 2015	mm 12	dd 09

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision BROOKLYN	Name John Turner	Title General Superintendent	Email jwturner@up.com
Signature					

From: City SPRINGFIELD	Codes 1960	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County LANE	C039	County		To Latitude

Mile Post: From	To	Inspection Point UP'S SPRINGFIELD YARD IN SPRINGFIELD, OR	To Longitude								
Activity Code:	2170	2180	232X	218T	229X	220C	221	222O			
Units:	2	2	4	2	2	2	1	2			
Sub Units:	3	5	0	0	0	3	0	2			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/09/2015 I inspected the UP's Springfield Yard in Springfield, OR. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mn/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 694 and UP 560 they were properly secured with hand brakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. Walkways and floors of locomotive were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of these locomotives, in compliance with 49 CFR Part 218.55. I observed the crew in compliance with UP Safety Rule # 80.11.3 by maintaining three point contact when they descended the locomotives. The crew observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. I observed multiple switches and derails in the Springfield area, they were all found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mn/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4103	Report No. 115	Report Date 12/09/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]

I observed securement of cars, MFCX 132261 and TTZX 862157 they were secured with hand brakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. I observed Train UP 7408 blowing the locomotive horn for the public crossing at 5th St., DOT # 756566M, in compliance with 49 CFR Part 222.21 and sound it's air horn and ring bell as a warning while approaching MOW employees (Roadway Worker Group) that were working on and about the adjacent tracks, in compliance with 49 CFR Part 214.339. DP Unit UP 8102 had it's headlight on dim at the rear of the train as a marker in compliance with 49 CFR Part 221.14(c)(3). No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
---	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature			Inspector's ID No. P4103	Report No. 118	Date yy mm dd 2015 12 14		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwtuner@up.com Signature _____			
RR/Co. Code UP		Subdivision BROOKLYN							

From: City SALEM	Codes 1810	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MARION	C047	County		To Latitude

Mile Post: From	To	Inspection Point	UP'S SALEM YARD IN SALEM, OR.		To Longitude
Activity Code:	2170	232X	2180	221	
Units:	1	8	3	1	
Sub Units:	1	0	7	0	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/14/2015 I inspected the UP's Salem Yard in Salem, OR. UP's Brooklyn subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed securement of cars, KCS 749532, IBT 18952, 1BT 18910, ADMX 28326, PROX 79155, SHPX 205412, CHSX 255313 and GATX 31661 they were secured with hand brakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. I observed Locomotive consist UP 8005 travelling with the rear unit UP 7364 having it's headlight on dim, as a marker, in compliance with 49 CFR Part 221.14(c)(3). I observed multiple switches and derails in the Salem yard, they were all found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/14/2015 at approx. 2:00 pm I observed rail car CTCX 733531 missing a 2055 HazMat Placard on the left side of the car. This car was identified on 12/2/2015 as having the same HazMat Placard missing from the same location on the car. UP Management was notified before I departed the property of the missing placard at that time so the placard could be replaced before departing the yard. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature			Inspector's ID No. P4103	Report No. 119	Date yy mm dd 2015 12 16		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jvtturner@up.com Signature _____			
RR/Co. Code UP		Subdivision BROOKLYN							

From: City EUGENE	Codes 0660	Destination City & County		Codes	From Latitude						
State OR	41	City			From Longitude						
County LANE	C039	County			To Latitude						
Mile Post: From	To	Inspection Point UP'S EUGENE YARD IN EUGENE, OR.			To Longitude						
Activity Code:	2170	2180	232X	174A	218T	229X	221				
Units:	1	3	9	1	2	2	1				
Sub Units:	1	8	0	0	0	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 12/16/2015 I inspected the UP's Eugene Yard in Eugene, OR. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securing of cars TBOX 661198, TBOX 660443, TBOX 660156, UP 355256, AOK 120079, ABOX 32766, TTZX 863579 and locomotives UP 669 and UP 9987. The cars and locomotives were secured with handbrakes in compliance with 49 CFR Part 232.103(n) and 49 CFR Part 232.105. The cars and locomotives were left in the clear, not fouling adjacent tracks in compliance with 49 CFR Part 218.101. The cab conditions of the locomotives were found to be free from oil, water, waste or any obstruction that creates a slipping or tripping hazard in compliance with 49 CFR 229.119 (c). No tampering with the safety devices of these locomotives was observed, in compliance with 49 CFR Part 218.55. I observed that the rear car, ATW 300287, of the MRVPTV had a rear end marker displayed in compliance with 49 CFR 221.13. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed Train MRVPTV passing the Eugene Yard northbound. UP 2585 was the lead locomotive. As the train passed I observed that PROX 33073 was missing a HazMat Placard on the west side of the car. I notified the Eugene MYO of the missing placard on the train so he could notify the receiving yard for replacement. No defect taken at this time.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature		Inspector's ID No. P4103	Report No. 001	Date yy mm dd 2015 01 08		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R RR/Co. Code UP	Division SYSTEM Subdivision PORTLAND	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jvtturner@up.com Signature _____		

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude							
State OR	41	City		From Longitude							
County MULTNOMAH	C051	County		To Latitude							
Mile Post: From	To	Inspection Point ALBINA YARD		To Longitude							
Activity Code:	2170	217L	LFO	CERT	218T	218O	218S	232X	229X		
Units:	1	1	1	1	1	1	1	6	1		
Sub Units:	4	3	4	3	0	6	0	0	0		

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
FRA Railroad Safety Inspector Jeffery Russell, FRA Railroad Specialist Ed McCullough and I conducted an inspection at UP's Albina Yard, in Portland, OR, on 1/8/2015. UP's Portland Subdivision is a Crude Oil Train Route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UP 4997, UP 4802 both were properly secured with a handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed securement of cars, OTTX 97196, TTGX 975424, WC 22245, MWCX 461550, CMO 22368, cars were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. No defects. We observed the switches in Albina yard, and were found to be locked, hooked, or latched, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 58245 75582
------------------	---------------------	--

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4103	Report No. 001	Report Date 01/08/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				ROR		H199				N	N	1	

Description
NON FRA DEFECT NOTED; GENERAL RULES OTHER THAN SAFETY RULES; ONE OR MORE EMPLOYEES FAILED A SPECIFIC ACTION NOT LISTED AND NOT COVERED UNDER FEDERAL REGULATIONS.
At 1045 on 1-8-2015 we observed UP 1995, in Track 7 of the locomotive repair facility, to be in non compliance with ABTH Rule 32.2.2 (Separating Locomotives). Rule 32.2.2 is in the UP's Airbrake and Train Handling Rules. Rule 32.2.2 (2) states "Reposition walkway end platforms and safety chains to create a continuous barrier at the ends of locomotives."

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:		Longitude:	
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code <input type="text"/>		Date(mm/dd/yyyy): <input type="text"/>	
Comments on back?					

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [Comment to Railroad/Company **]**
Locomotive UP 1995 was properly secured by handbrake in compliance with 49 CFR Part 232.105. Walkways and floors of locomotive were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. Locomotive was in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. We observed no tampering with the safety devices of this locomotive, in compliance with 49 CFR Part 218.55. Locomotive was under blue signal display in compliance with 49 CFR Part 218.23. No defects.

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:		Longitude:	
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code <input type="text"/>		Date(mm/dd/yyyy): <input type="text"/>	
Comments on back?					

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [Comment to Railroad/Company **]**
We observed the Crew of the UP 1308, UP 1462, in remote operations, lining switches and checking switch points in compliance with 49 CFR Part 218.103. No defects.

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:		Longitude:	
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code <input type="text"/>		Date(mm/dd/yyyy): <input type="text"/>	
Comments on back?					

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7										N	N	0	

Description - [Comment to Railroad/Company **]**
We observed the crew of the UP 1751, in remote operation, performing a shoving movement in compliance with 49 CFR Part 218.99. No defects. We checked the certificates of all three crewmembers and found them to be in compliance with 49 CFR Part 242.209. No defects.

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:		Longitude:	
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code <input type="text"/>		Date(mm/dd/yyyy): <input type="text"/>	
Comments on back?					

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 58245 75582
------------------	---------------------	--

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4103	Report No. 001	Report Date 01/08/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8										N	N	0	

Description - [** Comment to Railroad/Company **]
 We met and discussed safety with the crew of the UP 1751 and the foreman on the crew of the UP 1308. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 58245 75582
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature			Inspector's ID No. P4103	Report No. 002	Date yy mm dd 2015 01 13		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
From: City PORTLAND		Codes 1650	Destination City & County			Codes	From Latitude		
State OR		41	City				From Longitude		
County MULTNOMAH		C051	County				To Latitude		
Mile Post: From To		Inspection Point UP BROOKLYN YARD, PORTLAND, OR				To Longitude			
Activity Code:	217O	217L	LTO	218O	229X	232X	220	220C	
Units:	2	1	1	3	1	15	1	3	
Sub Units:	1	3	7	15	0	0	0	7	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
FRA Railroad Safety Inspector Jeffery Russell, FRA Railroad Safety Inspector Brian Ross and I conducted an inspection at UP's Brooklyn Yard, in Portland, OR, on 1/13/2015. UP's Brooklyn Subdivision is a Crude Oil Train Route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON FRA DEFECT NOTED; TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 01-13-15 at 10:40 hours, at UP's Brooklyn Yard, We observed Yard Air Hoses, and misc. trash, in the prescribed walkways and in between tracks presenting a slip, trip or fall hazard, not in compliance with Union Pacific Railroad Safety Rule 80.1. The yard air hoses, as left in the walkway, was not near any yard air connection or in use, left within the walkway area, where it could pose a tripping hazard to employees, not in compliance with UP's Safety Rules. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 75582 75190
-------------------------	----------------------------	---

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4103	Report No. 002	Report Date 01/13/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				218	0103	B8				N	N	2	2180

Description
DEFECT NOTED; HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 01-13-15 at approx. 10:45 hours, We found switch # 802 & # 803, with the switch hooks lying on the ground, not in compliance with Title 49 CFR Part 218.103 (B8). We notified the Conductor on the Crew of the UP 4876, and he placed the switch hooks back into the switches. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	681	EMF	229	0119	C1				N	N	1	229X

Description
DEFECT NOTED; PASSAGeways AND COMPARTMENTS, FLOORS HAZARDOUS. On 01/13/2015 at 11:45 hours, We observed Locomotive UP 681 had fuses, switch lists and trash left on the floor of locomotive, that could cause a slip, trip or fall hazard for employees. This is not in compliance with 49 CFR 229.119 (C), that in part reads: Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard. See attached photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5				ROR		H099				N	N	1	

Description
NON FRA DEFECT NOTED; GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 01/13/2015 at 1050 hours at UP's Brooklyn Yard (Track 6). We found the UP 5856 in non compliance with UP's Air Brake and Train Handling Rule 32.2.1 (8) Unattended Locomotive(s) which reads in part "When engine is running, make a 20-psi brake pipe reduction after allowing the brake system to charge." The Independent Brake was in the fully applied position but the Automatic Brake was in the fully released position, there was not a 20psi. brake pipe reduction as required. This was a loaded ballast work train that also had the UP 9583 in the consist. See photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotives UP 4484, UP 8455, UP 8851, UP 9583, UP 5856, UP 5516, UP 5392, UP 681, UP 7406, UP 5019 and UP 5331 they were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 75582 75190
------------------	---------------------	--

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4103	Report No. 002	Report Date 01/13/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the crew of the UP 681, in remote operation, performing a shoving movement in compliance with 49 CFR Part 218.99. We observed the crew operate switches, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	Date(mm/dd/yyyy):	<input style="width: 100px;" type="text"/>	Comments on back?
--	--	----------------------	--	--	--	-------------------	--	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed securing of cars, ABOX 52002, TIZX 84379, SP 247075, BNSF 255380 were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. No defects.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	Date(mm/dd/yyyy):	<input style="width: 100px;" type="text"/>	Comments on back?
--	--	----------------------	--	--	--	-------------------	--	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
9										N	N	0	

Description - [** Comment to Railroad/Company **]
We listened to the radio communications of the crew on the UP 4876, 49 CFR Part 220.33 - Receiving a radio transmission, 49 CFR Part 220.35 - Ending a radio transmission, and 49 CFR Part 220.31 - Initiating a radio transmission, in compliance with 49 CFR Part 220. The crews observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. No defects. We observed the crew of the UP 4876 secure their train in compliance with UP ABTH Rule 32.1.1 (A.) Primary Securement Procedure, which reads in part "Verify that the hand brake(s) applied on equipment will prevent movement by releasing all air brakes." No defects. We observed the crew making a shoving movement in compliance with 49 CFR Part 218.99. No defects.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	Date(mm/dd/yyyy):	<input style="width: 100px;" type="text"/>	Comments on back?
--	--	----------------------	--	--	--	-------------------	--	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
10										N	N	0	

Description - [** Comment to Railroad/Company **]
We met with the crew of the UP 681, UP 5856 and the Conductor of the UP 4876 and discussed various safety rules and procedures.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	<input style="width: 20px; height: 20px; border: 1px solid black;" type="text"/>	Date(mm/dd/yyyy):	<input style="width: 100px;" type="text"/>	Comments on back?
--	--	----------------------	--	--	--	-------------------	--	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 75582 75190
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature		Inspector's ID No. P4103	Report No. 004	Date yy mm dd 2015 01 15		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
RR/Co. Code UP		Subdivision PORTLAND						

From: City PORTLAND	Codes 1650	Destination City & County		Codes	From Latitude			
State OR	41	City			From Longitude			
County MULTNOMAH	C051	County			To Latitude			
Mile Post: From	To	Inspection Point UP BARNES YARD, PORTLAND, OR.			To Longitude			
Activity Code:	217O	218O	218M	222O	232X	232E	LTO	
Units:	1	6	1	1	5	1	1	
Sub Units:	2	2	3	1	0	0	1	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
FRA Railroad Safety Inspector Jeffery Russell, FRA Railroad Safety Inspector Brian Ross and I conducted an inspection at UP's Barnes Yard, in Portland, OR, on 1/15/2015. UP's Portland Subdivision is a Crude Oil Train Route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	2	218O

Description
DEFECT NOTED; HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 01-15-15 at approx. 09:53 hours, We found switch # ML2 & # 2/11, with the switch hooks hanging, not in compliance with Title 49 CFR Part 218.103 (B8). We notified the Conductor on the Crew of the UP 591, and he placed the switch hooks back into the switches. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securement of locomotive UP 7017 and cars TTGX 975714, TTUX 891171, TILX 352972 and CP 344749 they were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 75582 75190
------------------	---------------------	--

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4103	Report No. 004	Report Date 01/15/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the crew of the UP 591 blowing the locomotive horn for a public crossing in compliance with 49 CFR Part 222.21. No defects. We met with the Conductor of the UP 591 and discussed various safety rules and procedures.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			[][] [][]	[][][][]
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed mechanical employees working on NAHX 516113 under Blue Flag Protection, the switches on both ends of the tracks were lined away and locked with mechanical locks, and blue flags were displayed at both ends IAW Title 49 CFR Part 218.27 - Workers on track other than main track. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			[][] [][]	[][][][]
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed that EOT Device UP 62431 was within calibration dates, IAW 49 CFR 232.409 (d). No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			[][] [][]	[][][][]
Comments on back?				

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 75582 75190
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature		Inspector's ID No. P4103	Report No. 005	Date yy mm dd 2015 01 29		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
RR/Co. Code UP		Subdivision LA GRANDE						

From: City HERMISTON	Codes 0990	Destination City & County		Codes	From Latitude			
State OR	41	City			From Longitude			
County UMATILLA	C059	County			To Latitude			
Mile Post: From	To	Inspection Point UP'S HINKLE YARD HERMISTON, OR.			To Longitude			
Activity Code:	217O	218O	232X	217L	218S	218M	LTO	
Units:	1	2	7	1	3	1	1	
Sub Units:	4	6	0	1	0	3	4	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
 ODOT Railroad MP&E Inspector Greg Rastatter and I conducted an inspection at Union Pacific's Hinkle Yard in Hermiston, OR, on 1/27/2015. UP's La Grande Subdivision is a Crude Oil Train Route. The focus of the inspection was to inspect the Blue Flag Protection, which was found to be IAW 49 CFR Part 218 Subpart B. We observed workers on Other than Main Track (Service Tracks), IAW 49 CFR Part 218.27. Train ISCG4, consisting of Locomotives UP 8012, UP 4789 and UP 4744 was blue flagged on the mainline IAW 49 CFR 218.25. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
 Locomotives UP 3709 and UP 796 were secured by handbrakes, IAW with 49 CFR Part 232.103 (n). The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. No defects. Cars GATX 62835, PROX 34518 and TTZX 862414 were secured by handbrakes, IAW with 49 CFR Part 232.103 (n). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
 We observed the crew of the UP 857, in remote operation, performing a shoving movement in compliance with 49 CFR Part 218.99. We observed the crew of the UP 8080 performing a shoving movement in compliance with 49 CFR Part 218.99. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) M4108
------------------	---------------------	--

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4103	Report No. 005	Report Date 01/29/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed switches and derails in the yard and were found to be locked, hooked, or latched, if so equipped, IAW 49 CFR Part 218 Subpart F. We met with supervisors and management in the locomotive servicing tracks and discussed blue flag procedures and various safety rules. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) M4108
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature		Inspector's ID No. P4103	Report No. 006	Date yy mm dd 2015 02 19		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
				RR/Co. Code UP	Subdivision BROOKLYN			

From: City EUGENE	Codes 0660	Destination City & County		Codes	From Latitude						
State OR	41	City			From Longitude						
County LANE	C039	County			To Latitude						
Mile Post: From	To	Inspection Point UP EUGENE YARD EUGENE, OR.			To Longitude						
Activity Code:	2170	2180	232X	232E	LTO	229X	225P	221	MREC	174A	
Units:	1	1	10	1	1	3	1	2	1	2	
Sub Units:	1	15	0	0	5	0	0	0	1	0	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
FRA Railroad Safety Inspector Jeffery Russell and I conducted an inspection at UP's Eugene Yard, in Eugene, OR, on 2/19/2015. UP's Brooklyn Subdivision is a Crude Oil Train Route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the securing of locomotives UP 8067, UP 8094, UP 569, UP 567, UP 7778 and UP 7371 all were properly secured with a handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the crew of the UP 5532 perform the proper securing procedure for their loaded oil train. the following cars were secured by handbrakes, PPRX 664068, PPRX 664077, PPRX 664047 and PPRX 664063. After securing the cars the crew released the airbrakes to check that the handbrakes would hold the train, as required, cars were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. We observed the switches in Eugene yard, they were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 75582
-------------------------	----------------------------	---

INSPECTION REPORT
(Continuation)

Inspector's ID No. P4103	Report No. 006	Report Date 02/19/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	UP	1203	EMF	229	0119	C1				N	N	1	229X

Description
DEFECT NOTED; PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS On 02/19/2015 at 11:45 hours, We observed Locomotive UP 1203 had tools, reverser handle and a fussee canister left on the floor of locomotive, that could cause a slip, trip or fall hazard for employees. This is not in compliance with 49 CFR 229.119 (C), that in part reads: Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	UP	632	EMF	229	0015	A11				N	N	2	229X

Description
DEFECT NOTED; FAILURE TO TAG RCL AT THE LOCOMOTIVE CONTROL STAND THROTTLE TO INDICATE LOCOMOTIVE IS IN RCL MODE. On 02/19/2015 at 11:45 hours, we observed Locomotive UP 632 and UP 1203 failed to have a Tag or Placard hanging on the proper location of the Locomotive Control Stand Throttle. This is not in compliance with Title 49 CFR Part 229.15 (A11), which in part reads: Each RCL shall be tagged at the Locomotive Control Stand Throttle indicating the locomotive is being used in a Remote Control Mode. The Tag shall be removed when the Locomotive is placed back in Manual Mode. Both locomotives were tagged on the horn handle. See attached photos.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed a loaded Oil Train and an empty Oil Train that were both properly HazMat placarded in compliance with 49 CFR Part 172.302 Subpart D and 49 CFR Part 174.59 Subpart C. The loaded Oil Train had DP locomotives on the rear and the headlight was illuminated on dim in compliance with 49 CFR Part 221.14 (c) (3). The empty Oil Train had EOT Marker NS 73177 applied to the last car in compliance with 49 CFR Part 221.13. NS 73177 had a calibration date of 1/4/15 which is in compliance with 49 CFR Part 232.409 (d). No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the Acc/Injury Posting was posted in the crew room in compliance with 49 CFR Part 225.25. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 75582
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4103	Report No. 006	Report Date 02/19/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8										N	N	0	

Description - [** Comment to Railroad/Company **]
We met with the RCL Crew of the UP 632 and discussed rules and safety. We also met with other crew members as they came on duty in the crew room. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
---	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 75582
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature			Inspector's ID No. P4103	Report No. 010	Date yy mm dd 2015 02 25		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R RR/Co. Code UP	Division SYSTEM Subdivision CASCADE	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
From: City KLAMATH FALLS	Codes 1170	Destination City & County			Codes	From Latitude			
State OR	41	City				From Longitude			
County KLAMATH	C035	County				To Latitude			
Mile Post: From	To	Inspection Point UP'S KLAMATH FALLS YARD, KLAMATH FALLS, OR				To Longitude			
Activity Code:	217O	218O	221	218T	229X	232X	CERT	LTO	
Units:	1	1	1	1	2	2	2	1	
Sub Units:	2	14	0	0	0	0	4	7	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
FRA Railroad Safety Inspector Jeffery Russell and I conducted an inspection at UP's Klamath Falls Yard, in Klamath Falls, OR, on 2/25/2015. UP's Cascade Subdivision is a Crude Oil Train Route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the crew of the UP 8180 perform a set out of 14 cars into Track 19. We observed the conductor performing a shoving movement in compliance with 49 CFR Part 218.99. We observed the Conductor operate switches, in compliance with 49 CFR Part 218 Subpart F. The Conductor set handbrakes on TTX 864999 and UP 275214 in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. We checked the certificates of both crewmembers and found them to be in compliance with 49 CFR Part 242.209. We observed that there was an EOT marker applied to the last car in compliance with 49 CFR Part 221.13. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4103	Report No. 010	Report Date 02/25/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
 We observed the crew of the UP 4615 operate switches, in compliance with 49 CFR Part 218 Subpart F. We observed the conductor performing a shoving movement in compliance with 49 CFR Part 218.99. Cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. We checked the certificates of both crewmembers and found them to be in compliance with 49 CFR Part 242.209. We observed that there was no tampering with the safety devices of Locomotive UP 4615 in compliance with 49 CFR Part 218.55. We observed the switches in the Klamath Falls yard, they were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
 We met with two different crews and management and discussed rules and safety. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature			Inspector's ID No. P4103	Report No. 017	Date yy mm dd 2015 04 30		
Railroad/Company Name & Address UNION PACIFIC RR CO.				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Title Email jwturner@up.com Signature			
From: City PORTLAND		Codes 1650	Destination City & County			Codes	From Latitude		
State OR		41	City				From Longitude		
County MULTNOMAH		C051	County				To Latitude		
Mile Post: From		To	Inspection Point UP'S BROOKLYN YARD, PORTLAND, OR			To Longitude			
Activity Code:	2170	2180	232X	229X	217L	220C			
Units:	1	1	7	2	1	1			
Sub Units:	2	25	0	0	10	2			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
I conducted an inspection at UP's Brooklyn Yard, in Portland, OR, on 4/30/2015. UP's Brooklyn Subdivision is a Crude Oil Train Route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	624	EMF	229	0119	C1				N	N	1	229X

Description
DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 04/30/2015 at 11:30 hours, I observed Locomotive UPY 624 had trash stuffed in and around the emergency brake valve compartment and a loose tool on the floor of locomotive, that could cause a slip, trip or fall hazard for employees. This is not in compliance with 49 CFR 229.119 (C), that in part reads: Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard. See attached photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UP	594	EMF	229	0119	C1				N	N	1	229X

Description
DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 04/30/2015 at 11:30 hours, I observed Locomotive UPY 594 had trash stuffed in and around the emergency brake valve compartment and loose tools on the floor of locomotive, that could cause a slip, trip or fall hazard for employees. This is not in compliance with 49 CFR 229.119 (C), that in part reads: Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard. See attached photo.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4103	Report No. 017	Report Date 04/30/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				218	0101	B				N	N	1	2180

Description
DEFECT NOTED: LEAVING EQUIPMENT IN THE CLEAR: EQUIPMENT LEFT IMPROPERLY FOULING. UPY 694 was placed on Track 502 fouling adjacent Track 501. This is not in compliance with Title 49 Part 218.101. See attached photos.

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code: <input type="text"/> <input type="text"/> <input type="text"/>	Date(mm/dd/yyyy): <input type="text"/> Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 7611, UP 8727, UP 4277, UP 4168, UP 4952, and UPY 594 they were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. I observed the crew of the UPY 624, in remote operation, performing multiple shoving movements in compliance with 49 CFR Part 218.99. I observed the crew operate multiple switches, in compliance with 49 CFR Part 218 Subpart F. I observed the switches, they were all found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code: <input type="text"/> <input type="text"/> <input type="text"/>	Date(mm/dd/yyyy): <input type="text"/> Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.	Inspector's Signature	Inspector's ID No. P4103	Report No. 019	Date		
				yy 2015	mm 05	dd 06

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)			
	RR/Co. Code UP	Subdivision PORTLAND	Name John Turner	Title General Superintendent	Email jwturner@up.com	Signature

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point UP'S ALBINA YARD PORTLAND, OR.	To Longitude									
Activity Code:	217O	218O	232X	217L	218S	220C						
Units:	1	1	16	3	2	4						
Sub Units:	12	30	0	7	0	6						

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
I conducted an inspection at UP's Albina Yard, in Portland, OR, on 5/6/2015. UP's Portland Subdivision is a Crude Oil Train Route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 3774, UP 4187, UP 5013, UP 4184, UP 8299, UP 6295, UP7367, UP 4362, UP 5850, UP 8985, UP 3751, UP 4453 and UP 4829 all were properly secured with a handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. I observed securement of cars, DTTX 657130, TBOX 667464 and HRJX 900168, cars were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. I observed the switches in Albina yard, and were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
Locomotive UP 8143 was properly secured by handbrake in compliance with 49 CFR Part 232.105. Locomotive was in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. Locomotive was under blue signal display in compliance with 49 CFR Part 218.23. I observed mechanical employees working on Track 563 under Blue Flag Protection, the switches on both ends of the tracks were lined away and locked with mechanical locks, and blue flags were displayed at both ends IAW Title 49 CFR Part 218.27 - Workers on track other than main track. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
-------------------------	----------------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4103	Report No. 019	Report Date 05/06/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subroute	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
 I observed the Remote Operating crews of the UPY 638 and the UP 1751 and the Conventional crews of the UP 7975 and UP 8249 lining multiple switches and checking switch points in compliance with 49 CFR Part 218.103. Crews were also observed performing multiple shoving movements in compliance with 49 CFR Part 218.99. The crews observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:		Longitude:
-----------------------	------------------------------	--	-----------	--	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	<input type="text"/>	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature		Inspector's ID No. P4103	Report No. 021	Date - yy mm dd 2015 05 13		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
RR/Co. Code UP		Subdivision PORTLAND						

From: City PORTLAND	Codes 1650	Destination City & County		Codes	From Latitude			
State OR	41	City			From Longitude			
County MULTNOMAH	C051	County			To Latitude			
Mile Post: From	To	Inspection Point UP'S BARNES YARD, PORTLAND, OR.			To Longitude			
Activity Code:	217O	218O	225P	218T	229X	232X	218M	
Units:	1	1	1	1	1	11	1	
Sub Units:	1	31	0	0	0	0	2	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
I conducted an inspection at UP's Barnes Yard, in Portland, OR, on 5-13-2015. UP's Portland Subdivision is a Crude Oil Train Route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	218O

Description
DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 05-13-15 at approx. 1335hrs, I found the west end crossover switch with the switch hook buried in the ballast, not in the hasp, not in compliance with Title 49 CFR Part 218.103 (B8). I notified the Yard master on duty, and he stated he would advise crew members. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 606, UPY 594, UP 594, UP 1212 and cars AOK 607146, CW 6061, AOK 607135, CEFX 351339, NDYX 841534, NAIIX 516198, and CEFX 11619. They were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. I observed the switches in the Barnes yard, they were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. Locomotive UP 606 was properly secured by a handbrake in compliance with 49 CFR Part 232.105. Walkways and floors of locomotive were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. Locomotive was in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. I observed no tampering with the safety devices of this locomotive, in compliance with 49 CFR Part 218.55. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4103	Report No. 021	Report Date 05/13/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subroute	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
 I observed a car repairman place Tracks 001 and 002 under Blue Flag Protection, the switches on both ends of the tracks were lined away and locked with mechanical locks, and blue flags were displayed at both ends in compliance with Title 49 CFR Part 218.27 - Workers on track other than main track. I observed the Acc/Injury Posting was posted in the crew room in compliance with 49 CFR Part 225.25. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(num/dd/yyyy):		Comments on back?
--	-----------------------------------	--	----------------------	--------------------	--	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature			Inspector's ID No. P4103		Report No. 024		Date yy mm dd 2015 05 31		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM		RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____				
From: City PORTLAND		Codes 1650		Destination City & County			Codes		From Latitude		
State OR		41		City					From Longitude		
County MULTNOMAH		C051		County					To Latitude		
Mile Post: From		To		Inspection Point UP'S BROOKLYN YARD, PORTLAND, OR				To Longitude			
Activity Code:	2170	2180	218T	220C	221	229X	232X	LTO			
Units:	1	4	7	1	1	7	14	1			
Sub Units:	5	12	0	5	0	0	0	1			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code		
1										N	N	0			
Description - [** Comment to Railroad/Company **] I conducted an inspection at UP's Brooklyn Yard, in Portland, OR, on 5/30/2015. UP's Brooklyn Subdivision is a Crude Oil Train Route.															
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No										Latitude:		Longitude:			
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional										Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?	
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code		
2	UPY	2703	EMS	229	0023	A1				N	N	3	229X		
Description FRA DEFECT NOTED: PERIODIC INSPECTION NOT MADE TO LOCOMOTIVE WITHIN 92 DAYS - On 5-30-2015 at approximately 0930 hrs. I observed that Locomotive UPY 2703's Blue Card stated "DO NOT USE AFTER 5-17-2015". The Daily Inspection Card was signed three times after that date. This is not in compliance with 49 CFR 229.23(a) which states in part "the interval between any two periodic inspections may not exceed 92 days." See attached photos.															
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No										Latitude:		Longitude:			
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional										Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?	
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code		
3				ROR		H199				N	N	3			
Description NON-FRA DEFECT NOTED: GENERAL RULES OTHER THAN SAFETY RULES; ONE OR MORE EMPLOYEES FAILED A SPECIFIC ACTION NOT LISTED AND NOT COVERED UNDER FEDERAL REGULATIONS. On three occasions employees signed the daily Locomotive Inspection Card after the DO NOT USE Date on the Blue Card. This is not in compliance with Union Pacific's Air Brake and Train Handling Rule #31.1: Taking Charge of Locomotive Consist which reads in part..."Engineers are responsible for the following: Verify that "Blue Card" is displayed under a transparent cover in the cab of each locomotive. Union Pacific locomotives have an entry at the bottom of the blue card which reads "Do Not Use After mm/dd/yy". Verify that the locomotive has not passed this date." See attached photos.															
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No										Latitude:		Longitude:			
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional										Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?	
Source Code	File Number		ID's of Accompanying Inspector(s)												
A	R8CO														

INSPECTION REPORT
(Continuation)

Inspector's ID No. P4103	Report No. 024	Report Date 05/31/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 7826, UP 5259, UP 5429, UPY 2702 and UP 1891 they were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. Walkways and floors of locomotive were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of these locomotives, in compliance with 49 CFR Part 218.55. I met with the RCO of the UPY 3001 and discussed Slip, Trip and Fall hazards. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mn/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed securement of cars TTRX 370594, DTTX 453326, DTTX 655957, DTTX 786168, TTAX 77412, DTTX 652415 and DTTX 471936, cars were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR Part 218.101. I observed the crew of the UPY 3001, in remote operation, perform a shoving movement in compliance with 49 CFR Part 218.99. I observed the crew operate multiple switches, in compliance with 49 CFR Part 218 Subpart F. I observed the switches in the yard, they were all found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. I observed the crew of the UP 7826 had the rear headlight displayed in compliance with 49 CFR Part 221.14 (c)(3). The crews observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mn/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature		Inspector's ID No. P4103	Report No. 035	Date yy mm dd 2015 06 30		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
RR/Co. Code UP				Subdivision BROOKLYN				

From: City SPRINGFIELD	Codes 1960	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County LANE	C039	County		To Latitude

Mile Post: From	To	Inspection Point UP'S MARCOLA INDUSTRIAL LEAD SPRINGFIELD, OR	To Longitude
Activity Code:	2170	232X	2180
Units:	1	1	1
Sub Units:	1	0	2

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
 ODOT Railroad Safety Inspector Chris Malm and I inspected the 35th St. Yard on the Marcola Industrial Lead on 6/30/2015.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
 We observed the switches in the 35th St. Yard on the Marcola Industrial Lead, they were all found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. The cars in the 35th St. Yard were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. No defects

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				232	0103	N1				N	N	1	232X

Description
 FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO APPLY SUFFICIENT NUMBER OF HAND BRAKES TO HOLD EQUIPMENT - On 6/30/2015 at 11:10 hours we observed a cut of seven coupled cars, UTLX 641808, ABOX 50408, MP 374933, MP 374868, TBOX 666588, TBOX 663581 and TBOX 666623 standing on track #188 on the Marcola Industrial Lead unattended and unsecured, not in compliance with Title 49 CFR Part 232.103(N1). The handbrake chains were loose, the angle cock position was open on one end the position of the pistons was out. No Operating Crews or active switching were found in the area. I immediately notified the On-duty Manager Ian Bostrum, who responded to secure the cars. He agreed the cars were unattended and unsecured, and assumed control of the cars and notified the local switch crew to respond to secure the cars. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?				

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4104
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.	Inspector's Signature	Inspector's ID No. P4103	Report No. 039	Date		
				yy 2015	mm 07	dd 08

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision BROOKLYN	Name John Turner	Title General Superintendent	Email jwturner@up.com
Signature			_____		

From: City EUGENE	Codes 0660	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County LANE	C039	County		To Latitude

Mile Post: From	To	Inspection Point			To Longitude
Activity Code:	2170	2180	232X		
Units:	1	2	3		
Sub Units:	1	5	0		

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
I conducted an inspection at UP's Eugene Yard, in Eugene, OR, and the Marcola Industrial Lead in Springfield, OR, on 7/8/2015. UP's Brooklyn Subdivision is a Crude Oil Train Route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
On the Marcola Industrial Lead I observed cars RBOX 34481, CSXT 141839 and KCS 13834 were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. I observed the switches in Eugene yard, they were found to be locked, hooked, or fatched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
-------------------------	----------------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature			Inspector's ID No. P4103	Report No. 041	Date yy mm dd 2015 07 19		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
				RR/Co. Code UP	Subdivision PORTLAND				

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point UP'S BARNES YARD PORTLAND, OR.	To Longitude								
Activity Code:	2170	2180	218T	229X	232X	222O	220C	LTO			
Units:	1	3	6	5	9	1	1	1			
Sub Units:	3	9	0	0	0	1	3	1			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 7-18-2015 ODOT Railroad Safety Inspector Chris Malm and I Inspected UP's Barnes Yard in Portland, OR. UP's Portland Subdivision is a Crude Oil Train Route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the crew of the UP 8155 blowing the locomotive horn for the public crossing at N. Macrum Ave. DOT # 807376C in compliance with 49 CFR Part 222.21. We observed the crew of the UP 8155 performing a shoving movement in compliance with 49 CFR Part 218.99. We observed the crew operate multiple switches, in compliance with 49 CFR Part 218 Subpart F. The crew observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. We observed the securement of locomotives UP 1201, UP 1094, UP 591, UP 1201, UP 1891, and cars NAHX 61295, SHPX 454380, NAHX 69111, CTTX 692132 they were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
Locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. We observed no tampering with the safety devices of these locomotives, in compliance with 49 CFR Part 218.55. I met with the UP Yardmaster and discussed various safety rules and procedures. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4104
------------------	---------------------	--

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4103	Report No. 041	Report Date 07/19/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				RSR		S441				N	N	3	

Description
NON FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY - On 07-18-15 at 13:00 hours, at UP's Barnes Yard, We observed Yard Air Hoses, water bottles, blue flag sign and broken air hoses, in the prescribed walkways and in between tracks presenting a slip, trip or fall hazard, not in compliance with Union Pacific Railroad Safety Rule 80.1. The yard air hoses, as left in the walkway, was not near any yard air connection or in use, left within the walkway area, where it could pose a tripping hazard to employees, not in compliance with UP's Safety Rules. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5				ROR		H099				N	N	1	

Description
NON FRA DEFECT NOTED: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. - On 07/18/2015 at 1320 hours at UP's Barnes Yard. We found the UP 1094 in noncompliance with UP's Air Brake and Train Handling Rule 32.2.1 (8) Unattended Locomotive(s) which reads in part "When engine is running, make a 20-psi brake pipe reduction after allowing the brake system to charge." The Independent Brake was in the fully applied position but the Automatic Brake was in the fully released position, there was not a 20psi. brake pipe reduction as required. The UP 1094 was cut in as the lead locomotive and also had the UP 1201 in the consist. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6				ROR		H099				N	N	1	

Description
NON FRA DEFECT NOTED: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. - On 7-18-2015 at 14:18 hours UP Locomotive UP 4844 was observed to have an MU cable not stored properly. This is not in compliance with UP's ABTH Rule 32.2.2 (4) which states: "Plug the MU cables into a dummy receptacle." I notified the UP Yardmaster and he stated he would correct the defect.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7	UP	591	EMF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS - On 07/18/2015 at 1340 hours, We observed Locomotive UP 591 had switch lists, a red flag and trash left on the floor of locomotive, that could cause a slip, trip or fall hazard for employees. This is not in compliance with 49 CFR 229.119 (C), that in part reads: Floors of cabs, passageways, and compartments shall be kept free from oil, water, waste or any obstruction that creates a slipping, tripping or fire hazard. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4104
------------------	---------------------	--

INSPECTION REPORT
 (Continuation)

Inspector's ID No. P4103	Report No. 041	Report Date 07/19/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8				218	0103	B8				N	N	5	218O

Description
 FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. - On 07-18-15 at approx. 1300 hours, We found multiple switches, with the switch locks unlocked, partially missing or ineffectively locked, not in compliance with Title 49 CFR Part 218.103 (B8). I notified the UP Yardmaster, he stated he would either effectively lock the switches or advise the on duty crew to lock the switches. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4104
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature			Inspector's ID No. P4103	Report No. 046	Date yy mm dd 2015 08 05						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____							
From: City EUGENE		Codes 0660	Destination City & County			Codes	From Latitude						
State OR		41	City					From Longitude					
County LANE		C039	County					To Latitude					
Mile Post: From To		Inspection Point UP'S EUGENE YARD EUGENE, OR.				To Longitude							
Activity Code:	2170	2180	229X	2181	232X	220C							
Units:	1	3	2	9	16	1							
Sub Units:	1	11	0	0	0	2							
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 8-5-2015 ODOT Railroad Safety Inspector Chris Malm and I inspected UP's Eugene Yard in Eugene, OR. UP's Brooklyn Subdivision is a Crude Oil Train Route.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	
Description - [** Comment to Railroad/Company **] We observed the securement of locomotives UP 7760, UP 5407, UP 6404, UP 6737, UP 4477, UP 5230, UP 8611, UP 7684 and UP 6016 all were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. All observed locomotive walkways and floors were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. We observed no tampering with the safety devices of these locomotives, in compliance with 49 CFR Part 218.55. We observed securement of cars, SSW 67766, TBOX 667660, CCTX 142205, and TBOX 665223 they were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. No defects.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	
Description - [** Comment to Railroad/Company **] We observed the crew of the UP 560, in remote operation, performing a shoving movement in compliance with 49 CFR Part 218.99. We observed the crew operate switches, in compliance with 49 CFR Part 218 Subpart F. The crew observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. We observed the switches in the Eugene Yard, they were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					
Source Code	File Number	ID's of Accompanying Inspector(s)											
A	R8CO	P4104											

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.	Inspector's Signature	Inspector's ID No. P4103	Report No. 047	Date		
				yy 2015	mm 08	dd 06

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision PORTLAND	Name John Turner	Title General Suprcintendent	Email jwturner@up.com
Signature					

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point UP'S ALBINA YARD IN PORTLAND, OR.	To Longitude
-----------------	----	--	--------------

Activity Code:	2170	2180	232X										
Units:	1	2	3										
Sub Units:	1	10	0										

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 8-6-2015 ODOT Railroad Safety Inspector Chris Malm and I inspected the UP's Albina Yard in Portland, OR. UP's Portland Subdivision is a Crude Oil Train Route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
All observed switches in the Albina Yard were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. We observed cars in Tracks 7, 14 and 15, they were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. We observed securement of cars TLX 516614, PLCX 15972 and DWC 627578 they were secured with handbrakes in compliance with 49 CFR Part 232.103. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				232	0103	N1				N	N	1	232X

Description
FRA DEFECT NOTED/VIOLATION RECOMMENDED: FAILURE TO APPLY SUFFICIENT NUMBER OF HAND BRAKES TO HOLD EQUIPMENT. On 8-6-2015 at 7:40 am we observed HLSC 3051 standing on the East end of Classification Track #14, seperated from the rest of the cars in the track, in Albina Yard unattended and unsecured. The next two cars on the East end of Track #14, TTX 864447 and MP 260355, were also unsecured. This not in compliance with Title 49 CFR Part 232.103(N1). This is also not in compliance with UP Superintendent Bulletin #29, dated Feb. 19, 2015, that in part states: "...classification tracks 6 and 14 require one hand brake applied on east end of track." The handbrake chains were loose. No Operating Crews or active switching were found in the area. I immediately notified DTO George Sanders of the situation, he responded to the area with Sr. MTO Brian Cusworth and contacted a crew concerning the cars. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------------------------	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4104
-------------------------	----------------------------	---

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.	Inspector's Signature	Inspector's ID No. P4103	Report No. 052	Date		
				yy 2015	mm 08	dd 18

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision PORTLAND	Name John Turner	Title General Superintendent	Email jwturncr@up.com
Signature					

From: City BOARDMAN	Codes 0200	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MORROW	C049	County		To Latitude

Mile Post: From	To	Inspection Point PORT OF MORROW IN BOARDMAN, OR.	To Longitude
-----------------	----	---	--------------

Activity Code:	217O	218O	232X	220C	LTO							
Units:	3	3	3	1	1							
Sub Units:	3	9	0	3	2							

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 8-18-2015 ODOT Railroad Safety Inspector Chris Malm and I inspected the Union Pacific at the Port of Morrow in Boardman, OR. UP's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the crew of the UP 1123 switching customers at the Port of Morrow in Boardman, OR. This was a conventional crew consisting of an Engineer, Conductor, Brakeman and a trainee. We observed the Conductor to be very conscious of the Trainee's whereabouts and was in close proximity to him at all times. Cars ARMN 110160, SHQX 8302 and CRYX 5129 were secured by handbrakes, in compliance with 49 CFR Part 232.103 (n). The cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. We observed the crew performing a shoving movement in compliance with 49 CFR Part 218.99. We observed switches and derails in the yard and were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. We met with the Conductor and the Trainee and discussed various safety rules. We observed the crew operate switches, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the Conductor getting on and off equipment, to apply a hand brake, in compliance with UP Safety Rule 81.4.1 Standing Equipment and GCOR Rule 7.6 Securing Cars or Engines. We observed the crew perform a Securement Test in compliance with UP's ABTH Rule 32.1.4. The crew members observed did not have any electronic devices on or visible while switching in compliance with 49 CFR 220.305. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4104
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.	Inspector's Signature	Inspector's ID No. P4103	Report No. 053	Date yy mm dd 2015 08 19		
--	-----------------------	-----------------------------	-------------------	--------------------------------	--	--

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)			
	RR/Co. Code UP	Subdivision PORTLAND	Name John Turner	Title General Superintendent	Email jwturner@up.com	Signature

From: City HERMISTON	Codes 0990	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County UMATILLA	C059	County		To Latitude

Mile Post: From	To	Inspection Point UP'S HINKLE YARD IN HERMISTON, OR.	To Longitude						
Activity Code:	217O	218O	232X	220C	218T				
Units:	2	4	3	2	3				
Sub Units:	1	8	0	4	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 8-19-2015 FRA Railroad Safety Inspector Kevin Pannell and I inspected the UP's Hinkle Yard. UP's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 8-19-2015 at approx. 9:35 am we observed the switch lock out of the hasp laying on the ground at switch #551. No operating crews or employees were in the area. This is not in compliance with 49 CFR 218.103(b8). See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				RSR		S441				N	N	1	

Description
NON FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 8-19-15 at 9:35 am at UP's Hinkle Yard, We observed several switch brooms, in the prescribed walkways and around Switch #551 presenting a slip, trip or fall hazard, not in compliance with Union Pacific Railroad Safety Rule 80.1. The switch brooms, as left in the walkway, were not in use, left within the walkway area, where they could pose a tripping hazard to employees, not in compliance with UP's Safety Rules. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 67150
-------------------------	----------------------------	---

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4103	Report No. 053	Report Date 08/19/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]

We observed the crew of the UP 1123 and the UP 2549 operating switches in compliance with 49 CFR 218.103 and protecting shoving movements in compliance with 49 CFR 218.99. Crews observed did not have any electronic devices on or visible while working in compliance with 49 CFR 220.303. We observed locomotives UP 5508, UP 5438 and CP 9612. The locomotives observed were secured with handbrakes in compliance with 49 CFR 232.103. They were also in the clear of adjacent tracks in compliance with 49 CFR 218.101. There was no tampering with the safety devices in compliance with 49 CFR 218.55. The floors and walkways were clear of slip, trip and fall hazards in compliance with 49 CFR 229.119. We observed UP 8346 departing the yard with DP Motor UP 5727 on the rear and displaying a headlight in compliance with 49 CFR 221.14. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	-----------------------------------	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 67150
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.	Inspector's Signature	Inspector's ID No. P4103	Report No. 054	Date yy mm dd 2015 08 20		
-------------------------------------	-----------------------	-----------------------------	-------------------	--------------------------------	--	--

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232		R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
		RR/Co. Code UP	Subdivision PORTLAND			

From: City THE DALLES	Codes 2060	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County WASCO	C065	County		To Latitude

Mile Post: From	To	Inspection Point	UP'S THE DALLES YARD IN THE DALLES, OR						To Longitude
Activity Code:	2170	2180	229X	232X	218T	MREC	221	220C	
Units:	2	3	3	13	3	2	1	1	
Sub Units:	3	9	0	0	0	3	0	2	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 8-20-2015 I inspected UP's Yard at The Dalles, OR. UP's Portland Subdivision is a crude oil train route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	1213	EMF	229	0119	C1				N	N	1	229X

Description
FRA DEFECT NOTED: PASSAGEWAYS AND COMPARTMENTS, FLOORS HAZARDOUS. On 8-20-2015 at approx. 8:20 am I observed locomotive UP 1213 had a loose wrench and water bottles on the floor presenting a slip, trip or fall hazard for employees. There was also a spray can and misc trash wedged in the emergency brake handle compartment. This is not in compliance with 49 CFR 229.119.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				218	0103	B8				N	N	1	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 8-20-15 at approx. 7:45 am, I found switch # 40 008 with the switch hook hanging on the chain, not in compliance with Title 49 CFR Part 218.103 (B8). This was on the East end of the track. These tracks are used for repairs.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4103	Report No. 054	Report Date 08/20/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				RSR		S441				N	N	1	

Description
NON FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 8-20-15 at approx. 7:50 am, at UP's The Dalles Yard, I observed Yard Air Hose in the prescribed walkways presenting a slip, trip or fall hazard, not in compliance with Union Pacific Railroad Safety Rule 80.1. The yard air hose, as left in the walkway, was not near any yard air connection or in use, left within the walkway area, where it could pose a tripping hazard to employees, not in compliance with UP's Safety Rules.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the securement of locomotives UP 1213, UP 6612, and UP 7205 they were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. The locomotives were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. I observed securement of cars, UP 274115, UP 89269, UP 88979, DRGW 50836, UP 463067, TTX 85431, TTX 866699, TTX 856114, MP 651218 and SP 323217 they were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the crew of the UP 7752 enter the yard and perform a setout they performed a shoving movement in compliance with 49 CFR Part 218.99. and operated switches, in compliance with 49 CFR Part 218 Subpart F. The UP 7752 had an EOT on the rear car, CNW 716378, in compliance with 49 CFR 221.14. The crew observed did not have any electronic devices on or visible while switching in compliance with 49 CFR 220 Subpart C. Locomotives UP 6612 and UP 7205 were both observed to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. I observed no tampering with the safety devices of these locomotives, in compliance with 49 CFR Part 218.55. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature			Inspector's ID No. P4103	Report No. 059	Date yy mm dd 2015 09 09		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____			
RR/Co. Code UP		Subdivision PORTLAND							

From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude					
State OR	41	City				From Longitude					
County MULTNOMAH	C051	County				To Latitude					
Mile Post: From	To	Inspection Point UP'S BARNES YARD IN PORTLAND, OR.				To Longitude					
Activity Code:	2170	2180	229X	232X	220C						
Units:	1	3	6	12	1						
Sub Units:	1	20	0	0	3						

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 9-9-2015 I inspected UP's Barnes Yard in Portland, OR. UP's Portland Subdivision is a Crude Oil Train Route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed the crew of the UP 4149 perform multiple shoving movements in compliance with 49 CFR Part 218.99. I observed the crew operate multiple switches, in compliance with 49 CFR Part 218 Subpart F. The crew observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. I observed the securement of locomotives UP 3922, UP 3805, UP 7608, UP 6337, UP 594, UPY 633 and cars NAHX 508028, CPDX 287054, ACFX 37942, GACX 1238, NAHX 508370 and CEFX 350214 they were properly secured with handbrakes, in compliance with 49 CFR Part 232.105. Locomotives and cars were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. I observed no tampering with the safety devices of these locomotives, in compliance with 49 CFR Part 218.55. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. P4103	Report No. 059	Report Date 09/09/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				218	0103	B8				N	N	5	2180

Description
 FRA DEFECT NOTED - VIOLATION RECOMMENDED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. On 9-9-2015 at approx. 11:09 am, in Barnes Yard, I found five switches unsecured. On the East end of the yard Switch 16 and Switch 17 had hooks laying on the ground. On the West end of the yard Switch M/L had a hook laying on the ground. Switch 105 S Rivergate Xover and Switch 107 Rivergate Lead were equipped with locks which were unlocked. There was no active switching in the area. There were no employees found working in the area. The switches were equipped with locks or hooks placed by the railroad. This is a violation of Title 49 CFR Part 218.103(B8) that in part states: After operating a switch, ensure that when not in use, each switch is locked, hooked, or latched, if so equipped. See attached photos.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			[][][]	[][][][][]
Comments on back?				

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.	Inspector's Signature	Inspector's ID No. P4103	Report No. 064	Date		
				yy 2015	mm 09	dd 17

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision CASCADE	Name John Turner	Title General Superintendent	Email jwturner@up.com
Signature					

From: City KLAMATH FALLS	Codes 1170	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County KLAMATH	C035	County		To Latitude

Mile Post: From	To	Inspection Point	UP'S KLAMATH FALLS YARD IN KLAMATH FALLS, OR					To Longitude
Activity Code:	2170	2180	232X	229X	221	2181	LTO	
Units:	1	3	4	6	1	4	1	
Sub Units:	1	7	0	0	0	0	1	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 9/17/2015 ODOT Railroad Safety Inspector Chris Malin and I conducted an inspection at UP's Klamath Falls Yard, in Klamath Falls, OR. UP's Cascade Subdivision is a Crude Oil Train Route.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed the crew of the UP 7921 perform a set out of 2 cars and 4 DP locomotives into Track 19. We observed the conductor performing a shoving movement in compliance with 49 CFR Part 218.99. We observed the Conductor operate switches, in compliance with 49 CFR Part 218 Subpart F. There were handbrakes on MP 718604 and MP 718099 in compliance with 49 CFR Part 232.103. We observed UP 7345, UP 7974, UP 7346 and UP 7967. They were secured with handbrakes in compliance with 49 CFR 232.105. The cars and locomotives were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. We observed that DP Locomotive UP 5547's headlight was illuminated on dim and was the rear end marker in compliance with 49 CFR Part 221.14(C)(3). No defects.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed that there was no tampering with the safety devices of any of the Locomotives, in compliance with 49 CFR Part 218.55. We observed the switches in the Klamath Falls yard, they were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. We met with the local UP Mgr. and discussed various safety rules and procedures. No defects.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4104
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4103	Report No. 064	Report Date 09/17/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				ROR		H099				N	N	1	

Description
NON FRA DEFECT: GENERAL AIR BRAKES RULES; ONE OR MORE EMPLOYEES FAILED TO COMPLY WITH A BRAKE ISSUE NOT LISTED AND NOT COVERED BY A FEDERAL REGULATION. On 9/17/2015 at approx. 6:40 am we observed locomotive UP 7921 and locomotive UP 5360 both had their number lights illuminated. This is not in compliance with UP's ABTH Rule # 5.11 which states in part: "Trains will be identified by initials and engine number, adding the direction when required. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. The identifying number will be the number of the lead unit..."

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mn/dd/yyyy):
			<input type="text"/>	<input type="text"/>
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4104
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.	Inspector's Signature	Inspector's ID No. P4103	Report No. 069	Date		
				yy 2015	mm 09	dd 23

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision PORTLAND	Name John Turner	Title General Superintendent	Email jwturner@up.com
Signature					

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point UP'S ALBINA YARD IN PORTLAND, OR.	To Longitude
-----------------	----	---	--------------

Activity Code:	2170	2180	232X	LTO	220C								
Units:	1	4	7	1	1								
Sub Units:	1	16	0	1	2								

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 9/23/2015 ODOT HazMat Safety Inspector Ray Hubbell and I inspected the UP's Albina Yard in Portland, OR. UP's Portland Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
We observed securement of cars, DWC 627524, DWC 793688, TBOX 663749, TBOX 668223 FBOX 504641, AEX 9569 and CN 388011, cars were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. We observed the switches in Albina yard, and were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. We observed the Remote Operating crew of the UPY 1891 lining multiple switches and checking switch points in compliance with 49 CFR Part 218.103. The crew was also observed performing multiple shoving movements in compliance with 49 CFR Part 218.99. The crew observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				218	0101	A				N	N	1	2180

Description
FRA DEFECT NOTED: LEAVING EQUIPMENT IN THE CLEAR: FAILURE TO ADOPT AND COMPLY WITH REQUIRED OPERATING RULE. On 9/23/2015 at approx. 7:07 am we found TBOX 668223 standing on the west end of River Track #453 with it's knuckle over the clearance mark. This is not in compliance with 49 CFR 218.101 (a). See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) H4103
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4103	Report No. 069	Report Date 09/23/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4				218	0101	B				N	N	1	2180

Description
FRA DEFECT NOTED: LEAVING EQUIPMENT IN THE CLEAR: EQUIPMENT LEFT IMPROPERLY FOULING. On 9/23/2015 at approx. 8:10 am we found Locomotive UPY 633 standing on the Wash Rack Track physically fouling an adjacent track. This is not in compliance with 49 CFR 218.101 (b) which in part states: Rolling and on-track maintenance-of-way equipment shall not be left where it will foul a connecting track... See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) H4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature		Inspector's ID No. P4103	Report No. 071	Date yy mm dd 2015 09 29		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
RR/Co. Code UP		Subdivision HUNTINGTON						

From: City HUNTINGTON	Codes 1040	Destination City & County	Codes	From Latitude					
State OR	41	City		From Longitude					
County BAKER	C001	County		To Latitude					
Mile Post: From	To	Inspection Point UP'S HUNTINGTON YARD IN HUNTINGTON, OR		To Longitude					
Activity Code:	2170	2180	232X	MREC	229X	218T			
Units:	1	2	12	1	2	2			
Sub Units:	1	6	0	2	0	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 9/29/2015 ODOT Railroad Safety Inspector Chris Malm and I inspected Union Pacific's yard in Huntington, OR. UP's Huntington Subdivision is a Crude Oil Train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				RSR		S441				N	N	1	

Description
NON FRA DEFECT NOTED: TRIPPING HAZARDS; ONE OR MORE EMPLOYEES FAILED TO NOTIFY PROPER AUTHORITY ABOUT KNOWN TRIPPING HAZARD(S) IN PRESCRIBED WALKWAY. On 9/29/2015 at approx. 12:02 pm we observed a misc. tool lying next to a switch stand, in the prescribed walkway. This is not in compliance with UP's Safety Rule # 80.1 which in part states: "Keeping aisles, stairways, and walkways free of all obstructions..." See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mmm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4104
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4103	Report No. 071	Report Date 09/29/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]

We observed the securement of locomotives UP 2832, UP 2517 and cars UP 38637, MP 582277, NRLX 32683, NAHX 500629, GACX 3405, CITX 87572, ASGX 92, CITX 87539, NRLX 34063, ASGX 16. They were properly secured with hand brakes, in compliance with 49 CFR Part 232.105. They were left in the clear, not fouling adjacent tracks, in compliance with 49 CFR 218.101. We observed yard switches, derails and main line switches they were found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. Walkways and floors of the locomotives were found to be free of slip, trip and fall hazards in compliance with 49 CFR Part 229.119. We observed no tampering with the safety devices of the locomotives, in compliance with 49 CFR Part 218.55. The daily inspection and blue card forms for the locomotives were properly filled out, in compliance with 49 CFR Parts 229.21 and 229.23. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
			<input type="text"/>	<input type="text"/>
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) P4104
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature			Inspector's ID No. P4103	Report No. 085	Date yy mm dd 2015 10 15		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwtamer@up.com Signature _____			
				RR/Co. Code UP	Subdivision BROOKLYN				

From: City SPRINGFIELD	Codes 1960	Destination City & County			Codes	From Latitude					
State OR	41	City				From Longitude					
County LANE	C039	County				To Latitude					
From Mile Post	To	Inspection Point UP'S SPRINGFIELD YARD IN SPRINGFIELD, OR				To Longitude					
Activity Code:	2170	2180	220C	222O	232X						
Units:	1	4	1	1	5						
Sub Units:	1	10	1	2	0						

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 10/15/2015 I inspected the UP's Springfield yard in Springfield, OR. Union Pacific's Brooklyn Subdivision is a Crude Oil Train Route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed securement of cars, NATX 76788, UTLX 642142, UTLX 220853, EEC 5938 and TTPX 804650 they were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. I observed the crew of the UP 1939 blowing the locomotive horn for the public crossing at S. 2nd St., DOT # 756563S, in compliance with 49 CFR Part 222.21. I observed the crew performing a shoving movement in compliance with 49 CFR Part 218.99. I observed the crew operate main track switches, in compliance with 49 CFR Part 218 Subpart F. The crew observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. I observed multiple switches and derails in the Springfield area, they were all found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.	Inspector's Signature	Inspector's ID No. P4103	Report No. 099	Date		
				yy 2015	mm 11	dd 05

Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision BROOKLYN	Name John Turner	Title General Superintendent	Email jwturner@up.com
Signature					

From: City SPRINGFIELD	Codes 1960	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County LANE	C039	County		To Latitude

Mile Post: From	To	Inspection Point UP'S SPRINGFIELD YARD IN SPRINGFIELD, OR	To Longitude									
Activity Code:	2170	2180	220C	222O	232X							
Units:	1	3	1	1	5							
Sub Units:	2	7	2	1	0							

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 11/5/2015 I inspected the UP's Springfield yard in Springfield, OR. Union Pacific's Brooklyn Subdivision is a Crude Oil Train Route.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed securement of cars TTPX 804827, TTX 862013, WRWK 632, KCS 61360 and EEC 812 they were secured with handbrakes in compliance with 49 CFR Part 232.103. The cars were left in the clear, not fouling adjacent tracks in compliance with 49 CFR 218.101. I observed the crew of the UP 1204 blowing the locomotive horn for the public crossing at Olympic St., DOT # 756674J, in compliance with 49 CFR Part 222.21. I observed the crew performing a shoving movement in compliance with 49 CFR Part 218.99. I observed the crew operate switches, in compliance with 49 CFR Part 218 Subpart F. The crew observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. I observed multiple switches, derails and crossovers in the Springfield area, they were all found to be locked, hooked, or latched, if so equipped, in compliance with 49 CFR Part 218 Subpart F. No defects.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KELLY, HENRY A.		Inspector's Signature		Inspector's ID No. P4103	Report No. 101	Date yy mm dd 2015 11 10		
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2nd Ave. Portland OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name John Turner Title General Superintendent Email jwturner@up.com Signature _____		
				RR/Co. Code UP	Subdivision BROOKLYN			

From: City EUGENE	Codes 0660	Destination City & County		Codes	From Latitude			
State OR	41	City			From Longitude			
County LANE	C039	County			To Latitude			
Mile Post: From	To	Inspection Point UPS EUGENE YARD IN EUGENE, OR.			To Longitude			
Activity Code:	2170	2180	232X	229X	218T	LTO	220C	
Units:	1	4	11	5	5	1	1	
Sub Units:	3	12	0	0	0	1	3	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
On 11/10/2015 I inspected the UP's Eugene Yard in Eugene, OR. UP's Brooklyn Subdivision is a crude oil train route.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	UP	1939	EMF	229	0011	B1				N	N	1	229X

Description
FRA DEFECT NOTED: LOCOMOTIVE NUMBER MISSING. On 11/10/2015 at approx. 10:30 am I observed Locomotive UP 1939's number was not clearly displayed on the engineer side of the locomotive. This is not in compliance with 49 CFR 229.11 (b) which states: "The locomotive number shall be displayed in clearly legible numbers on each side of each locomotive." See attached photo.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3				218	0103	B8				N	N	2	218O

Description
FRA DEFECT NOTED: HAND-OPERATED SWITCHES, INCLUDING CROSSOVER SWITCHES: FAILURE TO ENSURE A SWITCH IS LOCKED, HOOKED, OR LATCHED WHEN NOT IN USE. - On 11/10/15 at approx. 10:49 am, I found the 303 and the 305 power switches with the switch locks unlocked, not in compliance with Title 49 CFR Part 218.103 (B8). I notified the UP MTO, he stated he would advise an on duty crew to lock the switches. See attached photos.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. P4103	Report No. 101	Report Date 11/10/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4										N	N	0	

Description - [** Comment to Railroad/Company **]

I observed the crew of the UP 606, in remote operations, performing shoving movements in compliance with 49 CFR Part 218.99. I observed the crew operate multiple switches, in compliance with 49 CFR Part 218 Subpart F. The crew observed, did not have any electronic devices on or visible, in compliance with 49 CFR Part 220 Subpart C. I met with the Job Foreman of the UP 606 and discussed various safety rules and procedures.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]

I observed the securement of cars TTZX 855184, HPJX 355418, TTZX 862703, TTZX 857307, TTZX 864498, FDDM 200060 and locomotives UP 681, UP 4712, UP 5186, UP 699 and UP 1939. The cars and locomotives were secured with handbrakes in compliance with 49 CFR Part 232.103(n) and 49 CFR Part 232.105. The cars and locomotives were left in the clear, not fouling adjacent tracks in compliance with 49 CFR Part 218.101. The eab conditions of the locomotives were found to be free from oil, water, waste or any obstruction that creates a slipping or tripping hazard in compliance with 49 CFR 229.119 (c). No tampering with the safety devices of these locomotives was observed, in compliance with 49 CFR Part 218.55. No defects.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	------------------------------	--	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
--	-----------------------------------	--	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KUENZI, CHRISTOPHER	Inspector's Signature	Inspector's ID No. H4102	Report No. 177	Date		
				yy 2014	mm 11	dd 25

Railroad/Company Name & Address UNION PACIFIC RR CO. 1619 N RIVER ST PORTLAND OR 97227	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision PORTLAND	Name GEORGE SANDERS	Title DIRECTOR OF TERMINAL OPERATION	Email ginsander@up.com
Signature					

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude								
State OR	41	City		From Longitude								
County MULTNOMAH	C051	County		To Latitude								
Mile Post: From	To	Inspection Point UNION PACIFIC ALBINA YARD		To Longitude								
Activity Code:	TCT	TCL	174A	172C	TPLH							
Units:	31	9	40	1	1							
Sub Units:	0	0	0	3	0							

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
I conducted an inspection at the Union Pacific Albina yard in Portland, Oregon on November, 25, 2014 to ensure compliance with the applicable hazardous material transportation regulations in 49 CFR parts 100-185. I inspected placarded tank cars located in the yard for proper marking, placarding, test qualification dates, structural integrity, and securement of valve closures and fittings.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2				174	0085	D			YPD51-24	N	N	1	TPLH

Description
TRAIN PLACEMENT TABLE- 1 observed loaded tank car PROX 31405 containing UN1075 Liquefied Petroleum Gas next to flat car PTTX 600484 loaded with cast iron pipe (a shiftable load) on the River 4 track. I obtained information from the mechanical department showing that these two cars arrived at the Albina Yard on 11-24-14 in train YPD51-24, the Lake Yard transfer, in sequence number 87 and 88 of 109 cars. 49 CFR 174.85(d)(1) states a placarded car may not be placed next to an open-top car when any of the lading in the open top car protrudes beyond the car ends, or if the lading shifted, would protrude beyond the car ends.

Violation Recommended	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	PPRX	28549		174	0050					N	N	1	174A

Description
NONCONFORMING OR LEAKING PACKAGES-Inspection revealed that this tank car was loaded with non-hazardous fuel oil but UN1268 Class 3 Flammable Liquid placards had been reversed in the placard holders, exposing the white background. 49 CFR 172.502(2) prohibits any placarding that is not appropriate for the hazardous material being offered or transferred, or from any signage or other device that could be confused with a placard specified in the regulations. This non-hazardous car, with white placards showing in the placard holders could cause a misleading or confusing situation for responders or others.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
-------------------------	----------------------------	-----------------------------------

INSPECTION REPORT
(Continuation)

Inspector's ID No. H4102	Report No. 177	Report Date 11/25/2014
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	GATX	33790	T							N	N	0	

Description - [** Comment to Railroad/Company **]
This loaded tank car marked UN1075 on Class 2 Flammable Gas placards was missing a placard on the left side of the car.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	UTLX	5062	T							N	N	0	

Description - [** Comment to Railroad/Company **]
This loaded tank car marked UN1075 on Class 2 Flammable Gas placards had a damaged placard on the "A" end of the car.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	CPDX	212028		174	0050					N	N	1	TCT

Description
NONCONFORMING OR LEAKING PACKAGES-Inspection of this residue crude oil tank car revealed that the manway gasket was misaligned and protruding from the manway lid.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
7	CPDX	212081		174	0050					N	N	1	TCT

Description
NONCONFORMING OR LEAKING PACKAGES-Inspection of this residue crude oil tank car revealed that the manway gasket was misaligned and protruding from the manway lid. In addition, the "A" end placard was damaged and the right side placard was missing.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
8										N	N	0	

Description - [** Comment to Railroad/Company **]
All defective conditions and missing placards were reported to the mechanical foreman on duty at the Albina Yard. In addition, I advised the mechanical manager, Richard Beilsmith, that I would be recommending a violation for the train placement error discovered during the inspection.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KUENZL, CHRISTOPHER		Inspector's Signature		Inspector's ID No. H4102	Report No. 077	Date yy mm dd 2014 04 01		
Railroad/Company Name & Address UNION PACIFIC RAILROAD 301 NE 2ND AVE PORTLAND OR 97232				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name JEFFREY A DUKES Title MANAGER HAZMAT-FIELD Email JADUKES@UP.COM Signature _____		
RR/Co. Code UP		Subdivision PORTLAND						

From: City PORTLAND	Codes 1650	Destination City & County		Codes	From Latitude
State OR	41	City			From Longitude
County MULTNOMAH	C051	County			To Latitude
Mile Post: From	To	Inspection Point ALBINA AND BARNES RAIL YARD			To Longitude
Activity Code:	TCT	TCL	174A	BPL	
Units:	7	20	29	2	
Sub Units:	0	0	0	0	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
An inspection was conducted in Portland, Oregon on April 1, 2014 at the Albina and Barnes Union Pacific rail yards to ensure compliance with the applicable hazardous material transportation regulations in 49 CFR parts 100-185. I was accompanied by FRA Hazmat Inspector Lee Hudon and Phil Marceau as well as Union Pacific and contractor personnel.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	IAPX	1076	T	172	0504	A				N	N	1	TCL

Description
Inspection revealed that the top corner of the placards on both ends of this residue tank car were folded down, obscuring the hazard symbol. They were corrected on site by railroad personnel.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	PPRX	33953		174	0050					N	N	1	TCT

Description
Inspection of this residue tank car marked UN1075 and placarded Class 2 Flammable Gas revealed that the sample line plug was loose. The defect was repaired by the UP hazmat field manager during the inspection.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 41480 56311
------------------	---------------------	--

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. H4102	Report No. 077	Report Date 04/01/2014
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	DBUX	340150		174	0050					N	N	1	TCT

Description
Inspection of this residue tank car marked UN1075 and placarded Class 2 Flammable Gas revealed that the sample line plug was missing. The defect was noted by the UP field manager during the inspection for corrective action.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	--	----------------------	----------------------	-------------------	----------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [** Comment to Railroad/Company **]
Twelve tank cars inspected at Albina were residue tank cars marked UN1267 Petroleum Crude Oil.

Violation Recommended	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
-----------------------	---	-----------	------------

Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	<input type="text"/>	Date(mm/dd/yyyy):	<input type="text"/>	Comments on back?
--	--	----------------------	----------------------	-------------------	----------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) 41480 56311
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KUENZL, CHRISTOPHER		Inspector's Signature			Inspector's ID No. H4102	Report No. 087	Date yy mm dd 2014 04 22		
Railroad/Company Name & Address UNION PACIFIC RR CO. 1619 N RIVER ST PORTLAND OR 97227				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name GEORGE SANDERS Title DIRECTOR OF TERMINAL OPERATION Email gmsander@up.com Signature _____			
From: City PORTLAND	Codes 1650	Destination City & County			Codes	From Latitude			
State OR	41	City				From Longitude			
County MULTNOMAH	C051	County				To Latitude			
Mile Post: From	To	Inspection Point UNION PACIFIC ALBINA RAIL YARD				To Longitude			
Activity Code:	TCT	TCL	174A	TPLH					
Units:	51	13	64	1					
Sub Units:	0	0	0	0					

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
I conducted an inspection at the Union Pacific Railroad Albina rail yard in Portland, Oregon on April 23, 2014 to ensure compliance with the applicable hazardous material transportation regulations in 49 CFR parts 100-185. Specifically, I inspected placarded tank cars located throughout the yard for proper marking, placarding, and securement of closures. The majority of the tank cars I inspected were loaded and marked UN1267 (Petroleum Crude Oil).

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	CPDX	299004		174	0050					N	N	1	TCT

Description
Inspection of this loaded tank car marked UN1267 and placarded Class 3 Flammable Liquid revealed that the vacuum relief valve was leaking as evidenced by a "hissing" sound emitting from the valve. I removed seal number 1G 191415 from the protective housing in order to inspect the valve assembly.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
Immediately upon discovering the leaking vacuum relief valve, I contacted the Union Pacific Hazardous Materials Field Manager by phone to inform him of the defective condition on the tank car. He was at the yard at the time of my call, and responded to take corrective action.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
-------------------------	----------------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KUENZI, CHRISTOPHER		Inspector's Signature		Inspector's ID No. H4102	Report No. 092	Date yy mm dd 2014 05 07		
Railroad/Company Name & Address UNION PACIFIC RR CO. 1035 BETHEL DR EUGENE OR 97402				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name ADAM SHARP Title SR MGR TERM OPS Email apsharp@up.com Signature _____		
RR/Co. Code UP		Subdivision BROOKLYN						

From: City EUGENE	Codes 0660	Destination City & County		Codes	From Latitude				
State OR	41	City			From Longitude				
County LANE	C039	County			To Latitude				
Mile Post: From	To	Inspection Point UNION PACIFIC EUGENE YARD			To Longitude				
Activity Code:	TCT	TCL	174A	TPLH	BPL				
Units:	11	15	27	1	1				
Sub Units:	0	0	0	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
I conducted an inspection at the Union Pacific Railroad yard in Eugene, Oregon on May 7, 2014 to ensure compliance with the applicable hazardous material transportation regulations in 49 CFR parts 100-185.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I inspected one southbound train for proper placement of placarded rail cars in the train and inspected the tank cars for proper marking and placarding. This train included eight loaded tank cars marked UN1267 Petroleum Crude Oil. I did not identify any deficiencies.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
I inspected placarded tank cars located in the yard for proper marking, placarding and securement of closures. I did not identify any deficiencies.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KUENZI, CHRISTOPHER		Inspector's Signature		Inspector's ID No. H4102	Report No. 104	Date yy mm dd 2014 06 02		
Railroad/Company Name & Address UNION PACIFIC RR CO. 1619 N RIVER ST PORTLAND OR 97227				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name GEORGE SANDERS Title DIRECTOR OF TERMINAL OPERATION Email gmsander@up.com Signature _____		
RR/Co. Code UP		Subdivision PORTLAND						

From: City PORTLAND	Codes 1650	Destination City & County		Codes	From Latitude			
State OR	41	City			From Longitude			
County MULTNOMAH	C051	County			To Latitude			
Mile Post: From	To	Inspection Point UNION PACIFIC ALBINA YARD AND BARNES YARD			To Longitude			
Activity Code:	174B	TPLH	TCT	TCL	174A			
Units:	1	1	15	20	35			
Sub Units:	14	0	0	0	0			

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
I conducted an inspection at the Union Pacific Albina Yard and Union Pacific Barnes Yard in Portland, Oregon on May 2, 2014 to ensure compliance with the applicable hazardous material transportation regulations in 49 CFR parts 100-185.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
At Barnes Yard I inspected tank cars for proper marking, placarding, test qualification dates, and securement of closures.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3										N	N	0	

Description - [** Comment to Railroad/Company **]
At Albina Yard I inspected the train consist of UP train QPDRV-01 as it departed the yard to ensure consist accuracy and proper placement of placarded rail cars. I inspected tank cars located in the yard for proper placarding, marking, test qualification dates, and securement of closures.

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. H4102	Report No. 104	Report Date 06/02/2014
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	PROX	35708		174	0050					N	N	1	TCT

Description
Inspection of this loaded tank car marked UN1075 and placarded Division 2.1 Flammable Gas revealed that the sample line plug was loose and easily turned by hand. The hazardous material regulations require all closures on tank cars to be in a tool-tight condition.

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
---	-----------	------------

Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
---	----------------------	-------------------	-------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5										N	N	0	

Description - [Comment to Railroad/Company **]**
I reported the defect to a car department employee at the conclusion of my inspection.

Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Latitude:	Longitude:
---	-----------	------------

Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?
---	----------------------	-------------------	-------------------

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KUENZL, CHRISTOPHER		Inspector's Signature			Inspector's ID No. H4102	Report No. 016	Date yy mm dd 2015 02 24		
Railroad/Company Name & Address UNION PACIFIC RR CO. 1619 N RIVER ST PORTLAND OR				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name DUSTY RHOADES Title DTO Email DRRHOADES@UP.COM Signature _____			
RR/Co. Code UP		Subdivision BROOKLYN							

From: City EUGENE	Codes 0660	Destination City & County			Codes	From Latitude				
State OR	41	City				From Longitude				
County LANE	C039	County				To Latitude				
Mile Post: From	To	Inspection Point UP EUGENE YARD				To Longitude				
Activity Code:	174B	174A	TCT	TCL	232X	TPLH				
Units:	1	128	39	89	1	2				
Sub Units:	95	0	0	0	0	0				

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
I performed an inspection at the Union Pacific rail yard in Eugene, Oregon on February 24, 2015. The inspection related to applicable regulations for transportation of hazardous materials found in Title 49 of the Code of Federal Regulations.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed loaded crude oil unit train OPBCA-22 in the yard being refueled. There were 95 loaded tank cars in the train, all marked UN1267 (Petroleum Crude Oil) and placarded Class 3 Flammable Liquid. I performed a ground inspection of all the tank cars in the train for proper marking and placarding, test qualification dates, and tank integrity. I also performed a complete top level inspection of 27 of the tank cars in this train, inspecting the manway and service equipment for proper securement. I also obtained a train consist of the train and inspected it for compliance. I did not note any deficiencies with this train.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

(Continuation)

Inspector's ID No. H4102	Report No. 016	Report Date 02/24/2015
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	UTLX	220873		174	0003					N	N	1	174A

Description
Loose Manway Swing Bolts: Inspection of this residue tank car marked UN2491 (Ethanolamine) found that 1 of 6 manway cover swing bolts was loose. 49 CFR 173.31(d)(1)(iv) requires each person offering a tank car for transportation to perform an external visual inspection that includes determining that all closures and all fastenings securing them are properly tightened in place by the use of a bar, wrench, or other suitable tool. This tank car is in a non-conforming condition until the manway bolt is properly secured.

I notified the UP Hazmat Field Manager of the loose manway swingbolt prior to leaving the yard at the conclusion of my inspection. He indicated he would place the car in hold status and take corrective action to repair the loose bolt.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	TILX	303347	T	172	0504	A				N	N	1	174A

Description
Missing Placard(s): Inspection of this loaded tank car marked UN1075 (Liquefied Petroleum Gas) found that it was missing the required placard(s) on the right side of the car. 49 CFR 172.504(a) requires that bulk packagings, including tank cars, be placarded on both sides and both ends.

I notified a UP mechanical employee of this defect and he stated he would immediately replace the missing placard.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):
				Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name KUENZL, CHRISTOPHER		Inspector's Signature		Inspector's ID No. H4102	Report No. 019	Date yy mm dd 2015 03 09		
Railroad/Company Name & Address UNION PACIFIC RR CO. 1619 N RIVER ST PORTLAND OR 97227				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name GEORGE SANDERS Title DIRECTOR OF TERMINAL OPERATION Email gmsander@up.com Signature _____		
RR/Co. Code UP		Subdivision BROOKLYN						

From: City PORTLAND	Codes 1650	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County MULTNOMAH	C051	County		To Latitude

Mile Post: From	To	Inspection Point UP ALBINA YARD	To Longitude									
Activity Code:	174B	TCL	TCT	174A								
Units:	1	14	4	18								
Sub Units:	11	0	0	0								

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
I performed an inspection at the Union Pacific Albina Yard in Portland, Oregon on March 9, 2015. The inspection related to applicable regulations for transportation of hazardous materials found in Title 49 of the Code of Federal Regulations. I was accompanied by Washington state hazmat inspector Bob Johnston.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mn/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2										N	N	0	

Description - [** Comment to Railroad/Company **]
I observed UP train MEUPD-08 arriving in the yard and obtained the train consist directly from the conductor. I inspected the consist with the actual order of cars in the train for accuracy and proper placement of placarded rail cars in the train. I did not note any deficiencies. I also inspected the placarded cars in this train for proper marking, placarding, and test qualification dates.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mn/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	GATX	73754		173	0031	D1V				N	N	1	TCT

Description
Unsecured protective housing pin - Inspection of this loaded tank car marked UN2014 (Hydrogen Peroxide) revealed that the securement pin for the pressure relief device protective housing cover was not in place. I secured the housing cover with the pin at the conclusion of my inspection of the tank car.

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mn/dd/yyyy):	Comments on back?

Source Code A	File Number	ID's of Accompanying Inspector(s) H5303
------------------	-------------	--

INSPECTION REPORT

Inspector's Name KUENZI, CHRISTOPHER		Inspector's Signature			Inspector's ID No. H4102	Report No. 123	Date yy mm dd 2015 09 16						
Railroad/Company Name & Address UNION PACIFIC RR CO. 1035 Bethel Dr Eugene OR 97402				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name DUSTY RHOADES Title DTO Email DRRHOADES@UP.COM Signature _____							
From: City EUGENE		Codes 0660	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County LANE		C039	County				To Latitude						
Mile Post: From		To	Inspection Point EUGENE YARD				To Longitude						
Activity Code:	174B	TPLH	TCT	TCL	174A								
Units:	1	1	10	87	97								
Sub Units:	97	0	0	0	0								
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] ODOT hazmat inspector Ray Hubbell and I performed an inspection at the Union Pacific rail yard in Eugene, Oregon on September 16, 2015. The inspection related to applicable regulations for transportation of hazardous materials found in Title 49 of the Code of Federal Regulations. We observed southbound UP crude oil unit train OACCA-15 arrive in the yard with 97 loaded tank cars of UN1267 Petroleum Crude Oil. We inspected the train list from the train crew for proper hazardous material documentation. We inspected the tank cars in the train for proper marking, placarding, and obvious signs of leakage or loose closures. No defects were noted.													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			Latitude:		Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional			Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?		

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) H4103
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name KUENZI, CHRISTOPHER		Inspector's Signature			Inspector's ID No. H4102	Report No. 129	Date yy mm dd 2015 09 28						
Railroad/Company Name & Address UNION PACIFIC RR CO. 1035 Bethel Dr Eugene OR 97402				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name DUSTY RHOADES Title DTO Email DRRHOADES@UP.COM Signature _____							
From: City EUGENE		Codes 0660	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County LANE		C039	County				To Latitude						
Mile Post: From		To	Inspection Point UP EUGENE YARD			To Longitude							
Activity Code:	TCL	174A	TPLH										
Units:	96	96	1										
Sub Units:	0	0	0										
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] ODOT hazardous material inspector Ray Hubbell, track inspector Austin Marshall and myself performed an inspection at the Union Pacific rail yard in Eugene, Oregon on September 28, 2015. The inspection related to applicable regulations for transportation of hazardous materials found in Title 49 of the Code of Federal Regulations. We observed a unit train consisting of 96 tank cars loaded with UN1267 Petroleum Crude Oil preparing to depart the Eugene yard enroute to its destination in California. We inspected the tank cars located in the train for proper marking, placarding, obvious signs of leakage or unsecured closures. We did not identify any deficiencies during our inspection of this train.													
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s) H4103 00418
------------------	---------------------	--

INSPECTION REPORT

Inspector's Name STANG, GREGORY		Inspector's Signature			Inspector's ID No. M4105	Report No. 024	Date yy mm dd 2015 02 14				
Railroad/Company Name & Address UNION PACIFIC RR CO. 1619 N. RIVER ST. PORTLAND OR 97227				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name RICHARD BEILSMITH Title MANAGER MECHANICAL MAINTENANCE Email RMBEILSM@UP.COM Signature _____					
From: City EUGENE	Codes 0660	Destination City & County			Codes	From Latitude					
State OR	41	City				From Longitude					
County LANE	C039	County				To Latitude					
Mile Post: From	To	Inspection Point EUGENE YARD				To Longitude					
Activity Code:	215	218M	218O	224	231	232	232A	232E	232T	232X	CARS
Units:	101	1	1	101	101	101	101	1	1	2	101
Sub Units:	0	2	1	0	0	0	0	0	0	0	0

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - [** Comment to Railroad/Company **]
INSPECTED 101 CARS ON OIL TRAIN OACCA 12 FROM CANADA, AT THE EUGENE, OR. YARD. (1 EXCEPTION ON BUFFER CAR, DEFECT RATIO = .99%

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	SOO	75360	CH	231	0136	C2			OACCA 12	N	N	1	231

Description
END HANDHOLD HAVING WRONG CLEARANCE "BL"

Violation Recommended	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Latitude:	Longitude:	
Written Notification to FRA of Remedial Action is:	<input type="checkbox"/> Required	<input checked="" type="checkbox"/> Optional	Railroad Action Code	Date(mm/dd/yyyy):	Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name STANG, GREGORY			Inspector's Signature				Inspector's ID No. M4105		Report No. 008		Date yy mm dd 2015 01 20		
Railroad/Company Name & Address UNION PACIFIC RR CO.					R/C R	Division SYSTEM		RR/Co. Representative (Receipt Acknowledged) Name Title Email RMBEILSM@UP.COM Signature _____					
From: City EUGENE		Codes 0660		Destination City & County				Codes		From Latitude			
State OR		41		City						From Longitude			
County LANE		C039		County						To Latitude			
Mile Post: From			To			Inspection Point EUGENE YARD				To Longitude			
Activity Code:	215	218M	218O	224	231	232	232X	232A	232T			CARS	
Units:	101	1	1	101	101	101	2	101	1			101	
Sub Units:	0	2	1	0	0	0	0	0	0			0	
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1									OACCA 18	N	N	0	
Description - [** Comment to Railroad/Company **] INSPECTED 101 CARS ON OIL TRAIN OACCA 18 FROM CANADA, AT THE EUGENE, OR. YARD. (NO EXCEPTIONS TAKEN)													
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
-------------------------	----------------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name STANG, GREGORY		Inspector's Signature			Inspector's ID No. M4105	Report No. 083	Date yy mm dd 2016 05 25		
Railroad/Company Name & Address UNION PACIFIC RR CO. 1619 N. RIVER ST. PORTLAND OR 97227				R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged) Name Jeremy Thompson Title MANAGER MECHANICAL MAINTENANCE Email jathops@UP.COM Signature _____			
From: City EUGENE		Codes 0660	Destination City & County			Codes	From Latitude		
State OR		41	City				From Longitude		
County LANE		C039	County				To Latitude		
Mile Post: From		To	Inspection Point EUGENE YARD- ENGINE LEAD				To Longitude		
Activity Code:	TCL	174A	215	218O	224	231	232	232X	CARS
Units:	98	98	101	1	101	101	101	2	101
Sub Units:	0	0	0	1	0	0	0	0	0

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1										N	N	0	

Description - **[** Comment to Railroad/Company **]**
INSPECTED 101 CARS ON TRAIN OEXCA 24 IN EUGENE, OR, FROM EAST EDMONTON, AB. 1 EXCEPTION TAKEN ON BUFFER CAR DME-5446 LOW COUPLER ON THE A - END. DEFECT RATIO = .99%

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	DME	5446	B	231	0144	B1			OEXCA 24	N	N	1	231

Description
COUPLER HEIGHT INCORRECT. "A" (LOW)

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
-------------------------	----------------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name SOVEY, L. ALAN	Inspector's Signature	Inspector's ID No. S4102	Report No. 008	Date		
				yy 2016	mm 05	dd 31

Railroad/Company Name & Address UNION PACIFIC RAILROAD COMPANY 1619 RIVER ST PORTLAND OR 97227	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision BROOKLYN	Name JOE COBARRUBIA	Title MSM	Email Signature

From: City MILWAUKIE	Codes 1360	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County CLACKAMAS	C005	County		To Latitude

Mile Post: From	To	Inspection Point	To Longitude
Activity Code:	HGCS	RWP	
Units:	4	1	
Sub Units:	56	3	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1	0764.20			234	0201	A3	55		759756B	N	N	1	HGCS

Description
PLANS NOT CORRECT. PLANS SHOW A CRTU NOT INSTALLED AND WRONG BATTERY SIZE AND TYPE INSTALLED.
HARRISON STREET

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	0764.10			234					759757H	N	N	1	

Description
NO EXCEPTIONS TAKEN TO UNITS INSPECTED.
OAK STREET

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
3	0763.86			234					759758P	N	N	1	

Description
NO EXCEPTIONS TAKEN TO UNITS INSPECTED.
37TH STREET

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code: Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

INSPECTION REPORT
(Continuation)

OMB Approval No.: 2130-0509

Inspector's ID No. S4102	Report No. 008	Report Date 05/31/2016
-----------------------------	-------------------	---------------------------

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
4	0762.38			234	0201	A3	55		759763L	N	N	1	HGCS

Description
PLANS NOT CORRECT. CRTU ON PLANS NOT INSTALLED
HARMONY RD

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
5	0762.38			234	0239	A1	55		759763L	N	N	1	HGCS

Description
WIRE NOT TAGGED OR OTHERWISE MARKED SO THAT IT CAN BE IDENTIFIED AT TERMINAL. EXISTING BUNGALOW WIRE TAGS ARE FADED AND CAN NOT BE IDENTIFIED.
HARMONY RD

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
6	0762.38			234	0245	A2	55		759763L	N	N	2	HGCS

Description
SIGN NOT IN GOOD CONDITION. BOTH CROSSBUCKS ARE FADED AND MATERIAL PEELING.
HARMONY RD

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------

INSPECTION REPORT

Inspector's Name SOVEY, L. ALAN	Inspector's Signature	Inspector's ID No. S4102	Report No. 009	Date		
				yy 2016	mm 06	dd 01

Railroad/Company Name & Address UNION PACIFIC RAILROAD COMPANY 1619 RIVER ST PORTLAND OR 97227	R/C R	Division SYSTEM	RR/Co. Representative (Receipt Acknowledged)		
	RR/Co. Code UP	Subdivision BROOKLYN	Name JOE COBARRUBIA	Title MSM	Email Signature

From: City MILWAUKIE	Codes 1360	Destination City & County	Codes	From Latitude
State OR	41	City		From Longitude
County CLACKAMAS	C005	County		To Latitude

Mile Post: From	To	Inspection Point	To Longitude
Activity Code:	HGCS	RWP	
Units:	2	1	
Sub Units:	28	3	

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
1	0758.10			234					759986C	N	N	1	

Description
NO EXCEPTIONS TAKEN TO UNITS INSPECTED.
EDGEWATER AVE

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ.***	Activity Code
2	0757.30			234					759987J	N	N	1	

Description
NO EXCEPTIONS TAKEN TO UNITS INSPECTED.
FORSYTHE ROAD

Violation Recommended Yes No Latitude: Longitude:

Written Notification to FRA of Remedial Action is: Required Optional Railroad Action Code Date(mm/dd/yyyy): Comments on back?

Source Code A	File Number R8CO	ID's of Accompanying Inspector(s)
------------------	---------------------	-----------------------------------



FRIENDS OF THE COLUMBIA GORGE

VIA E-MAIL

September 13, 2016

Angie Brewer, Planning Director
Wasco County Department of Planning and Economic Development
2705 East Second Street
The Dalles, Oregon 97058
angieb@co.wasco.or.us

Re: Union Pacific Railroad Mosier Area Expansion – PLASAR-15-01-0004 – Response to Application, Staff Report, and Planning Commission Hearing

Dear Ms. Brewer:

Friends of the Columbia Gorge and Columbia Riverkeeper (collectively “Friends”) have reviewed the staff report for the above-referenced application and we offer these comments in response to the application, the staff report, and the September 6, 2016 Wasco County Planning Commission hearing. These comments are in addition to and incorporate all other rounds of comments offered. Thank you for the opportunity to comment.

I. Due to legal insufficiencies, the proposed project must be denied.

The project must comply with all requirements of the NSA-LUDO and the Management Plan for the Columbia River Gorge National Scenic Area (Management Plan) or the project must be denied. As discussed in succeeding sections, the application and Staff Report are deficient in numerous areas. The County should deny the application and invite the railroad to return with a complete and legally compliant application.

In addition to deficiencies identified in our other sets of comments, examples of aspects of the proposal that require denial include:

- The Management Plan does not allow expansion of railroads in the GMA Open Space zone, thus, the railroad cannot be expanded in this zone.
- This project cannot be lawfully permitted through the GMA Large-Scale Agriculture zone.
- The criteria for scenic setback variances have not been met in the SMA.

- The project violates the scenic protection requirements of the Scenic Area ordinance because the applicant has failed to propose any new trees to screen the proposed project from key viewing areas.
- The applicant fails to demonstrate that the proposed development is sited to achieve the applicable scenic standards.
- The applicant has failed to meet its burden to demonstrate compliance with the cultural resource protection requirements.
- The County Staff Report fails to adequately ensure that the proposed development would comply with the protection measures for recreation resources in the Management Plan.
- The Staff Report and proposed conditions of approval fail to ensure the retention and replacement of existing screening trees.
- The proposed project violates the required 100-foot setback from the Columbia River to protect scenic views from and along the river.
- The application and County Staff Report fail to analyze and address the cumulative adverse impacts of this project to scenic resources.
- The application fails to include a landscaping plan that meets the requirements of the Scenic Area ordinance and lacks adequate elevation drawings.
- The application fails to disclose details about the surface area of the proposed project that would be visible from key viewing areas.
- The application fails to disclose and evaluate the linear distances along the Key Viewing Areas from which the project would be visible.
- The County Staff Report fails to adequately ensure that the proposed development would comply with the protection measures for recreation resources in the NSA-LUDO.
- Proposed conditions of approval unlawfully defer determination of mitigation measures until after project approval.
- The proposed findings unlawfully allow the applicant to violate conditional use criteria.
- The County Staff Report does not address the halted land transfer of State Park lands.
- The applicant has failed to meet its burden to demonstrate compliance with the natural resource protection requirements.

Once the numerous incurable deficiencies are addressed, the following must be cured with conditions of approval in addition to the conditions of approval proposed in the Staff Report:

- A condition of approval must be added to ensure that all legally required setback standards are met or individual variances for each parcel must be analyzed for compliance with the NSA-LUDO and, where they conform to criteria, be taken or the project must be denied.
- All structures over 35 feet in height must be denied or conditioned to be at most 35 feet tall. Based upon scenic resource review, staff may determine that the structures must be even shorter.
- The application must be denied or a condition of approval requiring avoidance of impacts on fish passage and prohibiting culverts in the SMA Public Recreation zone must be included.
- Conditions of approval to enforce the County's conclusions regarding the proposed rock blasting and crushing must be included.

/// /// ///
 /// /// ///

II. The County has unlawfully elevated the applicant’s purported project purpose and need to a permitting requirement.

The applicant has stated in both the application and in public comments that the proposed project will improve operational efficiency and that improving operational efficiency will not result in more trains – it will simply make the trains that are on the tracks operate more efficiently. This is not a “need” but rather is a desire. The applicant has stated that 5–7 more trains per day may run through the area after the project is complete. According to railroad industry numbers, the current tracks can already accommodate that number of trains. The applicant has not stated a valid “need” for the project.¹

However, the operational efficiency “need” stated by the applicant has been elevated above the requirements of law. Throughout the Staff Report there is discussion of how provisions of the NSA-LUDO must be distorted or ignored so that the railroad’s stated project purpose and need will be met. It is not up to the County to ignore the law to cater to the railroad’s desires. The applicant has applied for various “review uses.” The County ordinance defines “review uses” as “[p]roposed uses and developments that must be reviewed by Wasco County **to determine if they comply** with the Wasco County National Scenic Area Land Use and Development Ordinance.” NSA-LUDO § 1.200 (emphasis added). Simply put, all review uses must comply with the ordinance. The County must either place conditions of approval on the decision to comply with all provisions of law or the application must be denied.

III. The applicant has proposed development in zones where the specified development is not allowed, has proposed to unlawfully violate setback standards, and does not provide a lawful path for permitting culverts and signs.

1. The applicant seeks to expand transportation facilities in the GMA Open Space zone in violation of the Management Plan.

Staff relies on NSA-LUDO § 3.180(D)(2) which lists “expansion” of transportation facilities as a review use in GMA open space. However, expansion of transportation facilities in the GMA Open Space zone is not allowed in the Management Plan.² NSA-LUDO § 1.070 reads, in part, “When conditions herein imposed are less restrictive than comparative provisions imposed by any other provision of this Ordinance by resolution of State Law or State Administration regulations, or Management Plan Guidelines, then the more restrictive shall govern.” The Management Plan controls and does not allow expansion of railroads in the GMA Open Space zone, thus, the railroad cannot be expanded in this zone. A condition of approval must be added to prohibit expansion of the railroad in this zone or the application must be denied.

/// /// ///
/// /// ///
/// /// ///

¹ Various places in the NSA-LUDO require that the development be the minimum size necessary to provide the service. The current structure is already that size – or larger.

² Compare Management Plan at II-3-5 “Repair, maintenance, operation, and improvement of existing structures, trails, roads, railroads, utility facilities, and hydroelectric facilities.” with NSA-LUDO § 3.180(D)(2) “Repair, maintenance, operation, and improvement and expansion of existing serviceable structures, including roads, railroads, hydro facilities and utilities that provide sewer, transportation, electric, gas, water, telephone, telegraph, telecommunications.”

2. The Staff Report does not address the legal criteria for approving the development in the GMA Large-Scale Agriculture zone.

Staff relies on NSA-LUDO § 3.120(E)(20) as the permitting mechanism for the GMA Large-Scale Agriculture zone. However, the proposed finding does not adequately address either of the criteria in NSA-LUDO § 3.120(E)(20). Instead, it addresses whether the project is in the public interest.

NSA-LUDO § 3.120(E)(20)(a) requires an analysis of practicable alternatives that would have fewer adverse effects on the protected resources of the NSA and also requires the size to be the minimum necessary to provide the service. *Id.* The applicant, while purporting to have performed a large-scale analysis and asserting that it must have a minimum of 5 miles of continuous double tracks through the NSA for an undefined amount of operational efficiency, has not studied practicable alternatives on a resource-by-resource or parcel-by-parcel basis. Until it does so, NSA-LUDO § 3.120(E)(20)(a) is not met. Without sufficient detail on exactly what resources will be impacted and what the barriers are to alternatives, there is simply not enough information to conclude that “[t]here is no practicable alternative location with less adverse effect on the scenic, cultural, natural, recreational, agricultural or forest lands.” *Id.*

Additionally, NSA-LUDO § 3.120(E)(20)(b) requires a project to be the minimum size necessary to provide the service. UPRR already provides rail service through the area and it asserts in its application that the project is for efficiency improvements, rather than to provide expanded service. *See* Project Narrative Section 2, *also see*, Section II above. Based on the applicant’s own words, the size is already the minimum necessary (or larger) to provide train service, so NSA-LUDO § 3.120(E)(20)(b) is not met.³ For this reason alone, this massive new project cannot be permitted through the GMA Large-Scale Agriculture zone under NSA-LUDO § 3.120(E)(20). A condition of approval must be added to prohibit expansion of the railroad in this zone.

3. The applicant proposes to violate agricultural setback standards without seeking variances.

Sections 3.120(G)(2), 3.120(G)(3), 3.130(G)(2), 3.130(G)(3), 3.170(H)(2), 3.170(H)(3), 3.180(G)(2), and 3.180(G)(3) contain the required general and agricultural setback standards. The general setback requirements are addressed in the staff report with the assertion that “staff does not believe the general setback standards were intended to apply to transportation and utilities facilities. . . .” SR-26. However, they do apply. Staff does not point to any exemption in County ordinance that prevent the setbacks from being applied to transportation and utility facilities. In addition, it appears that the applicant is relying on screening vegetation that currently exists on adjacent parcels to comply with some of the agricultural setbacks. Since conditions of approval cannot be applied to maintain screening on adjacent parcels, all screening must take place on the applicant’s parcel. A condition of approval must be added to ensure that all legally required setback standards are met or individual variances for each parcel must be analyzed for compliance with the NSA-LUDO and, where they conform to criteria, be taken or the project must be denied.

³ Even if it was met, the applicant proposes 5.37 miles of double track but asserts that “a minimum of 5 miles of contiguous second mainline track is required. . . .” PC 1 1-162. By the applicant’s own admission, 5.37 miles is not the minimum size necessary to provide the service. It is also puzzling that the applicant claims that this double track must be more than twice the length of any other double track in the Gorge outside of The Dalles.

4. The applicant seeks to construct structures that are taller than the maximum allowed height.

The applicant proposed communication poles that would be over 50 feet tall. Sections 3.120(G)(6), 3.130(G)(5), 3.170(H)(4), 3.180(G)(4) state the maximum height for all new structures shall be 35 feet, unless restricted to a lesser amount by scenic resource provisions in Chapter 14 (Scenic Area Review). This is a bright-line requirement that must be met. Thus, the application must be denied or all structures over 35 feet in height must be denied or conditioned to be at most 35 feet tall. Based upon scenic resource review, staff may determine that the structures must be even shorter.

5. The application seeks permission to construct new culverts in a zone where they are not allowed.

New culverts are proposed in the SMA Public Recreation zone. New culverts are not allowed in this zone. This is also a bright line rule. Since the culverts are not allowed, adverse impacts to fish must be avoided rather than mitigated. The application must be denied or a condition of approval requiring avoidance of impacts on fish passage and prohibiting the culverts must be included.

6. The application and Staff Report do not address the requirements of NSA-LUDO Chapter 23 (Sign Provisions).

The applicant claims that all of its signage is exempt from permitting requirements because it falls under NSA-LUDO Section 3.100(H)(4). *See, e.g.*, PC 1 1-184, PC 1 1-209. However, that provision only applies to “public regulatory, guide, and warning signs” “provided [t]he signs comply with the Manual for Uniform Traffic Control Devices.” NSA-LUDO Section 3.100(H)(4) (emphasis added). The railroad is a private entity and its private “regulatory, guide, and warning signs” are not exempt from the sign provisions of Chapter 23. In addition, according to the Federal Highway Safety Administration, the Manual on Uniform Traffic Control Devices “defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.” It is not a railroad standard. Thus, even if the railroad were a public entity it could not take advantage of this exemption from Chapter 23.

The applicant has not identified the signage it plans to install with sufficient specificity to know if it complies with Chapter 23. In fact, the application says that signage locations will be determined in the field. PC 1 1-73. There is no way to determine if the signs comply with the requirements without specific locations. For example, there does not appear to be a path to permitting signage in the SMA Open Space zone. If signs are proposed in this zone then they must be denied. In addition, signs with flashing lights are not allowed. Signage must be located with sufficient specificity so that proper review can take place of the signs must be denied.

/// /// ///
/// /// ///
/// /// ///
/// /// ///
/// /// ///

IV. The applicant has requested variances that cannot be lawfully granted.

1. The application fails to meet the criteria for variances in the GMA.

At pages SR-41–SR-42, staff relies on NSA-LUDO § 6.020(B) to dismiss any compliance with criteria for variances in the GMA to:

- The Columbia River development setback standards contained in NSALUDO Section 14.200(G),
- The Scenic Travel Corridor (I-84) setback standard contained in NSALUDO Section 14.300(B)(2),
- The wetland buffer standards contained in NSALUDO Section 14.600(A)(3)(c), and
- The sensitive plant buffer zones contained in NSALUDO Section 14.600(D)(3).

Staff adopts the discussion proposed by the applicant that does not address any of the criteria in NSA-LUDO § 6.020(B) which only applies when there are conflicting setbacks and buffers. NSA-LUDO § 6.020(B) must be applied on a parcel by parcel basis to each protected resource to demonstrate that “building height, setbacks or buffers . . . for protection of scenic, cultural, natural, recreational, agricultural or forestry resources overlap or conflict.” Once this is accomplished, a demonstration that “1. [a] building height, setback or buffer specified in [the NSA-LUDO] to protect one resource would cause the proposed use to fall within a setback or buffer specified in this ordinance to protect another resource; and 2. Variation from the specified building height, setbacks or buffer would, on balance, best achieve the protection of the affected resources.” A blanket exemption from four different setback and buffer standards does not demonstrate that the substantial evidence standard has been met. Each setback and buffer that is to be varied must be identified, the overlapping or conflicting setbacks and buffers must be identified, and then each instance must be analyzed to determine which buffers or setbacks should be varied to best achieve the protection of the affected resources. The evidence in the record is insufficient to produce a finding that this has been done.

2. The application fails to meet the criteria for variances in the SMA.

NSA-LUDO § 6.020(D) determines when variances that meet specific variance criteria can be granted. It requires completion of the practicable alternatives test and a finding that a mitigation plan will fully mitigate all harm caused by the variance. In addition to the defects in the application of the practicable alternatives test discussed below and in our June 7, 2016 comments, necessary mitigation plans have not been proposed to mitigate for damage to the scenic resource due to construction in protected areas. The Columbia River development setback standards contained in NSALUDO Section 14.200(G) is a scenic resources setback standard as is the Scenic Travel Corridor (I-84) setback standard contained in NSALUDO Section 14.300(B)(2). The mitigation plan required in NSA-LUDO § 6.020(D) ensuring that “the development can be mitigated to ensure no adverse effects would result” has not been submitted by the applicant so a variance in the SMA cannot be granted for either of these scenic resource setback standards.

/// /// ///
/// /// ///
/// /// ///

V. The applicant has failed to meet its burden to demonstrate compliance with the scenic resource protection requirements.

For proposed projects in the Scenic Area, the burden is always on the applicant to demonstrate that the proposal complies with all applicable requirements of the Scenic Area ordinance. NSA-LUDO § 2.120(A). Here, the applicant utterly fails to meet its burden to demonstrate compliance with the scenic resource protection requirements. The application lacks basic required information, thus making it impossible for the County and the reviewing public to review the project's scenic impacts and evaluate compliance with the ordinance. In addition, the project fails to comply with the applicable scenic resource protection standards. Accordingly, the application should be denied. NSA-LUDO § 2.120(A); ORS 196.110(1).

1. The application fails to include a landscaping plan that meets the requirements of the Scenic Area ordinance.

All applicants must submit “[a] detailed plan for landscaping which shall clearly illustrate . . . [t]he location, height and species of existing trees and vegetation.” NSA-LUDO § 14.020(D). The applicant has failed to comply with these requirements. The applicant submitted plant surveys (figures 10A through 10R), but these surveys are not landscaping plans and were not prepared to comply with the scenic resource protection requirements. In fact, the applicant freely admits that it has failed to submit the required landscaping plan, conceding that it did not prepare “the kind of formal landscape plan that would be more appropriate for projects like housing developments, resorts, or commercial facilities.” Application at 5-42 (PC 1 1-112), 5-57 (PC 1 1-127). Nothing in the applicable law distinguishes a large-scale rail expansion from a commercial facility or housing development; all are required to submit detailed landscaping plans. The applicant is in blatant violation of the ordinance requirements. There is no dispute that figures 10A through 10R, as well as the application as a whole, omit many mandatory requirements for a landscaping plan, all of which are required to ensure compliance with the scenic resource protection requirements of the Scenic Area ordinance.

First, other than sensitive and rare species, the application fails to “[i]ndicate which [trees] are proposed to be removed,” which is a mandatory requirement of the Scenic Area ordinance. NSA-LUDO § 14.020(D)(1).⁴ Without this required information, it is impossible to evaluate the full extent of the project's impacts to scenic resources. The applicant has failed to meet its burden to demonstrate that the project complies with the scenic resource protection requirements of the Wasco County ordinance.

Second, the application fails to comply with the following requirement:

The landscaping plan shall include detailed information to the level of individual trees and groupings of vegetation for the proposed development area and all topographically visible corridors between the proposed development area and Key Viewing Areas. The landscaping information for the remainder of the property may be generalized.

⁴ The applicant may be proposing to remove as many as 1,438 trees, since the application states that “[a] total of 1,438 trees were identified and mapped within the proposed project grading limits.” Application at Appendix J, § 5.2.3 (PC 1 3-735). However, it is not expressly stated whether **all** trees within the grading limits would be removed.

NSA-LUDO § 14.020(D)(1). The application ignores this requirement because it only identifies trees “within the proposed project grading limits.” Application at Appendix J, § 5.2.3 (PC 1 3-735). The application ignores the individual trees and groupings of vegetation in “all topographically visible corridors between the proposed development area and Key Viewing Areas,” as required by the ordinance. NSA-LUDO § 14.020(D)(1). It is thus impossible to evaluate the extent to which existing trees and other vegetation provide screening from key viewing areas, and thus impossible to evaluate the project’s scenic impacts. The applicant has failed to meet its burden to demonstrate that the proposed project complies with the scenic resource protection requirements.

Third, the application fails to indicate “[t]he location, height and species of individually proposed trees and vegetation groupings.” NSA-LUDO § 14.020(D)(2). In fact, it appears that **the applicant is not proposing any new screening vegetation** — not even to replace any trees that would be removed for project construction (which, as discussed above, have not been adequately identified). The applicant’s failure to propose any new screening vegetation violates the scenic resource protection requirements, as will be discussed below. In addition, if the applicant does intend to propose planting new screening trees, then the applicant has failed to submit an adequate landscaping plan identifying the locations, heights, and species of those trees as required by the ordinance. The applicant has failed to meet its burden to demonstrate that the proposal complies with the scenic resource protection requirements.

2. The application fails to include elevation drawings that meet the requirements of the Scenic Area ordinance.

All applicants must submit “[e]levation drawings [that] show the appearance of all sides of the proposed structures and [that] include natural grade, finished grade, and the geometrical exterior of at least the length and width of structures as seen from a horizontal view.” NSA-LUDO § 14.020(E). Here, the applicant has failed to comply with these requirements. The applicant submitted cross-section engineering drawings (Appendix C to the application) and photographs of “typical” structures (Appendix B), but these appendices fail to depict the geometrical exterior of the several buildings proposed by the applicant at each proposed building site. Although Appendix B may show “typical” existing buildings, a “typical” building is not necessarily the same as a building actually proposed by the applicant at a specific site. Because the applicant has failed to submit the required site-specific evaluation drawings, it is impossible to evaluate the project’s scenic impacts. For example, the County and the reviewing public are unable to evaluate the visibility of each proposed new building and whether it is sited and designed to meet the applicable scenic standards. The applicant has failed to demonstrate that the proposed project complies with the scenic resource protection requirements of the Scenic Area ordinance.

3. The application fails to disclose details about the surface area of the proposed project that would be visible from key viewing areas.

In order to determine the project’s impacts to scenic resources, the County **must** evaluate “the amount of area of the building site exposed to Key Viewing Areas.” NSA-LUDO § 14.200(A)(1)(f). The applicant must include this information in the application, as well as the “[l]ocation, size, and shape . . . of all existing and proposed buildings and structures,” *id.* § 14.020(B)(2), all of which allow the project’s scenic impacts to be evaluated. Yet, despite the massive scale of the proposed project, the applicant has violated these requirements, completely failing to supply essential details about the project. For instance, the application omits basic

information about the total surface area of the proposed project (including the proposed new tracks, buildings, guardrails, rock blasting, vegetation removal, etc.) that would be visible from key viewing areas. The applicant's omissions make it impossible to evaluate the scenic impacts of the proposed development—let alone the scenic impacts of the train use that would result from the proposed development. Without this fundamental and required evidence, neither the County nor interested persons and agencies are able to evaluate whether the proposal complies with the scenic resource protection requirements. The applicant has failed to meet its burden of demonstrating compliance with the County's Scenic Area ordinance.

4. The application fails to disclose and evaluate the linear distances along the Key Viewing Areas from which the project would be visible.

The proposed project, including the tracks, buildings, other structures, and trains, would be visible from multiple linear key viewing areas, including the Columbia River, Interstate 84, the Historic Columbia River Highway, and Washington State Route 14. In order to determine the project's impacts to scenic resources, the County **must** evaluate "[t]he linear distance along the Key Viewing Areas from which the building site is visible (for linear Key Viewing Areas, such as roads and the Columbia River." NSA-LUDO § 1.200(A)(1)(c). The applicant must include this information in the application in order to allow the project's scenic impacts to be evaluated. Yet neither the application nor the County Staff Report contain adequate information disclosing the total lengths along the affected linear key viewing areas from which the project would be visible.

In particular, the proposed tracks and the trains along it are likely to be visible in the immediate foreground along several miles of the Columbia River, which parallels the entire length of the proposed project. Yet nowhere does the application even attempt to estimate the length of the sections along the Columbia River from which the project would be visible.

The applicant has failed to meet its burden of demonstrating compliance with the application by failing to disclose the total distances along each of the linear key viewing areas from which the project would be visible, and by failing to explain, in both map and narrative formats, exactly where these sections of these linear KVAs are located. The applicant's failure to provide this information makes it impossible to evaluate the project's scenic impacts and warrants denial of the project.

5. Because the applicant has failed to propose any new trees to screen the proposed project from key viewing areas, the project violates the scenic protection requirements of the Scenic Area ordinance.

Shockingly, the applicant does not propose to plant any new trees to screen the project from key viewing areas, thus ensuring that the project will not meet the scenic protection requirements of the Scenic Area ordinance. Apparently the applicant proposes to plant some new trees, although they are proposed solely as mitigation for natural resource impacts, and are not proposed to meet the scenic resource protection requirements of the County's ordinance. Moreover, almost all details regarding these natural resource mitigation trees are unclear. The applicant has failed to provide details about the number,⁵ species, heights, and locations of any trees to be planted. In

⁵ The County Staff Report states that "[n]o new screening vegetation is proposed." Staff Report at 49. The application states in one location that "[a] total of 1,438 trees (7 species), 5,760 shrubs (6 species), and 1,500 herbs

particular, there is no explanation **where** the natural resource mitigation trees would be planted, thus making it impossible to evaluate whether these trees would provide sufficient screening to comply with the scenic protection requirements.

Because the applicant proposes no new screening trees, the project would violate a number of scenic resource protection requirements. As acknowledged in the application and the County Staff Report, both the proposed development and the train use of the proposed new rail line would be completely unscreened in multiple locations as viewed from multiple key viewing areas. In many of these locations, the project will violate the “not visually evident” standard that applies to portions of the project. This strict standard requires that new development and uses must be **not visible** from key viewing areas. *See* NSA-LUDO § 1.200 (definition of “not visually evident (SMA)”).⁶ An unscreened development or use is fully **visible**, and thus is almost certain to violate the not visually evident standard—particularly in locations where the project would be fully visible in the immediate foreground as viewed from key viewing areas.

In other locations, the project will violate the visual subordination standard, which is not as strict as the not visually evident standard but still requires new developments and uses to blend in with the natural landscape. As stated in the County Staff Report, “[s]ome new landscaping is necessary for the proposed development to achieve visual subordination with the surrounding landscape.” Staff Report at 49. The Applicant fails to comply with both visual subordination and the not visually evident standard by failing to propose any new screening vegetation.⁷

The applicant’s failure to propose any new screening vegetation also violates the applicable landscape setting requirements. For example, in the SMA River Bottomlands landscape setting, the landscape “shall retain the overall visual character of a floodplain and associated islands.”

(3 species) will be planted.” Application at Appendix J, § 9.2.4 (PC 1 3-911). Those trees are ostensibly proposed as mitigation for natural resource impacts by replacing the up to 1,438 trees that may be removed by the project. *See id.* at § 5.2.3 (PC 1 3-735). Similarly, the Application states that “[t]rees that are removed will be replaced with planted stock of the same or equivalent species on a 1 for 1 basis.” *Id.* at § 9.2.1 (PC 1 3-909). However, in another location, the Application states that “[t]rees that are removed will be replaced with planted stock of the same or equivalent species on a **2 for 1 basis.**” *Id.* at § 9.2.4.2 (PC 1 3-913) (emphasis added). Given these vague and conflicting numbers in the application, it is impossible to tell how many trees would be planted—let alone the trees’ species, locations, and heights at time of planting. It is clear, however, that any trees that would be planted would not be for screening purposes.

⁶ The “not visually evident” standard corresponds to the “retention” standard under the U.S. Forest Service’s scenery management system. “Retention” is defined in pertinent part as a landscape with “high scenic integrity” that “appears unaltered.” USDA Forest Service, *Landscape Aesthetics: A Handbook for Scenery Management* at 2-4 (Dec. 1995). Under retention, any human-caused deviations to the landscape “must repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that they are not evident.” *Id.* at 2-4.

⁷ In several places, the County Staff Report evaluates compliance with the visual subordination and not visually evident standards together in the same findings, effectively conflating these standards and improperly treating them as one and the same. For example, although it is unclear whether any buildings are proposed in the SMA River Bottomlands landscape setting, the Staff Report evaluates compliance with the GMA and SMA River Bottomlands landscape settings together, and concludes that the proposed new buildings “should blend with the surrounding landscape.” Staff Report at 57; *see also id.* at 43 (concluding that the development will “blend with the surrounding landscape” as viewed from the Columbia River and Interstate 84). Blending with the surrounding landscape is a hallmark of visual subordination (which applies in the GMA portions of the project site), **not** the not visually evident standard (which applies in the SMA portions). The Staff Report should be revised throughout to evaluate compliance with the GMA and SMA scenic standards separately. The not visually evident standard is stricter than the visual subordination standard and should not be “watered down” by treating it the same as the visual subordination standard.

NSA-LUDO § 14.400(H)(2). Without screening vegetation, the proposal fails to retain the visual character of a floodplain and thus violates this standard. To provide another example, in the GMA Gorge Walls, Canyonlands and Wildlands landscape setting, “[n]ew development and expansion of existing development **shall be screened** so as to not be seen from Key Viewing Areas to the maximum extent practicable.” *Id.* § 14.400(I)(1). The proposal fails to provide any screening in multiple locations and thus violates this standard.

6. The applicant fails to demonstrate that the proposed development is sited to achieve the applicable scenic standards.

Pursuant to the Scenic Area ordinance, “[p]roposed developments or land uses shall be sited to achieve the applicable scenic standard. Development shall be designed to fit the natural topography, to take advantage of landform and vegetation screening, and to minimize visible grading or other modifications of landforms, vegetation cover, and natural characteristics.” NSA-LUDO § 14.200(R)(4). The applicant fails to demonstrate compliance with this requirement. There is no indication that the locations for the proposed rail lines, buildings, guardrails, and other elements of the project were selected because they fit the natural topography or take advantage of existing screening. Nor has the applicant submitted any photo simulations to allow for a proper evaluation of whether the proposed development sites would comply with the applicable scenic standards.⁸

Although the application includes an alternatives analysis, it evaluates alternatives only in a very broad way, for example evaluating the total length of the project and possible other locations for the entire project. The alternatives analysis does not evaluate each individual proposed location of each rail line segment, building, or other structure to show that its site was chosen to ensure compliance with the applicable scenic standards. In fact, the alternatives analysis focuses mainly on protecting natural resources, barely even mentioning scenic impacts, except for broad, conclusory statements that development locations were chosen to protect the scenic, natural, cultural, and recreational resources of the Gorge. *See* Application at § 3 (Alternatives Analysis). The alternatives analysis was simply not prepared with the Wasco County scenic resource protection standards in mind, nor does it evaluate the siting of the individual project elements to demonstrate that they meet those standards. The applicant has failed to demonstrate compliance with the requirements of the ordinance.

7. The Staff Report and proposed conditions of approval fail to ensure the retention and replacement of existing screening trees.

The County Staff Report includes two proposed conditions of approval (Nos. 26 and 32) that purport to require retention of existing screening trees. However, these conditions are deficient and inconsistent with the requirements of the County Scenic Area ordinance. First, these conditions do not sufficiently identify the required existing trees, for example by cross-

⁸ Perhaps because of these flaws in the application, the County Staff Report further confuses compliance with the scenic standard protection standards, in many places containing internally inconsistent findings about the visibility of the project. For example, in its evaluation of the visibility of the project as viewed from the Columbia River, the Staff Report finds that “it is not anticipated that the proposed track will be visible,” and yet in the same sentence concludes that “it is not anticipated that the proposed track will be . . . any more visible than the current track.” Staff Report at 43. Both findings cannot be simultaneously correct. If the proposed second track will be as visible as the current track, then it will be visible. If the proposed second track will in fact be visible from any portion of the Columbia River, then the Staff Report should not have included a finding that it will not be visible.

referencing landscaping plans, site plans, or photos of existing tree cover. Thus, if the trees were removed, enforcement of these conditions could be extremely difficult. Second, the proposed conditions lack the standard required language for conditions to ensure the survival of screening trees—including requirements to replace dead or dying trees in kind during the first available planting season and to ensure the survival of replacement trees with guy wires and regular irrigation. *See* NSA-LUDO §§ 14.100(G), 14.100(H). Adoption of the conditions as proposed in the Staff Report would fail to ensure the retention and replacement of existing screening trees and would violate the County ordinance.

8. The proposed project violates the required 100-foot setback from the Columbia River to protect scenic views from and along the river.

The County Staff Report states that the project is proposed to be located within 100 feet of the ordinary high water mark of the Columbia River in several places, although the total number, exact locations, and lengths of these locations are not stated. *See* Staff Report at 47. The Wasco County Scenic Area ordinance requires a mandatory 100-foot setback from the Columbia River in order to protect scenic views from and along the river. *See* NSA-LUDO § 14.200(G). The only exceptions are if the project is water-dependent or if applying the 100-foot setback “would render a property unbuildable.” *Id.*⁹ If the setback would render a property unbuildable, then the project may be eligible for a variance to the setback, but only if the project meets all requirements for a variance set forth in Chapter 6 of the Scenic Area ordinance. NSA-LUDO § 14.200(G).

Here, the proposed project is not eligible for an exception to the setback, because the proposed project is not water-dependent, and the 100-foot setback does **not** render the property unbuildable. In fact, the property has already been built on, and is currently being used to run trains across the property daily. If the setback is enforced and the requested variances denied, the applicant can and will continue using the property, including maintaining its existing rail line. Because the setback does not render the property unbuildable, the project does not qualify for an exception or a variance. The County must deny the application.

The County Staff Report erroneously concludes that the setback would render the property “unusable” because the Gorge Management Plan and Wasco County Scenic Area ordinance “contain specific review uses that allow railroad development and expansion.” Staff Report at 47. This conclusion is a non-sequitur that misunderstands the meaning of a review use. The County ordinance defines “review uses” as “[p]roposed uses and developments that must be reviewed by Wasco County **to determine if they comply** with the Wasco County National Scenic Area Land Use and Development Ordinance.” NSA-LUDO § 1.200 (emphasis added). Thus, all review uses must comply with the ordinance. The mere fact that a specific use is listed as a review use does not mean that denial of that use would render the property unbuildable.

In addition, the County Staff Report fails to analyze the requested variance under the factors set forth in Chapter 6 of the ordinance. Instead, the Staff Report summarily concludes (without any analysis) that “Chapter 6 is addressed by this analysis.” Staff Report at 47. But in the section of the Staff Report covering Chapter 6, there is no County analysis of the requested Columbia River

⁹ The County Staff Report misquotes the exception as whether “the setback would render a property **unusable**.” Staff Report at 47 (emphasis added). The correct word in the ordinance is “unbuildable,” not unusable. NSA-LUDO § 14.200(G).

setback variance. *See* Staff Report at 36–37. Instead, there is only a single, broad sentence intended to address multiple requested variances in multiple locations¹⁰:

Because there is no way to repair, maintain or modify the railroad without requiring a variance, Staff recommends granting variances, reducing Open Space impacts and requiring the mitigation plans prepared for the application.

Staff Report at 37. This single, solitary sentence does not even come close to analyzing the factors required by Chapter 6. The Staff Report does not evaluate or explain how many separate locations within the project site variances are sought; where the requested variances are sought; how much land would be covered by the requested variances; whether the variances are greater than 50% of the setbacks and buffers stated in the ordinance; whether there are multiple setbacks, buffers, or other review criteria for the protection of scenic, cultural, natural, recreational, agricultural or forestry resources that overlap or conflict (other than a vague reference to “reducing Open Space impacts”); whether applying the required setbacks and buffers would cause the proposed project to fall within another setback or buffer; and whether variation from the required setbacks and buffers would best achieve the protection of the affected resources. All of these factors **must** be evaluated by the County per the County Scenic Area ordinance. *See* NSA-LUDO §§ 6.010, 6.020. Yet none of them are evaluated in the Staff Report. Setting aside for a moment the fact that the proposed project is not eligible for a variance to the Columbia River scenic setback because applying the setback would not render the property unbuildable, the Staff Report should be revised to evaluate and adopt findings applying each of the factors specified in Chapter 6 in each specific location where each variance is sought.

In addition, Chapter 6 requires that “[a]ll setbacks and buffer zones in the SMA shall remain undisturbed unless . . . [i]t has been shown that no practicable alternatives exist, as evidenced by completion of a practicable alternative test.” NSA-LUDO § 6.020(D)(1). The application purports to perform various practicable alternatives tests, but none one them were prepared specifically to address the scenic impacts of varying from the 100-foot Columbia River setback. Instead, the purported practicable alternatives tests included in the application discuss impacts to natural, cultural, agricultural, and forest resources. There is no analysis in the application (nor in the County Staff Report, for that matter) of the scenic impacts of specifically granting the requested variances to the Columbia River scenic setback.¹¹ The applicant has not met its burden to demonstrate compliance with the approval criteria. The applicant’s failure to perform a practicable interest test specifically addressing the requested variances from the 100-foot Columbia River scenic setback directly violates NSA-LUDO § 6.020(D)(1) and warrants denial of the requested variances.

If the applicant does in the future prepare a practicable alternatives test specifically to evaluate the requested 100-foot Columbia River scenic setback, then both the applicant and the County must consider alternatives to the requested variances. Practicable alternatives may include allowing some of the requested variances in some locations while denying others in other locations, or allowing variances to the 100-foot setback at smaller distances than sought by the

¹⁰ The applicant has requested a number of variances, including variances to the Columbia River scenic setback, the Interstate 84 Scenic Travel Corridor setback, the wetlands buffer standards, and the sensitive plant buffer zones. Staff Report at 36.

¹¹ The Applicant’s failure to propose any new screening trees to screen the proposed project as viewed from the Columbia River further exacerbate its errors in violating the 100-foot Columbia River setback.

applicant. Failure to consider such alternatives violates the ordinance and warrants denial of all requested variances.

9. The application and County Staff Report fail to analyze and address the cumulative adverse impacts of this project to scenic resources.

Pursuant to the County Scenic Area ordinance, the cumulative impacts to scenic resources caused by a proposed project in conjunction with other projects must be considered and addressed as part of the evaluation of the project's potential impacts to scenic resources. NSA-LUDO § 14.200.L; *see also id.* § 1.200 (definition of "cumulative effects"). Projects that would contribute to cumulative adverse impacts to scenic resources are prohibited. *Friends of the Columbia Gorge v. Columbia River Gorge Comm'n*, 346 Or. 366 at 385–91, 213 P.3d 1164 (2009); *Murray v. Columbia River Gorge Comm'n*, 125 Or. App. 444, 865 P.2d 1319 (1993); *Tucker v. Columbia River Gorge Comm'n*, 73 Wash. App. 74, 867 P.2d 686 (1994). Both the application and the County Staff Report violate the cumulative effects requirements by failing to analyze and address the cumulative adverse impacts of the proposed project to scenic resources.

First, neither the application nor the County Staff Report evaluate whether this proposed project, in conjunction with past and current activities in the same viewsheds, would cause adverse cumulative effects. Instead, both the application and the County Staff Report consider only whether this project, by itself, would meet the applicable scenic standards, and whether this project in conjunction with other reasonably foreseeable projects in the future would cause adverse cumulative effects. In essence, both the application and the staff report ignore baseline conditions and whether those conditions contribute to cumulative effects.¹²

In particular, what are the baseline conditions of the affected viewsheds on a landscape level? For example, in the landscapes where the not visually evident standard applies, is that standard currently met on a landscape level, *i.e.*, are all human-caused alterations to the landscapes not noticeable? In addition, even assuming that the proposed project would comply with the applicable scenic standards (an assertion that Friends vigorously disputes), what would be the combined effect of the proposed project in conjunction with existing uses and existing viewshed conditions? Will the proposed project, added to baseline conditions, satisfy the applicable standards on a landscape level? These questions must be addressed; unfortunately, both the application and the Staff Report fail to address them.

Second, both the application and the County Staff Report fail to consider similar double-track rail projects elsewhere in the Scenic Area and the cumulative effects of allowing the proposed project in conjunction with these other projects. The Staff Report correctly states that since the passage of the Scenic Area Act thirty years ago, only one similar large-scale railroad expansion has been allowed in the National Scenic Area, the BNSF siding project at Doug's Beach in Klickitat County. Staff Report at 49. However, the Staff Report fails to analyze the details of that project in conjunction with the proposed project. The Doug's Beach project has caused significant adverse impacts to scenic resources along Washington State Route 14 and the Columbia River—particularly when trains are stopped along the new siding, blocking scenic views. The total length of the Doug's Beach siding was only 8,400 feet (1.59 miles)—about one-third of the total second mainline length sought by Union Pacific if the proposed project is

¹² The Application states that baseline conditions will be considered, but then it fails to actually do that in its subsequent analysis of cumulative effects. *See* Application at 5-57–5-58 (PC 1 1-127–1-128).

approved. What are the combined adverse impacts to scenic resources in the Scenic Area, including the loss and degradation of scenic views, caused by the Doug's Beach project in combination with the proposed project? Both the application and the Staff Report fail to address that question.

The County Staff Report also mistakenly assumes that there are no other locations in the National Scenic Area where similar large-scale railroad expansion projects may be proposed in the foreseeable future. *See* Staff Report at 49–50. One aspect of cumulative effects that must be considered is whether approval of a proposed project could establish a precedent that would lead to other similar projects being approved elsewhere in the National Scenic Area.¹³ The Staff Report fails to adequately consider whether other similar large-scale railroad expansions are reasonably foreseeable in the future at other locations in the National Scenic Area.

For example, the County fails to consider whether the applicant, if granted approval to construct a second mainline track at this site despite the project's noncompliance with scenic standards and its impacts to scenic resources, may pursue additional, similar projects elsewhere in the National Scenic Area. The applicant has stated that the site of the proposed project is its worst "bottleneck" in the region. Surely there are other bottlenecks in the National Scenic Area where the applicant may wish to expand its rail lines—particularly if the instant proposal is approved and results in substantially more trains passing through the area. Indeed, the applicant itself identifies at least two such areas where it could propose similar projects, including segments near the City of Hood River (between MP 62.20 and 66.90) and in the Rowena area (between MP 74.70 and 78.20). *See* Application at 3-4–3-5 (PC 1 1-58–1-59). The County must evaluate the cumulative impacts to scenic resources of the combined effects of double tracks at these locations and any other locations in the Scenic Area where the applicant may attempt to alleviate "bottlenecks" in its rail line.

The County Staff Report attempts to analyze the cumulative effects to scenic resources of other, similar large-scale rail expansions in the Scenic Area, but finds that "Staff is not aware of any [such projects] proposed in other NSA counties that are similar in scope." Staff Report at 49. The County Staff was apparently unaware of two similar proposed large-scale rail expansions proposed by BNSF that are currently pending. One project, the BNSF Melonas Siding Project, would add a new siding track to BNSF's existing mainline in Skamania County. The second project, the BNSF Washougal to Mt. Pleasant Double-Track Project, would similarly add a new siding track to the BNSF mainline in both Clark and Skamania Counties. Together, these projects would add approximately 4.79 miles of additional track, much of it inside the National Scenic Area. Both of these projects will cause adverse scenic impacts and block scenic views from important public vantage points in the Scenic Area. Friends submits herewith the relevant agency

¹³ Findings of Fact, Conclusions of Law and Final Order, *In the Matter of Skamania County Director's Decision NSA-96-81*, at 31 (Jan. 25, 1999) ("Whenever the Commission considers development decisions that affect scenic resources, the Commission is attentive to the cumulative impacts of such decisions. . . . Standing alone, the development in this case has significance. With the possibility of additional, similar developments, the significance increases dramatically. Furthermore, this case involves a county that has chosen to implement the Scenic Area Act and that will be faced with similar development decisions in the future. The Commission strongly believes that the erroneous decision of the County in this case should not stand as a precedent for future cases."), *rev'd on jurisdictional grounds*, *Skamania County v. Columbia River Gorge Comm'n*, 144 Wash. 2d 30, 26 P.3d 241 (2001); *see also Murray*, 125 Or. App. at 446 (In denying proposed project, the Commission properly considered potential future development and the precedential effect of approving the proposed development.); *Tucker*, 867 P.2d at 690–91 (same).

review documents for these BNSF projects. There was also testimony at the Planning Commission Hearing on September 6, 2016 that Union Pacific has approached Cascade Locks about expanding the double track there. The County must analyze the cumulative impacts to scenic resources of these projects in conjunction with the applicant's proposed double-track project. The County should also correct its erroneous finding that "in the foreseeable future, [the proposed] development will not be combined with any similar rail development that would further magnify resource impacts." Staff Report at 50.

In summary, both the application and the County Staff Report fail to include baseline conditions in its analysis of the potential cumulative effects to the affected viewsheds, and also fail to address the combined effects to scenic resources of the proposed large-scale rail expansion in combination with other, similar existing, proposed, and reasonably foreseeable projects in other counties in the National Scenic Area. The applicant has failed to meet its burden to demonstrate that the proposal will not result in adverse cumulative effects to scenic resources. The proposed project, as well as the Doug's Beach project, the two projects currently proposed in Skamania and Clark Counties, and other similar, reasonably foreseeable Union Pacific projects to relieve congestion elsewhere in Hood River and Wasco Counties, collectively pose serious threats to scenic resources. These are easily the largest projects ever to be proposed for Scenic Area review. Collectively, the projects will exacerbate existing conditions in the affected landscapes, where existing railroad development already dominates or nearly dominates views. The projects will constantly block scenic views from important public vantage points with stopped and moving trains. And approval of the projects will create a snowball effect that will lead to even further Union Pacific and BNSF proposals for large-scale rail expansions in the Scenic Area. Given these serious and significant cumulative adverse impacts, the proposed project must be denied.

10. The County Staff Report fails to include adequate conditions of approval to enforce its conclusions regarding the proposed rock blasting and crushing.

The County Staff Report concludes that NSA-LUDO § 14.200(Q), which applies to mineral and aggregate related uses, does not apply to the rock blasting and crushing proposed by the applicant for this project because the proposal is "not a commercial aggregate operation where rock is removed, crushed or processed and then sold for profit." Staff Report at 51. The Staff Report then goes on to allow the proposed rock blasting, and purports to require the applicant to truck the blasted rock offsite for crushing and to bring it back onsite for ballast development. *Id.* Contrary to this finding, however, the relevant proposed condition of approval (No. 37) only addresses off-site crushing, and is silent on the ultimate use of the crushed rock. Condition No. 37 is inconsistent with the findings because it does not actually require the same rock from the site, once crushed, to be returned to the site for ballast development.

Moreover, the Staff Report fails to include adequate conditions of approval to enforce its conclusions regarding whether the proposed rock blasting and crushing is a mineral or aggregate related use. In particular, the Staff Report fails to include any conditions that would prohibit the applicant from hauling the blasted rock off-site and then crushing it and using it at other sites or selling the rock to other users. Under the County's legal analysis, either such practice would be a mineral or aggregate related use, and would therefore be prohibited. The Staff Report errs by failing to include conditions prohibiting off-site use and/or sale of any rock blasted from the site. Absent such conditions, the County's legal conclusions regarding mineral or aggregate

development may not be enforceable against the applicant, should it attempt to sell the crushed rock or use it off-site.

VI. The applicant has failed to meet its burden to demonstrate compliance with the recreation resource protection requirements.

The Columbia River Gorge National Scenic Area Act requires protection and enhancement of recreation resources and prohibits adverse effects to these resources. The project would result in adverse effects to recreation resources and should be denied. Hundreds of recreation users have submitted comments raising concerns over impacts to recreation. The Columbia Gorge Windsurfing Association submitted comments that raised concerns to river access and water-based recreation. The Oregon Parks and Recreation Department has submitted comments identifying adverse impacts to Memaloose State Park and other state parks throughout the Gorge. The applicant fails to demonstrate a need for the project, fails to explore alternatives to the proposed project that would lessen adverse impacts to recreation resources, and fails to identify specific mitigation measures that would reduce or eliminate these adverse effects. The Staff Summary and Recommendations fail to require avoidance or sufficient mitigation for adverse effects to recreation resources and instead rely on undetermined future actions, including a vague, after-the-fact feasibility study to improve access from State Parks to the Columbia River, to mitigate for adverse individual and cumulative impacts to recreation resources.

1. The County Staff Report fails to adequately ensure that the proposed development would comply with the protection measures for recreation resources in the Columbia River Gorge National Scenic Area Management Plan.

The Management Plan SMA Recreation Guidelines, Page I-4-25, require the following:

1. New developments and land uses shall not displace existing recreational use.
2. Recreation resources shall be protected from adverse effects by evaluating new developments and land uses as proposed in the site plan. An analysis of both onsite and offsite cumulative effects shall be required.
3. New pedestrian or equestrian trails shall not have motorized uses, except for emergency services.
4. Mitigation measures shall be provided to preclude adverse effects on the recreation resource.

The project proposal includes rock crushing, road building, blasting, grading, and track construction on lands adjacent to Memaloose State Park and the Columbia River in Wasco County. It will also affect other recreational resources up and down the Gorge with no proposed mitigation.

The applicant and the Staff Summary and Recommendations fail to avoid displacement of existing recreation use, fail to protect recreation resources from adverse effects, fall short of analyzing cumulative effects to recreation, and fail to provide mitigation measures that preclude adverse effects recreation resources. Comments from the public, recreation groups and Oregon Parks and Recreation Department demonstrate that adverse effects and displacement would result from the project. The Staff Summary and Recommendations do not properly address these adverse effects.

2. The County Staff Report fails to adequately ensure that the proposed development would comply with the protection measures for recreation resources in the NSA-LUDO.

Section 14.710 provides recreation resource guidelines and protections for the SMA. Applicable provisions include:

- A. If a standard or condition of this subsection is more restrictive than other subsections of this section, this subsection is controlling;
- B. New developments and land uses shall not displace existing recreational use.
- C. Protect recreation resources from adverse effects by evaluating new developments and land uses as proposed in the site plan. An analysis of both on- and off-site cumulative effects shall be required. . .
- E. Mitigation measures shall be provided to preclude adverse effects on the recreation resource. . .
- J. Recreation resources shall be protected by limiting development and uses as per the Recreation Intensity Classes.

The applicant fails to meet the burden of proof demonstrating that adverse effects would not result from the project and even admits that at least temporary adverse effects would occur. PC 11-180. According to OPRD's letter dated August 30, 2016, the project's construction would cause the closure of Memaloose State Park and would worsen the existing significant impacts to recreation uses throughout the Gorge caused by the railroad. The project would convert several acres of land zoned as SMA Recreation, including state park land, to railroad use, increase noise and congestion, move the tracks closer to existing camping and recreation sites in Memaloose State Park and increase safety threats to state park users. Hundreds of recreationists, recreation groups and OPRD have identified significant adverse effects that would result from the project. No meaningful mitigation measures have been proposed in the Staff Summary and Recommendations that would preclude adverse effects. Therefore, the project must be denied.

3. The County Staff Report unlawfully defers mitigation measures until after project approval.

Condition of Approval 44 defers compliance with mandatory requirements of NSA ordinance to some future, unspecified date and fails to identify specific enforceable measures that would require the project to avoid adverse effects to recreation resources. Such a decision is subject to reversal, as held by the Gorge Commission unanimously in the *Eagle Ridge* case. CRGC No. COA-S-99-01 (June 22, 2001). It is similarly unlawful for the County to use conditions of approval to defer the submission of complete and adequate application materials. *Eagle Ridge* at 9-10. In addition, the staff report ignores all recreation sites along the Columbia River that are not managed by Oregon State Parks. In its August 30, 2016 comment letter, OPRD said that the project would worsen the already significant fragmentation of the recreation experience. OPRD said that the increased number of trains, including longer trains, would have a regional impact to recreation. OPRD requested mitigation measures that require:

- 1. Creating an overall analysis of vehicle and pedestrian crossings to identify areas where upgrades can be made.
- 2. Defining new separated grade crossings in the project area.
- 3. Upgrading existing crossings to decrease vehicle wait times and improve access across the rail.

In order to determine whether the project is consistent with the requirements of the NSA ordinance, the identification of mitigation measures and the evaluation of those mitigation measures must be completed prior to a decision by Wasco County.

Condition of Approval 45 also fails to require the avoidance or mitigation of adverse effects on Memaloose State Park. Moving construction activities to less than peak recreation season, or requiring covered trucks, does not adequately mitigate for the noise, dust and traffic impacts caused to Memaloose State Park and recreation users in the area. In its August 30, 2016 comment letter, OPRD stated that “the noise and disruption from construction would necessitate closure of the Park.” Therefore, the project would result in direct adverse effects to recreation in the Columbia River Gorge and must be denied.

4. The County Staff Report unlawfully allows the applicant to violate conditional use criteria.

The Management Plan prohibits developments and land uses that adversely affect or displace recreation uses and require the mitigation measures that preclude adverse effects. The applicant and the Staff Recommendation fail to meet these mandatory guidelines. NSA-LUDO § 5.020(B) states, “[t]aking into account location, size, design and operational characteristics of the proposed use, the proposal [must be] compatible with the surrounding area and development of abutting properties by outright permitted uses.” This conditional use criteria is not met. Hundreds of members of the public, recreation groups and OPRD have commented that the project would adversely affect recreation resources in the Columbia River Gorge. OPRD said the project’s construction would require closure of a state park and adversely affect other recreation sites throughout the Gorge. Further, OPRD recommended several mitigation measures that are ignored in the Staff Summary and Recommendations. The record shows that the project is incompatible with surround land uses and development and must be denied.

5. The County Staff Report does not address the halted land transfer of State Park lands.

The applicant sought a land transfer that would make Memaloose State Park smaller and for new track to be constructed closer to the camping area at Memaloose State Park. Reducing the size of the park, as UP proposes, would unlawfully result in displacement of existing recreational uses. Running track closer to campsites that are already negatively affected by train noise would also have unlawful adverse effects on recreation. The Oregon Parks and Recreation Department has even indicated that at some point, the cumulative effects could cause the camping areas at Memaloose State Park to be shut down. The applicant concedes in its application that there would be adverse effects on the recreation resource and yet does not propose the legally required mitigation measures.

In addition, the Oregon Parks and Recreation Commission has decided not to complete the lands transfer of portions of Memaloose State Park that the railroad says in its application is necessary to meet federal railroad safety laws. If the land transfer took place then the application would need to be denied because it would harm current recreation resources. If the land transfer does not take place, then the proposed project cannot be completed as proposed so a new application must be submitted. Either way, due to the adverse effects on recreation, the application must be denied.

VII. The applicant has failed to meet its burden to demonstrate compliance with the cultural resource protection requirements.

The cultural survey required under NSA-LUDO § 14.500 and initiated by the railroad's contractor was incomplete. The railroad acknowledges that it failed to survey large areas due to blackberry brambles and poison oak. When it became inconvenient to survey for cultural artifacts the railroad's contractor simply stopped surveying. The area that was not surveyed has been identified as having high likelihood of containing historic and pre-contact artifacts. The Oregon Parks and Recreation Department has called for additional survey work in this area for cultural resources and we concur that this is necessary. Under the adjudicative decision handed down in *Eagle Ridge* this survey work must be done before the County approves the application. Deferring this work with a condition of approval is not legally adequate. Due to likely impacts on cultural resources in the NSA we ask you to either require a complete cultural resources survey before the application is decided upon or we ask you to deny the permit

VIII. The applicant has failed to meet its burden to demonstrate compliance with the natural resource protection requirements.

Friends' comments of June 7, 2016 detail many areas where the application does not provide enough detail to demonstrate that the proposal comports with NSA-LUDO requirements for natural resource protection or where the detail given shows that the NSA-LUDO will be violated. The Staff Report largely quotes the railroad's application language. Therefore, we again incorporate by reference the section from our June 7, 2016 comments regarding natural resource protection.

In addition, County ordinance requires that "[t]he proposed use complies with all applicable federal, state, and local laws" NSA-LUDO § 14.600(A)(6)(f). However, the applicant routinely violates federal railroad safety laws and has been fined over \$7,000,000 in the last two years for some of those violations – the most in the industry. In response to a public records request, The Oregonian obtained dozens of violation reports regarding trains in Portland and The Dalles. *See* enclosures. The applicant has shown over and over again that the use will not comply with federal law. NSA-LUDO § 14.600(A)(6)(f) is not met and the application must be denied.

As discussed in our June 7, 2016 comments, the applicant has not completed an adequate practicable alternative test. The findings in the Staff Report do nothing to cure the issues identified in our previous comments. For example, while the analysis of the proposal must include "reducing its proposed size, scope, configuration, or density, or by changing the design of the use" staff does not address reducing the applicant's proposal for a 5.37 mile double track by 0.37 miles since UPRR asserts that "a minimum of 5 miles of contiguous second mainline track is required. . . ." NSA-LUDO § 14.610(D)(2), PC 1 1-162. It also does not address why this double track must be more than twice the length of any other double track in the Gorge outside of The Dalles. The only thing in the record that supports the proposed length is a conclusory statement by the applicant. This does not meet the substantial evidence standard.

Additionally, the practicable alternative test must be completed for individual "wetlands, streams, ponds, lakes, riparian areas, wildlife, or plant areas and sites" to determine if it is practicable to find a site that "would avoid or result in less adverse effects" on each resource "taking into consideration cost, technology, logistics, and overall project purposes." The evidence in the record points to a broad-brush analysis that does not reach the level of specificity

necessary to demonstrate through substantial evidence that no practicable alternatives exist for disturbing any or all of the impacted resources.

IX. Preemption

While railroads enjoy broad preemption of state and federal laws, there are limits to what is preempted. Due to constitutional principles, courts have repeatedly ruled that the Interstate Commerce Commission Termination Act of 1995 (ICCTA) is not “intended to interfere with the role of state and local agencies in implementing Federal environmental statutes.” The Columbia River Gorge National Scenic Area Act is a Federal environmental statute and Wasco County’s Land Use and Development ordinance implements it. Thus it is not preempted. Instead, courts are required to “harmonize” ICCTA and the NSA-LUDO. A court would read both sets of laws together and attempt to give effect to both to the extent possible.

In addition, while the preemption clause of ICCTA purports to expressly preempt federal and state laws, it does not expressly apply to the United States’ treaty obligations with sovereign tribes. Thus, the proposed conditions of approval to protect treaty rights held by the tribes, as well as any other conditions of approval that are necessary to protect treaty rights, are not expressly preempted by ICCTA. Any conditions of approval that implement the Gorge Act, protect treaty rights, or both should be properly identified as to their protective intent so that any reviewing authority will have a basis on which to make decisions about which, if any, conditions are preempted.

Finally, the applicant has, in certain cases, voluntarily limited the scope of its request to the County. For example, the applicant, both in its application and in its public statements, has said that the improvements will not result in a significant increase in train traffic through the County. In statements to the Planning Commission, the applicant has gone as far as pledging that the improvements will only allow 5–7 more trains to pass through the project area per day. There is a line of cases that stand for the proposition that when a railroad enters into a voluntary agreement the commerce clause is not implicated and those agreements are not preempted. A logical extension of those cases would be a situation such as this – where a railroad has voluntarily made assurances and predicated its application on those assurances. Findings should also reflect situations where conditions of approval are based upon such voluntary assurances.

X. Conclusion

For the reasons stated above and in our other rounds of comments, the application must be denied. Thank you for this opportunity to comment.

Sincerely,



Steven D. McCoy
Staff Attorney
Friends of the Columbia Gorge



Lauren Goldberg
Staff Attorney
Columbia Riverkeeper

CC: Columbia River Gorge Commission
M.G. Devereux, Deputy Director, Oregon Parks and Recreation Department

Audie Huber, Confederated Tribes of the Umatilla Indian Reservation
Carl Merkle, Confederated Tribes of the Umatilla Indian Reservation
Brent Hall, Confederated Tribes of the Umatilla Indian Reservation
Brady Kent, Confederated Tribes and Bands of the Yakama Nation
Elizabeth Sanchez, Confederated Tribes and Bands of the Yakama Nation
Dave Cummings, Nez Perce
Elmer Ward, Confederated Tribes of Warm Springs
Julie Carter, Columbia River Inter-Tribal Fish Commission
Rob Lothrop, Columbia River Inter-Tribal Fish Commission

ENC: Oregonian – ODOT Inspection Reports
BNSF Melonas Siding SEPA Materials
BNSF Washougal to Mt. Pleasant SEPA Materials