

Guidelines for Rail Service to New Industry Locations



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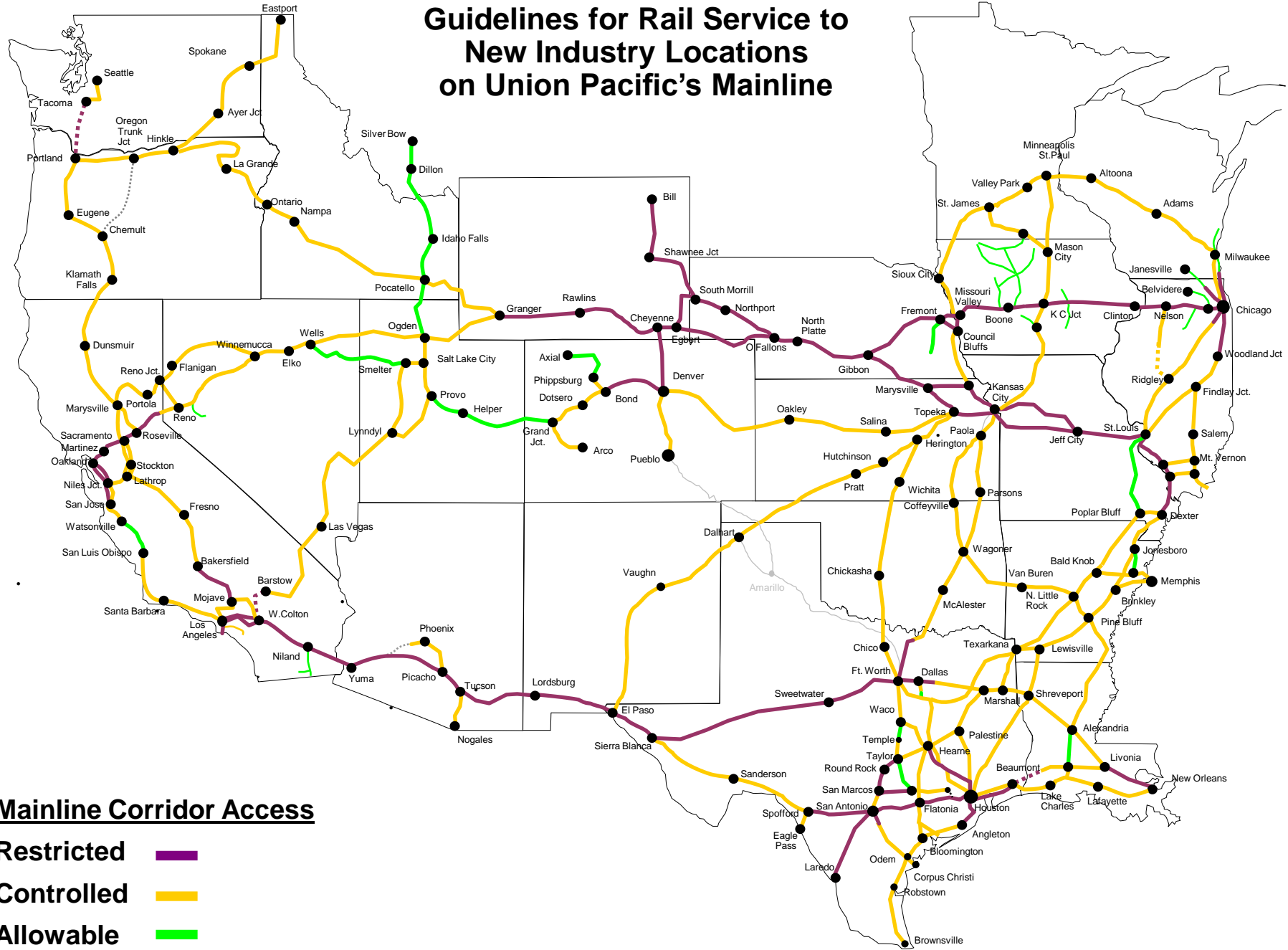
Network Corridor Line Categorization

Restricted Access - Mainline Corridor: territories within the network that are the most operationally challenged based on line density, service sensitivity/premium product corridor, lack of surplus capacity, grade and operating conditions. Objective is to manage new industry locations in a manner which prevents impediments to fluid operations and service, thus making any new facility transparent to operations with any addition to the network causing no collateral delay.

Controlled Access - Mainline Corridor: varying degree of operational challenges within the network based on line density, premium product mix, slack capacity and directional operations. Objective is to avoid train make up or switching moves on the mainline and minimize collateral delay.

Allowable Access - Mainline Corridor: relatively low density lines, some slack capacity available and a non-premium product corridor.

Guidelines for Rail Service to New Industry Locations on Union Pacific's Mainline



Mainline Corridor Access

- Restricted** █
- Controlled** █
- Allowable** █

Guidelines for Rail Service to New Industry Locations

Infrastructure Guidelines

		Restricted Access Mainline Corridors	Controlled Access Mainline Corridors	Allowable Access Mainline Corridors	Industry Parks, Leads and Other Customer Complexes
1	Customer infrastructure must allow a full train length to clear the mainline without stopping to line switches. This requires approximately 8,500-9,000 ft of running track capacity due to train length and signal systems.	X			
2	#15 mainline power turnouts required to enable train to clear mainline in one continuous move(if applicable).	X	X		
3	If customer operations requires varying directional flow, customer facility should access mainline from both directions.	X	X		
4	Customer operation must accommodate the switching or repositioning of moves clear of the mainline or controlled sidings. Where unit trains are handled, availability of yard air at the facility may be required, depending on circumstances.	X	X		
5	Customer must have reasonably close access to power crossovers to avoid extensive counter flow movements in double track territory (if applicable).	X	X		
6	Customer facilities handling less than unit train volumes must accommodate spot upon arrival and have sufficient capacity to accommodate both loaded and empty car storage. Facilities set up to handle unit trains must have the capability to chamber a minimum of one complete train.	X	X	X	X
7	Infrastructure is 286K compatible, if required by customer operations	X	X	X	X
8	Customer infrastructure compliant with UP track and signal standards	X	X	X	X
9	Customer facility designed for a "drop and pull" service. "Drop" - Physical delivery of loads/empties, in one continuous move, onto one track, which is sufficient in length to accommodate the entire number of loads/empties of the arriving train for that location. "Pull" - Physical removal (Departure), of loads/empties, in one continuous move, from one track which is sufficient in length to accommodate the entire number of loads/empties billed for departure at the same time from that location. No intra-plant switching is performed by the Union Pacific. Track length may vary dependent upon Site Conditions and Unit/Manifest service type. "Drop and Pull" may require an additional "Run Around" track. [A "Run Around" track is a track that allows the movement of a locomotive around to the other end of cars on a track for efficient handling of those cars without interfering with other train operations on adjacent tracks.]	X	X	X	Preferred
10	Customer facility designed to accommodate customer or third party switching, including Remote Control Locomotive (RCL) application.	X	X	X	X
11	Customer facility layout does not require commodity or order specific switching assignment of railcars to unloading tracks by Union Pacific	X	X	X	X
12	Additional access requirements determined by local conditions and site specific considerations.	X	X	X	X
13	Train operations do not block road crossings	X	X	X	X

Note: Meeting the Infrastructure Guidelines may not guarantee service will be provided



Guidelines for Rail Service to New Industry Access

Process Guidelines

PROCESS		Restricted Access Mainline Corridors	Controlled Access Mainline Corridors	Allowable Access Mainline Corridors	Industry Parks, Leads and Other Customer Complexes
Any route category: No customer/3rd party use of Union Pacific main track. Customer/3rd party use of UPRR track other than main track requires Regional Vice President sign-off as well as approval by the Industry Access team.		X	X	X	X
1	Requires EVP approval by the Marketing and Operating Departments or their designates.	X			
2	Requires design review (track & signal) and sign-off at the scale concept and at the final design stages by RVP, VP-Engineering, and VP-Network Planning & Operations	X	X		
3	All Ethanol (origin & destination) projects require design review (track & signal) and sign-off by RVP, VP-Engineering, and VP-Network Plng & Operations	X	X	X	X
4	Requires approval of RVP and Marketing Business Team Leaders or their designates.	X	X	X	X
5	Requires design review by Field Operations and Engineering (Track & Signal)	X	X	X	X
6	Requires Customer requirements that can be satisfied with an agreed upon local service plan			X	X
7	Requires Customer operations can not degrade existing through rail service.	X	X	X	X
8	Lead time from infrastructure design to implementation is a minimum of 18-24 months	X	X	X	X
9	Requires approved transportation CSP and/or approval of Industry Access Team and Business Rationalization Team (if applicable)	X	X	X	X

