From: Thomas Frederick
To: Thomas Frederick;
Subject: DISCIPLINE ALERT: FRA - Fife Inspection Report
Date: Wednesday, January 06, 2010 11:26:34

This is forwarded from PDX DRO Pat Bonneville. FRA took exception to a locomotive parked beyond an established clearance point at Fife, Washington. Be aware of where you are leaving locomotives and rolling stock. Violations of this regulation can result not only in internal Carrier discipline, but in federally imposed fines as well. Remember that locomotives are easily tracked as to their last movements from event recorder information; and cars can be traced to the last job/train handling them. Leave equipment inside any established clearance marker; and if not marked, fifty feet from the fouling point of the adjacent track. This really ought to be a no-brainer, but apparently some of us haven't processed the message.

Stay alert, and work safe!

Tom Frederick

From: PBONNEVILLE@UP.COM [mailto:PBONNEVILLE@UP.COM]
Sent: Wednesday, January 06, 2010 07:05
To: undisclosed-recipients:
Subject: FRA - Fife Inspection Report

Message to volunteers that taught Track Breach and TSC volunteers - FRA Inspection report comments

Exception Noted: LEAVING EQUIPMENT IN THE CLEAR: FAILURE TO COMPLY WITH REQUIRED OPERATING RULE. An inspection of a locomotive
consist parked on Track 104 on the south end of Fife revealed that the lead locomotive, UP 3921, was parked past the clearance mark on the south end of Track 104. I
discussed the problem with the on duty MYO at Fife. UP GCOR Rule 7.1 states in part, "On tracks where clearance point is indicated, leave equipment beyond the
clearance point."

An inspection for compliance with regulations requiring blue signal protection on a track other than a main track on the

south end of the UP yard at Fife revealed that
tracks 104 and 103 were locked out with an effective craft lock and a blue flag was displayed, 49 CFR Part 218.27, GCOR 5.13. A flashing blue light was displayed on
controlling locomotive UP 3921. I discussed the condition of the blue flag displayed on Track 103 with the on duty MYO at Fife and noted that part of the blue flag
was covered in grime diminishing the blue flag's effectiveness.

Inspector _____ and I inspected unattended UP locomotives UP 3921, UP 669, UP 6732, UP 3956, UP 8241, UP 694 and UP 667 parked on
Track 104 on the south end of Fife. The locomotives were secured with hand brakes and the lead locomotive, UP 3921, was secured in accordance with railroad
operating rules and 49 CFR Part 232.103N.

Pat Bonneville
Director Road Operations PDSU #18
Union Pacific Railroad
pbonneville@up.com
Office: 503.249.3002
Wireless: 503.957.1323

**

This message and any attachments contain information from Union Pacific which may be confidential and/or privileged. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the contents of this message is strictly prohibited by law. If you receive this message in error, please contact the sender immediately and delete the message and any attachments.

**

No virus found in this incoming message.
Checked by AVG - www.avg.com
Version: 8.5.432 / Virus Database: 270.14.131/2609 - Release Date: 01/09/10 07:35:00