

Guidelines for Rail Service to New Industry Locations



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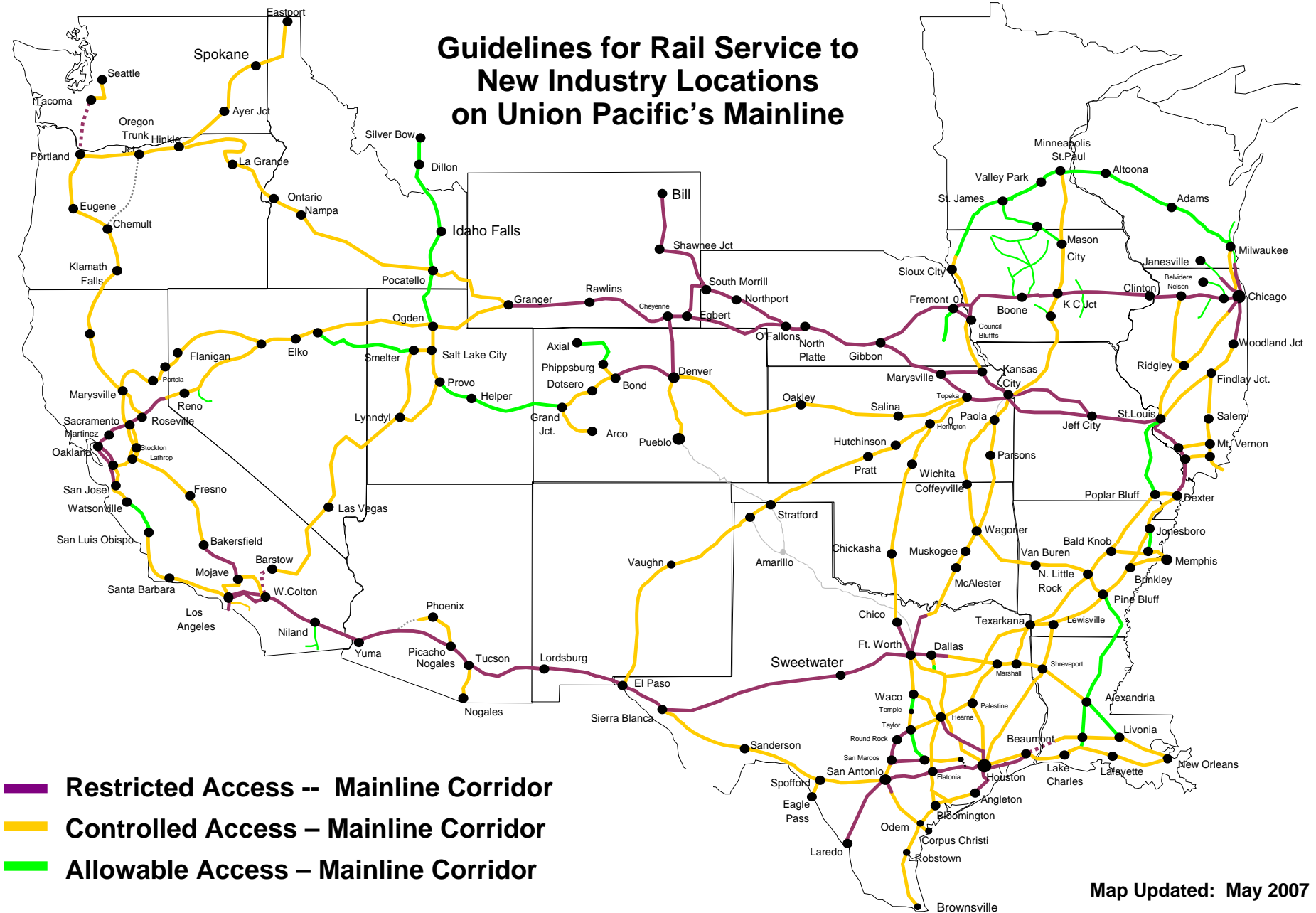
Network Corridor Line Categorization

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



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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	X	X	X	X
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.