REPORT
TO
COUNSEL

Tennessee Pass Rail Line Asset Assessment
Between
Dotsero, CO and Parkdale, CO

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by

L. E. PEABODY & ASSOCIATES, INC.
ECONOMIC CONSULTANTS

October 7, 2020

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October 7, 2020

William Osborn, Esquire
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Dear William,

You requested that L. E. Peabody & Associates, Inc. and Crouch Engineering, Inc. perform a field study of the Union Pacific Railroad Company's ("UP") Tennessee Pass Subdivision between Dotsero, CO and Parkdale, CO ("Rail Line").[1] The purpose of the field study was to assess the overall condition of the track, document the current rehabilitation needs, recommend future rehabilitation requirements, and gather information necessary to refile a feeder line application at the Surface Transportation Board ("STB").

We found some of the rail assets to be in better condition than we anticipated and other assets that have either been removed or repurposed for other than rail service. Based on the findings from our field study, the cost to return the Tennessee Pass to rail service condition is estimated to be between $16.1 million, excluding potential tunnel work, and $34.4 million, including potential tunnel work.[2] There will also be challenges re-instituting service in areas where other activities have taken over the Rail Line or the right-of-way ("ROW").

The information we gathered during this field exercise will be invaluable in estimating the Going Concern Valuation and the Net Liquidation Valuation of the Tennessee Pass Line if the feeder line application is resubmitted to the STB.

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[1] The field study was performed by Daniel Fapp of L. E. Peabody & Associates, Inc. Jay H. Harris of Crouch Engineering, Inc.

[2] *See*, Crouch Engineering, Inc. Report *Railroad Track & Bridge Needs Assessment on the Tennessee Pass Line Segment*, dated October 7, 2020.

The remainder of this Report and the accompanying attachments detail our findings from the field study we performed between September 22, 2020 and September 24, 2020, under the following topical headings:

A. Summary and Findings
B. Track Materials
C. At-Grade Highway Crossings
D. Bridges
E. Tunnels
F. Adjacent Right of Way
G. Other Observations

A. SUMMARY AND FINDINGS

We conducted the field study using publicly available access points to the Rail Line, including, but not limited to, at-grade railroad highway crossings, public lands adjacent to the Rail Line and publicly accessible private property, e.g., commercial parking lots adjacent to the Rail Line. While we were unable to observe all sections of the Rail Line, we were able to develop reasonable conclusions about the condition of the Rail Line. Attachment No. 1 to this Report contains track review forms developed from observations made along the Rail Line. Attachment No. 2 to this Report contains a photo log of the 154 photographs taken during the field study. Attachment No. 3 contains a copy of each of the 154 photographs.

Based on our field study of the Rail Line and review of publicly available documents and information, our findings include:

1. The rail, ties and other track materials ("OTM") that constitute the majority of the Rail Line assets are in very good condition. The large majority of the rail along the Rail Line that we observed is of high relay quality. The rail ties that we viewed are also in good condition and could support Class 2 rail operations over many sections of the Rail Line. The OTM were in place and tightly secured to the rail and rail ties.

2. The ballast along the Rail Line is in place in the majority of the locations along the Rail Line that we observed. The ballast is fouled along much of the right of way, and will require cleaning or replacement before commencing long term operations on the Rail Line.

3. At-grade highway rail crossings are suitable in some locations, but most crossings will require maintenance before rail operations can commence. Many of the crossings are covered in dirt, or have been purposely paved over while the Rail Line was not in service and have broken or disabled protective devices.

4. The bridges we observed are in good condition. We did not note any sways in the bridges and the track infrastructure on the bridges appeared to be intact.

5. The two (2) tunnels we could observe from publicly accessible areas looked to be in satisfactory condition. We estimated, based on laser range finder readings, that both tunnels were approximately 22.5 feet in height between the top of the rail to the bottom of the tunnel portals.

6. We observed substantial evidence of human interaction along the Rail Line. There has been a great deal of construction and habitation of high-end facilities around the ski resorts in Avon, CO. Non-railroad companies and industries have moved in to take over former railroad properties along the Rail Line, especially in and around Minturn, CO. Many people are using lands adjacent to the Rail Line for recreational activities, and in the case of railfans, using the Rail Line itself for recreational activities. There are also many people camping along or on the Rail Line in authorized and unauthorized campsites.

7. UP is currently using the section of the Rail Line north of Parkdale to store railcars. Based on our observations, we estimate that during our field study there were 187 railcars stored on the Rail Line.

8. We had the opportunity to observe the UP rail line between Parkdale and Pueblo, and to view the UP and the BNSF Railway Company ("BNSF") Pueblo Yards. Both railroads' Pueblo Yards are currently very busy and appear to be highly utilized.

9. The Pueblo Union Depot was converted to a mixed-use retail, food and event center. However, there is still sufficient space behind the Depot to facilitate the loading and unloading of passenger railcars, if passenger service is reestablished.

10. We also had the opportunity to view the rail line between Pueblo and NA Junction. We saw a great deal of maintenance activity on that section of the rail line including the replacement of at-grade highway warning devices, the placement of new ballast from a ballast train and rail ties placed along the line waiting to be installed.

B. TRACK MATERIALS

The majority of our field study consisted of examining the condition of the rail, ties, OTM and ballast along the Rail Line. This is because the majority of the remaining assets along the Rail Line consist of these materials, and because they were readily observable from publicly accessible areas. As described in greater detail below, we found the Rail Line's rail, ties and OTM to be in very good condition.

1. Rail

Publicly available UP track charts show the Rail Line's main rail consists primarily of 136 lb. continuously welded rail ("CWR"), interspersed by sections of 115 lb. CWR, and 136, lb. 115 and 112 lb. jointed rail. Sidings along the Rail Line consisted primarily of 136 lb., 131 lb., 115 lb. and 112 lb. jointed rail, with sections of 136 lb. CWR. Figure 1 and Figure 2 below show typical pieces of rail found along the Rail Line.

Figure 1
136 lb. Rail at MP ("MP") 307.99 – Avon

Source: Attachment Nos. 2 and 3, Image No. 48.

Figure 2
115 lb. Rail at MP 318.92 – Wolcott

Source: Attachment Nos. 2 and 3, Image No. 40.

Our field observations of the Rail Line confirmed the accuracy of the UP track charts. In virtually all observations made during the field study, the type of rail indicated in the UP track charts matched the type of rail we observed on the ground.

The overall quality of the observed track was very good, and the vast majority of the track would be considered relay quality. We saw very little wear along the main line track and passing sidings. We did observe some instances of shelling and spalling around curves, but these instances were minimal and occurred on the outside of the track away from wheel flange. This would indicate that rail had been "turned" to place a rail wheel flange along the non-compromised portions of the rail.

Many of the industrial sidings consisted of lighter weight 90 lb. and 100 lb. jointed rail, which in some cases showed more wear and rail defects than observed on the main line and passing sidings. While some of this rail could be classed as relay quality, most would likely be scrapped given its light weight and defects.

The rail along the Leadville Spur consisted of 90 lb. jointed rail in good condition. The rail was of sufficient quality to be considered relay, if a buyer could be found for such light weight rail. If not, then the rail along the Leadville Spur would be considered scrap.

2. <u>Ties</u>

The ties observed along the Rail Line were wood in all instances. Stated differently, we did not see any concrete, steel or composite ties along the route. The ties along the mainline and sidings were primarily 7" x 9' x 9', while some 7" x 7' x 9'and 7" x 9' x 8' ties were observed.

The ties on the portion of the Rail Line northwest of Leadville (MP 271) were in a generally better condition than the ties southeast of Leadville. This may be attributable to different climatic conditions between the two (2) areas. With that being said, the ties were in good condition over the entire line. For example, Figure 3 below shows a section of track at MP 267.0 at Snowden with ties in good to very good condition.

Figure 3
MP 267.0 - Snowden

Source: Attachment Nos. 2 and 3, Image No. 83.

As shown in Figure 3 above, this section of track shows few ties with splits while maintaining proper spacing between the ties. In most observations, there were a sufficient number of acceptable cross ties to operate at Federal Railroad Administration ("FRA") Class 2 speeds, i.e., 25 mph.[3]

3. OTM

OTM on the Rail Line consists primarily of tie plates, tie spikes, angle bars, and rail anchors that are used as a means of fixing rails to railroad ties and to other rails.

The majority of the tie plates that we observed were 8-inch double shoulder plates, while some sidings used smaller 6-inch tie plates. The majority of the tie plates had three (3) rail spikes per plate, but we also observed four (4) or five (5) spikes per plate in many curves and at at-grade highway crossings. Some siding plates had only two (2) spikes per plate. Figure 4 below shows a typical tie plate and spikes found along the Rail Line.

[3] Code of Federal Regulations requires at least five (5) acceptable ties per 39-foot section of track to operate at Class 1 speeds of 10 mph. Class 2 speeds of 25 mph require eight (8) acceptable ties per 39-foot section.

Figure 4
MP 334.64 - Gypsum

Source: Attachment Nos. 2 and 3, Image No. 9.

Rail anchors were used throughout the Rail Line with drive-on anchors used exclusively.[4] Angle bars were observed with four (4) and six (6) bolts.[5] Figure 5 below shows a typical six (6) bolt angle bar used along the Rail Line.

[4] Rail anchors are applied to the rail base directly and provide a large bearing surface against the rail base and the rail tie, preventing wear and cutting, and eventually prolonging the working life of the rail ties. Anchors can be classified into two (2) types, drive-on rail anchors and spring type rail anchors.

[5] Angle bars are short pieces of steel used to join track sections to other sections or track structures. An angle bar is placed on each side of the track sections being joined. Holes are then drilled into each end of the angle bar and also through both track sections. Bolts with locking washers are then fastened through the holes to join the sections.

Figure 5
MP 200.13 - Vallie

Source: Attachment Nos. 2 and 3, Image No. 132.

Our observations found that, in all instances on the main line and passing sidings, the OTM was intact and tightly secured. In other words, we did not see any loose tie spikes, tie plates or bolts along the entire route observed. Additionally, we did not see any missing bolts in angle bars or any missing nuts on bolts. The OTM was in condition that would allow rail operations with minimal maintenance.

4. Ballast

The ballast along the Rail Line consists primarily of steel slag ballast. However, the Rail Line used granite ballast on the Rail Line starting around MP 204 at Swissvale and in and around Avon, CO. The Avon, CO location is the site of newer reconstruction and is discussed further below. Figure 6 below shows the typical slag type of ballast used along the Rail Line, while Figure 7 shows the granite ballast used in select locations.

Figure 6
MP 277.0

Source: Attachment Nos. 2 and 3, Image No. 79.

Figure 7
MP 307.99 – Avon

Source: Attachment Nos. 2 and 3, Image No. 47.

There were some sections of the Rail Line that contained sufficient depths of ballast with little fouling or vegetation growth.[6] These sections occurred primarily on the recently reconstructed areas around Avon, CO, as shown in Figure 7 above. The rest of the Rail Line showed moderate to severe ballast fouling or the complete erosion of ballast from some stretches as shown in Figure 8 and Figure 9 below.

Figure 8
MP 203.91 – Swissvale

Source: Attachment Nos. 2 and 3, Image No. 128.

[6] "Fouling" occurs when smaller particles invade or clog the ballast.

Figure 9
MP 322.51 – Eagle

Source: Attachment Nos. 2 and 3, Image No. 32.

The amount of fouling in the ballast allowed considerable vegetation growth in large portions of the track bed. Vegetation growth was more severe on the section of the Rail Line between Americus (MP 246) and Parkdale (MP 171). However, vegetation growing in the ballast was endemic across the entire Rail Line. Figure 10 below shows a section of the Rail Line with minimal vegetation in the road bed, while Figure 11 shows a section of line with significant vegetation growth.

Figure 10
MP 277.0

Source: Attachment Nos. 2 and 3, Image No. 78.

Figure 11
MP 198.16 – Vallie

Source: Attachment Nos. 2 and 3, Image No. 139.

Some smaller sections of the Rail Line have sufficient ballast to allow for use of the line with minimal amount of corrective maintenance. However, most sections of the Rail Line will require vegetation control and ballast maintenance. This will include undercutting in those areas of the Rail Line that still have sufficient ballast available, or the complete replacement of the ballast, with the associated tamping required.

C. AT-GRADE HIGHWAY CROSSINGS

The Rail Line is crossed by numerous public and private at-grade highway crossings. The crossings were either protected by crossbucks or stop signs, or have no safety indicators.[7] Figure 12 below shows a typical dirt crossing without any crossing protection.

Figure 12
MP 203.91 - Swissvale

Source: Attachment Nos. 2 and 3, Image No. 129.

At-grade highway crossings within the towns along the Rail Line were primarily protected by flashing lights or crossing gates. We could not tell whether the flashing lights were still functional, but we did see several instances where crossing arms had been removed or were broken.

[7] A crossbuck is a traffic sign used to indicate a level railway crossing. It is composed of two (2) slats of wood or metal of equal length, fastened together on a pole in a saltire formation (resembling the letter X).

Figure 13 below shows an at-grade highway crossing at MP 239.93 in Buena Vista, CO with the crossing arms broken.

Figure 13
MP 239.93 – Buena Vista

Source: Attachment Nos. 2 and 3, Image No. 103.

Most crossings on the Rail Line appeared to be wood plank or timber. In some instances, it was difficult to determine the makeup of the crossing since the crossing either was completely covered in dirt or was paved over. Most of the crossings are not well maintained with dirt covering the rails. There were also several crossings where the track had been completely paved over with asphalt. Figure 14 below shows an example of a dirt covered at-grade crossing.

Figure 14
MP 198.16 - Vallie

Source: Attachment Nos. 2 and 3, Image No. 136.

The at-grade highway crossings in Avon, CO and Buena Vista, CO appear to be newly installed. In Buena Vista, CO, as shown in Figure 13 above, rubber crossings were installed at two (2) of the crossings. In Avon, CO, around the Vail and Beaver Creek ski resorts, several of the crossings appear newly constructed and well maintained. The at-grade crossing at MP 308.2 in the Town of Avon were turned into a pedestrian crossing with a food stand adjacent to the railroad right of way and tables and chairs on the crossing as shown in Figure 15 below.

Figure 15
MP 308.24 - Avon

Source: Attachment Nos. 2 and 3, Image No. 51.

We also saw numerous at-grade rail crossings along the Rail Line that do not appear to be installed by UP. These appeared to be used by people and vehicles attempting to access the Eagle and Arkansas Rivers, by farmers and ranchers along the route and by off-road vehicles accessing trails into the mountains adjacent to the Rail Line.

Considerable amount of work is required to make the highway at-grade crossings usable for rail operations along the Rail Line.

D. BRIDGES

The bridges along the Rail Line are primarily of deck girder or concrete slab construction. We also observed two (2) steel truss brides along the route. These bridges appear to be in satisfactory to good condition with minimal scoring around the piles and bases, and no apparent sags in the track structures. We observed one concrete bridge near a Colorado Department of Transportation ("CDOT") yard that appeared to have sustained salt damage to the concrete structure. This damage may have been caused by road salt stored in the CDOT yard. Colorado Pacific may consider addressing this issue with CDOT if it ultimately acquires the Rail Line.

There are also many small concrete bridges across shallow washes along the Rail Line.[8] These bridges stand between three (3) feet and five (5) feet in height, and, under today's railroad construction practices would be replaced with culverts or pipes. Like the other bridges along the Rail Line, these small concrete bridges appear to be in good condition with no eminent signs of damage or requiring replacement. An example of these small bridges is shown in Figure 16 below.

Figure 16
MP 246.00 - Americus

Source: Attachment Nos. 2 and 3, Image No. 99.

There are two (2) bridges of note in Avon, CO, one over Avon Road and one over Post Boulevard. These two (2) bridges appear to be more recently constructed as part of road widening projects undertaken by the Town of Avon in 1994. According to a Town of Avon town council report from May 23, 2013, the bridges are owned by UP, but the Town owns the facades along the sides of the bridges. Figure 17 below shows the bridge over Avon Road in the Town of Avon.

[8] For example, *see* Image No. 99 in Attachment No. 2 and Attachment No. 3.

Figure 17
MP 307.99 - Avon

Source: Attachment Nos. 2 and 3, Image No. 45.

All the bridges we were able to view appeared to be in satisfactory to good condition.

E. TUNNELS

There are five (5) tunnels on the Rail Line. We were able to view two (2) of the five (5) tunnels from land adjacent to the right of way, i.e., (1) the Tennessee Pass Tunnel; and (2) the Red Hill Tunnel.[9]

The north portal of the Tennessee Pass tunnel is located at MP 281.72 of the Rail Line and the south portal is located at MP 281.14. Given the terrain and access, we were only able to observe the north portal. The north portal was clear of obstructions and we could see no apparent damage to the portal or the rail line entering the tunnel. Using a laser range finder, we estimated the height of the tunnel from the bottom of the portal to the top of the rail to be 22.5 feet.

[9] To view the other three (3) tunnels would have required us to either ascend step-rocky grades or walk along the UP right of way to the tunnel locations.

The east portal of the Red Hill tunnel is located at MP 206.43 and the west portal at MP 206.33. Given the terrain and road access, we were only able to observe the Red Hill Tunnel's east portal. Figure 18 below is a picture of the Red Hill Tunnel's east portal.

Figure 18
MP 206.43 – Red Hill Tunnel

Source: Attachment Nos. 2 and 3, Image No. 123.

We saw several small boulders (two (2) to three (3) feet in height) lying on the track at the east portal of the tunnel. Given the rocky terrain above the east portal, the boulders likely fell on the track from above. We could see no other damage to the east portal or to the track structure. Based on readings from the laser range finder, we estimated the tunnel height from the top of the rail to the bottom of the portal to equal 22.5 feet.

F. ADJACENT RIGHT OF WAY

In addition to viewing the condition of the Rail Line and associated properties, we observed the Rail Line's right of way and the non-railroad land and properties adjacent to the Rail Line. We observed extensive human interactions and interfaces along the length of the Rail Line on these properties. We discuss these interactions and interfaces below.

1. Avon, CO

The Town of Avon was originally a farming and ranching community that relied upon the railroad to transport its primary products to market.[10] Today, Avon is an adjunct of the nearby Vail Ski Resort and is the gateway to the Beaver Creek Ski Resort, which is two (2) miles south of the town. Most of the growth in the Town of Avon occurred after the discontinuance of operations on the Rail Line.

There are several high-end resort and condominium complexes directly adjacent to the Rail Line in Avon. These include, but are not limited to, the Westin Riverfront Resort & Spa and the Seasons at Avon. Figure 19 below shows these properties adjacent to the right of way in the Town of Avon.

Figure 19
MP 308.24 – Avon

Source: Attachment Nos. 2 and 3, Image No. 50.

In addition to the high-end resorts adjacent to the Rail Line in the Town of Avon, the Rail Line passes by several neighborhoods with homes valued over $3 million based on valuation

[10] *See*, A History of the Town at Avon at https://avon.org/192/History.

website Zillow.com. The Rail Line also passes within several hundred feet of the Red Canyon High School and the June Creek Elementary School.

2. Recreation Trails in Eagle County

The Town of Avon, along with the adjacent communities of Walcott, Eagle, Gypsum and Eagle County, have installed a series of mixed-use recreational trails that, in many locations, are located next to the Rail Line. These paths consist of paved paths along the right of way or little more than dirt or cinder trails. Figure 20 below shows a portion of a bike path constructed with retaining walls that parallels the Rail Line near Eagle, CO.

Figure 20
MP 322.51 - Eagle

Source: Attachment Nos. 2 and 3, Image No. 32.

We saw many people using the paths for both walking and cycling. We also observed many people leaving the paths to walk along the Rail Line. For safety reasons, it may be necessary to install fencing along the right of way when the rail line recommences operations to keep users of these mixed-use paths from encroaching on rail operations.

3. Minturn, CO

The Minturn Yard is, for the most part, intact with most of the track in the yard free from vegetation. The properties adjacent to the Minturn Yard, which were at one time part of the railroad's operations, have been leased or sold to other users. For example, a former locomotive shop on the west side of the yard is now being used for some other commercial purpose as can be seen in Figure 21 below.

Figure 21
MP 302.1Minturn

Source: Attachment Nos. 2 and 3, Image No. 58.

Similarly, another building on the west side of the yard that appears to be have been a railroad bunkhouse or office at one time is now operating as the Minturn Mountain Motel, as shown in Figure 22 below.

Figure 22
MP 302.1Minturn

Source: Attachment Nos. 2 and 3, Image No. 60.

The rail "wye" within the Minturn yard has been turned into a parking lot for the adjacent motel as can be seen on the right side of Figure 22 above, even as the track remains in place. The ownership status of these properties should be determined as part of any development of a going concern value of the Rail Line.

4. Leadville, CO

The Leadville Spur originally diverted from the main line at MP 270.95 at Malta and ran in an ascending grade to the town of Leadville and its adjacent mines. Approximately five (5) miles of track are still currently in place on the Leadville Spur. However, the track ends at approximately MP 274.5 as shown in Figure 23 below.

Figure 23
MP 274.0 - Leadville

Source: Attachment Nos. 2 and 3, Image No. 81.

After the track ends, the right of way continues until it intercepts the Mineral Rail Trail near Lake County High School. While the Leadville Spur right of way is not an official part of the Mineral Rail Trail, we observed several people and groups cycling and hiking along the road bed where the track had been removed.

5. Railfans

We encountered railfans at various locations during our trip along the Rail Line. At Minturn, we met two (2) railfans sitting adjacent to the yard eating lunch and taking photos of the yard and associated infrastructure. Presuming we were also railfans driving the Rail Line, the two (2) gentlemen provided a brief history of the Minturn Yard and informed us that there was a company interested in purchasing the Rail Line and recommencing rail operations. They also provided unsolicited directions to locations to access the Rail Line in order to see places not clearly visible from public roads. They indicated that they had just come from one of these locations.

We also came across two (2) railfans at Malta near MP 270.8 that were photographing themselves walking along the Rail Line. They indicated that they were driving the length of the Rail Line, and liked to take pictures of themselves walking along the tracks and right of way.

We also saw many other people stopped on the side of the highway photographing different parts of the Rail Line from outside of the right of way. There were also many people taking photos while standing on the track at locations removed from public access points like at-grade highway crossings. For safety concerns, any new operator of the Rail Line will need to make a concerted effort to educate these railfans once the Rail Line has restarted operations.

6. Official and Unofficial Campsites

Numerous Federal and state campgrounds are adjacent to the Rail Line, and we saw many people camping in these designated camp grounds that were within a few hundred feet of the railroad right of way. We also saw several people camping on the railroad right of way directly adjacent to the tracks at locations not identified as official campgrounds. These campsites did not appear temporary as many of them were littered with household objects that could not be easily moved or transported.

G. OTHER OBSERVATIONS

After completing our review of the Rail Line, we observed other UP, Rock & Rail Railroad ("RRRR") and BNSF activities in and around Southcentral Colorado. We discuss these observations below under the following topical headings:

1. Stored Railcars North of Parkdale
2. LafargeHolcim Portland Plant
3. UP and BNSF Pueblo Yards
4. Pueblo Union Depot
5. NA Junction

1. Stored Railcars North of Parkdale

We saw empty railcars stored on the Rail Line just north of Parkdale when observing the Rail Line from Texas Canyon, CO, the last at-grade highway crossing on the Rail Line, to Parkdale, CO. The winding nature of the highway did not allow us to see all of this section of the Rail Line, but based on the car odometer reading, we estimated the stored railcars spanned a length of 2.3 miles. Assuming an average railcar length of 65 feet, this would place the number of railcars stored on the UP line at approximately 187 railcars.[11] Figure 24 below shows the southernmost railcars stored on this portion of the Rail Line.

[11] (2.3 miles x 5,280 feet/mile) ÷ 65 feet per railcar ≈ 187 railcars.

Figure 23
Approximately MP 173.0 -Parkdale

Source: Attachment Nos. 2 and 3, Image No. 144.

The railcars in storage consisted of a mix of open top hoppers, closed top hoppers and gondolas. The railroad reporting marks on the railcars included "NDYX," "FURX" and "ITLX," which are registered to Wells Fargo Rail, "HEQZ," which is registered to Helm Financial, and "RRRR," which is the reporting mark for the Rock & Rail Railroad.

2. LafargeHolcim Portland Plant

We were able to observe the LafargeHolcim cement plant at Portland, CO, which lies at MP 146.0. Figure 24 below shows a number of closed top hopper railcars on the cement plant industrial lines.

Figure 24
MP 146.0 - Portland

Source: Attachment Nos. 2 and 3, Image No. 149.

While we did not see any rail activity on the cement plant property, we did see three (3) RRRR GP40 locomotives fueling at a fueling facility just outside the cement plant, as shown in Figure 25 below.

Figure 25
MP 146.00 - Portland

Source: Attachment Nos. 2 and 3, Image No. 148.

3. UP and BNSF Pueblo Yards

While driving from Canon City to Pueblo, we did not see any rail activity on the portion of the Tennessee Pass subdivision still owned by UP. We were able to observe significant railcar switching and train building at both the UP's and the BNSF's Pueblo yards. Figure 26 below shows an UP train preparing to leave the UP Pueblo Yard and Figure 27 below shows a BNSF departing the BNSF Pueblo Yard moving towards NA Junction.

Figure 26
MP 120.0 - Pueblo

Source: Attachment Nos. 2 and 3, Image No. 150.

Figure 27
MP 120.0 - Pueblo

Source: Attachment Nos. 2 and 3, Image No. 152.

In addition, to the two (2) trains shown above departing the railroads' respective yards, we also saw intact unit coal trains in each one of the railroad's yards.

4. Pueblo Union Depot

Pueblo Union Depot ("Depot") is the historic passenger railroad station in Pueblo, CO, and is located within the Union Avenue Historic Commercial District. After the loss of passenger rail service, the Depot was converted to a mixed-use retail, food and event center. The Pueblo Railway Museum uses several of the tracks in the back of the Depot to display some of its historic equipment. Depot customers and staff also use the back of the depot as parking, as shown in Figure 28 below.

Figure 28
MP 120.0 - Pueblo

Source: Attachment Nos. 2 and 3, Image No. 151.

As can be seen in Figure 28 above, the operational tracks used by UP and BNSF are separated from the Depot by a single fence. It appears that that there is still sufficient room behind the Depot to reestablish passenger rail operations, if the Pueblo Railway Museum equipment is moved to a different location.

5. NA Junction

After leaving the Depot, we drove east to NA Junction to inspect the interchange tracks being installed by Colorado Pacific. We observed significant BNSF maintenance activity between Pueblo and NA Junction, including BNSF maintenance crews installing new, at-grade, highway crossing signals and Herzog railcars pulled by BNSF locomotives dumping ballast along the rail line. We also saw new railroad ties placed along the length of the line from Pueblo to NA Junction, although we did not see any tie gangs replacing ties at that time.

At NA Junction, we performed a brief inspection of the site for new interchange tracks with the BNSF and UP, as shown in Figure 29 below.

Figure 29
MP 591.8 – NA Junction

Source: Attachment Nos. 2 and 3, Image No. 153.

The on-site Crouch Engineering supervisor indicated the work was continuing as expected.

Let me know if you have any questions.

Very truly yours,

Thomas D. Crowley

TDC:cn
Attachments

Cc: Thomas Wilcox, Esquire (w/ Attachments)
Harvey A. Crouch, P.E. (w/ Attachments)
Timothy D. Crowley (w/ Attachments)
Daniel L. Fapp (w/ Attachments)
Jay H. Harris, P.E. (w/ Attachments)

LIST OF ATTACHMENTS

Attachment No.	Attachment Title
(1)	(2)
1	Field Trip Track Review Form
2	Field Study Photo Log
3	Tennessee Pass Field Study Photographs

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 1
3. Location: MP 334.91- Gypsum
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3 - Every other tie boxed
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth: 12"
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 2
3. Location: MP 332.8 - Sage
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 4 at crossing , 3 elsewhere
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth: 12"
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 3
3. Location: MP 331.69 - Sage
4. No. of tracks
   - a. Main track: 1
   - b. Siding: 1
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding: 15'
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments: Adequate
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3 per plate
    - d. No. of spikes/plate - siding: 3 per plate
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth: 12"
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 4
3. Location: MP 330.98 - Sage
4. No. of tracks
   - a. Main track: 1
   - b. Siding: 1
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding: 15'
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments: Adequate
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3 per plate
    - d. No. of spikes/plate - siding: 3 per plate
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth: 12"
13. Turnouts
    - a. Size - main track: #15 Powered
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type: Concrete
    - b. Size (diameter): 16" to 18"
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 5
3. Location: MP 328.64 - Eagle
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3 per plate
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth: 12"
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number: 2
    - b. Type: Deck Girder
    - c. No. of piers: Bridge #1 - 2: Bridge #2, 1
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 6
3. Location: MP326.75 - Eagle
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3 per plate
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth: 12"
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Concrete crossing panels by actual crossing,.

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 7
3. Location: MP 320.08 - Wolcott
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments: Some ties out of place
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 4 per plate
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth: 12"
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number: 1
    - b. Type: Deck Girder
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 8
3. Location: MP 318.92 - Wolcott
4. No. of tracks
   - a. Main track: 1
   - b. Siding: 2
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR/ Joint before crossing
   - b. Weight: 136/115
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 115 and 90
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 8" x 9'
   - c. Spacing (inches): 20"
   - d. Comments: Siding #1 - Fair: Siding #2 - Bad
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 4 per plate
    - d. No. of spikes/plate - siding: S#1 - 4: S#2 - 2
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth: 12"
13. Turnouts
    - a. Size - main track: #15 Powered
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number: 1
    - b. Type: Deck Girder
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Building with loading dock on siding.

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 9
3. Location: MP 308.91 - Avon
4. No. of tracks
   - a. Main track: 1
   - b. Siding: 1
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments: Very good
9. Cross ties - siding
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments: Very good
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding: 8"
    - c. No. of spikes/plate - main: 4 per plate
    - d. No. of spikes/plate - siding: 3 per plate
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Granite
    - b. Depth: 12"
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: New crossing with concrete pannels and crossbucks

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 10
3. Location: MP 308.24 - Avon
4. No. of tracks
   - a. Main track: 1
   - b. Siding: 1
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Jointed
   - b. Weight: 136
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 133
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments: Very good
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding: 8"
    - c. No. of spikes/plate - main: 3 per plate
    - d. No. of spikes/plate - siding: 3 per plate
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Granite
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: The crossing is a pedestrian walkway with a food truck next to the right of way

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 11
3. Location: MP 301.30 - Minturn
4. No. of tracks
   - a. Main track: 1
   - b. Siding: 2
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 112
   - c. Comments: Relay quality
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments: Very good
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding: 8"
    - c. No. of spikes/plate - main: 3 per plate
    - d. No. of spikes/plate - siding: 3 per plate
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track: #15 powered
    - b. Size - siding: #11 hand
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 12
3. Location: MP 300.82 - Minturn
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3 per plate
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Fouled ballast

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 13
3. Location: MP 271.00 - Malta
4. No. of tracks
   - a. Main track: 1
   - b. Siding: 2
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding: 15"
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments: Relay quality
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3 per plate
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track: #15 Power
    - b. Size - siding: #10 Hand
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 14
3. Location: Approx. MP 271.5 -Leadville Spur
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve:
6. Rail - main track
   - a. CWR or jointed: Jointed
   - b. Weight: 90
   - c. Comments: Good condition
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 2
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth: minimal
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Ballast very fouled. Most ties are lying in dirt

FIELD TRIP TRACK REVIEW FORM

1. Date: September 22, 2020
2. Stop No.: 15
3. Location: Approximately 272.5
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve:
6. Rail - main track
   - a. CWR or jointed: Jointed
   - b. Weight: 90
   - c. Comments: Good condition
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 2 to 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Ballast very fouled. Most ties are lying in dirt

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 16
3. Location: Approximately 277.0
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Curve
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3: 5 in curve
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Crossing removed

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 17
3. Location: Approx. MP 274.0 - Leadville Spur
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Curve
6. Rail - main track
   - a. CWR or jointed: Jointed
   - b. Weight: 90
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 6" x 8" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3 to 4
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: End of spur track. Right of way beyond the spur appears to be turned into a trail

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 18
3. Location: Approx. MP 267.0 - Snowden
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Curve
6. Rail - main track
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments: stamped made in 1945
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 19
3. Location: MP 264.3 - Kobe
4. No. of tracks
   - a. Main track: 1
   - b. Siding: 1
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding: 15'
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding: 8"
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 20
3. Location: MP 257.32 - Kobe
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve:
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Two (2) apparently intact signals and one broken signal mast.

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 21
3. Location: MP 250.90 - Princeton
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Curve
6. Rail - main track
   - a. CWR or jointed: Joint
   - b. Weight: 112
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 4
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 22
3. Location: MP 249.45 - Princeton
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR/Joint at crossing
   - b. Weight: 115
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 7" x 9" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number: 1
    - b. Type: Reinforced concrete slab
    - c. No. of piers: 2
    - d. No. of spans: 1
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 23
3. Location: Approx. 248.00 - Princeton
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 2
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 24
3. Location: MP 246.00 - Americus
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Curve
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number: 1
    - b. Type: Concrete
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 25
3. Location: MP 240.54 - Buena Vista
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Joint
   - b. Weight: 115
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Rubber grade crossing. Crossing gates with arms missing on both gates.

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 26
3. Location: MP 240.34 - Buena Vista
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Joint
   - b. Weight: 115
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Wood timber crossing. Crossing gates with arms missing on both gates.

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 27
3. Location: MP 239.93 - Buena Vista
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Joint
   - b. Weight: 136/115
   - c. Comments: 136 at crossing
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Rubber grade crossing. Crossing gates with arms missing on both gates.

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 28
3. Location: MP 235.31 - CP Nathrop
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Joint
   - b. Weight: 115
   - c. Comments: worn and spalling at crossing
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Wood timber crossing

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 29
3. Location: MP 234.86 - CP Nathrop
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: Joint
   - b. Weight: 115
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number: 1
    - b. Type: Steel beam
    - c. No. of piers: 2
    - d. No. of spans: 1
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 30
3. Location: MP 220.13 - CP Brown Canyon
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent with curve after
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 31
3. Location: MP 218.90 - Salida
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve:
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 32
3. Location: MP 216.57 - Salida
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve:
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

Crossing with gates in place. Timber crossing but paved over with asphalt.

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 33
3. Location: MP 215.99 - Salida
4. No. of tracks
   - a. Main track: 1
   - b. Siding: 1
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding: 15'
5. Tangent or curve:
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 100
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding: 8"
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding: 3
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 34
3. Location: MP 208.71 - Swissvale
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve:
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 4
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number: 1
    - b. Type: Reinforced concrete slab
    - c. No. of piers: 4
    - d. No. of spans:
17. Culverts
    - a. Type: Concrete box
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: South of industrial site

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 35
3. Location: MP 207.28 - Swissvale
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve:
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 4
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number: 1
    - b. Type: Reinforced concrete slab
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 36
3. Location: MP 206.43 - Swissvale
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve:
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 4
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

Red Hill tunnel north entrance.

Tunnel estimated height between 22 and 23 feet.

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 37
3. Location: MP 203.44 - Swissvale
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve:
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136/115
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 4
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Slag
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Crossing with signal lights

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 38
3. Location: MP 203.91 - Swissvale
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 115
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Granite
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type: Concrete box
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Crossing with flashers

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 39
3. Location: Approx. MP 202.00
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 115
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3 and 4
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Granite
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Wood timber crossing covered by dirt

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 40
3. Location: MP 200.13 - Vallie
4. No. of tracks
   - a. Main track: 1
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding:
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding:
    - c. No. of spikes/plate - main: 3 and 4
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Granite
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number: 1
    - b. Type: Deck plate girder
    - c. No. of piers: 2
    - d. No. of spans: 1
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 41
3. Location: MP 198.16 - Vallie
4. No. of tracks
   - a. Main track: 1
   - b. Siding: 1
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding: 60'
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments: Made in 1986
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 115
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 6" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding: 8"
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding: 3
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Granite
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments:

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 42
3. Location: MP 191.71 - Cotopoxi
4. No. of tracks
   - a. Main track: 1
   - b. Siding: 2
   - c. Centerline spacing (feet)
     - (1) Main tracks:
     - (2) Main track to siding: 23'
5. Tangent or curve: Tangent
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed: Jointed
   - b. Weight: 112 and 115
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 6" x 8'
   - c. Spacing (inches): 20"
   - d. Comments:
10. Tie plates
    - a. Size - main track: 8"
    - b. Size - siding: 8"
    - c. No. of spikes/plate - main: 3
    - d. No. of spikes/plate - siding: 3
11. Rail Anchors
    - a. Type: Drive on
    - b. Application:
12. Ballast
    - a. Type: Granite
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Wood timber crossing

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 43
3. Location: MP 171.71 - Parkdale
4. No. of tracks
   - a. Main track
   - b. Siding
   - c. Centerline spacing (feet)
     - (1) Main tracks
     - (2) Main track to siding
5. Tangent or curve
6. Rail - main track
   - a. CWR or jointed
   - b. Weight
   - c. Comments
7. Rail - siding
   - a. CWR or jointed
   - b. Weight
   - c. Comments
8. Cross ties - main track
   - a. Type
   - b. Size (H X W X L)
   - c. Spacing (inches)
   - d. Comments
9. Cross ties - siding
   - a. Type
   - b. Size (H X W X L)
   - c. Spacing (inches)
   - d. Comments
10. Tie plates
    - a. Size - main track
    - b. Size - siding
    - c. No. of spikes/plate - main
    - d. No. of spikes/plate - siding
11. Rail Anchors
    - a. Type
    - b. Application
12. Ballast
    - a. Type
    - b. Depth
13. Turnouts
    - a. Size - main track
    - b. Size - siding
14. Grading data
    - a. Cut / fill / level
    - b. Roadbed width (feet)
    - c. Side slope
    - d. Side ditch depth
    - e. Side ditch width
15. Fencing
    - a. None/one/both sides
    - b. Type
16. Bridges
    - a. Number
    - b. Type
    - c. No. of piers
    - d. No. of spans
17. Culverts
    - a. Type
    - b. Size (diameter)
18. Tunnels
    - a. Type
19. Signal System
    - a. Description
20. Additional Comments: Crossing on CR 157 at Martin Marietta aggregates plant entrance.

FIELD TRIP TRACK REVIEW FORM

1. Date: September 23, 2020
2. Stop No.: 44
3. Location: MP 181.41 - Texas Creek
4. No. of tracks
   - a. Main track: 2
   - b. Siding:
   - c. Centerline spacing (feet)
     - (1) Main tracks: 15'
     - (2) Main track to siding:
5. Tangent or curve:
6. Rail - main track
   - a. CWR or jointed: CWR
   - b. Weight: 136
   - c. Comments:
7. Rail - siding
   - a. CWR or jointed:
   - b. Weight:
   - c. Comments:
8. Cross ties - main track
   - a. Type: Wood
   - b. Size (H X W X L): 8" x 9" x 9'
   - c. Spacing (inches): 20"
   - d. Comments:
9. Cross ties - siding
   - a. Type:
   - b. Size (H X W X L):
   - c. Spacing (inches):
   - d. Comments:
10. Tie plates
    - a. Size - main track:
    - b. Size - siding:
    - c. No. of spikes/plate - main:
    - d. No. of spikes/plate - siding:
11. Rail Anchors
    - a. Type:
    - b. Application:
12. Ballast
    - a. Type:
    - b. Depth:
13. Turnouts
    - a. Size - main track:
    - b. Size - siding:
14. Grading data
    - a. Cut / fill / level:
    - b. Roadbed width (feet):
    - c. Side slope:
    - d. Side ditch depth:
    - e. Side ditch width:
15. Fencing
    - a. None/one/both sides:
    - b. Type:
16. Bridges
    - a. Number:
    - b. Type:
    - c. No. of piers:
    - d. No. of spans:
17. Culverts
    - a. Type:
    - b. Size (diameter):
18. Tunnels
    - a. Type:
19. Signal System
    - a. Description:
20. Additional Comments: Wood Crossing

FIELD TRIP TRACK REVIEW FORM

1. Date: September 24, 2020
2. Stop No.: 45
3. Location: MP 146.00 - Portland
4. No. of tracks
   - a. Main track
   - b. Siding
   - c. Centerline spacing (feet)
     - (1) Main tracks
     - (2) Main track to siding
5. Tangent or curve
6. Rail - main track
   - a. CWR or jointed
   - b. Weight
   - c. Comments
7. Rail - siding
   - a. CWR or jointed
   - b. Weight
   - c. Comments
8. Cross ties - main track
   - a. Type
   - b. Size (H X W X L)
   - c. Spacing (inches)
   - d. Comments
9. Cross ties - siding
   - a. Type
   - b. Size (H X W X L)
   - c. Spacing (inches)
   - d. Comments
10. Tie plates
    - a. Size - main track
    - b. Size - siding
    - c. No. of spikes/plate - main
    - d. No. of spikes/plate - siding
11. Rail Anchors
    - a. Type
    - b. Application
12. Ballast
    - a. Type
    - b. Depth
13. Turnouts
    - a. Size - main track
    - b. Size - siding
14. Grading data
    - a. Cut / fill / level
    - b. Roadbed width (feet)
    - c. Side slope
    - d. Side ditch depth
    - e. Side ditch width
15. Fencing
    - a. None/one/both sides
    - b. Type
16. Bridges
    - a. Number
    - b. Type
    - c. No. of piers
    - d. No. of spans
17. Culverts
    - a. Type
    - b. Size (diameter)
18. Tunnels
    - a. Type
19. Signal System
    - a. Description
20. Additional Comments: Holcum Cement industrial track. Three (3) RRRR locomotives at fueling station.

FIELD TRIP TRACK REVIEW FORM

1. Date: September 24, 2020
2. Stop No.: 46
3. Location: MP 120.00 - Pueblo
4. No. of tracks
   a. Main track
   b. Siding
   c. Centerline spacing (feet)
      (1) Main tracks
      (2) Main track to siding
5. Tangent or curve
6. Rail - main track
   a. CWR or jointed
   b. Weight
   c. Comments
7. Rail - siding
   a. CWR or jointed
   b. Weight
   c. Comments
8. Cross ties - main track
   a. Type
   b. Size (H X W X L)
   c. Spacing (inches)
   d. Comments
9. Cross ties - siding
   a. Type
   b. Size (H X W X L)
   c. Spacing (inches)
   d. Comments
10. Tie plates
    a. Size - main track
    b. Size - siding
    c. No. of spikes/plate - main
    d. No. of spikes/plate - siding
11. Rail Anchors
    a. Type
    b. Application
12. Ballast
    a. Type
    b. Depth
13. Turnouts
    a. Size - main track
    b. Size - siding
14. Grading data
    a. Cut / fill / level
    b. Roadbed width (feet)
    c. Side slope
    d. Side ditch depth
    e. Side ditch width
15. Fencing
    a. None/one/both sides
    b. Type
16. Bridges
    a. Number
    b. Type
    c. No. of piers
    d. No. of spans
17. Culverts
    a. Type
    b. Size (diameter)
18. Tunnels
    a. Type
19. Signal System
    a. Description
20. Additional Comments

Activity in both UP and BNSF yards. Pueblo Depot passenger area now used as parking lot but rail still in place. Fence seperates depot from active rail line.

FIELD STUDY PHOTO LOG

Image Number	Date	Time/ Basis 1/	Location or Stop #	Direction Facing	Description
1	9/22/2020	6:04	MP 335.7 - Gypsum	South	Deck plate girder and steel beam span bridge
2	9/22/2020	6:27	MP 334.91- Gypsum	East	Identificarion of crossing sign
3	9/22/2020	6:27	MP 334.91- Gypsum	East	Main line
4	9/22/2020	6:27	MP 334.91- Gypsum	East	Weight of rail on mainline
5	9/22/2020	6:39	MP 334.64 - Gypsum		Identificarion of crossing sign
6	9/22/2020	6:40	MP 334.64 - Gypsum	East	Main line showing signal with missing crossin arm
7	9/22/2020	6:40	MP 334.64 - Gypsum	North	Concrete pannel at-grade crossing
8	9/22/2020	6:40	MP 334.64 - Gypsum	South	Singal cabnet
9	9/22/2020	6:53	MP 334.64 - Gypsum		Tie plate, with specifications. This is a standard tie plate on the line
10	9/22/2020	7:03	MP 331.69 - Sage	East	Wood pannel crossing and mainline
11	9/22/2020	7:06	MP 331.69 - Sage		Identificarion of crossing sign
12	9/22/2020	7:06	MP 331.69 - Sage	West	Main line and siding
13	9/22/2020	7:06	MP 331.69 - Sage	West	Siding with fouled ballast
14	9/22/2020	7:14	MP 330.98 - Sage	West	Signal cabnet
15	9/22/2020	7:14	MP 330.98 - Sage	North	Signal mast with signals
16	9/22/2020	7:14	MP 331.15 - Sage	North	Concret arch culvert 16 x 18
17	9/22/2020	7:18	MP 331.15 - Sage	North	Absolute signal
18	9/22/2020	7:27	MP 323.74 - Eagle	North	Two girder bridge with walkways on two sides
19	9/22/2020	7:33	MP 323.74 - Eagle	East	Bridge identification

1/ Mountain Day Light Savings Time

FIELD STUDY PHOTO LOG

Image Number	Date	Time/ Basis 1/	Location or Stop #	Direction Facing	Description
20	9/22/2020	7:33	MP 323.74 - Eagle	South	Two girdger bridge with walkways on both sides
21	9/22/2020	7:39	MP326.75 - Eagle	North	Private at grade concrte crossings
22	9/22/2020	7:48	MP 328.7 - Eagle	East	Steel bridge over Eagle Rivere
23	9/22/2020	7:54	MP 328.64 - Eagle	West	New deck plate overpass
24	9/22/2020	8:13	MP 327.02 - Eagle	North	Reinforced concrete slab bridge
25	9/22/2020	8:20	MP 327.02 - Eagle	East	Seperating walkway on southside of bridge
26	9/22/2020	8:27	MP 326.80 - Eagle	North	Concete bridge
27	9/22/2020	8:30	MP 325.80 - Eagle	West	Concete pannels west of crossing.
28	9/22/2020	8:39	MP 325.80 - Eagle		Crossing identification
29	9/22/2020	8:39	MP 325.80 - Eagle	West	Main line with little ballast
30	9/22/2020	8:39	MP 325.80 - Eagle	West	Main line with little ballast
31	9/22/2020	8:47	MP 322.51		Crossing identification
32	9/22/2020	8:48	MP 322.51	West	Main line
33	9/22/2020	8:48	MP 322.51	East	Main line and wood pannel crossing, no protection
34	9/22/2020	8:57	MP 320.30 - Wolcott	North	Deck plate girder
35	9/22/2020	9:02	MP 320.30 - Wolcott	West	Deck plate girder
36	9/22/2020	9:13	MP 320.30 - Wolcott	East	CDOT yard on right of way
37	9/22/2020	9:17	MP 318.92 - Wolcott	West	Mainline
38	9/22/2020	9:17	MP 318.92 - Wolcott	East	Asphalt crossing with signals

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FIELD STUDY PHOTO LOG

Image Number	Date	Time/ Basis 1/	Location or Stop #	Direction Facing	Description
39	9/22/2020	9:18	MP 318.92 - Wolcott		Crossing identification
40	9/22/2020	9:21	MP 318.92 - Wolcott		Weight and age of rail
41	9/22/2020	9:25	MP 318.92 - Wolcott	North	Building with loading dock on siding
42	9/22/2020	10:15	MP 308.91 - Avon		Crossing identification
43	9/22/2020	10:15	MP 308.91 - Avon	East	Main line on left and siding on right
44	9/22/2020	10:15	MP 308.91 - Avon	West	Concrete pannel crossing
45	9/22/2020	10:55	MP 307.99 - Avon	West	New prestressed concrete bridge over Avon Road
46	9/22/2020	10:55	MP 307.99 - Avon	West	Main line and siding on new bridge
47	9/22/2020	10:55	MP 307.99 - Avon	East	Main line and siding after new bridge
48	9/22/2020	10:56	MP 307.99 - Avon		Weight of rail on new bridge
49	9/22/2020	11:16	MP 308.24 - Avon		Crossing identification
50	9/22/2020	11:17	MP 308.24 - Avon	East	Main line and siding
51	9/22/2020	11:17	MP 308.24 - Avon	West	New concrete pannels. Crossing is now a pedestrian crossing.
52	9/22/2020	11:40	MP 304.26 - Minturn	North	Deck plate girder
53	9/22/2020	11:41	MP 304.26 - Minturn	North	Deck plate girder
54	9/22/2020	11:51	MP 302.93 - Minturn	East	Crossing identification
55	9/22/2020	11:51	MP 302.93 - Minturn	West	Main line and siding with switches
56	9/22/2020	11:52	MP 302.93 - Minturn	East	Wood pannel crossing
57	9/22/2020	11:52	MP 302.93 - Minturn	East	Wood pannel crossing

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FIELD STUDY PHOTO LOG

Image Number	Date	Time/ Basis 1/	Location or Stop #	Direction Facing	Description
58	9/22/2020	12:06	MP 302.10 - Minturn	West	Locomotive repair shop
59	9/22/2020	12:07	MP 301.30 - Minturn	East	Ladder tracks
60	9/22/2020	12:13	MP 301.30 - Minturn	East	Fomer bunkhouse and current motel
61	9/22/2020	12:13	MP 301.30 - Minturn	West	Yard and west leg of why track
62	9/22/2020	12:14	MP 301.30 - Minturn	South	West and east end of why
63	9/22/2020	12:24	MP 300.82 - Minturn	East	Signal shet and yard exit
64	9/22/2020	12:24	MP 300.82 - Minturn	West	End of Minturn Yard
65	9/22/2020	12:24	MP 300.82 - Minturn	East	Main line
66	9/22/2020	12:25	MP 300.82 - Minturn		Crossing identification
67	9/22/2020	12:54	MP 297.81 - Beldon	South	Main line
68	9/22/2020	12:54	MP 297.81 - Beldon	South	Deck plate girder
69	9/22/2020	12:56	MP 297.81 - Beldon	East	Deck plate girder
70	9/22/2020	15:20	MP 272.67 - Malta	West	Main line
71	9/22/2020	15:21	MP 272.67 - Malta	East	Wood pannel c rossing
72	9/22/2020	15:21	MP 272.67 - Malta	South	Wood pannel crossing with signals
73	9/22/2020	15:30	MP 271.00 - Malta	West	Main line and Leadville Spur
74	9/22/2020	15:30	MP 271.00 - Malta	East	Main line and Leadville Spur
75	9/22/2020	15:53	Approx. MP 271.5 -Leadville Spur	Northeast	Dirt crossing across Leadville spur
76	9/22/2020	15:53	Approx. MP 271.5 -Leadville Spur	Southwest	Dirt crossing across Leadville spur

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FIELD STUDY PHOTO LOG

Image Number	Date	Time/ Basis 1/	Location or Stop #	Direction Facing	Description
77	9/22/2020	15:53	Approx. MP 271.5 -Leadville Spur		Spikes and ties at Leadville Spur
78	9/23/2020	6:09	Approx. MP 277.0	North	Mainline
79	9/23/2020	6:09	Approx. MP 277.0	South	Mainline
80	9/23/2020	6:09	Approx. MP 277.0	East	Mainline
81	9/23/2020	6:50	Approx MP 274.0 - Leadville Spur	North	Leadville spur
82	9/23/2020	6:50	Approx MP 274.0 - Leadville Spur	South	Leadville spur
83	9/23/2020	7:10	Approx MP 267.0 - Snowden	South	Mainline
84	9/23/2020	7:10	Approx MP 267.0 - Snowden	North	Mainline
85	9/23/2020	7:12	Unknown		Accidental picture
86	9/23/2020	7:28	MP 264.3 - Kobe	North	Mainline
87	9/23/2020	7:28	MP 264.3 - Kobe	South	Mainline
88	9/23/2020	7:46	MP 257.32 - Kobe	North	Mainline with vegitation
89	9/23/2020	7:46	MP 257.32 - Kobe	South	Mainline with heavy vegitation and crossing covered
90	9/23/2020	8:04	MP 250.90 - Princeton	North	Mainline with vegitation
91	9/23/2020	8:04	MP 250.90 - Princeton	South	Mainline with vegitaiton and crossing covered
92	9/23/2020	8:21	MP 249.45 - Princeton	West	Small concrete bridge
93	9/23/2020	8:22	MP 249.45 - Princeton	West	Mainline with vegetation and minimal ballast
94	9/23/2020	8:22	MP 249.45 - Princeton	East	Mainline with vegetation and minimal ballast
95	9/23/2020	8:32	Approx. 248.00 - Princeton	South	Mainline with minimal vegegation

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FIELD STUDY PHOTO LOG

Image Number	Date	Time/ Basis 1/	Location or Stop #	Direction Facing	Description
96	9/23/2020	8:32	Approx. 248.00 - Princeton	South	Mainline with heavier vegetation
97	9/23/2020	9:16	MP 246.0 - Americus	South	Mainline track with minimal vegetation
98	9/23/2020	9:17	MP 246.0 - Americus	North	Mainline track with minimal vegetation
99	9/23/2020	9:17	MP 246.0 - Americus	West	Concrete bridge
100	9/23/2020	9:31	MP 240.54 - Buena Vista	North	Rubber crossing across mainline
101	9/23/2020	9:31	MP 240.54 - Buena Vista	South	Rubber crossing across mainline
102	9/23/2020	9:42	MP 239.93 - Buena Vista	North	Mainline with vegetation and fouled ballast
103	9/23/2020	9:42	MP 239.93 - Buena Vista	South	Rubber crossing across mainline and broken crossing arm
104	9/23/2020	9:55	MP 235.31 - CP Nathrop	South	Mainline with vegetation
105	9/23/2020	9:55	MP 235.31 - CP Nathrop	North	Wood timer crossing across mainline
106	9/23/2020	10:06	MP 234.86 - CP Nathrop	South	Mainline with vegetation
107	9/23/2020	10:06	MP 234.86 - CP Nathrop	North	Mainline with crossing covered with dirt
108	9/23/2020	10:31	MP 220.13 - CP Brown Canyon	South	Mainline with vegetation
109	9/23/2020	10:31	MP 220.13 - CP Brown Canyon	North	Timber crossing with vegetation on mainline
110	9/23/2020	10:39	MP 218.90 - Salida	South	Mainline with dirt crossing
111	9/23/2020	10:39	MP 218.90 - Salida	North	Mainline with some vegetation
112	9/23/2020	10:46	MP 216.57 - Salida	South	Crossing with gates, but entire crossing paved over
113	9/23/2020	10:46	MP 216.57 - Salida	North	Mainline with vegetation
114	9/23/2020	11:01	MP 215.99 - Salida	North	Mainline and siding

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FIELD STUDY PHOTO LOG

Image Number	Date	Time/ Basis 1/	Location or Stop #	Direction Facing	Description
115	9/23/2020	11:01	MP 215.99 - Salida	South	Mainline and siding with crossing paved over
116	9/23/2020	11:05	MP 216.28 - Salida	West	Reinforced concrete slab bridge
117	9/23/2020	12:18	MP 208.71 - Swissvale	South	Mainline with vegetation and signal mast
118	9/23/2020	12:19	MP 208.71 - Swissvale	North	Mainline with crossing completed covered
119	9/23/2020	12:30	MP 207.28 - Swissvale	West	Mainline with two signals
120	9/23/2020	12:30	MP 207.28 - Swissvale	West	Mainline with two signals
121	9/23/2020	12:34	MP 207.03 - Swissvale	East	Concrete bridge
122	9/23/2020	12:34	MP 207.03 - Swissvale	East	Concrete bridge
123	9/23/2020	12:54	MP 206.43 - Swissvale	South	North portal of Red Hill Tunnel
124	9/23/2020	13:05	MP 205.44 - Swissvale	East	Through truss riveted bridge
125	9/23/2020	13:05	MP 205.44 - Swissvale	South	Through truss riveted bridge
126	9/23/2020	13:40	MP 203.44 - Swissvale	South	Mainline with tree growing along track
127	9/23/2020	13:40	MP 203.44 - Swissvale	North	Mainline with wood timber crossing and flashers
128	9/23/2020	13:46	MP 203.91 - Swissvale	South	Mainline with vegetation and signal mast
129	9/23/2020	13:47	MP 203.91 - Swissvale	North	Wood timber crossing covered by dirt
130	9/23/2020	13:57	Approx. MP 202.00	South	Crossing with extremely heavy vegetation on track
131	9/23/2020	13:57	Approx. MP 202.00	North	Crossing with extremely heavy vegetation on track
132	9/23/2020	14:10	MP 200.13 - Vallie	West	Mainline with minimal ballast around ties
133	9/23/2020	14:10	MP 200.13 - Vallie	South	Mainline with minimal vegetation

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FIELD STUDY PHOTO LOG

Image Number	Date	Time/ Basis 1/	Location or Stop #	Direction Facing	Description
134	9/23/2020	14:10	MP 200.13 - Vallie	North	Mainline with minimal vegetation
135	9/23/2020	14:10	MP 200.13 - Vallie	West	Deck plate girder
136	9/23/2020	14:22	MP 198.16 - Vallie	South	Mainline crossing covered with dirt
137	9/23/2020	14:22	MP 198.16 - Vallie	North	Mainline crossing covered with dirt and heavy vegetation
138	9/23/2020	14:26	MP 198.16 - Vallie	East	Crossbuck using rail as a post
139	9/23/2020	14:26	MP 198.16 - Vallie	South	Mainline and siding covered with vegetation
140	9/23/2020	14:46	MP 191.71 - Cotopoxi	South	Asphalt crossing with some buses on mainline
141	9/23/2020	14:48	MP 191.71 - Cotopoxi	North	Asphalt crossing over mainline and siding
142	9/23/2020	14:48	MP 191.71 - Cotopoxi	North	Heavy growth on siding
143	9/23/2020	15:19	MP 171.71 - Parkdale	East	Crossing at entrance to Martin Marietta
144	9/23/2020	15:29	Approx. 173.00 - Parkdale	East	Railcars stored on Tennessee Pass track
145	9/23/2020	15:49	MP 181.41 - Texas Creek	North	Mainline and siding with timber crossings
146	9/23/2020	15:49	MP 181.41 - Texas Creek	South	Mainline and siding with vegetation
147	9/24/2020	7:36	MP 146.00 - Portland	East	Holcium Cement Plant
148	9/24/2020	7:37	MP 146.00 - Portland	North	RRRR locomotives fueling outside Holcium Cement Plant
149	9/24/2020	7:39	MP 146.00 - Portland	South	Railcars on Holcium Cement Plant line
150	9/24/2020	8:18	MP 120.00 - Pueblo	West	UP Yard from Pueblo Depot
151	9/24/2020	8:19	MP 120.00 - Pueblo	East	Pueblo Depot
152	9/24/2020	8:21	MP 120.00 - Pueblo	South	BNSF train pulling out of yard by Pueblo Depot

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FIELD STUDY PHOTO LOG

Image Number	Date	Time/ Basis 1/	Location or Stop #	Direction Facing	Description
153	9/24/2020	9:11	MP 591.8 -NA Junction	East	Construction of sidings at NA Junction
154	9/24/2020	9:15	MP 591.8 -NA Junction	East	Construction of sidings at NA Junction

1/ Mountain Day Light Savings Time

Tennessee Pass Field Inspection Photographs

Image 1

Image 2

Image 3

Image 4

Tennessee Pass Field Inspection Photographs

Image 5

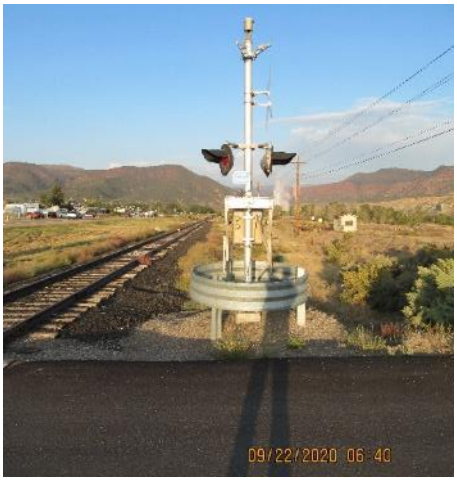


Image 6

Image 7

Image 8

Tennessee Pass Field Inspection Photographs

Image 9

Image 10

Image 11

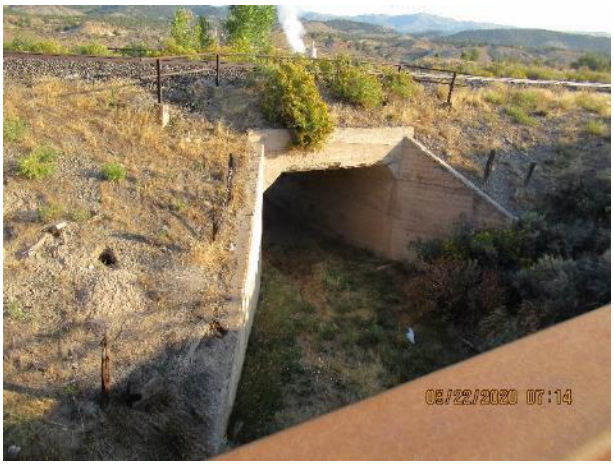
Image 12

Tennessee Pass Field Inspection Photographs

Image 13

Image 14

Image 15



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Tennessee Pass Field Inspection Photographs

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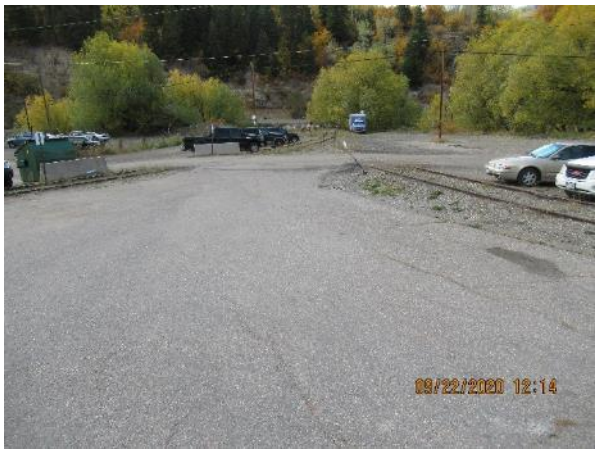
Tennessee Pass Field Inspection Photographs

Image 61



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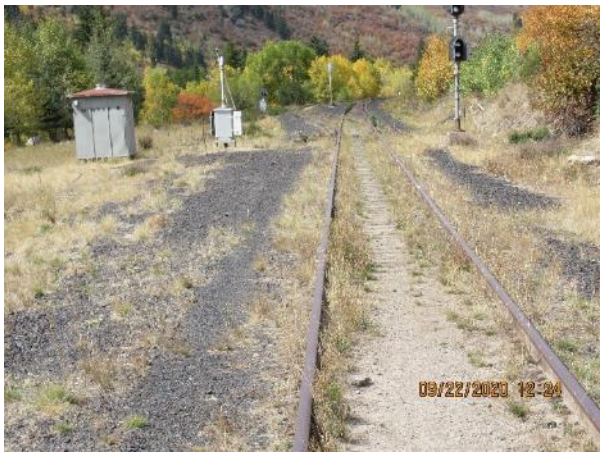

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Tennessee Pass Field Inspection Photographs

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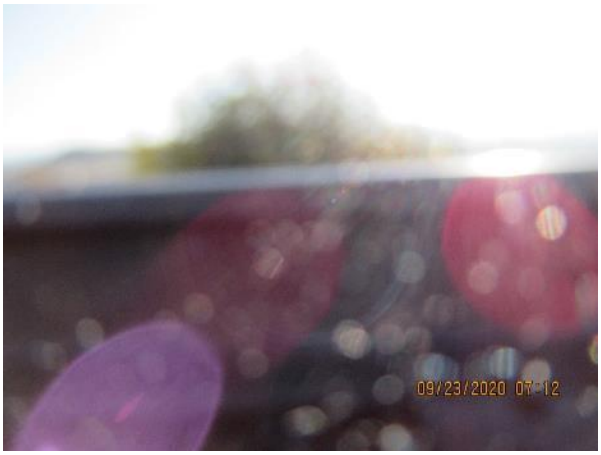
Tennessee Pass Field Inspection Photographs



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