

Attachment A

Table 1  
UP and BNSF Locomotives at the  
Four High-Priority Railyards on August 4 and 5, 2010

<b>Railyard</b>	<b>Pre Tier 0</b>	<b>Tier 0</b>	<b>Tier 1</b>	<b>Tier 1+</b>	<b>Tier 2</b>	<b>ULEL</b>
<b>UP ICTF/Dolores</b>	0	16	5	0	16	0
<b>UP Commerce</b>	0	3	1	0	3	5
<b>BNSF San Bernardino</b>	0	5	2	0	7	0
<b>BNSF Hobart</b>	0	6	0	0	0	0
<b>Total</b>	<b>0 (0%)</b>	<b>30 (43.50%)</b>	<b>8 (11.59%)</b>	<b>0 (0%)</b>	<b>26 (37.66%)</b>	<b>5 (7.25%)</b>

Note: The data presented in the table above was recorded on August 4<sup>th</sup> and August 5<sup>th</sup>, 2010. Staff spent between one to two hours at each railyard recording locomotive identification numbers. This is snapshot of data may or may not be a representative sample of what we can see at a railyard on an annual average basis as locomotive counts can vary hour-by-hour as trains arrive, depart, and pass-through each facility.