

**Track Inspection Time Study Report  
of the  
Brotherhood of Maintenance of Way Employee Division/IBT  
(BMWED)**

**Submitted to:  
The Committee on Transportation and Infrastructure  
of the House of Representatives**

**and**

**The Committee on Commerce, Science, and Transportation  
of the Senate**

**Report Prepared for BMWED by  
Edward M. Stockton  
Director of Economics Services**

**The Fontana Group, Inc.**  
3509 N. Campbell Avenue  
Tucson, Arizona 85719  
(520) 325-9800 Fax (520) 325-9847

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**TRACK INSPECTION TIME STUDY REPORT**  
**of the**  
**BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEE DIVISION/IBT**  
**(BMWED)**

**SUBMITTED TO:**  
**THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**  
**OF THE HOUSE OF REPRESENTATIVES**

**AND**

**THE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION**  
**OF THE SENATE**

**REPORT PREPARED FOR BMWED**  
**BY EDWARD M. STOCKTON**  
**DIRECTOR OF ECONOMICS SERVICES**

1. I am the Director of Economics Services for The Fontana Group, Inc. (“Fontana”). The company is headquartered at 3509 North Campbell Avenue, Tucson, Arizona 85719. Neither I nor my colleagues at Fontana have previously worked for a railroad or The Brotherhood of Maintenance of Way Employees Division/IBT (“BMWED”). This report is, except where indicated, based on my personal knowledge.
2. BMWED conducted a mail survey of qualified track inspectors represented by the BMWED in order to elicit their opinions, experiences, and other feedback related to their working conditions. BMWED requested Fontana to use its econometric expertise to analyze the survey results and to present its finding and conclusions in a report to be submitted by BMWED to the Committee on Transportation and Infrastructure of the

House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate. This report is intended to provide the Committees with additional data independent of the Track Inspection Time Study report required to be submitted to the Committees by the Secretary of Transportation under Section 403 of the Rail Safety Improvement Act of 2008. BMWED will also provide a copy of its report to the Secretary of Transportation and the Administrator of the Federal Railroad Administration. This report presents the findings and analysis from this project.

### **DATA RELIED UPON**

3. In preparation for this report, I reviewed survey data provided by BMWED, the Track Safety Standards (49 CFR 213), and met with BMWED representatives.

### **EXECUTIVE SUMMARY**

4. Interviewees participated in a written survey with 40 multiple choice questions and additional narrative responses. The survey appears as **Appendix 1** to this report. BMWED sent out 1,542 surveys and provided responses for the 454 participating respondents. Survey topics included questions regarding the following:
  - A) Experience and background;
  - B) Territory inspected;
  - C) Process;
  - D) Training;
  - E) Oversight and supervision.
5. The response volume from 454 participants allows the results to take on large sample properties, which buttresses the reliability of results. Despite the significant volume of responses, 454 survey participants equate to a response rate of 29.4%. While the literature

cautions against the assignment of a “normal” response rate, it is possible, without characterization, to note that the response rate achieved herein does allow for the potential of non-response bias.

6. Non-response bias arises when the views or experiences of non-respondents differs from those who did respond. Non-response bias is most problematic in satisfaction-related surveys, when the subjects’ feelings about their experiences may affect their disposition to return the survey. While the data available do not allow a determination of the nature of non-respondents, BMWED’s survey itself seeks mostly concrete information about subjects’ experiences. Thus, the specter of non-response bias would only arise if subjects’ differing *objective experiences* or *subjective dispositions* affected their tendency to return the survey that sought information primarily through concrete queries. Intuitively, the risk of this occurrence seems slight. To the extent that the potential of non-response bias justifies a degree of skepticism, it would apply to questions that seek subjective responses rather than objective ones.<sup>1</sup>
7. The results of the track inspection survey highlight opportunities for succession planning, targeted training improvements, and cultural improvements in areas in which the high-pressure environment does not appear to increase productivity. The survey alerts responsible parties to practices that circumvent or directly undermine established safety protocols. Feedback from employees concerning maximum inspection speed support the development of practical inspection safety controls.
8. Survey participants report a high degree of experience with the majority having over 24 years in the track department. Over 82% of respondents currently work as track inspectors. Employees of Burlington Northern Santa Fe (“BNSF”) and Union Pacific (“UP”) make up over two-thirds of respondents.

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<sup>1</sup> Responses to question 17 appear to reflect some errors of transposition or, alternatively, efforts by respondents to communicate experiences that do not conform to the format of the responses available.

9. Survey results describe a high-pressure work environment where track inspectors fear a higher risk of termination or other discipline than their peers in the track department. Relations with management echo the high-pressure environment with the majority of respondents reporting pressure to finish inspection without incurring overtime and pressure from management upon placing slow orders. Nearly three-quarters of participants responding believe that dispatcher pressure compromises their ability to conduct track inspections. Denial of overtime also adversely affects the ability to conduct inspections. Employees also report management behavior that both discourages standard reporting and encourages non-standard reporting.
10. The high-pressure environment does not appear to correlate with increased productivity, in terms of length of track inspected or traffic levels. Reports of high pressure also do not correlate across years of experience of inspectors. These findings suggest that the pressure experienced does not contribute to higher output from track inspectors.
11. Expressions of infrequent training and low satisfaction with company training are prevalent. The high level of accumulated experience of the survey participants suggests heavy impending turnover among track employees. Conversely, only 7.1% of respondents having been employed for less than 5 years.
12. Among the inspectors with less than 5 years of experience, over 37% rate their employer's training program a '1', '2', or '3' on a 10-point scale where '10' is the highest. Just 15.9% of that group grades the program higher than a '7' out of 10. Nearly one-half of these inspectors report either never receiving track inspector training or receiving it less than once every four years.
13. Employees more likely to retire sooner had different issues concerning job related training questions than did the less experienced track inspectors. Employees with over 24 years of experience report somewhat less dissatisfaction (rating of 1-3) with training programs and



also somewhat higher satisfaction (rating of 8-10). However, over 42% of these inspectors report receiving training less than once every four years.

14. Both the absolute findings from the training satisfaction and frequency questions and the relative differences in findings between those inspectors with the most and the least experience raise important concerns. The least experienced employees are likely those most in need of additional training. This suggests that they should be the targets of more frequent training, ideally with higher satisfaction. From a succession planning standpoint, those employees with over 24 years of experience are those most likely to retire in the nearer future. A successful training environment is critical to the success of the next generation of inspectors.
15. One aspect of the training environment for which the survey does not elicit responses is on-the-job training. Employees may receive cross-training that would contribute to their eventual qualification to become track inspectors. Questions covering only employers' training do not gather information on the training and development of future track inspectors. This question and the two mentioned above (training in the context of succession planning, higher dissatisfaction among the least experienced inspectors, and on-the-job developmental training) may justify additional study of the broader training environment for current and future track inspectors.
16. Question 6 of the survey sought responses from BMWED members qualified and designated under 49 CFR § 213.7 to inspect track regarding the maximum speed at which they perceived safe, quality and thorough track inspection was possible. Integrating the responses to this question with those from questions 14 and 15 revealed a telling result. Response followed a bi-modal pattern separated on the type of track inspected, Continuously Welded Rail ("CWR") and Jointed Rail. Those respondents inspecting Jointed Rail reported lower maximum safe-inspection speeds than those inspecting CWR, with over half responding with a maximum inspection speed of 15 MPH or less and 87% at

20 MPH or less. For CWR inspections (with wood crossties)<sup>2</sup>, responses were approximately 40% for 20 MPH or less and 71% for 25 MPH or less. The body of the report displays finding from each section of the survey.

17. **Appendix 2** shows aggregated survey responses. Subsequent appendices to the report segregate survey responses on the bases of employer, years of experience, and other potentially informative subdivisions. **Appendix 3** tracks narrative responses to three questions, displaying frequent answers provided by survey respondents.

## **Experience and Background**

18. Respondents are highly experienced (**Figure 1**), with over 60% having worked in the track department for more than 24 years.<sup>3</sup> Accordingly, experience level is not well-distributed throughout the population. Only 7.1% of respondents have been employed for less than 5 years. **Appendix 4** segregates responses by years of experience.
19. Over two-thirds of respondents work for two employers, BNSF and Union Pacific (“UP”), which are the largest Class I railroads in the country (**Figure 2**). Norfolk Southern, Canadian Pacific, and Amtrak employees report the highest levels of experience while Canadian National employees report the lowest percentage of employees with over 24 years of experience.<sup>4</sup> **Appendix 5** shows survey responses by employer.

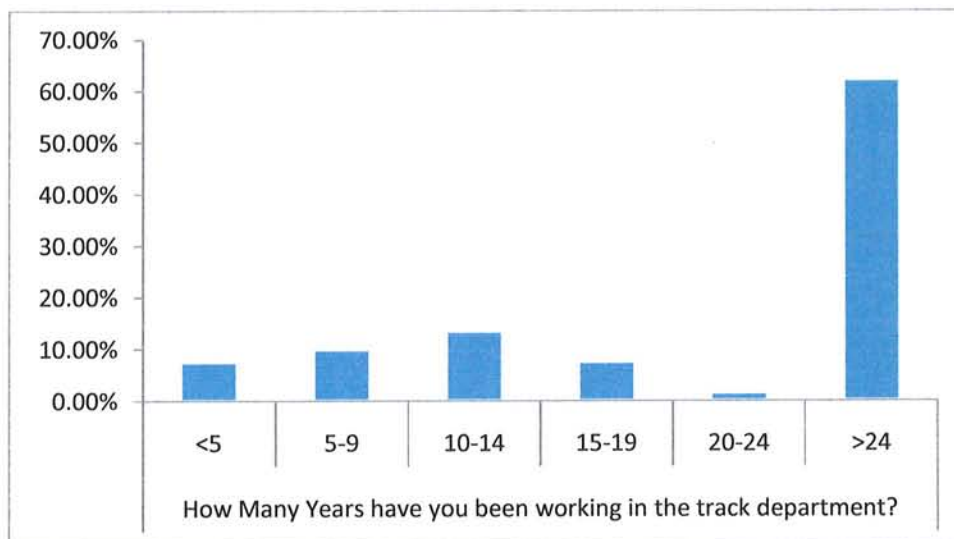
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<sup>2</sup> All respondents reporting Jointed Rail track also reported wood crossties. The comparison of CWR is based on only those inspectors reporting CWR *and* wood crossties. CWR responses differ somewhat for those inspectors with crossties other than wood. These responses are displayed in more detail later in the report.

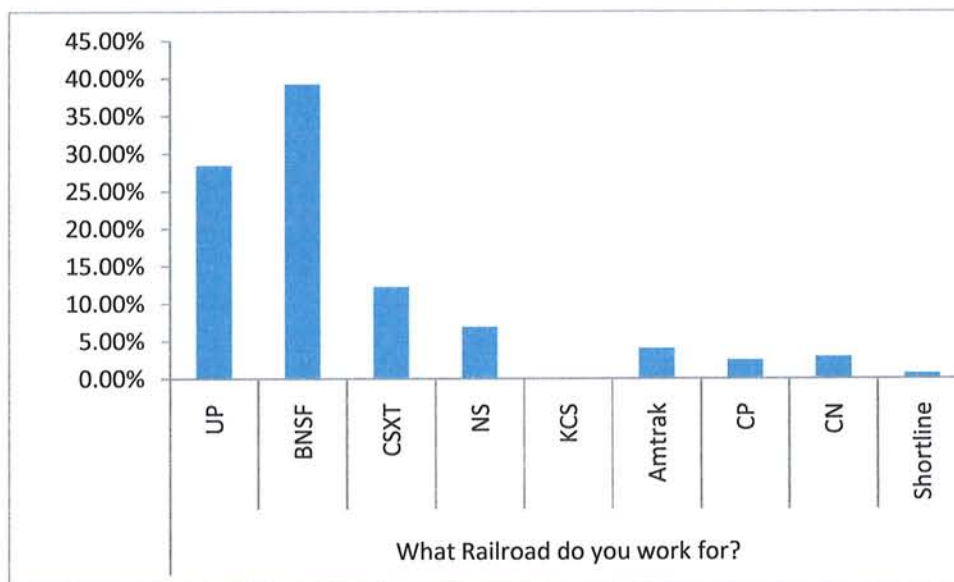
<sup>3</sup> Over 82% of respondent employees were working as track inspectors at the time of the survey. All respondents were designated by their employer as qualified to inspect track, even if not working a track inspector position at the time the survey was taken.

<sup>4</sup> Based on 12 responses.

**Figure 1: Years working in track department**



**Figure 2: Track inspectors by employer**

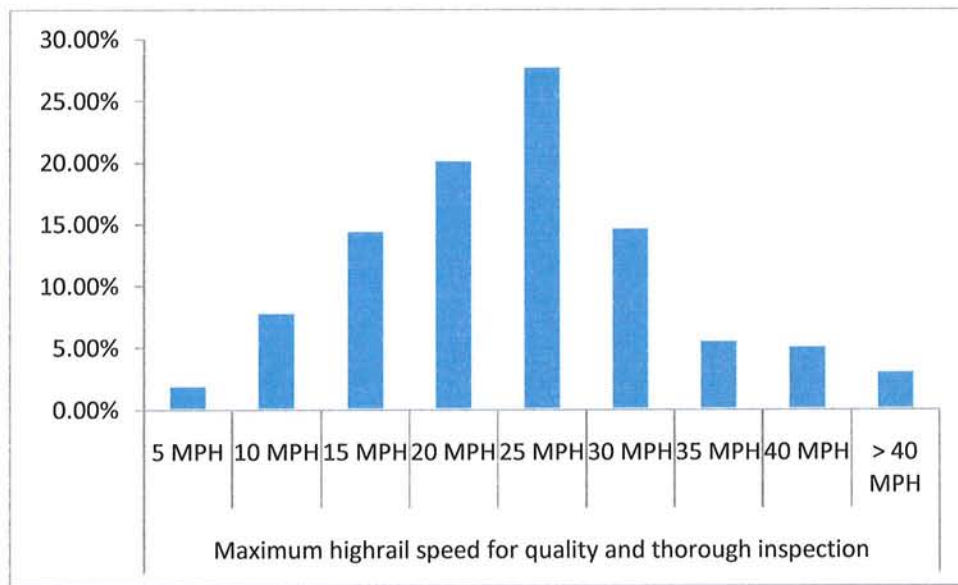


20. Respondents are split on the question of whether the FRA should certify track inspectors in a fashion similar to the certification of locomotive engineers (*see* 49 CFR §240). Proponents of such certification form a slight majority that falls within a statistical margin

of error.<sup>5</sup> A valid inference from this data suggests that there is no internal bias by the respondent rail workers toward certification.

21. The survey asked respondents for their opinions on the maximum highrail vehicle speed (**Figure 3**) that should not be exceeded in order to conduct a “quality and thorough visual track inspection”.

**Figure 3: Maximum highrail inspection speed**



22. While the chart above suggests a “normal” or bell curve response to the question, the pattern is misleading. Data actually follow a bi-modal response based on type of track inspected. Those employees who work on CWR track showed higher tolerance for increased highrail vehicle inspection speed, while those with Jointed Rail territory suggested lower maximum speeds (**Appendix 6**).
23. Among Jointed Rail respondents, over half suggest maximum inspection speeds of 15 MPH or less with over 80% identifying 20 MPH or less as the maximum speed not to be

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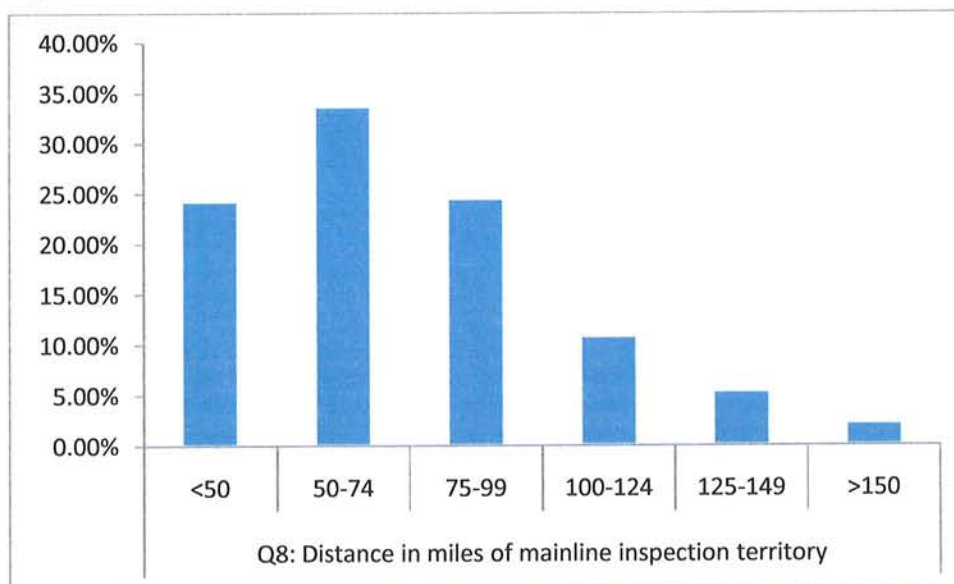
<sup>5</sup> +-2.5%.

exceeded in order to conduct a quality and thorough visual track inspection. For CWR respondents (with wood cross-ties)<sup>6</sup>, only 17% identify 15 MPH or less as a maximum inspection speed with 71.4% identifying 25 MPH or less as the threshold. This suggests that one method of joining rail has a higher frequency of track failure. The track inspector findings are consistent with this expectation. CWR has fewer vulnerable components than Jointed Rail.

## Territory

24. Over 92% of respondents report mainline track consisting of single main track or two main tracks. 80% inspect territory of less than 100 miles with only 2% inspecting over 150 miles. Narrative survey responses suggest a strong sentiment by track inspectors that their territories are oversized relative to inspection time available (**Figure 4**).

**Figure 4: Distance of mainline inspection territory**



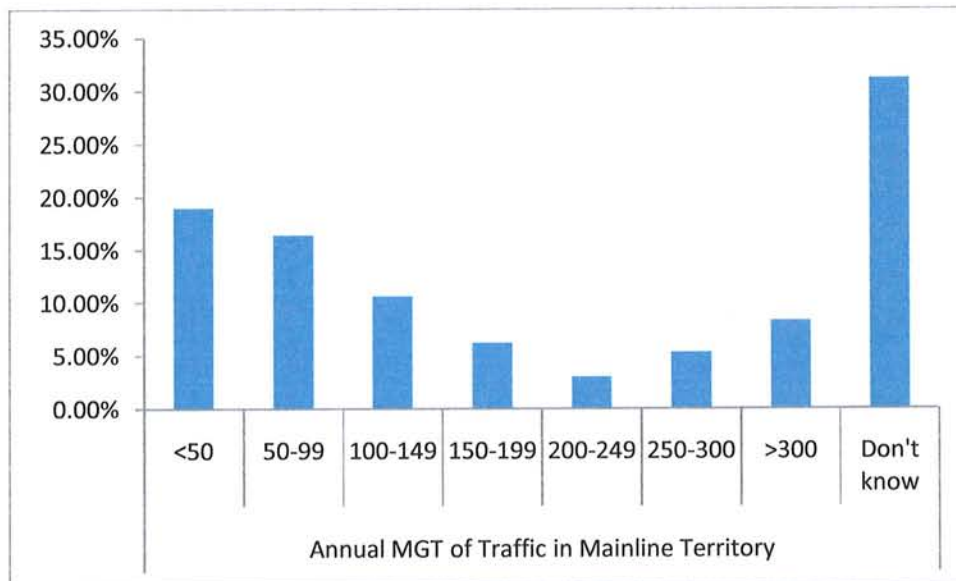
25. Approximately 95% of respondents report mainline territory with at least some Continuously Welded Rail (“CWR”) with three-quarters reporting territory primarily

<sup>6</sup> Recall that all inspectors that identified Jointed Rail track also have wood cross-ties.

comprised of CWR. Virtually all respondents are responsible for inspecting switches and grade crossings with some inspectors responsible for over 100 switches and over 41 grade crossings.

26. Approximately 60% of track inspectors were able to identify the amount of annual traffic (in Million Gross Tons, or “MGT”) on the track that they inspect (**Figure 5**). The remaining 40% did not know traffic levels. Respondents who did identify traffic levels report substantially different MGT volumes on the track inspected with the modal response of less than 50 MGTs. Among those inspectors who did identify track traffic amounts, MGT levels roughly evenly split at 100 MGTs (**Appendix 7**).

**Figure 5: Annual MGT of traffic in territory**



**Process**

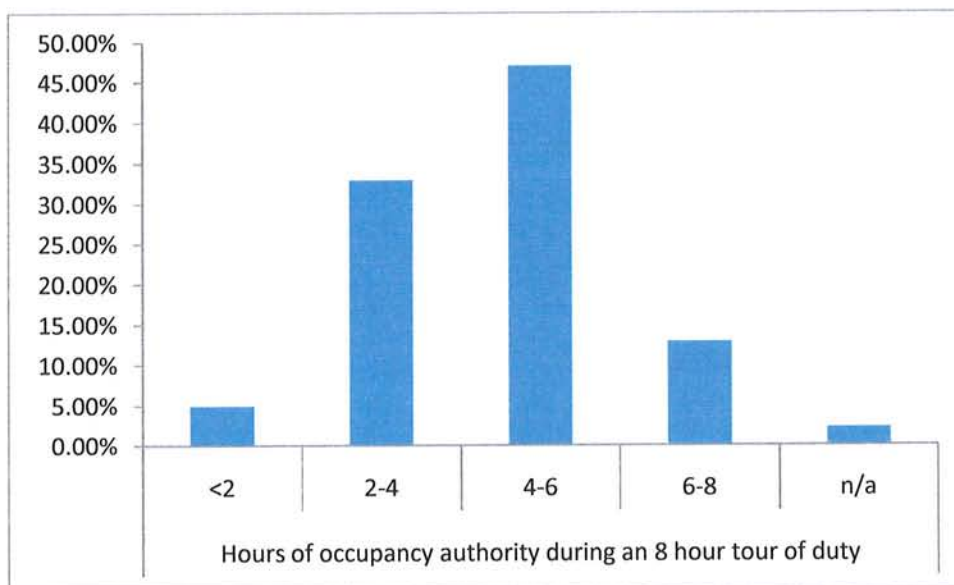
27. Over 82% of inspectors (by highrail) do not have a second qualified inspector in the vehicle during main track inspection. However, respondents confirm that a second qualified inspector would enhance the quality and thoroughness of the inspection (75.2%) as well as the enhancing roadway worker on-track safety (80.4%). The expectation of improved



inspection quality and worker safety from the presence of second inspectors may justify adding a second qualified inspector to the highrail inspection vehicle.

28. When requesting occupancy authority, 95% of requests are by radio or computer. Just under half of employees receive an average of 4-6 hours of occupancy authority with approximately one-third receiving 2-4 hours (**Figure 6**). **Appendix 8** segregates responses by hours of occupancy authority.

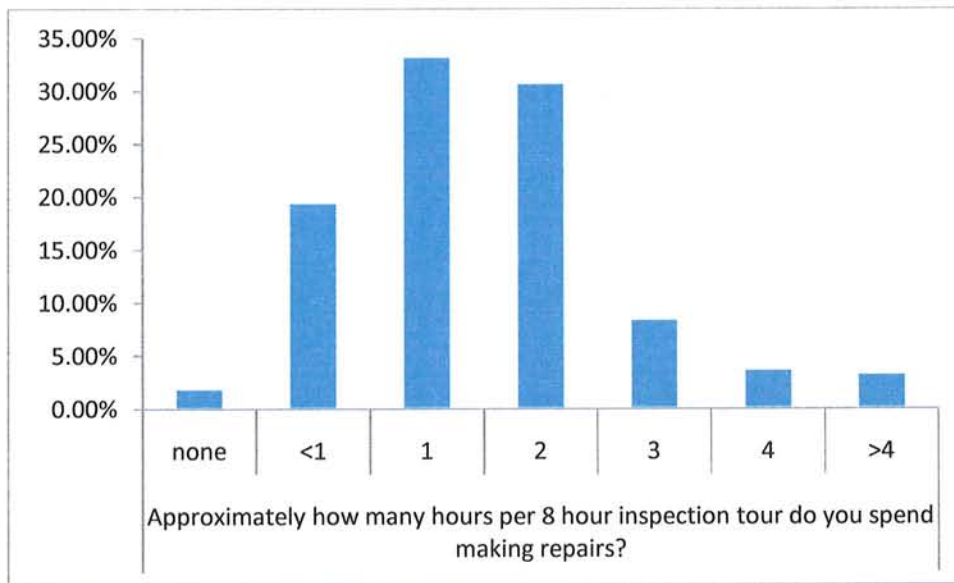
**Figure 6: Hours of occupancy**



29. Survey analysis included substantial efforts to relate occupancy authority to duties that must be accomplished during that authority. Variables included track length (i.e., route miles), number of tracks, repair time, days spent inspecting and maximum inspection speed. Survey responses suggest that limited track occupancy and other constraints impair inspectors' ability to inspect track at speeds conducive to quality and thorough inspection. Narrative responses also include high frequencies of complaints that time constraints, insufficient resources, and excessive demands on inspectors' time impair the capacity to conduct quality and thorough inspections.

30. While the analysis yielded anecdotal evidence that inspectors will fall short of the necessary time to conduct what they perceive to be a thorough inspection, a more precisely designed study will be superior in producing an econometrically reliable result to investigate this important subject.
31. Repairs consume a substantial amount of inspection time (**Figure 7**). Approximately 80% of respondents report spending at least an hour per day making repairs, while over 45% report spending over 2 hours per day. Repair time reduces potential inspection time, and unexpected repair requirements increase overtime pressures. Not surprisingly, 53% of employees report that repair time negatively affects inspection quality.

**Figure 7: Repair hours per inspection tour**



When defects are found, 40% of track inspectors responding report that adequate forces are “rarely” or “never” available to correct the defects. Fewer than 10% report that adequate resources are always available.

32. Most mainline territories periodically receive supplemental inspections by automated Track Geometry Vehicles (96.0%) or Gage Restraint Measurement vehicles (71.6%).

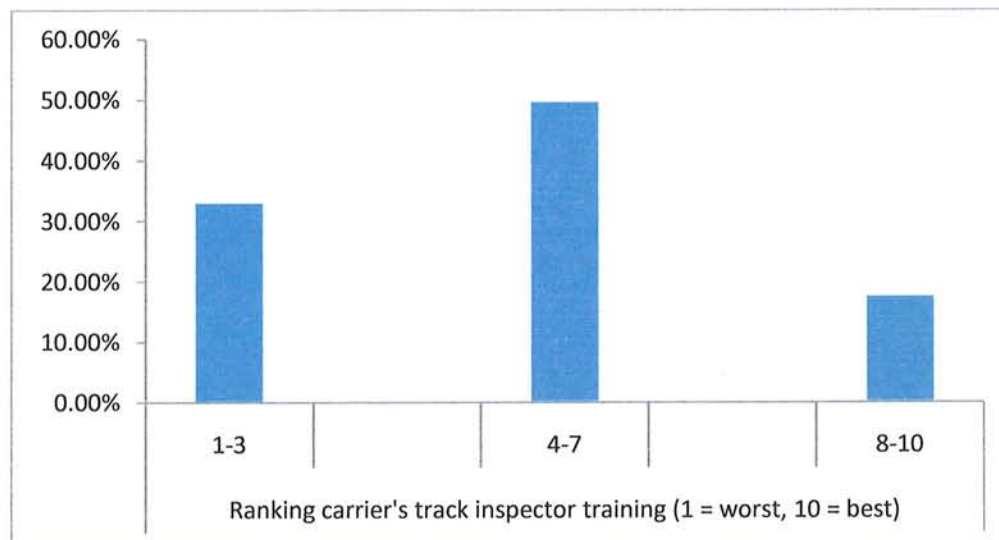


Over three-quarters of track inspectors receive the reports from these supplemental inspections.

## Training

33. As discussed in the Executive Summary, survey data suggest an opportunity to improve training quality and frequency in light of impending employee turnover (**Figures 8 and 9**). The current state of training elicits significant dissatisfaction from employees and highlights infrequent or non-existent training in some cases. Narrative responses to question 43 provide additional anecdotal evidence of insufficient training and concerns among inspectors that their training is inadequate relative to the responsibilities held. **Appendix 9** includes tabulations by training frequency.

**Figure 8: Ranking of carrier's inspector training**



**Figure 9: Training frequency**



### **Oversight and Supervision (Pressure)**

34. Employees report a high pressure work environment with risk of discipline and dismissal. Frequent responses identify pressure to circumvent reporting protocols, as well as instructions and pressure to follow non-standard reporting procedures. **Appendix 10** shows significant statistical detail on respondents reported pressure-related experiences. Narrative responses are rife with references to excessive pressure from management, culture that discourages proper reporting of defects, and denials of overtime. Several poignant comments are highlighted below:

“The work plan—management has told me to lie on my reports to charge time to work that I did not do; to justify the plan and when I refused I was told I might be taken to an investigation for failure to comply with instructions”

“Management does not want you to write up defects because there are not enough men to repair them. You are forced to falsify records, that is, to show things are corrected or taken out of service so you can upload your inspection report into the track inspection system.”

“No overtime. Sometimes fly over tracks just to get done on time.”

“We **NEED** respect from supervisors and fellow employees for the job we do instead of being the (bad guy) for finding defects and reporting them. Don’t like hearing nasty comments and remarks about doing my job properly. It does tend to influence decisions we make.”

“I have no control over the inspection records, as they were taken away from me because I refused to sign off on the track that I did not inspect. They were given to the asst supervisor so I don’t have access to them anymore. I was also told I could not put anything on the reports that was an FRA violation.”

“The biggest constraint is the MTM. We have him telling us not to put slow orders out. He won’t let us inspectors take a track out of service that is being used. He tells us only to write up what we can fix. Our MTM will get so mad and red in the face. He will start yelling and cursing at us inspectors if we tell him we want to put out a slow order or take a track out of service. The MTM has made comments that if we continue to write things up, he will have his inspectors come in and change ties themselves. If we do put a slow order out, he will take it down or not fix it right and then tell the foreman to take the slow order off. He tells us if we do something that he will have to do what he has to do then. To remember that. We all know that it is a threat. But we all need our jobs and he has a lot of years with the RR and knows everybody....”

35. A hypothesis that may prove useful for research focus is to explore the question of whether the frequency of pressure-related behavior correlates with the demands upon inspectors. In simplest terms, are high-pressure work environments in place to enforce the highest productivity demands? Based on the survey data, pressure responses do not correlate with longer track inspection territories, fewer hours of track occupancy, higher MGT of traffic, or track inspection miles per hour of occupancy (with and without repair times). This suggests that the pressure environment is cultural. This finding presents an opportunity to explore high-pressure conditions and their potential effect upon the safety of workers and inspections.

## **Conclusions**

36. The track inspection survey offers insight into the working conditions, job demands, and safety constraints of critical rail line workers. While a broad survey does not generally

lend itself to rigorous statistical undertakings, the number of responses does allow survey results to take on large sample size properties, lending credibility to the patterns of responses found herein. The findings also point to the need for additional research, particularly into the critical question of whether constraints faced by inspectors force visual track inspection to occur at speeds beyond that which inspectors feel that thorough and careful inspection is possible.

37. The following study areas have been identified as likely capable of producing useful interpretative data and conclusions material to resolving track inspection issues.

**I Econometrically-oriented objective study of maximum track inspection speeds and its implications on necessary track occupancy**

**II Additional study on the costs and benefits of adding a second qualified inspector to the highrail vehicle**

**III Exploration of high-pressure culture and its impact on track inspection quality and worker safety**

**IV Evaluation of railroad training environment with targeted focus on the following:**

- a) **Advancing the skill level of less experienced inspectors;**
- b) **Succession planning for the positions currently held by more experienced inspectors;**
- c) **On-the-job track inspector training for current railroad employees.**

### **QUALIFICATIONS OF AUTHOR**

38. My curriculum vitae is attached as **Appendix 11** to this report. I have a Bachelor degree in economics from Western Michigan University. I received a Master of Science degree

from the Department of Agricultural and Resource Economics with a concentration in applied econometrics from the University of Arizona. I have worked at Fontana since 1998.

39. My work experience includes studies and expert testimony in the motor vehicle industry, retail and wholesale finance, customer satisfaction measurement and analysis, health insurance, parts manufacturing, parts remanufacturing, advertising, heavy equipment, construction, and tax liability. These studies cover a variety of economic problems, including extensive analysis and interpretation of survey data.

Submitted this 6th day of July, 2011.

*Edward M. Stockton*

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Edward M. Stockton

# BMWED TRACK INSPECTION QUESTIONNAIRE

CORRECT MARK



- Use a No. 2 pencil or blue or black ink pen only.
- Do not use pens with ink that soaks through the paper.
- Make solid marks that fill the circle completely.
- Make no stray marks on this form.

INCORRECT MARK



## EXPERIENCE & BACKGROUND

1. How many years have you been working in the track department?
  - Less than 5
  - 5 – 9
  - 10 – 14
  - 15 – 19
  - 20 – 24
  - More than 24
2. What railroad do you work for?
  - UP
  - BNSF
  - CSXT
  - NS
  - KCS
  - Amtrak
  - CP
  - CN
  - Shortline
  - Other
3. How many years experience do you have as a track inspector?
  - Less than 5
  - 5 – 9
  - 10 - 14
  - 15 – 19
  - 20 – 24
  - More than 24
4. Are you currently working as a track inspector?
  - Yes
  - No
5. Do you believe that the FRA should certify track inspectors similar to the FRA certification of Locomotive Engineers?
  - Yes
  - No
6. What highrail speed do you believe should not be exceeded in order to conduct a quality and thorough visual track inspection?
  - 5 MPH
  - 10 MPH
  - 15 MPH
  - 20 MPH
  - 25 MPH
  - 30 MPH
  - 35 MPH
  - 40 MPH
  - Greater than 40 MPH

7. As a track inspector, how would you rate your risk level for discipline or dismissal compared to other positions within the track department?
  - More at risk
  - Less at risk
  - About the same level of risk

## TERRITORY

8. What is the distance (in miles) from starting Mile Post to ending Mile Post of the mainline territory you are responsible for inspecting?
  - Less than 50
  - 50 – 74
  - 75 – 99
  - 100 – 124
  - 125 – 149
  - More than 150
9. Is your mainline track primarily:
  - Single main track
  - Two main tracks
  - Three main tracks
  - Four or more main tracks
10. Approximately how many track miles of non-main (yard, siding, secondary) track are you responsible for inspecting?
  - Less than 50
  - 50 – 99
  - 100 – 149
  - 150 – 199
  - 200 – 249
  - 250 – 300
  - More than 300
11. What are the estimated percentages of mainline inspections that you conduct by walking and by highrail?
  - 0% Walking - 100% Highrail
  - 10% Walking - 90% Highrail
  - 25% Walking - 75% Highrail
  - 50% Walking - 50% Highrail
  - 75% Walking - 25% Highrail
  - 90% Walking - 10% Highrail
  - 100% Walking - 0% Highrail
12. How many main tracks are inspected during one inspection?
  - 1
  - 2
  - 3
  - 4
  - More than 4

## PROCESS

13. How many Million Gross Tons (MGT) of traffic are carried over your mainline territory annually?
- Less than 50
  - 50 – 99
  - 100 - 149
  - 150 – 199
  - 200 – 249
  - 250 – 300
  - More than 300
  - Don't Know

14. Which type of rail primarily makes up your mainline territory?
- Continuous Welded Rail (CWR)
  - Jointed Rail
  - Both Continuous Welded and Jointed Rail

If welded rail (CWR), approximately how many mainline CWR joints are on the territory?

- Not applicable
- Less than 50
- 50 – 99
- 100 – 149
- 150 – 199
- 200 – 249
- 250 – 299
- More than 300

15. What type of crossties primarily make up your mainline territory?
- Wood
  - Concrete
  - Both Wood and Concrete
  - Other

16. What is the highest FRA Track Class designation for the mainline track you inspect?
- Class 1
  - Class 2
  - Class 3
  - Class 4
  - Class 5
  - Class 6 or above

17. Approximately how many switches are you responsible for inspecting at least monthly?

	<u>Mainline</u>	<u>Other</u>
Less than 12	<input type="radio"/>	<input type="radio"/>
12 – 24	<input type="radio"/>	<input type="radio"/>
25 – 49	<input type="radio"/>	<input type="radio"/>
50 – 74	<input type="radio"/>	<input type="radio"/>
75 – 100	<input type="radio"/>	<input type="radio"/>
More than 100	<input type="radio"/>	<input type="radio"/>

18. Approximately how many grade crossings are on your mainline territory?
- None
  - 1 – 5
  - 6 – 10
  - 11 – 20
  - 21 – 30
  - 31 – 40
  - More than 41

19. When inspecting by highrail, how many qualified inspectors are in the highrail vehicle during routine main track inspection?
- 1
  - 2
  - More than 2

20. Do you feel the presence of a 2nd qualified inspector in the highrail can/does enhance the quality and thoroughness of the inspection?
- Yes
  - No

21. Do you feel the presence of a 2nd qualified inspector in the highrail can/does enhance roadway worker on-track safety protection?
- Yes
  - No

22. When inspecting by highrail, how do you normally request your track occupancy authority from the dispatcher?
- Radio
  - Phone
  - Computer
  - Fax or printer
  - Other

23. On average, how many hours of main track occupancy authority do you get to perform your inspection during an 8 hour tour of duty?
- Less than 2
  - 2 – 4
  - 4 – 6
  - 6 – 8
  - Not applicable

24. On average, how many times per year does an FRA track inspector ride with you during an inspection?
- 0
  - 1
  - 2
  - 3
  - 4
  - 5
  - More than 5

25. Approximately how many hours per 8 hour inspection tour do you spend making repairs?
- None (I am not responsible for repairs)
  - Less than 1
  - 1
  - 2
  - 3
  - 4
  - More than 4

26. Do you feel that the time you spend making repairs negatively affects your ability to conduct comprehensive, quality inspections?
- Yes
  - No
  - Not applicable

27. How often are adequate track forces available to correct the defects you find during an inspection?
- All of the time
  - Sometimes
  - Rarely
  - Never

28. On average, how many days per week do you normally conduct track inspection?
- Less than 1
  - 1
  - 2
  - 3
  - 4
  - 5
  - More than 5

29. Does your railroad use Track Geometry Vehicles to supplement visual inspections?
- Yes
  - No
  - Don't Know

If yes, do you receive reports generated by such automated inspection equipment?

- Yes
- No

30. Does your railroad use Gage Restraint Measurement Vehicles (GRMs) to supplement visual inspections?
- Yes
  - No
  - Don't Know

If yes, do you receive reports generated by such automated inspection equipment?

- Yes
- No

## TRAINING

31. On a scale of 1 – 10 (1 being worst, 10 being best) how would you rate your carrier's track inspector training program?
- 1
  - 2
  - 3
  - 4
  - 5
  - 6
  - 7
  - 8
  - 9
  - 10

32. How often do you receive track inspector training?
- Once every year
  - Once every 2 years
  - Once every 3 years
  - Once every 4 years
  - Less frequently than once every 4 years
  - Never

## OVERSIGHT & SUPERVISION

33. Do you feel pressured by management/supervision to get over your territory without incurring overtime?
- Yes
  - No

34. Do you get pressure from management/supervision when you place slow orders?
- Yes
  - No

35. Has management/supervision ever removed your slow orders or placed a track back in service without repairing the defective condition?
- Yes
  - No
  - Don't Know

36. On average, how many hours per 40-hour week are you assigned duties other than track inspection?
- None (I am only assigned track inspection)
  - Less than 4
  - 4 – 7
  - 8 – 11
  - 12 – 16
  - More than 16

37. Has your ability to conduct a quality track inspection ever been adversely affected due to pressure from a dispatcher rushing you over the track?
- Yes
  - No

38. Has your ability to conduct a quality track inspection ever been adversely affected by denial of overtime by management/supervision?
- Yes
  - No

39. Are your track inspection reports reviewed by management/supervision?
- Yes
  - No
  - Not Sure

40. Have you ever been pressured by management/supervision not to report track defects on your daily inspection report?
- Yes
  - No
- If yes, have you ever been told to report track defects orally or in another unofficial format?
- Yes
  - No



## COMMENTS

41. Please list examples of other types of work you are assigned on your track inspection days that are not related to track inspection: (Please write your comments or thoughts in your own words. Attach an additional sheet if necessary)

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42. Can you identify any constraints which, if removed, would let you do your job better?

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43. Please provide any additional comments or information regarding the challenges or issues you face in your position as a track inspector.

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# Track Inspector Survey All Railroad Employees

## EXPERIENCE & BACKGROUND

Question #

1 How Many Years have you been working in the track department?

<u>≤5</u>	<u>5-9</u>	<u>10-14</u>	<u>15-19</u>	<u>20-24</u>	<u>&gt;24</u>
7.13%	9.58%	13.14%	7.13%	1.11%	61.92%

Cumulative Results:

<u>&gt;24</u>	<u>&gt;19</u>	<u>&gt;14</u>
61.92%	63.03%	70.16%

2 What Railroad do you work for?

<u>UP</u>	<u>BNSF</u>	<u>CSXT</u>	<u>NS</u>	<u>KCS</u>	<u>Amtrak</u>	<u>CP</u>	<u>CN</u>	<u>Shortline</u>
28.38%	39.25%	12.20%	6.87%	0.00%	3.99%	2.44%	2.88%	0.67%

3 How many years experience do you have as a track inspector?

<u>≤5</u>	<u>5-9</u>	<u>10-14</u>	<u>15-19</u>	<u>20-24</u>	<u>&gt;24</u>
22.62%	20.62%	12.42%	9.98%	8.65%	25.72%

Cumulative Results:

<u>&gt;24</u>	<u>&gt;19</u>	<u>&gt;14</u>
25.72%	34.37%	44.35%

**Track Inspector Survey  
All Railroad Employees**

4 Are you currently working as a track inspector?

Yes      No  
82.63%    17.37%

5 Do you believe that the FRA should certify track inspectors similar to the FRA certification of Locomotive Engineers?

Yes      No  
52.31%    47.69%

6 What highrail speed do you believe should not be exceeded in order to conduct a quality and thorough visual track inspection?

<u>5 MPH</u>	<u>10 MPH</u>	<u>15 MPH</u>	<u>20 MPH</u>	<u>25 MPH</u>	<u>30 MPH</u>	<u>35 MPH</u>	<u>40 MPH &gt; 40 MPH</u>
1.83%	7.78%	14.42%	20.14%	27.69%	14.65%	5.49%	5.03%    2.97%

Cumulative Results:

<u>&lt;= 5MPH</u>	<u>&lt;= 10MPH</u>	<u>&lt;= 15MPH</u>	<u>&lt;= 20MPH</u>	<u>&lt;= 25MPH</u>
1.83%	9.61%	24.03%	44.16%	71.85%

7 As a track inspector, how would you rate your risk level for discipline or dismissal compared to other positions within the track department?

<u>More at risk</u>	<u>Less at risk</u>	<u>About the same level of risk</u>
90.95%	0.44%	8.61%

## Track Inspector Survey All Railroad Employees

### TERRITORY

8 What is the distance (in miles) from the starting Mile Post to ending Mile Post of the mainline territory you are responsible for inspecting?

<u>&lt;50</u>	<u>50-74</u>	<u>75-99</u>	<u>100-124</u>	<u>125-149</u>	<u>&gt;150</u>
24.15%	33.49%	24.37%	10.71%	5.24%	2.05%

### Cumulative Results

<u>&lt;50</u>	<u>&lt;75</u>	<u>&lt;100</u>	<u>&lt;125</u>
24.15%	57.63%	82.00%	92.71%

9 Is your mainline track primarily:

<b>Single Main Track</b>	<b>Two Main Tracks</b>	<b>Three Main Tracks</b>	<b>&gt;3 Main Tracks</b>
56.82%	36.14%	2.27%	4.77%

10 Approximately how many track miles of non-main track are you responsible for inspecting?

<u>&lt;50</u>	<u>50-99</u>	<u>100-149</u>	<u>150-199</u>	<u>200-249</u>	<u>250-300</u>	<u>&gt;300</u>
69.03%	21.24%	5.09%	1.99%	0.66%	0.88%	1.11%

11 What are the estimated percentages of mainline inspections that you conduct by walking and by highrail?  
[note: walking/highrail: [x%/y%]]

<u>0%/100%</u>	<u>10%/90%</u>	<u>25%/75%</u>	<u>50%/50%</u>	<u>75%/25%</u>	<u>100%/0%</u>
6.28%	47.53%	31.39%	6.50%	1.79%	1.12%

## Track Inspector Survey All Railroad Employees

12	How many main tracks are inspected during one inspection?	<u>1</u> 45.80%	<u>2</u> 46.49%	<u>3</u> 2.27%	<u>4</u> 4.31%	<u>&gt;4</u> 1.13%			
13	How many Million Gross Tons (MGT) of traffic are carried over your mainline territory annually?	<u>&lt;50</u> 18.94%	<u>50-99</u> 16.40%	<u>100-149</u> 10.62%	<u>150-199</u> 6.24%	<u>200-249</u> 3.00%	<u>250-300</u> 5.31%	<u>&gt;300</u> 8.31%	<u>Don't know</u> 31.18%
	Cumulative Results	<u>&lt;50</u> 18.94%	<u>&lt;100</u> 35.33%	<u>&lt;150</u> 45.96%	<u>&lt;200</u> 52.19%	<u>&lt;250</u> 55.20%	<u>&lt;300</u> 60.51%		
14	Which type of rail primarily makes up your mainline territory?							<u>CWR and Jointed</u> 18.43%	
	If CWR, approximately how many mainline CWR joints are on the territory?							<u>Jointed Rail</u> 5.17%	
		<u>Continuously Welded Rail (CWR)</u> 76.40%							<u>300+</u> 6.74%
	Grouped Results (where applicable)	<u>n/a</u> 5.58%	<u>&lt;50</u> 42.33%	<u>50-99</u> 21.40%	<u>100-149</u> 11.86%	<u>150-199</u> 5.58%	<u>200-249</u> 5.12%	<u>250-299</u> 1.40%	
15	What type of crossties primarily make up your mainline territory?								
		<u>&lt;100</u> 67.49%	<u>100-199</u> 18.47%	<u>200+</u> 14.04%					
		<u>Wood</u> 74.16%	<u>Concrete</u> 6.07%		<u>Wood and Concrete</u> 19.78%			<u>Other</u> 0.00%	

## Track Inspector Survey All Railroad Employees

16	What is the highest FRA Track Class designation for the mainline track you inspect?	<u>Class 1</u>	<u>Class 2</u>	<u>Class 3</u>	<u>Class 4</u>	<u>Class 5</u>	<u>Class 6</u>	<u>Class 6 +</u>
		1.57%	3.36%	13.45%	50.45%	27.13%	4.04%	0.00%
17	Approximately how many switches are your responsible for inspecting at least monthly?							
	Mainline	<u>&lt;12</u>	<u>12-24</u>	<u>25-49</u>	<u>50-74</u>	<u>75-100</u>	<u>&gt;100</u>	
		5.39%	22.16%	39.82%	20.66%	6.29%	5.69%	
	Other	<u>&lt;12</u>	<u>12-24</u>	<u>25-49</u>	<u>50-74</u>	<u>75-100</u>	<u>&gt;100</u>	
		20.72%	19.12%	17.13%	11.95%	11.55%	19.52%	
18	Approximately how many grade crossings are on your mainline territory?	<u>none</u>	<u>1-5</u>	<u>6-10</u>	<u>11-20</u>	<u>21-30</u>	<u>31-40</u>	<u>41+</u>
		6.12%	6.35%	7.03%	11.56%	17.23%	12.47%	39.23%
	Cumulative Results	<u>41+</u>	<u>&gt;30</u>	<u>&gt;20</u>				
		39.23%	51.70%	68.93%				
	<b>PROCESS</b>							
19	When inspecting by highrail, how many qualified inspectors are in the highrail vehicle during routine main track inspection?	<u>1</u>	<u>2</u>	<u>&gt;2</u>				
		82.57%	17.20%	0.23%				

**Track Inspector Survey  
All Railroad Employees**

20	Do you feel the presence of a 2nd qualified inspector in the highrail can/does enhance the quality and thoroughness of the inspection?	<u>Yes</u> 75.23%	<u>No</u> 24.77%					
21	Do you feel the presence of a 2nd qualified inspector in the highrail can/does enhance roadway worker on-track safety protection?	<u>Yes</u> 80.41%	<u>No</u> 19.59%					
22	When inspecting by highrail, how do you normally request your track occupancy authority from the dispatcher?	<u>Radio</u> 69.83%	<u>Phone</u> 4.51%	<u>Computer</u> 25.42%	<u>Fax or Printer</u> 0.00%	<u>Other</u> 0.24%		
23	ON average, how many hours of main track occupancy authority do you get to perform your inspection during an 8 hour tour of duty?	<u>≤2</u> 4.95%	<u>2-4</u> 32.88%	<u>4-6</u> 47.07%	<u>6-8</u> 12.84%	<u>n/a</u> 2.25%		
24	On average, how many times per year does an FRA track inspector ride with you during an inspection?	<u>0</u> 14.97%	<u>1</u> 33.11%	<u>2</u> 31.29%	<u>3</u> 10.43%	<u>4</u> 6.35%	<u>5</u> 1.59%	<u>6+</u> 2.27%

## Track Inspector Survey All Railroad Employees

25 Approximately how many hours per 8 hour inspection tour do you spend making repairs?

<b><u>none</u></b>	<b><u>≤1</u></b>	<b><u>1</u></b>	<b><u>2</u></b>	<b><u>3</u></b>	<b><u>4</u></b>	<b><u>&gt;4</u></b>
1.80%	19.37%	33.11%	30.63%	8.33%	3.60%	3.15%

### Cumulative Results

<b><u>≥4</u></b>	<b><u>4+</u></b>	<b><u>3+</u></b>	<b><u>2+</u></b>
3.15%	6.76%	15.09%	45.72%

26 Do you feel that the time you spend making repairs negatively affects your ability to conduct comprehensive, quality inspections?

<b><u>Yes</u></b>	<b><u>No</u></b>	<b><u>n/a</u></b>	<b>Yes</b>	<b>No</b>	<b>(n/a's omitted)</b>
53.10%	44.69%	2.21%	54.30%	45.70%	

27 How often are adequate track forces available to correct the defects you find during an inspection?

<b><u>All of the time</u></b>	<b><u>Sometimes</u></b>	<b><u>Rarely</u></b>	<b><u>Never</u></b>
9.76%	50.33%	34.59%	5.32%

28 On average how many days per week do you normally conduct track inspection?

<b><u>≤1</u></b>	<b><u>1</u></b>	<b><u>2</u></b>	<b><u>3</u></b>	<b><u>4</u></b>	<b><u>5</u></b>	<b><u>&gt;5</u></b>
0.22%	0.22%	4.04%	5.61%	25.34%	58.30%	6.28%

29 Does your railroad use Track Geometry Vehicles to supplement visual inspections?

<b><u>Yes</u></b>	<b><u>No</u></b>	<b><u>Don't know</u></b>
95.96%	3.36%	0.67%



**Track Inspector Survey  
All Railroad Employees**

If yes, do you receive reports generated by such automated inspection equipment?

Yes 82.50%      No 17.50%

30 Does your railroad use Gage Restraint Measurement Vehicles (GRMs) to supplement visual inspections?

Yes 71.62%      No 14.64%      Don't know 13.74%

If yes, do you receive reports generated by such automated inspection equipment?

Yes 75.49%      No 24.51%

**TRAINING**

31 On a scale of 1-10 (1 = worst, 10 = best) how would you rate your carrier's track inspector training program?

1 11.86%      2 8.95%      3 12.08%      4 9.17%      5 19.69%      6 8.05%      7 12.75%      8 9.84%      9 4.92%      10 2.68%

Grouped Results

1-2 20.81%      3-8 71.59%      9-10 7.61%

32 How often do you receive track inspector training (Every how many years)?

1 Year 25.92%      2 Years 17.43%      3 Years 7.80%      4 Years 5.05%      < 4 Years 27.06%      Never 16.74%

## Track Inspector Survey All Railroad Employees

Grouped results

<u>At least every 2 years</u>	<u>Every 3-4 Years</u>	<u>Less than every 4 years</u>
43.35%	12.84%	43.81%

### OVERSIGHT AND SUPERVISION

33 Do you feel pressured by management/supervision to get over your territory without incurring overtime?

<u>Yes</u>	<u>No</u>
58.44%	41.56%

34 Do you get pressure from management/supervision when you place slow orders?

<u>Yes</u>	<u>No</u>
61.07%	38.93%

35 Has management/supervision ever removed your slow orders or placed a track back in service without repairing the defective condition?

<u>Yes</u>	<u>No</u>	<u>Don't know</u>
34.74%	51.89%	13.36%

36 On average, how many hours per 40-hour week are you assigned duties other than track inspection?

<u>None</u>	<u>≤4</u>	<u>4-7</u>	<u>8-11</u>	<u>12-16</u>	<u>&gt;16</u>
15.85%	24.55%	18.97%	20.31%	8.71%	11.61%

Cumulative Results

<u>&gt;16</u>	<u>12+</u>	<u>8+</u>	<u>4+</u>
11.61%	20.31%	40.63%	59.60%

**Track Inspector Survey  
All Railroad Employees**

- 37 Has your ability to conduct a quality track inspection ever been adversely affected due to pressure from a dispatcher rushing you over the track?
- |                   |                  |
|-------------------|------------------|
| <u><b>Yes</b></u> | <u><b>No</b></u> |
| 73.11%            | 26.89%           |
- 38 Has your ability to conduct a quality track inspection ever been adversely affected by denial of overtime by management/supervision?
- |                   |                  |
|-------------------|------------------|
| <u><b>Yes</b></u> | <u><b>No</b></u> |
| 41.65%            | 58.35%           |
- 39 Are your track inspection reports reviewed by management/supervision?
- |                   |                  |                        |
|-------------------|------------------|------------------------|
| <u><b>Yes</b></u> | <u><b>No</b></u> | <u><b>Not Sure</b></u> |
| 60.63%            | 6.94%            | 32.44%                 |
- 40 Have you ever been pressured by management/supervision not to report track defects on your daily inspection report?
- |                   |                  |
|-------------------|------------------|
| <u><b>Yes</b></u> | <u><b>No</b></u> |
| 29.60%            | 70.40%           |
- If yes, have you ever been told to report track defects orally or in another unofficial format?
- |                   |                  |
|-------------------|------------------|
| <u><b>Yes</b></u> | <u><b>No</b></u> |
| 37.21%            | 62.79%           |

## Track Inspector Questionnaire Response Summary All Railroad Employers

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	449	7.1%	9.6%	13.1%	7.1%	1.1%	61.9%				
2	451	28.4%	39.2%	12.2%	6.9%	0.0%	4.0%	2.4%	2.9%	0.7%	3.3%
3	451	22.6%	20.6%	12.4%	10.0%	8.6%	25.7%				
4	449	82.6%	17.4%								
5	432	52.3%	47.7%								
6	437	1.8%	7.8%	14.4%	20.1%	27.7%	14.6%	5.5%	5.0%	3.0%	
7	453	90.9%	0.4%	8.6%							
8	439	24.1%	33.5%	24.4%	10.7%	5.2%	2.1%				
9	440	56.8%	36.1%	2.3%	4.8%						
10	452	69.0%	21.2%	5.1%	2.0%	0.7%	0.9%	1.1%			
11	446	6.3%	47.5%	31.4%	6.5%	1.8%	1.1%	5.4%			
12	441	45.8%	46.5%	2.3%	4.3%	1.1%					
13	433	18.9%	16.4%	10.6%	6.2%	3.0%	5.3%	8.3%	31.2%		
14 (a)	445	76.4%	5.2%	18.4%							
14 (b)	430	5.6%	42.3%	21.4%	11.9%	5.6%	5.1%	1.4%	6.7%		
15	445	74.2%	6.1%	19.8%	0.0%						
16	446	1.6%	3.4%	13.5%	50.4%	27.1%	4.0%				
17 (Mainline)*	334	5.4%	22.2%	39.8%	20.7%	6.3%	5.7%				
17 (Other)*	251	20.7%	19.1%	17.1%	12.0%	11.6%	19.5%				
18	441	6.1%	6.3%	7.0%	11.6%	17.2%	12.5%	39.2%			
19	436	82.6%	17.2%	0.2%							
20	444	75.2%	24.8%								
21	444	80.4%	19.6%								
22	421	69.8%	4.5%	25.4%	0.0%	0.2%					
23	444	5.0%	32.9%	47.1%	12.8%	2.3%					
24	441	15.0%	33.1%	31.3%	10.4%	6.3%	1.6%	2.3%			
25	444	1.8%	19.4%	33.1%	30.6%	8.3%	3.6%	3.2%			
26	452	53.1%	44.7%	2.2%							
27	451	9.8%	50.3%	34.6%	5.3%						
28	446	0.2%	0.2%	4.0%	5.6%	25.3%	58.3%	6.3%			
29 (a)	446	96.0%	3.4%	0.7%							
29 (b)	440	82.5%	17.5%								
30 (a)	444	71.6%	14.6%	13.7%							
30 (b)	355	75.5%	24.5%								
31	447	11.9%	8.9%	12.1%	9.2%	19.7%	8.1%	12.8%	9.8%	4.9%	2.7%
32	436	25.9%	17.4%	7.8%	5.0%	27.1%	16.7%				
33	450	58.4%	41.6%								
34	447	61.1%	38.9%								
35	449	34.7%	51.9%	13.4%							
36	448	15.8%	24.6%	19.0%	20.3%	8.7%	11.6%				
37	450	73.1%	26.9%								
38	449	41.6%	58.4%								
39	447	60.6%	6.9%	32.4%							
40 (a)	446	29.6%	70.4%								
40 (b)	258	37.2%	62.8%								

\* Respondents listing multiple answers were not included in summary.

## Select Narrative Responses

### Question 41

**"Please list examples of other types of work you are assigned on your track inspection days that are not related to track inspection."**

#### **Frequent Responses: Additional Duties Causing Delays/Interruptions:**

Flagging for weed sprayers

Flagging for contractors

Escorting weed sprayers

Escorting contractors

Moving/driving other equipment

Flagging for equipment movement

Support/Piloting rail detector

Assist with repairs when repair crews are shorthanded.

## Select Narrative Responses

### Question 42

**"Can you identify any constraints which, if removed, would let you do your job better?"**

#### **Frequent Responses: Constraints Affecting Job Performance:**

Overtime constraints  
Management pressure/threats  
Independence from roadmaster  
Inability to focus on track inspection duties  
Insufficient track access  
Negative responses to slow orders  
Personnel shortages  
Excessive age of inspection vehicles  
Need for a second inspector/helper  
Perceived complexity/inconsistency of rules  
Excessive track inspection length  
Too much time dedicated to repairs/other tasks  
Excessive paperwork

## Select Narrative Responses

### Question 43

**"Please provide any additional comments or information regarding the challenges of issues you face in your position as a track inspector."**

#### **Frequent Responses: Challenges faced as a track inspector:**

Pressure to move quickly over track

Fear of termination

Insufficient resources to make track safe

Negative culture surrounding slow orders

Insufficient/infrequent training

Lack of emphasis on preventive maintenance: fixing only "broken" items

Disproportionate blame on track inspectors for bad events

Low pay relative to responsibilities

Threats from management

Excessive repair responsibilities

Poor relationships with roadmasters

Poor coverage for absent employees (backlog of defects upon return)

Severe personnel shortages

## Track Inspector Questionnaire Response Summary Respondents With More Than 24 Years of Experience

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	116	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%				
2	115	23.5%	37.4%	12.2%	13.9%	0.0%	7.0%	0.9%	0.9%	0.9%	3.5%
3	116	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%				
4	115	88.7%	11.3%								
5	111	57.7%	42.3%								
6	110	2.7%	10.0%	16.4%	22.7%	26.4%	12.7%	1.8%	4.5%	2.7%	
7	116	88.8%	0.0%	11.2%							
8	113	21.2%	30.1%	23.9%	15.0%	5.3%	4.4%				
9	115	57.4%	33.0%	2.6%	7.0%						
10	116	77.6%	15.5%	2.6%	2.6%	0.9%	0.9%	0.0%			
11	115	5.2%	51.3%	33.9%	1.7%	0.9%	0.0%	7.0%			
12	115	45.2%	44.3%	2.6%	5.2%	2.6%					
13	110	25.5%	20.9%	8.2%	4.5%	1.8%	6.4%	10.9%	21.8%		
14 (a)	116	79.3%	4.3%	16.4%							
14 (b)	109	4.6%	33.9%	25.7%	13.8%	6.4%	6.4%	2.8%	6.4%		
15	116	80.2%	8.6%	11.2%	0.0%						
16	116	0.0%	3.4%	19.0%	51.7%	19.0%	6.9%				
17 (Mainline)*	87	2.3%	18.4%	47.1%	20.7%	5.7%	5.7%				
17 (Other)	57	19.3%	21.1%	19.3%	14.0%	14.0%	12.3%				
18	115	7.0%	2.6%	6.1%	7.8%	19.1%	9.6%	47.8%			
19	110	75.5%	23.6%	0.9%							
20	113	69.0%	31.0%								
21	111	73.9%	26.1%								
22	107	73.8%	3.7%	22.4%	0.0%	0.0%					
23	113	2.7%	31.9%	54.9%	8.8%	1.8%					
24	111	14.4%	29.7%	29.7%	11.7%	8.1%	3.6%	2.7%			
25	112	2.7%	13.4%	37.5%	33.9%	7.1%	3.6%	1.8%			
26	115	48.7%	49.6%	1.7%							
27	115	12.2%	53.0%	29.6%	5.2%						
28	115	0.0%	0.0%	6.1%	5.2%	27.0%	57.4%	4.3%			
29 (a)	113	98.2%	0.9%	0.9%							
29 (b)	112	87.5%	12.5%								
30 (a)	111	73.9%	12.6%	13.5%							
30 (b)	91	76.9%	23.1%								
31	112	8.9%	8.9%	12.5%	4.5%	27.7%	4.5%	10.7%	13.4%	6.3%	2.7%
32	112	23.2%	17.9%	9.8%	6.3%	30.4%	12.5%				
33	115	55.7%	44.3%								
34	115	61.7%	38.3%								
35	113	29.2%	58.4%	12.4%							
36	113	24.8%	24.8%	15.0%	17.7%	7.1%	10.6%				
37	115	65.2%	34.8%								
38	114	37.7%	62.3%								
39	113	65.5%	2.7%	31.9%							
40 (a)	114	31.6%	68.4%								
40 (b)	63	41.3%	58.7%								

\* Respondents listing multiple answers were not included in summary.



## Track Inspector Questionnaire Response Summary Respondents With 20 - 24 Years of Experience

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	39	0.0%	0.0%	0.0%	0.0%	2.6%	97.4%				
2	39	33.3%	33.3%	12.8%	5.1%	0.0%	2.6%	2.6%	2.6%	0.0%	7.7%
3	39	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%				
4	37	75.7%	24.3%								
5	39	51.3%	48.7%								
6	38	0.0%	7.9%	13.2%	36.8%	23.7%	7.9%	2.6%	5.3%	2.6%	
7	39	94.9%	0.0%	5.1%							
8	38	34.2%	31.6%	23.7%	5.3%	5.3%	0.0%				
9	38	42.1%	52.6%	2.6%	2.6%						
10	38	81.6%	10.5%	2.6%	2.6%	0.0%	0.0%	2.6%			
11	38	7.9%	57.9%	28.9%	2.6%	2.6%	0.0%	0.0%			
12	38	39.5%	57.9%	2.6%	0.0%	0.0%					
13	38	13.2%	21.1%	13.2%	7.9%	5.3%	0.0%	7.9%	31.6%		
14 (a)	39	76.9%	5.1%	17.9%							
14 (b)	37	5.4%	45.9%	16.2%	8.1%	5.4%	10.8%	0.0%	8.1%		
15	39	76.9%	0.0%	23.1%	0.0%						
16	39	0.0%	2.6%	5.1%	61.5%	28.2%	2.6%				
17 (Mainline)	32	3.1%	12.5%	31.3%	34.4%	6.3%	12.5%				
17 (Other)	19	26.3%	21.1%	26.3%	5.3%	15.8%	5.3%				
18	36	2.8%	2.8%	2.8%	16.7%	27.8%	13.9%	33.3%			
19	38	92.1%	7.9%	0.0%							
20	37	56.8%	43.2%								
21	39	66.7%	33.3%								
22	38	63.2%	5.3%	31.6%	0.0%	0.0%					
23	39	2.6%	35.9%	48.7%	12.8%	0.0%					
24	38	10.5%	39.5%	34.2%	13.2%	2.6%	0.0%	0.0%			
25	38	7.9%	18.4%	34.2%	31.6%	7.9%	0.0%	0.0%			
26	39	51.3%	41.0%	7.7%							
27	39	12.8%	46.2%	30.8%	10.3%						
28	37	0.0%	0.0%	8.1%	2.7%	21.6%	67.6%	0.0%			
29 (a)	38	97.4%	2.6%	0.0%							
29 (b)	37	73.0%	27.0%								
30 (a)	37	75.7%	16.2%	8.1%							
30 (b)	30	73.3%	26.7%								
31	38	23.7%	7.9%	5.3%	2.6%	18.4%	5.3%	13.2%	7.9%	13.2%	2.6%
32	38	18.4%	18.4%	5.3%	5.3%	39.5%	13.2%				
33	38	55.3%	44.7%								
34	37	51.4%	48.6%								
35	39	38.5%	46.2%	15.4%							
36	39	20.5%	20.5%	15.4%	20.5%	10.3%	12.8%				
37	38	76.3%	23.7%								
38	39	46.2%	53.8%								
39	39	48.7%	12.8%	38.5%							
40 (a)	38	28.9%	71.1%								
40 (b)	22	31.8%	68.2%								

## Track Inspector Questionnaire Response Summary Respondents With 15 - 19 Years of Experience

Question	Number of Responses	Percentage of Respondents Selecting This as Response										
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	
1	45	0.0%	0.0%	0.0%	2.2%	0.0%	97.8%					
2	45	17.8%	33.3%	15.6%	6.7%	0.0%	8.9%	8.9%	0.0%	2.2%	6.7%	
3	45	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%					
4	45	93.3%	6.7%									
5	43	44.2%	55.8%									
6	40	7.5%	10.0%	7.5%	17.5%	37.5%	10.0%	5.0%	0.0%	5.0%		
7	45	95.6%	0.0%	4.4%								
8	44	31.8%	34.1%	15.9%	9.1%	6.8%	2.3%					
9	44	54.5%	31.8%	2.3%	11.4%							
10	45	66.7%	17.8%	11.1%	0.0%	0.0%	4.4%	0.0%				
11	44	9.1%	45.5%	25.0%	4.5%	0.0%	2.3%	13.6%				
12	41	43.9%	41.5%	4.9%	9.8%	0.0%						
13	43	25.6%	16.3%	4.7%	4.7%	4.7%	2.3%	2.3%	39.5%			
14 (a)	44	75.0%	9.1%	15.9%								
14 (b)	42	4.8%	50.0%	11.9%	11.9%	4.8%	2.4%	0.0%	14.3%			
15	41	65.9%	9.8%	24.4%	0.0%							
16	44	2.3%	2.3%	13.6%	54.5%	18.2%	9.1%					
17 (Mainline)	33	9.1%	21.2%	33.3%	18.2%	6.1%	12.1%					
17 (Other)*	21	4.8%	28.6%	14.3%	19.0%	9.5%	23.8%					
18	43	11.6%	14.0%	2.3%	9.3%	11.6%	9.3%	41.9%				
19	39	76.9%	23.1%	0.0%								
20	43	67.4%	32.6%									
21	43	81.4%	18.6%									
22	38	76.3%	10.5%	13.2%	0.0%	0.0%						
23	44	4.5%	38.6%	40.9%	13.6%	2.3%						
24	43	14.0%	34.9%	30.2%	9.3%	9.3%	2.3%	0.0%				
25	44	0.0%	34.1%	34.1%	25.0%	0.0%	2.3%	4.5%				
26	44	50.0%	50.0%	0.0%								
27	45	11.1%	48.9%	33.3%	6.7%							
28	44	0.0%	2.3%	0.0%	6.8%	25.0%	59.1%	6.8%				
29 (a)	45	95.6%	4.4%	0.0%								
29 (b)	42	71.4%	28.6%									
30 (a)	44	75.0%	13.6%	11.4%								
30 (b)	35	60.0%	40.0%									
31	44	6.8%	13.6%	4.5%	11.4%	29.5%	11.4%	11.4%	4.5%	6.8%	0.0%	
32	42	28.6%	9.5%	9.5%	7.1%	26.2%	19.0%					
33	44	65.9%	34.1%									
34	44	56.8%	43.2%									
35	44	27.3%	63.6%	9.1%								
36	44	15.9%	25.0%	18.2%	25.0%	11.4%	4.5%					
37	44	70.5%	29.5%									
38	44	38.6%	61.4%									
39	44	65.9%	9.1%	25.0%								
40 (a)	41	22.0%	78.0%									
40 (b)	22	54.5%	45.5%									

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Respondents With 10 - 14 Years of Experience

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	55	0.0%	1.8%	20.0%	12.7%	1.8%	63.6%				
2	56	25.0%	50.0%	8.9%	7.1%	0.0%	1.8%	3.6%	1.8%	0.0%	1.8%
3	56	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%				
4	56	87.5%	12.5%								
5	52	44.2%	55.8%								
6	54	1.9%	5.6%	13.0%	14.8%	29.6%	24.1%	5.6%	1.9%	3.7%	
7	55	83.6%	3.6%	12.7%							
8	53	24.5%	34.0%	24.5%	9.4%	3.8%	3.8%				
9	56	66.1%	30.4%	1.8%	1.8%						
10	56	66.1%	21.4%	3.6%	1.8%	0.0%	1.8%	5.4%			
11	54	1.9%	46.3%	31.5%	14.8%	1.9%	3.7%	0.0%			
12	54	61.1%	29.6%	3.7%	3.7%	1.9%					
13	53	22.6%	18.9%	5.7%	7.5%	5.7%	5.7%	7.5%	26.4%		
14 (a)	54	77.8%	3.7%	18.5%							
14 (b)	52	5.8%	46.2%	15.4%	15.4%	3.8%	3.8%	0.0%	9.6%		
15	53	79.2%	7.5%	13.2%	0.0%						
16	55	1.8%	5.5%	21.8%	52.7%	18.2%	0.0%				
17 (Mainline)*	43	2.3%	30.2%	37.2%	20.9%	2.3%	7.0%				
17 (Other)	32	31.3%	18.8%	15.6%	3.1%	6.3%	25.0%				
18	55	1.8%	7.3%	7.3%	16.4%	5.5%	9.1%	52.7%			
19	55	85.5%	14.5%	0.0%							
20	55	78.2%	21.8%								
21	55	85.5%	14.5%								
22	52	69.2%	5.8%	23.1%	0.0%	1.9%					
23	55	9.1%	25.5%	47.3%	16.4%	1.8%					
24	55	20.0%	36.4%	34.5%	7.3%	1.8%	0.0%	0.0%			
25	54	0.0%	22.2%	31.5%	24.1%	13.0%	5.6%	3.7%			
26	56	51.8%	44.6%	3.6%							
27	54	5.6%	48.1%	38.9%	7.4%						
28	54	0.0%	0.0%	1.9%	3.7%	27.8%	61.1%	5.6%			
29 (a)	56	94.6%	5.4%	0.0%							
29 (b)	55	83.6%	16.4%								
30 (a)	56	66.1%	16.1%	17.9%							
30 (b)	43	76.7%	23.3%								
31	56	7.1%	12.5%	16.1%	12.5%	12.5%	10.7%	21.4%	3.6%	1.8%	1.8%
32	53	34.0%	15.1%	7.5%	5.7%	24.5%	13.2%				
33	55	54.5%	45.5%								
34	55	43.6%	56.4%								
35	56	32.1%	57.1%	10.7%							
36	56	8.9%	30.4%	21.4%	16.1%	8.9%	14.3%				
37	56	66.1%	33.9%								
38	54	48.1%	51.9%								
39	55	52.7%	5.5%	41.8%							
40 (a)	56	25.0%	75.0%								
40 (b)	30	23.3%	76.7%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Respondents With 5 - 9 Years of Experience

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	92	0.0%	16.3%	32.6%	19.6%	2.2%	29.3%				
2	93	37.6%	35.5%	14.0%	4.3%	0.0%	2.2%	1.1%	2.2%	0.0%	3.2%
3	93	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%				
4	92	81.5%	18.5%								
5	91	47.3%	52.7%								
6	93	1.1%	5.4%	15.1%	18.3%	25.8%	15.1%	11.8%	6.5%	1.1%	
7	93	91.4%	0.0%	8.6%							
8	89	22.5%	38.2%	20.2%	11.2%	6.7%	1.1%				
9	88	59.1%	36.4%	0.0%	4.5%						
10	93	64.5%	24.7%	7.5%	1.1%	2.2%	0.0%	0.0%			
11	93	7.5%	41.9%	30.1%	11.8%	3.2%	1.1%	4.3%			
12	90	46.7%	47.8%	0.0%	4.4%	1.1%					
13	87	14.9%	11.5%	16.1%	6.9%	0.0%	6.9%	6.9%	36.8%		
14 (a)	90	70.0%	6.7%	23.3%							
14 (b)	90	7.8%	43.3%	23.3%	11.1%	6.7%	3.3%	1.1%	3.3%		
15	92	75.0%	4.3%	20.7%	0.0%						
16	90	2.2%	4.4%	8.9%	48.9%	33.3%	2.2%				
17 (Mainline)	63	4.8%	20.6%	44.4%	20.6%	6.3%	3.2%				
17 (Other)	57	19.3%	21.1%	12.3%	12.3%	10.5%	24.6%				
18	92	8.7%	7.6%	6.5%	9.8%	18.5%	16.3%	32.6%			
19	90	82.2%	17.8%	0.0%							
20	92	82.6%	17.4%								
21	92	87.0%	13.0%								
22	85	58.8%	4.7%	36.5%	0.0%	0.0%					
23	91	4.4%	31.9%	50.5%	11.0%	2.2%					
24	92	12.0%	31.5%	33.7%	13.0%	6.5%	1.1%	2.2%			
25	91	1.1%	24.2%	26.4%	29.7%	7.7%	5.5%	5.5%			
26	93	61.3%	38.7%	0.0%							
27	93	10.8%	47.3%	36.6%	5.4%						
28	92	1.1%	0.0%	3.3%	6.5%	23.9%	55.4%	9.8%			
29 (a)	90	93.3%	4.4%	2.2%							
29 (b)	92	87.0%	13.0%								
30 (a)	93	68.8%	20.4%	10.8%							
30 (b)	73	78.1%	21.9%								
31	92	9.8%	5.4%	16.3%	14.1%	15.2%	7.6%	10.9%	13.0%	2.2%	5.4%
32	91	24.2%	22.0%	8.8%	4.4%	25.3%	15.4%				
33	93	66.7%	33.3%								
34	93	72.0%	28.0%								
35	92	45.7%	43.5%	10.9%							
36	91	13.2%	19.8%	23.1%	24.2%	6.6%	13.2%				
37	93	74.2%	25.8%								
38	93	50.5%	49.5%								
39	92	60.9%	9.8%	29.3%							
40 (a)	92	35.9%	64.1%								
40 (b)	62	33.9%	66.1%								

## Track Inspector Questionnaire Response Summary Respondents With Less Than 5 Years of Experience

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	101	31.7%	26.7%	17.8%	5.9%	1.0%	16.8%				
2	102	30.4%	44.1%	9.8%	2.0%	0.0%	2.0%	2.0%	7.8%	1.0%	1.0%
3	102	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
4	102	71.6%	28.4%								
5	95	60.0%	40.0%								
6	101	0.0%	7.9%	15.8%	16.8%	26.7%	15.8%	5.0%	7.9%	4.0%	
7	102	93.1%	0.0%	6.9%							
8	100	22.0%	33.0%	32.0%	9.0%	4.0%	0.0%				
9	96	55.2%	38.5%	4.2%	2.1%						
10	101	60.4%	30.7%	5.0%	3.0%	0.0%	0.0%	1.0%			
11	100	7.0%	46.0%	33.0%	5.0%	2.0%	1.0%	6.0%			
12	100	41.0%	54.0%	2.0%	3.0%	0.0%					
13	99	12.1%	13.1%	12.1%	7.1%	4.0%	6.1%	10.1%	35.4%		
14 (a)	99	78.8%	4.0%	17.2%							
14 (b)	97	5.2%	44.3%	23.7%	10.3%	5.2%	5.2%	2.1%	4.1%		
15	101	66.3%	5.0%	28.7%	0.0%						
16	99	3.0%	2.0%	8.1%	44.4%	39.4%	3.0%				
17 (Mainline)*	74	10.8%	28.4%	35.1%	14.9%	9.5%	1.4%				
17 (Other)	63	22.2%	12.7%	19.0%	12.7%	11.1%	22.2%				
18	97	3.1%	7.2%	11.3%	14.4%	18.6%	15.5%	29.9%			
19	101	88.1%	11.9%	0.0%							
20	101	83.2%	16.8%								
21	101	83.2%	16.8%								
22	98	74.5%	2.0%	23.5%	0.0%	0.0%					
23	99	7.1%	33.3%	38.4%	17.2%	4.0%					
24	100	18.0%	33.0%	29.0%	8.0%	6.0%	1.0%	5.0%			
25	102	1.0%	14.7%	34.3%	32.4%	11.8%	2.9%	2.9%			
26	102	52.9%	44.1%	2.9%							
27	102	6.9%	54.9%	37.3%	1.0%						
28	101	0.0%	0.0%	4.0%	5.9%	23.8%	58.4%	7.9%			
29 (a)	101	96.0%	4.0%	0.0%							
29 (b)	99	80.8%	19.2%								
30 (a)	100	72.0%	10.0%	18.0%							
30 (b)	80	78.8%	21.3%								
31	102	16.7%	8.8%	11.8%	8.8%	15.7%	10.8%	11.8%	9.8%	3.9%	2.0%
32	97	26.8%	17.5%	5.2%	3.1%	22.7%	24.7%				
33	102	53.9%	46.1%								
34	100	65.0%	35.0%								
35	102	32.4%	48.0%	19.6%							
36	102	10.8%	27.5%	18.6%	20.6%	10.8%	11.8%				
37	101	84.2%	15.8%								
38	102	33.3%	66.7%								
39	101	61.4%	5.9%	32.7%							
40 (a)	102	27.5%	72.5%								
40 (b)	58	39.7%	60.3%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Union Pacific

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	127	5.5%	11.8%	22.0%	5.5%	0.8%	54.3%				
2	128	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3	128	24.2%	27.3%	10.9%	6.3%	10.2%	21.1%				
4	127	64.6%	35.4%								
5	123	52.8%	47.2%								
6	126	0.0%	7.9%	21.4%	22.2%	26.2%	16.7%	1.6%	2.4%	1.6%	
7	128	90.6%	0.8%	8.6%							
8	126	9.5%	27.0%	33.3%	15.9%	8.7%	5.6%				
9	124	54.8%	37.9%	4.0%	3.2%						
10	128	53.9%	30.5%	7.8%	3.9%	1.6%	1.6%	0.8%			
11	128	6.3%	46.9%	35.2%	8.6%	2.3%	0.0%	0.8%			
12	126	41.3%	53.2%	1.6%	2.4%	1.6%					
13	121	10.7%	7.4%	8.3%	10.7%	1.7%	5.0%	15.7%	40.5%		
14 (a)	127	72.4%	3.9%	23.6%							
14 (b)	123	4.9%	35.0%	23.6%	11.4%	8.9%	4.9%	1.6%	9.8%		
15	128	71.1%	7.0%	21.9%	0.0%						
16	128	1.6%	0.0%	11.7%	35.2%	50.8%	0.8%				
17 (Mainline)*	93	1.1%	22.6%	33.3%	25.8%	12.9%	4.3%				
17 (Other)	73	19.2%	20.5%	16.4%	8.2%	13.7%	21.9%				
18	124	1.6%	1.6%	7.3%	11.3%	20.2%	13.7%	44.4%			
19	127	98.4%	1.6%	0.0%							
20	126	73.8%	26.2%								
21	126	77.8%	22.2%								
22	113	37.2%	2.7%	60.2%	0.0%	0.0%					
23	127	0.8%	19.7%	61.4%	18.1%	0.0%					
24	126	7.1%	33.3%	36.5%	9.5%	8.7%	2.4%	2.4%			
25	126	1.6%	15.9%	36.5%	30.2%	9.5%	2.4%	4.0%			
26	128	53.9%	43.0%	3.1%							
27	127	8.7%	52.0%	35.4%	3.9%						
28	127	0.8%	0.8%	1.6%	2.4%	13.4%	78.7%	2.4%			
29 (a)	126	93.7%	4.8%	1.6%							
29 (b)	126	79.4%	20.6%								
30 (a)	126	57.9%	20.6%	21.4%							
30 (b)	90	63.3%	36.7%								
31	128	7.8%	3.9%	13.3%	12.5%	18.0%	9.4%	15.6%	8.6%	7.0%	3.9%
32	120	27.5%	20.8%	5.0%	3.3%	35.0%	8.3%				
33	128	73.4%	26.6%								
34	128	74.2%	25.8%								
35	126	40.5%	41.3%	18.3%							
36	123	17.9%	30.9%	21.1%	17.9%	4.9%	7.3%				
37	128	73.4%	26.6%								
38	127	51.2%	48.8%								
39	126	50.8%	8.7%	40.5%							
40 (a)	126	33.3%	66.7%								
40 (b)	82	42.7%	57.3%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Burlington Northern Santa Fe

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	176	9.1%	8.0%	11.9%	11.4%	1.1%	58.5%				
2	177	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3	177	25.4%	18.6%	15.8%	8.5%	7.3%	24.3%				
4	177	84.2%	15.8%								
5	167	52.1%	47.9%								
6	174	0.0%	5.2%	7.5%	13.2%	32.8%	18.4%	10.3%	7.5%	5.2%	
7	176	93.2%	0.6%	6.3%							
8	171	20.5%	44.4%	20.5%	9.9%	3.5%	1.2%				
9	173	62.4%	34.7%	0.0%	2.9%						
10	175	78.3%	16.6%	3.4%	0.0%	0.0%	1.1%	0.6%			
11	174	3.4%	47.1%	35.1%	7.5%	1.1%	1.1%	4.6%			
12	173	54.3%	41.0%	1.7%	1.7%	1.2%					
13	169	20.7%	17.2%	15.4%	6.5%	5.3%	7.7%	5.9%	21.3%		
14 (a)	173	80.9%	5.8%	13.3%							
14 (b)	167	4.2%	58.1%	19.2%	9.6%	3.0%	3.6%	1.2%	1.2%		
15	175	70.9%	3.4%	25.7%	0.0%						
16	174	1.7%	2.9%	9.8%	58.0%	27.6%	0.0%				
17 (Mainline)*	129	3.9%	24.8%	46.5%	17.8%	3.9%	3.1%				
17 (Other)	103	29.1%	25.2%	18.4%	14.6%	3.9%	8.7%				
18	174	1.1%	6.3%	7.5%	13.2%	16.7%	13.2%	42.0%			
19	174	86.2%	13.8%	0.0%							
20	176	72.2%	27.8%								
21	175	77.7%	22.3%								
22	174	78.2%	2.3%	19.0%	0.0%	0.6%					
23	173	6.4%	38.2%	40.5%	13.9%	1.2%					
24	173	16.2%	41.0%	30.1%	5.2%	4.6%	0.6%	2.3%			
25	172	1.7%	16.3%	32.0%	34.3%	9.3%	3.5%	2.9%			
26	177	58.8%	39.0%	2.3%							
27	176	5.1%	52.3%	35.8%	6.8%						
28	173	0.0%	0.0%	1.2%	5.2%	26.0%	54.9%	12.7%			
29 (a)	176	96.6%	2.8%	0.6%							
29 (b)	172	91.3%	8.7%								
30 (a)	174	81.6%	8.6%	9.8%							
30 (b)	149	85.9%	14.1%								
31	175	13.1%	12.6%	12.6%	9.7%	17.7%	6.9%	11.4%	11.4%	3.4%	1.1%
32	171	21.6%	19.9%	8.2%	7.0%	25.1%	18.1%				
33	177	48.6%	51.4%								
34	175	60.0%	40.0%								
35	176	30.7%	56.8%	12.5%							
36	177	11.9%	19.8%	19.8%	23.7%	14.1%	10.7%				
37	177	79.7%	20.3%								
38	175	38.9%	61.1%								
39	176	58.0%	6.3%	35.8%							
40 (a)	177	26.6%	73.4%								
40 (b)	99	34.3%	65.7%								

\* Respondents listing multiple answers were not included in summary.

# Track Inspector Questionnaire Response Summary

## CSX

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	55	12.7%	9.1%	10.9%	1.8%	1.8%	63.6%				
2	55	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3	54	18.5%	24.1%	9.3%	13.0%	9.3%	25.9%				
4	54	94.4%	5.6%								
5	54	59.3%	40.7%								
6	53	3.8%	1.9%	15.1%	30.2%	26.4%	7.5%	1.9%	9.4%	3.8%	
7	55	92.7%	0.0%	7.3%							
8	53	32.1%	24.5%	28.3%	9.4%	5.7%	0.0%				
9	53	58.5%	39.6%	1.9%	0.0%						
10	55	63.6%	25.5%	1.8%	3.6%	1.8%	0.0%	3.6%			
11	54	3.7%	64.8%	18.5%	3.7%	1.9%	3.7%	3.7%			
12	54	46.3%	50.0%	1.9%	1.9%	0.0%					
13	54	24.1%	27.8%	11.1%	1.9%	3.7%	5.6%	5.6%	20.4%		
14 (a)	54	74.1%	9.3%	16.7%							
14 (b)	52	5.8%	34.6%	11.5%	11.5%	7.7%	7.7%	3.8%	17.3%		
15	53	84.9%	0.0%	15.1%	0.0%						
16	53	3.8%	3.8%	20.8%	64.2%	7.5%	0.0%				
17 (Mainline)*	35	14.3%	14.3%	48.6%	11.4%	5.7%	5.7%				
17 (Other)	28	3.6%	10.7%	10.7%	17.9%	21.4%	35.7%				
18	54	7.4%	13.0%	9.3%	11.1%	18.5%	5.6%	35.2%			
19	54	81.5%	16.7%	1.9%							
20	54	75.9%	24.1%								
21	54	81.5%	18.5%								
22	53	100.0%	0.0%	0.0%	0.0%	0.0%					
23	53	9.4%	30.2%	41.5%	13.2%	5.7%					
24	54	24.1%	18.5%	24.1%	24.1%	5.6%	1.9%	1.9%			
25	54	0.0%	16.7%	24.1%	35.2%	11.1%	7.4%	5.6%			
26	55	54.5%	45.5%	0.0%							
27	55	5.5%	47.3%	40.0%	7.3%						
28	54	0.0%	0.0%	9.3%	5.6%	40.7%	40.7%	3.7%			
29 (a)	53	96.2%	3.8%	0.0%							
29 (b)	53	83.0%	17.0%								
30 (a)	55	85.5%	12.7%	1.8%							
30 (b)	48	81.3%	18.8%								
31	55	5.5%	5.5%	12.7%	7.3%	32.7%	5.5%	18.2%	9.1%	1.8%	1.8%
32	55	34.5%	10.9%	5.5%	9.1%	29.1%	10.9%				
33	53	60.4%	39.6%								
34	54	57.4%	42.6%								
35	55	52.7%	36.4%	10.9%							
36	55	21.8%	27.3%	12.7%	23.6%	9.1%	5.5%				
37	54	63.0%	37.0%								
38	55	32.7%	67.3%								
39	55	65.5%	3.6%	30.9%							
40 (a)	55	34.5%	65.5%								
40 (b)	34	35.3%	64.7%								

\* Respondents listing multiple answers were not included in summary.



## Track Inspector Questionnaire Response Summary Norfolk Southern

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	31	3.2%	0.0%	0.0%	3.2%	0.0%	93.5%				
2	31	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3	31	6.5%	12.9%	12.9%	9.7%	6.5%	51.6%				
4	30	96.7%	3.3%								
5	30	46.7%	53.3%								
6	27	0.0%	11.1%	18.5%	25.9%	22.2%	14.8%	7.4%	0.0%	0.0%	
7	31	83.9%	0.0%	16.1%							
8	27	33.3%	22.2%	29.6%	11.1%	3.7%	0.0%				
9	29	51.7%	48.3%	0.0%	0.0%						
10	31	58.1%	22.6%	9.7%	6.5%	0.0%	0.0%	3.2%			
11	30	3.3%	53.3%	36.7%	3.3%	3.3%	0.0%	0.0%			
12	30	23.3%	73.3%	0.0%	3.3%	0.0%					
13	28	32.1%	28.6%	0.0%	3.6%	0.0%	3.6%	7.1%	25.0%		
14 (a)	30	83.3%	0.0%	16.7%							
14 (b)	29	6.9%	24.1%	24.1%	20.7%	3.4%	10.3%	0.0%	10.3%		
15	30	100.0%	0.0%	0.0%	0.0%						
16	29	0.0%	6.9%	27.6%	62.1%	3.4%	0.0%				
17 (Mainline)	25	0.0%	12.0%	32.0%	44.0%	0.0%	12.0%				
17 (Other)	18	5.6%	0.0%	22.2%	11.1%	22.2%	38.9%				
18	29	3.4%	3.4%	3.4%	10.3%	13.8%	20.7%	44.8%			
19	29	13.8%	86.2%	0.0%							
20	29	86.2%	13.8%								
21	29	96.6%	3.4%								
22	30	96.7%	3.3%	0.0%	0.0%	0.0%					
23	31	0.0%	51.6%	38.7%	3.2%	6.5%					
24	29	20.7%	17.2%	24.1%	17.2%	10.3%	6.9%	3.4%			
25	30	0.0%	26.7%	43.3%	16.7%	6.7%	6.7%	0.0%			
26	29	37.9%	62.1%	0.0%							
27	30	26.7%	40.0%	26.7%	6.7%						
28	30	0.0%	0.0%	10.0%	6.7%	26.7%	53.3%	3.3%			
29 (a)	29	93.1%	6.9%	0.0%							
29 (b)	26	69.2%	30.8%								
30 (a)	27	59.3%	11.1%	29.6%							
30 (b)	19	68.4%	31.6%								
31	26	23.1%	3.8%	3.8%	3.8%	30.8%	7.7%	0.0%	19.2%	3.8%	3.8%
32	27	55.6%	0.0%	0.0%	0.0%	14.8%	29.6%				
33	29	34.5%	65.5%								
34	28	46.4%	53.6%								
35	29	20.7%	69.0%	10.3%							
36	30	13.3%	26.7%	13.3%	13.3%	6.7%	26.7%				
37	28	71.4%	28.6%								
38	29	34.5%	65.5%								
39	27	74.1%	7.4%	18.5%							
40 (a)	28	35.7%	64.3%								
40 (b)	16	43.8%	56.3%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Amtrak

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	18	0.0%	5.6%	11.1%	0.0%	0.0%	83.3%				
2	18	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
3	18	11.1%	11.1%	5.6%	22.2%	5.6%	44.4%				
4	17	100.0%	0.0%								
5	17	41.2%	58.8%								
6	18	27.8%	27.8%	11.1%	22.2%	5.6%	0.0%	0.0%	5.6%	0.0%	
7	18	72.2%	0.0%	27.8%							
8	18	94.4%	0.0%	5.6%	0.0%	0.0%	0.0%				
9	18	0.0%	22.2%	16.7%	61.1%						
10	18	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
11	18	0.0%	0.0%	11.1%	11.1%	5.6%	5.6%	66.7%			
12	18	11.1%	16.7%	16.7%	55.6%	0.0%					
13	18	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	5.6%	88.9%		
14 (a)	18	77.8%	0.0%	22.2%							
14 (b)	16	12.5%	56.3%	18.8%	6.3%	6.3%	0.0%	0.0%	0.0%		
15	18	0.0%	66.7%	33.3%	0.0%						
16	18	0.0%	0.0%	0.0%	0.0%	5.6%	94.4%				
17 (Mainline)	15	20.0%	46.7%	26.7%	0.0%	0.0%	6.7%				
17 (Other)	3	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
18	18	83.3%	11.1%	5.6%	0.0%	0.0%	0.0%	0.0%			
19	12	16.7%	83.3%	0.0%							
20	14	92.9%	7.1%								
21	15	86.7%	13.3%								
22	12	100.0%	0.0%	0.0%	0.0%	0.0%					
23	16	18.8%	18.8%	50.0%	0.0%	12.5%					
24	15	26.7%	40.0%	33.3%	0.0%	0.0%	0.0%	0.0%			
25	18	11.1%	33.3%	44.4%	11.1%	0.0%	0.0%	0.0%			
26	18	22.2%	66.7%	11.1%							
27	18	27.8%	55.6%	16.7%	0.0%						
28	18	0.0%	0.0%	5.6%	0.0%	44.4%	50.0%	0.0%			
29 (a)	18	100.0%	0.0%	0.0%							
29 (b)	18	77.8%	22.2%								
30 (a)	18	61.1%	16.7%	22.2%							
30 (b)	13	53.8%	46.2%								
31	18	0.0%	11.1%	11.1%	0.0%	5.6%	16.7%	22.2%	5.6%	22.2%	5.6%
32	18	11.1%	0.0%	50.0%	5.6%	16.7%	16.7%				
33	18	27.8%	72.2%								
34	18	33.3%	66.7%								
35	18	5.6%	94.4%	0.0%							
36	18	38.9%	33.3%	16.7%	0.0%	0.0%	11.1%				
37	18	38.9%	61.1%								
38	18	11.1%	88.9%								
39	18	94.4%	0.0%	5.6%							
40 (a)	18	22.2%	77.8%								
40 (b)	7	42.9%	57.1%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Canadian Pacific

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	11	0.0%	0.0%	0.0%	9.1%	0.0%	90.9%				
2	11	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
3	11	18.2%	9.1%	18.2%	36.4%	9.1%	9.1%				
4	11	100.0%	0.0%								
5	11	18.2%	81.8%								
6	11	0.0%	9.1%	9.1%	27.3%	45.5%	0.0%	9.1%	0.0%	0.0%	
7	11	90.9%	0.0%	9.1%							
8	11	27.3%	63.6%	0.0%	0.0%	9.1%	0.0%				
9	11	72.7%	27.3%	0.0%	0.0%						
10	11	72.7%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%			
11	11	27.3%	18.2%	54.5%	0.0%	0.0%	0.0%	0.0%			
12	11	63.6%	36.4%	0.0%	0.0%	0.0%					
13	11	36.4%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	36.4%		
14 (a)	11	63.6%	9.1%	27.3%							
14 (b)	11	9.1%	27.3%	18.2%	18.2%	0.0%	18.2%	0.0%	9.1%		
15	11	100.0%	0.0%	0.0%	0.0%						
16	11	0.0%	9.1%	18.2%	72.7%	0.0%	0.0%				
17 (Mainline)	10	10.0%	40.0%	30.0%	10.0%	10.0%	0.0%				
17 (Other)	8	12.5%	25.0%	12.5%	0.0%	25.0%	25.0%				
18	10	0.0%	10.0%	0.0%	10.0%	30.0%	30.0%	20.0%			
19	11	90.9%	9.1%	0.0%							
20	11	63.6%	36.4%								
21	11	81.8%	18.2%								
22	11	100.0%	0.0%	0.0%	0.0%	0.0%					
23	11	0.0%	18.2%	81.8%	0.0%	0.0%					
24	11	9.1%	18.2%	63.6%	9.1%	0.0%	0.0%	0.0%			
25	11	0.0%	54.5%	9.1%	36.4%	0.0%	0.0%	0.0%			
26	11	36.4%	63.6%	0.0%							
27	11	36.4%	63.6%	0.0%	0.0%						
28	10	0.0%	0.0%	10.0%	0.0%	20.0%	70.0%	0.0%			
29 (a)	11	100.0%	0.0%	0.0%							
29 (b)	11	72.7%	27.3%								
30 (a)	11	72.7%	9.1%	18.2%							
30 (b)	8	75.0%	25.0%								
31	11	18.2%	0.0%	18.2%	9.1%	36.4%	18.2%	0.0%	0.0%	0.0%	0.0%
32	11	18.2%	27.3%	9.1%	0.0%	27.3%	18.2%				
33	11	72.7%	27.3%								
34	11	18.2%	81.8%								
35	11	18.2%	81.8%	0.0%							
36	11	9.1%	27.3%	36.4%	9.1%	0.0%	18.2%				
37	11	63.6%	36.4%								
38	11	45.5%	54.5%								
39	11	81.8%	9.1%	9.1%							
40 (a)	11	0.0%	100.0%								
40 (b)	4	25.0%	75.0%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Canadian National

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	12	8.3%	58.3%	8.3%	0.0%	0.0%	25.0%				
2	13	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%
3	13	61.5%	15.4%	7.7%	0.0%	7.7%	7.7%				
4	13	100.0%	0.0%								
5	13	61.5%	38.5%								
6	13	0.0%	7.7%	23.1%	30.8%	15.4%	23.1%	0.0%	0.0%	0.0%	
7	13	100.0%	0.0%	0.0%							
8	13	23.1%	46.2%	23.1%	0.0%	7.7%	0.0%				
9	11	72.7%	27.3%	0.0%	0.0%						
10	13	61.5%	30.8%	7.7%	0.0%	0.0%	0.0%	0.0%			
11	12	25.0%	66.7%	8.3%	0.0%	0.0%	0.0%	0.0%			
12	12	50.0%	41.7%	0.0%	8.3%	0.0%					
13	12	8.3%	50.0%	8.3%	0.0%	0.0%	0.0%	0.0%	33.3%		
14 (a)	12	83.3%	0.0%	16.7%							
14 (b)	13	15.4%	0.0%	53.8%	15.4%	15.4%	0.0%	0.0%	0.0%		
15	13	100.0%	0.0%	0.0%	0.0%						
16	12	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%				
17 (Mainline)	9	11.1%	11.1%	77.8%	0.0%	0.0%	0.0%				
17 (Other)	8	25.0%	0.0%	12.5%	0.0%	25.0%	37.5%				
18	12	16.7%	25.0%	0.0%	8.3%	8.3%	16.7%	25.0%			
19	12	100.0%	0.0%	0.0%							
20	13	76.9%	23.1%								
21	13	76.9%	23.1%								
22	11	36.4%	9.1%	54.5%	0.0%	0.0%					
23	13	15.4%	30.8%	38.5%	7.7%	7.7%					
24	13	0.0%	38.5%	23.1%	23.1%	7.7%	0.0%	7.7%			
25	13	0.0%	30.8%	46.2%	15.4%	0.0%	0.0%	7.7%			
26	13	53.8%	46.2%	0.0%							
27	13	7.7%	38.5%	53.8%	0.0%						
28	13	0.0%	0.0%	15.4%	0.0%	46.2%	38.5%	0.0%			
29 (a)	12	100.0%	0.0%	0.0%							
29 (b)	13	69.2%	30.8%								
30 (a)	12	91.7%	8.3%	0.0%							
30 (b)	12	83.3%	16.7%								
31	13	30.8%	15.4%	0.0%	7.7%	7.7%	0.0%	23.1%	7.7%	0.0%	7.7%
32	13	15.4%	23.1%	7.7%	0.0%	15.4%	38.5%				
33	13	84.6%	15.4%								
34	13	61.5%	38.5%								
35	13	53.8%	30.8%	15.4%							
36	13	7.7%	23.1%	30.8%	30.8%	0.0%	7.7%				
37	13	100.0%	0.0%								
38	13	61.5%	38.5%								
39	13	30.8%	15.4%	53.8%							
40 (a)	13	38.5%	61.5%								
40 (b)	6	16.7%	83.3%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Shortline

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	3	0.0%	33.3%	0.0%	0.0%	0.0%	66.7%				
2	3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%
3	3	33.3%	0.0%	0.0%	33.3%	0.0%	33.3%				
4	3	100.0%	0.0%								
5	2	100.0%	0.0%								
6	3	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
7	3	100.0%	0.0%	0.0%							
8	3	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%				
9	3	66.7%	0.0%	33.3%	0.0%						
10	3	66.7%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%			
11	3	66.7%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%			
12	3	66.7%	0.0%	33.3%	0.0%	0.0%					
13	3	66.7%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%		
14 (a)	3	100.0%	0.0%	0.0%							
14 (b)	3	0.0%	33.3%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%		
15	3	100.0%	0.0%	0.0%	0.0%						
16	3	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%				
17 (Mainline)	3	0.0%	0.0%	66.7%	0.0%	33.3%	0.0%				
17 (Other)*	2	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%				
18	3	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	33.3%			
19	3	100.0%	0.0%	0.0%							
20	3	100.0%	0.0%								
21	3	100.0%	0.0%								
22	2	0.0%	100.0%	0.0%	0.0%	0.0%					
23	3	0.0%	66.7%	33.3%	0.0%	0.0%					
24	3	33.3%	33.3%	0.0%	33.3%	0.0%	0.0%	0.0%			
25	3	0.0%	33.3%	0.0%	66.7%	0.0%	0.0%	0.0%			
26	3	33.3%	66.7%	0.0%							
27	3	66.7%	0.0%	33.3%	0.0%						
28	3	0.0%	0.0%	0.0%	0.0%	66.7%	33.3%	0.0%			
29 (a)	3	100.0%	0.0%	0.0%							
29 (b)	3	100.0%	0.0%								
30 (a)	3	100.0%	0.0%	0.0%							
30 (b)	3	100.0%	0.0%								
31	3	33.3%	33.3%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%
32	3	0.0%	66.7%	0.0%	0.0%	33.3%	0.0%				
33	3	66.7%	33.3%								
34	3	66.7%	33.3%								
35	3	33.3%	33.3%	33.3%							
36	3	0.0%	33.3%	0.0%	0.0%	33.3%	33.3%				
37	3	100.0%	0.0%								
38	3	66.7%	33.3%								
39	3	100.0%	0.0%	0.0%							
40 (a)	3	33.3%	66.7%								
40 (b)	1	100.0%	0.0%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Other Railroad Employers

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	15	0.0%	0.0%	6.7%	13.3%	6.7%	73.3%				
2	15	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
3	15	6.7%	20.0%	6.7%	20.0%	20.0%	26.7%				
4	15	93.3%	6.7%								
5	14	57.1%	42.9%								
6	11	9.1%	36.4%	9.1%	27.3%	18.2%	0.0%	0.0%	0.0%	0.0%	
7	15	86.7%	0.0%	13.3%							
8	15	53.3%	33.3%	6.7%	6.7%	0.0%	0.0%				
9	15	53.3%	40.0%	0.0%	6.7%						
10	15	93.3%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%			
11	14	21.4%	57.1%	14.3%	0.0%	0.0%	0.0%	7.1%			
12	11	54.5%	36.4%	0.0%	0.0%	9.1%					
13	14	21.4%	7.1%	0.0%	7.1%	0.0%	0.0%	7.1%	57.1%		
14 (a)	14	57.1%	14.3%	28.6%							
14 (b)	13	7.7%	23.1%	23.1%	30.8%	0.0%	7.7%	0.0%	7.7%		
15	11	90.9%	0.0%	9.1%	0.0%						
16	15	0.0%	33.3%	13.3%	46.7%	6.7%	0.0%				
17 (Mainline)	13	15.4%	7.7%	0.0%	38.5%	0.0%	38.5%				
17 (Other)	6	0.0%	16.7%	50.0%	16.7%	0.0%	16.7%				
18	14	7.1%	0.0%	0.0%	21.4%	21.4%	0.0%	50.0%			
19	11	72.7%	27.3%	0.0%							
20	15	86.7%	13.3%								
21	15	86.7%	13.3%								
22	12	33.3%	66.7%	0.0%	0.0%	0.0%					
23	14	0.0%	64.3%	28.6%	7.1%	0.0%					
24	15	26.7%	20.0%	33.3%	13.3%	6.7%	0.0%	0.0%			
25	14	7.1%	28.6%	28.6%	21.4%	7.1%	7.1%	0.0%			
26	15	60.0%	40.0%	0.0%							
27	15	6.7%	60.0%	33.3%	0.0%						
28	15	0.0%	0.0%	13.3%	46.7%	6.7%	33.3%	0.0%			
29 (a)	15	100.0%	0.0%	0.0%							
29 (b)	15	53.3%	46.7%								
30 (a)	15	40.0%	46.7%	13.3%							
30 (b)	11	36.4%	63.6%								
31	15	13.3%	26.7%	20.0%	0.0%	13.3%	6.7%	0.0%	6.7%	6.7%	6.7%
32	15	13.3%	20.0%	0.0%	0.0%	20.0%	46.7%				
33	15	80.0%	20.0%								
34	14	64.3%	35.7%								
35	15	20.0%	60.0%	20.0%							
36	15	20.0%	6.7%	6.7%	26.7%	0.0%	40.0%				
37	15	46.7%	53.3%								
38	15	40.0%	60.0%								
39	15	93.3%	6.7%	0.0%							
40 (a)	12	25.0%	75.0%								
40 (b)	8	25.0%	75.0%								

\* Respondents listing multiple answers were not included in summary.

# Track Inspector Questionnaire Response Summary

Question 14 (a)	Question 15	Number of Responses	Percentage of Respondents Selecting This as Response to Question 6									
			5 MPH	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	> 40 MPH	
CWR	Wood	224	0.4%	4.0%	12.5%	23.2%	31.3%	15.6%	4.5%	4.9%	3.6%	
CWR	Concrete	23	13.0%	4.3%	21.7%	13.0%	26.1%	13.0%	0.0%	4.3%	4.3%	
CWR	Both	77	1.3%	6.5%	3.9%	18.2%	29.9%	20.8%	11.7%	5.2%	2.6%	
CWR	Other	0	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	
Jointed Rail	Wood	23	0.0%	26.1%	26.1%	34.8%	0.0%	8.7%	0.0%	4.3%	0.0%	
Jointed Rail	Concrete	0	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	
Jointed Rail	Both	0	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	
Jointed Rail	Other	0	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	
Both	Wood	66	3.0%	16.7%	22.7%	12.1%	24.2%	10.6%	6.1%	3.0%	1.5%	
Both	Concrete	3	33.3%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	
Both	Both	10	0.0%	10.0%	30.0%	20.0%	30.0%	0.0%	0.0%	10.0%	0.0%	
Both	Other	0	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	
Cumulative Percentage												
CWR	Wood	224	0.4%	4.5%	17.0%	40.2%	71.4%	87.1%	91.5%	96.4%	100.0%	
CWR	Concrete	23	13.0%	17.4%	39.1%	52.2%	78.3%	91.3%	91.3%	95.7%	100.0%	
CWR	Both	77	1.3%	7.8%	11.7%	29.9%	59.7%	80.5%	92.2%	97.4%	100.0%	
CWR	Other	0	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	
Jointed Rail	Wood	23	0.0%	26.1%	52.2%	87.0%	87.0%	95.7%	95.7%	100.0%	100.0%	
Jointed Rail	Concrete	0	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	
Jointed Rail	Both	0	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	
Jointed Rail	Other	0	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	
Both	Wood	66	3.0%	19.7%	42.4%	54.5%	78.8%	89.4%	95.5%	98.5%	100.0%	
Both	Concrete	3	33.3%	66.7%	66.7%	66.7%	100.0%	100.0%	100.0%	100.0%	100.0%	
Both	Both	10	0.0%	10.0%	40.0%	60.0%	90.0%	90.0%	90.0%	100.0%	100.0%	
Both	Other	0	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	n/c	

## Track Inspector Questionnaire Response Summary

### Respondents Whose Mainline Territory Sees Less Than 150 MGT Annually

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	195	5.6%	7.2%	12.3%	4.1%	1.5%	69.2%				
2	196	16.3%	45.9%	17.3%	8.7%	0.0%	0.5%	3.6%	4.1%	1.5%	2.0%
3	197	18.8%	18.8%	12.7%	10.2%	9.1%	30.5%				
4	197	86.8%	13.2%								
5	191	51.3%	48.7%								
6	191	0.0%	7.3%	12.6%	19.4%	27.7%	15.7%	7.9%	6.3%	3.1%	
7	198	90.9%	0.0%	9.1%							
8	196	22.4%	32.7%	25.5%	10.7%	7.1%	1.5%				
9	196	76.5%	21.9%	0.5%	1.0%						
10	197	74.6%	17.3%	3.6%	2.0%	1.0%	0.0%	1.5%			
11	196	7.7%	54.1%	28.1%	5.1%	1.5%	1.0%	2.6%			
12	197	60.9%	34.0%	1.5%	2.5%	1.0%					
13	199	41.2%	35.7%	23.1%	0.0%	0.0%	0.0%	0.0%	0.0%		
14 (a)	198	72.2%	9.6%	18.2%							
14 (b)	189	6.3%	41.3%	24.3%	7.4%	4.8%	5.3%	1.6%	9.0%		
15	198	83.8%	2.0%	14.1%	0.0%						
16	197	2.0%	4.1%	19.3%	58.9%	15.2%	0.5%				
17 (Mainline)*	148	6.8%	22.3%	43.2%	18.2%	4.7%	4.7%				
17 (Other)*	111	23.4%	18.9%	14.4%	13.5%	14.4%	15.3%				
18	195	4.1%	6.7%	6.2%	8.2%	15.9%	13.3%	45.6%			
19	195	81.5%	17.9%	0.5%							
20	197	71.6%	28.4%								
21	196	78.6%	21.4%								
22	190	75.8%	3.7%	20.5%	0.0%	0.0%					
23	198	5.6%	33.8%	44.9%	14.1%	1.5%					
24	195	17.4%	37.4%	27.2%	11.3%	4.6%	1.0%	1.0%			
25	195	1.5%	21.5%	29.7%	30.8%	8.2%	5.1%	3.1%			
26	199	51.3%	47.2%	1.5%							
27	199	11.1%	49.7%	32.2%	7.0%						
28	195	0.0%	0.5%	4.1%	4.6%	25.6%	58.5%	6.7%			
29 (a)	193	95.9%	3.1%	1.0%							
29 (b)	192	87.0%	13.0%								
30 (a)	194	76.3%	12.4%	11.3%							
30 (b)	160	83.1%	16.9%								
31	198	14.1%	8.1%	10.6%	10.1%	21.2%	5.6%	13.6%	10.6%	4.0%	2.0%
32	195	27.7%	16.4%	8.2%	5.6%	27.7%	14.4%				
33	197	55.3%	44.7%								
34	197	55.3%	44.7%								
35	198	36.4%	53.0%	10.6%							
36	198	15.2%	26.3%	19.7%	17.2%	9.6%	12.1%				
37	198	72.2%	27.8%								
38	199	40.2%	59.8%								
39	197	61.9%	6.1%	32.0%							
40 (a)	197	29.9%	70.1%								
40 (b)	105	42.9%	57.1%								

\* Respondents listing multiple answers were not included in summary.



## Track Inspector Questionnaire Response Summary

### Respondents Whose Mainline Territory Sees 150 MGT or More Annually

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	98	8.2%	14.3%	13.3%	8.2%	1.0%	55.1%				
2	99	40.4%	43.4%	9.1%	4.0%	0.0%	1.0%	0.0%	0.0%	0.0%	2.0%
3	99	27.3%	18.2%	14.1%	6.1%	8.1%	26.3%				
4	99	76.8%	23.2%								
5	95	55.8%	44.2%								
6	96	2.1%	3.1%	15.6%	19.8%	29.2%	16.7%	4.2%	6.3%	3.1%	
7	99	89.9%	2.0%	8.1%							
8	94	21.3%	38.3%	25.5%	9.6%	2.1%	3.2%				
9	96	36.5%	54.2%	3.1%	6.3%						
10	99	61.6%	27.3%	7.1%	2.0%	0.0%	2.0%	0.0%			
11	98	1.0%	38.8%	42.9%	11.2%	2.0%	1.0%	3.1%			
12	98	25.5%	66.3%	1.0%	4.1%	3.1%					
13	99	0.0%	0.0%	0.0%	27.3%	13.1%	23.2%	36.4%	0.0%		
14 (a)	98	86.7%	0.0%	13.3%							
14 (b)	96	2.1%	41.7%	22.9%	12.5%	7.3%	5.2%	2.1%	6.3%		
15	97	57.7%	10.3%	32.0%	0.0%						
16	98	2.0%	2.0%	10.2%	39.8%	43.9%	2.0%				
17 (Mainline)*	76	2.6%	17.1%	34.2%	30.3%	11.8%	3.9%				
17 (Other)	49	18.4%	26.5%	22.4%	8.2%	8.2%	16.3%				
18	98	2.0%	4.1%	8.2%	18.4%	19.4%	9.2%	38.8%			
19	99	84.8%	15.2%	0.0%							
20	98	73.5%	26.5%								
21	97	78.4%	21.6%								
22	91	60.4%	2.2%	37.4%	0.0%	0.0%					
23	96	7.3%	32.3%	41.7%	18.8%	0.0%					
24	96	11.5%	32.3%	31.3%	8.3%	8.3%	4.2%	4.2%			
25	97	1.0%	12.4%	32.0%	36.1%	11.3%	3.1%	4.1%			
26	98	60.2%	37.8%	2.0%							
27	96	6.3%	51.0%	37.5%	5.2%						
28	98	1.0%	0.0%	1.0%	6.1%	24.5%	63.3%	4.1%			
29 (a)	97	93.8%	6.2%	0.0%							
29 (b)	95	81.1%	18.9%								
30 (a)	97	70.1%	15.5%	14.4%							
30 (b)	77	72.7%	27.3%								
31	97	8.2%	8.2%	15.5%	10.3%	16.5%	13.4%	13.4%	6.2%	5.2%	3.1%
32	93	17.2%	21.5%	6.5%	5.4%	31.2%	18.3%				
33	97	70.1%	29.9%								
34	98	72.4%	27.6%								
35	97	46.4%	45.4%	8.2%							
36	97	13.4%	19.6%	19.6%	23.7%	11.3%	12.4%				
37	97	78.4%	21.6%								
38	97	55.7%	44.3%								
39	98	56.1%	7.1%	36.7%							
40 (a)	98	36.7%	63.3%								
40 (b)	60	36.7%	63.3%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary

### Respondents Getting Less Than 2 Hours of Main Track Occupancy Authority

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	22	9.1%	18.2%	9.1%	13.6%	0.0%	50.0%				
2	22	4.5%	50.0%	22.7%	0.0%	0.0%	13.6%	0.0%	9.1%	0.0%	0.0%
3	22	31.8%	18.2%	22.7%	9.1%	4.5%	13.6%				
4	22	90.9%	9.1%								
5	22	50.0%	50.0%								
6	22	0.0%	0.0%	13.6%	18.2%	40.9%	9.1%	9.1%	4.5%	4.5%	
7	22	86.4%	0.0%	13.6%							
8	22	54.5%	18.2%	22.7%	4.5%	0.0%	0.0%				
9	22	54.5%	40.9%	4.5%	0.0%						
10	22	45.5%	31.8%	13.6%	4.5%	0.0%	0.0%	4.5%			
11	21	19.0%	33.3%	19.0%	9.5%	4.8%	9.5%	4.8%			
12	22	59.1%	36.4%	4.5%	0.0%	0.0%					
13	22	13.6%	18.2%	18.2%	9.1%	4.5%	13.6%	4.5%	18.2%		
14 (a)	22	72.7%	9.1%	18.2%							
14 (b)	20	10.0%	60.0%	15.0%	10.0%	5.0%	0.0%	0.0%	0.0%		
15	21	71.4%	4.8%	23.8%	0.0%						
16	22	9.1%	4.5%	9.1%	54.5%	13.6%	9.1%				
17 (Mainline)	16	12.5%	31.3%	25.0%	6.3%	6.3%	18.8%				
17 (Other)	11	18.2%	0.0%	0.0%	9.1%	9.1%	63.6%				
18	22	22.7%	18.2%	4.5%	13.6%	18.2%	0.0%	22.7%			
19	22	63.6%	31.8%	4.5%							
20	22	86.4%	13.6%								
21	22	90.9%	9.1%								
22	21	95.2%	0.0%	4.8%	0.0%	0.0%					
23	22	100.0%	0.0%	0.0%	0.0%	0.0%					
24	22	13.6%	54.5%	18.2%	9.1%	0.0%	0.0%	4.5%			
25	22	9.1%	22.7%	22.7%	27.3%	9.1%	0.0%	9.1%			
26	22	50.0%	45.5%	4.5%							
27	22	18.2%	36.4%	40.9%	4.5%						
28	22	0.0%	0.0%	9.1%	4.5%	31.8%	50.0%	4.5%			
29 (a)	22	95.5%	4.5%	0.0%							
29 (b)	21	81.0%	19.0%								
30 (a)	22	72.7%	18.2%	9.1%							
30 (b)	17	76.5%	23.5%								
31	22	4.5%	0.0%	13.6%	22.7%	9.1%	9.1%	18.2%	9.1%	9.1%	4.5%
32	22	27.3%	22.7%	22.7%	13.6%	9.1%	4.5%				
33	22	50.0%	50.0%								
34	22	54.5%	45.5%								
35	22	36.4%	50.0%	13.6%							
36	22	22.7%	4.5%	18.2%	31.8%	9.1%	13.6%				
37	22	77.3%	22.7%								
38	22	50.0%	50.0%								
39	22	72.7%	0.0%	27.3%							
40 (a)	22	22.7%	77.3%								
40 (b)	14	21.4%	78.6%								

## Track Inspector Questionnaire Response Summary

### Respondents Getting 2 - 4 Hours of Main Track Occupancy Authority

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	144	6.3%	13.9%	8.3%	6.9%	0.0%	64.6%				
2	143	17.5%	46.2%	11.2%	11.2%	0.0%	2.1%	1.4%	2.8%	1.4%	6.3%
3	143	23.1%	20.3%	9.8%	11.9%	9.8%	25.2%				
4	143	83.2%	16.8%								
5	135	57.8%	42.2%								
6	137	1.5%	8.0%	16.8%	17.5%	28.5%	13.9%	6.6%	3.6%	3.6%	
7	145	90.3%	0.7%	9.0%							
8	142	28.2%	35.9%	21.8%	9.9%	3.5%	0.7%				
9	145	51.7%	44.1%	1.4%	2.8%						
10	144	72.2%	16.0%	6.3%	2.8%	0.0%	0.7%	2.1%			
11	144	5.6%	51.4%	31.3%	5.6%	2.1%	0.7%	3.5%			
12	141	39.7%	53.9%	1.4%	3.5%	1.4%					
13	138	17.4%	18.1%	13.0%	6.5%	2.2%	4.3%	9.4%	29.0%		
14 (a)	146	84.2%	2.1%	13.7%							
14 (b)	141	3.5%	44.0%	20.6%	14.2%	2.8%	7.1%	2.1%	5.7%		
15	142	71.8%	5.6%	22.5%	0.0%						
16	145	1.4%	3.4%	8.3%	53.1%	31.7%	2.1%				
17 (Mainline)*	115	7.0%	20.0%	40.9%	19.1%	6.1%	7.0%				
17 (Other)*	83	22.9%	18.1%	15.7%	10.8%	13.3%	19.3%				
18	143	4.9%	10.5%	9.1%	14.0%	12.6%	13.3%	35.7%			
19	141	80.1%	19.9%	0.0%							
20	143	78.3%	21.7%								
21	142	85.2%	14.8%								
22	140	70.0%	8.6%	21.4%	0.0%	0.0%					
23	146	0.0%	100.0%	0.0%	0.0%	0.0%					
24	142	14.1%	40.8%	31.7%	5.6%	3.5%	1.4%	2.8%			
25	144	1.4%	21.5%	34.0%	29.9%	6.9%	2.1%	4.2%			
26	145	57.9%	40.0%	2.1%							
27	145	10.3%	44.1%	38.6%	6.9%						
28	143	0.0%	0.0%	6.3%	9.8%	29.4%	49.7%	4.9%			
29 (a)	145	93.1%	5.5%	1.4%							
29 (b)	140	79.3%	20.7%								
30 (a)	144	70.1%	17.4%	12.5%							
30 (b)	110	74.5%	25.5%								
31	144	20.1%	9.7%	9.0%	9.7%	22.2%	6.3%	11.8%	7.6%	2.1%	1.4%
32	140	20.0%	17.1%	6.4%	4.3%	27.1%	25.0%				
33	143	59.4%	40.6%								
34	144	66.0%	34.0%								
35	144	34.0%	52.1%	13.9%							
36	144	14.6%	17.4%	17.4%	22.2%	9.0%	19.4%				
37	144	85.4%	14.6%								
38	144	38.2%	61.8%								
39	143	53.8%	10.5%	35.7%							
40 (a)	140	27.1%	72.9%								
40 (b)	80	41.3%	58.8%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary

### Respondents Getting 4 - 6 Hours of Main Track Occupancy Authority

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	208	5.8%	6.3%	18.3%	5.3%	1.0%	63.5%				
2	209	37.3%	33.5%	10.5%	5.7%	0.0%	3.8%	4.3%	2.4%	0.5%	1.9%
3	209	18.2%	22.0%	12.4%	8.6%	9.1%	29.7%				
4	208	83.7%	16.3%								
5	200	49.0%	51.0%								
6	202	2.5%	6.4%	10.9%	21.8%	29.2%	15.3%	5.9%	5.0%	3.0%	
7	209	90.9%	0.0%	9.1%							
8	205	18.5%	37.1%	25.9%	11.2%	5.4%	2.0%				
9	201	59.7%	31.3%	3.0%	6.0%						
10	209	72.2%	21.1%	2.9%	1.4%	1.0%	1.0%	0.5%			
11	209	4.3%	48.8%	34.4%	5.7%	1.9%	0.5%	4.3%			
12	205	48.8%	42.9%	2.0%	4.9%	1.5%					
13	201	19.4%	15.9%	9.0%	5.5%	2.5%	4.0%	8.0%	35.8%		
14 (a)	205	74.1%	4.9%	21.0%							
14 (b)	201	5.0%	43.3%	21.9%	10.0%	7.0%	4.5%	1.5%	7.0%		
15	208	77.4%	7.2%	15.4%	0.0%						
16	206	0.5%	2.4%	16.0%	50.5%	26.2%	4.4%				
17 (Mainline)*	148	2.7%	20.9%	45.3%	21.6%	6.1%	3.4%				
17 (Other)	110	20.9%	24.5%	20.0%	13.6%	6.4%	14.5%				
18	207	4.3%	3.9%	5.3%	10.1%	21.7%	15.0%	39.6%			
19	204	85.3%	14.7%	0.0%							
20	206	72.8%	27.2%								
21	207	78.3%	21.7%								
22	194	68.6%	2.1%	29.4%	0.0%	0.0%					
23	209	0.0%	0.0%	100.0%	0.0%	0.0%					
24	207	14.0%	27.5%	34.8%	13.5%	7.7%	1.4%	1.0%			
25	206	1.5%	19.4%	37.4%	32.5%	3.9%	3.4%	1.9%			
26	209	47.4%	51.2%	1.4%							
27	207	9.7%	54.6%	32.4%	3.4%						
28	204	0.5%	0.0%	2.5%	4.4%	24.5%	61.8%	6.4%			
29 (a)	204	98.0%	1.5%	0.5%							
29 (b)	206	84.5%	15.5%								
30 (a)	205	71.7%	13.2%	15.1%							
30 (b)	166	75.3%	24.7%								
31	205	8.3%	9.3%	12.7%	8.8%	17.1%	9.8%	13.7%	11.2%	6.8%	2.4%
32	202	27.2%	19.8%	5.9%	5.4%	29.2%	12.4%				
33	208	59.6%	40.4%								
34	208	59.1%	40.9%								
35	208	35.1%	52.9%	12.0%							
36	207	14.0%	30.9%	20.8%	19.8%	7.7%	6.8%				
37	209	66.0%	34.0%								
38	209	42.1%	57.9%								
39	207	61.8%	4.3%	33.8%							
40 (a)	209	31.1%	68.9%								
40 (b)	120	36.7%	63.3%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary

### Respondents Getting 6 - 8 Hours of Main Track Occupancy Authority

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	55	7.3%	9.1%	9.1%	10.9%	3.6%	60.0%				
2	57	40.4%	42.1%	12.3%	1.8%	0.0%	0.0%	0.0%	1.8%	0.0%	1.8%
3	57	29.8%	17.5%	15.8%	10.5%	8.8%	17.5%				
4	57	73.7%	26.3%								
5	56	58.9%	41.1%								
6	57	0.0%	10.5%	19.3%	19.3%	22.8%	19.3%	0.0%	8.8%	0.0%	
7	57	93.0%	1.8%	5.3%							
8	54	9.3%	27.8%	27.8%	14.8%	13.0%	7.4%				
9	56	62.5%	33.9%	0.0%	3.6%						
10	57	64.9%	28.1%	5.3%	0.0%	0.0%	1.8%	0.0%			
11	55	10.9%	47.3%	30.9%	9.1%	0.0%	0.0%	1.8%			
12	57	50.9%	45.6%	1.8%	1.8%	0.0%					
13	56	28.6%	14.3%	7.1%	8.9%	5.4%	7.1%	10.7%	17.9%		
14 (a)	56	67.9%	12.5%	19.6%							
14 (b)	54	7.4%	27.8%	20.4%	16.7%	9.3%	5.6%	0.0%	13.0%		
15	57	73.7%	1.8%	24.6%	0.0%						
16	57	1.8%	1.8%	19.3%	50.9%	26.3%	0.0%				
17 (Mainline)*	47	2.1%	25.5%	29.8%	27.7%	8.5%	6.4%				
17 (Other)	33	24.2%	15.2%	18.2%	15.2%	21.2%	6.1%				
18	55	3.6%	1.8%	7.3%	9.1%	12.7%	5.5%	60.0%			
19	57	89.5%	10.5%	0.0%							
20	57	68.4%	31.6%								
21	57	70.2%	29.8%								
22	53	64.2%	3.8%	32.1%	0.0%	0.0%					
23	57	0.0%	0.0%	0.0%	100.0%	0.0%					
24	56	16.1%	32.1%	26.8%	10.7%	8.9%	3.6%	1.8%			
25	56	1.8%	12.5%	25.0%	23.2%	25.0%	10.7%	1.8%			
26	57	59.6%	35.1%	5.3%							
27	57	5.3%	59.6%	26.3%	8.8%						
28	57	0.0%	1.8%	1.8%	0.0%	14.0%	71.9%	10.5%			
29 (a)	56	94.6%	5.4%	0.0%							
29 (b)	56	83.9%	16.1%								
30 (a)	55	74.5%	10.9%	14.5%							
30 (b)	48	79.2%	20.8%								
31	57	5.3%	10.5%	12.3%	7.0%	26.3%	7.0%	12.3%	8.8%	3.5%	7.0%
32	55	40.0%	9.1%	3.6%	3.6%	29.1%	14.5%				
33	57	56.1%	43.9%								
34	56	55.4%	44.6%								
35	57	29.8%	56.1%	14.0%							
36	56	19.6%	26.8%	14.3%	17.9%	10.7%	10.7%				
37	57	73.7%	26.3%								
38	56	48.2%	51.8%								
39	57	66.7%	7.0%	26.3%							
40 (a)	57	28.1%	71.9%								
40 (b)	30	36.7%	63.3%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Respondents Receiving Training Once Every Year

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	111	9.0%	7.2%	13.5%	9.9%	0.0%	60.4%				
2	112	29.5%	33.0%	17.0%	13.4%	0.0%	1.8%	1.8%	1.8%	0.0%	1.8%
3	111	23.4%	19.8%	16.2%	10.8%	6.3%	23.4%				
4	112	84.8%	15.2%								
5	106	46.2%	53.8%								
6	108	1.9%	10.2%	13.0%	18.5%	25.9%	16.7%	2.8%	7.4%	3.7%	
7	113	89.4%	1.8%	8.8%							
8	110	20.9%	30.0%	23.6%	15.5%	5.5%	4.5%				
9	111	64.9%	28.8%	1.8%	4.5%						
10	113	59.3%	28.3%	6.2%	1.8%	0.0%	1.8%	2.7%			
11	111	6.3%	53.2%	28.8%	5.4%	0.9%	2.7%	2.7%			
12	112	43.8%	48.2%	2.7%	4.5%	0.9%					
13	108	24.1%	18.5%	7.4%	5.6%	1.9%	5.6%	1.9%	35.2%		
14 (a)	112	75.0%	8.9%	16.1%							
14 (b)	106	5.7%	38.7%	24.5%	11.3%	7.5%	2.8%	0.9%	8.5%		
15	111	82.9%	2.7%	14.4%	0.0%						
16	111	0.9%	3.6%	19.8%	45.9%	27.9%	1.8%				
17 (Mainline)*	78	9.0%	17.9%	34.6%	25.6%	6.4%	6.4%				
17 (Other)	56	16.1%	21.4%	21.4%	7.1%	17.9%	16.1%				
18	112	6.3%	8.9%	5.4%	6.3%	20.5%	10.7%	42.0%			
19	112	72.3%	27.7%	0.0%							
20	113	81.4%	18.6%								
21	113	81.4%	18.6%								
22	108	69.4%	3.7%	26.9%	0.0%	0.0%					
23	113	5.3%	24.8%	48.7%	19.5%	1.8%					
24	111	11.7%	30.6%	30.6%	15.3%	7.2%	0.9%	3.6%			
25	111	1.8%	18.9%	30.6%	31.5%	10.8%	3.6%	2.7%			
26	113	44.2%	52.2%	3.5%							
27	113	16.8%	53.1%	27.4%	2.7%						
28	113	0.0%	0.0%	3.5%	3.5%	26.5%	55.8%	10.6%			
29 (a)	109	95.4%	4.6%	0.0%							
29 (b)	110	90.0%	10.0%								
30 (a)	108	71.3%	16.7%	12.0%							
30 (b)	89	83.1%	16.9%								
31	112	3.6%	3.6%	8.0%	12.5%	17.9%	9.8%	17.0%	15.2%	7.1%	5.4%
32	113	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
33	111	45.9%	54.1%								
34	113	46.9%	53.1%								
35	113	24.8%	65.5%	9.7%							
36	113	18.6%	23.0%	21.2%	17.7%	9.7%	9.7%				
37	113	65.5%	34.5%								
38	113	38.1%	61.9%								
39	111	75.7%	1.8%	22.5%							
40 (a)	113	17.7%	82.3%								
40 (b)	64	35.9%	64.1%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Respondents Receiving Training Once Every 2 Years

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	74	8.1%	10.8%	16.2%	2.7%	1.4%	60.8%				
2	76	32.9%	44.7%	7.9%	0.0%	0.0%	0.0%	3.9%	3.9%	2.6%	3.9%
3	76	22.4%	26.3%	10.5%	5.3%	9.2%	26.3%				
4	76	78.9%	21.1%								
5	72	62.5%	37.5%								
6	76	0.0%	5.3%	15.8%	17.1%	38.2%	13.2%	5.3%	5.3%	0.0%	
7	75	92.0%	0.0%	8.0%							
8	75	26.7%	41.3%	18.7%	8.0%	4.0%	1.3%				
9	73	53.4%	39.7%	4.1%	2.7%						
10	76	65.8%	26.3%	5.3%	1.3%	1.3%	0.0%	0.0%			
11	75	6.7%	46.7%	38.7%	4.0%	4.0%	0.0%	0.0%			
12	74	43.2%	52.7%	1.4%	1.4%	1.4%					
13	73	20.5%	13.7%	9.6%	11.0%	1.4%	8.2%	6.8%	28.8%		
14 (a)	74	70.3%	6.8%	23.0%							
14 (b)	72	6.9%	40.3%	23.6%	8.3%	8.3%	6.9%	4.2%	1.4%		
15	76	73.7%	2.6%	23.7%	0.0%						
16	75	1.3%	5.3%	12.0%	50.7%	30.7%	0.0%				
17 (Mainline)*	53	0.0%	26.4%	43.4%	13.2%	13.2%	3.8%				
17 (Other)	42	16.7%	11.9%	16.7%	21.4%	9.5%	23.8%				
18	73	2.7%	1.4%	8.2%	17.8%	21.9%	13.7%	34.2%			
19	75	94.7%	5.3%	0.0%							
20	74	71.6%	28.4%								
21	74	79.7%	20.3%								
22	69	60.9%	4.3%	34.8%	0.0%	0.0%					
23	74	6.8%	32.4%	54.1%	6.8%	0.0%					
24	76	13.2%	34.2%	30.3%	19.7%	1.3%	0.0%	1.3%			
25	75	0.0%	17.3%	34.7%	37.3%	4.0%	2.7%	4.0%			
26	76	55.3%	44.7%	0.0%							
27	76	10.5%	46.1%	39.5%	3.9%						
28	74	0.0%	0.0%	4.1%	6.8%	17.6%	68.9%	2.7%			
29 (a)	75	100.0%	0.0%	0.0%							
29 (b)	75	89.3%	10.7%								
30 (a)	76	80.3%	9.2%	10.5%							
30 (b)	63	82.5%	17.5%								
31	76	6.6%	7.9%	9.2%	9.2%	17.1%	9.2%	15.8%	14.5%	6.6%	3.9%
32	76	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%				
33	76	57.9%	42.1%								
34	75	68.0%	32.0%								
35	75	36.0%	49.3%	14.7%							
36	76	9.2%	27.6%	13.2%	31.6%	11.8%	6.6%				
37	76	73.7%	26.3%								
38	76	40.8%	59.2%								
39	75	64.0%	4.0%	32.0%							
40 (a)	75	28.0%	72.0%								
40 (b)	51	43.1%	56.9%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Respondents Receiving Training Once Every 3 Years

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	34	0.0%	8.8%	11.8%	8.8%	2.9%	67.6%				
2	34	17.6%	41.2%	8.8%	0.0%	0.0%	26.5%	2.9%	2.9%	0.0%	0.0%
3	34	14.7%	23.5%	11.8%	11.8%	5.9%	32.4%				
4	33	87.9%	12.1%								
5	32	40.6%	59.4%								
6	33	9.1%	9.1%	9.1%	18.2%	24.2%	9.1%	9.1%	6.1%	6.1%	
7	34	79.4%	0.0%	20.6%							
8	32	40.6%	31.3%	12.5%	6.3%	3.1%	6.3%				
9	32	46.9%	31.3%	3.1%	18.8%						
10	34	79.4%	14.7%	0.0%	2.9%	0.0%	2.9%	0.0%			
11	34	2.9%	44.1%	23.5%	5.9%	0.0%	0.0%	23.5%			
12	33	45.5%	36.4%	3.0%	15.2%	0.0%					
13	32	18.8%	9.4%	21.9%	0.0%	0.0%	6.3%	12.5%	31.3%		
14 (a)	33	84.8%	0.0%	15.2%							
14 (b)	32	9.4%	46.9%	21.9%	6.3%	6.3%	3.1%	0.0%	6.3%		
15	32	50.0%	18.8%	31.3%	0.0%						
16	33	0.0%	0.0%	9.1%	36.4%	30.3%	24.2%				
17 (Mainline)	25	4.0%	28.0%	48.0%	8.0%	4.0%	8.0%				
17 (Other)	16	31.3%	25.0%	12.5%	6.3%	12.5%	12.5%				
18	33	27.3%	3.0%	9.1%	6.1%	12.1%	18.2%	24.2%			
19	28	75.0%	25.0%	0.0%							
20	31	77.4%	22.6%								
21	32	87.5%	12.5%								
22	28	82.1%	3.6%	14.3%	0.0%	0.0%					
23	30	16.7%	30.0%	40.0%	6.7%	6.7%					
24	31	9.7%	51.6%	19.4%	3.2%	16.1%	0.0%	0.0%			
25	33	3.0%	21.2%	30.3%	42.4%	3.0%	0.0%	0.0%			
26	34	58.8%	41.2%	0.0%							
27	34	11.8%	61.8%	26.5%	0.0%						
28	34	0.0%	0.0%	0.0%	2.9%	38.2%	50.0%	8.8%			
29 (a)	34	100.0%	0.0%	0.0%							
29 (b)	34	91.2%	8.8%								
30 (a)	34	70.6%	11.8%	17.6%							
30 (b)	25	76.0%	24.0%								
31	34	2.9%	5.9%	14.7%	8.8%	11.8%	11.8%	26.5%	14.7%	2.9%	0.0%
32	34	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%				
33	34	50.0%	50.0%								
34	34	50.0%	50.0%								
35	33	27.3%	72.7%	0.0%							
36	34	20.6%	38.2%	17.6%	8.8%	5.9%	8.8%				
37	34	64.7%	35.3%								
38	34	35.3%	64.7%								
39	34	76.5%	2.9%	20.6%							
40 (a)	34	17.6%	82.4%								
40 (b)	18	22.2%	77.8%								



## Track Inspector Questionnaire Response Summary Respondents Receiving Training Once Every 4 Years

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	22	13.6%	4.5%	0.0%	9.1%	0.0%	72.7%				
2	22	18.2%	54.5%	22.7%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%
3	22	13.6%	18.2%	13.6%	13.6%	9.1%	31.8%				
4	22	77.3%	22.7%								
5	22	63.6%	36.4%								
6	22	0.0%	4.5%	4.5%	22.7%	31.8%	18.2%	9.1%	0.0%	9.1%	
7	22	90.9%	0.0%	9.1%							
8	22	22.7%	36.4%	31.8%	9.1%	0.0%	0.0%				
9	20	45.0%	50.0%	5.0%	0.0%						
10	22	81.8%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
11	22	4.5%	40.9%	36.4%	9.1%	4.5%	0.0%	4.5%			
12	20	40.0%	50.0%	5.0%	5.0%	0.0%					
13	21	19.0%	23.8%	9.5%	0.0%	4.8%	9.5%	9.5%	23.8%		
14 (a)	21	90.5%	4.8%	4.8%							
14 (b)	22	9.1%	36.4%	27.3%	18.2%	0.0%	4.5%	0.0%	4.5%		
15	22	77.3%	0.0%	22.7%	0.0%						
16	22	0.0%	0.0%	0.0%	63.6%	31.8%	4.5%				
17 (Mainline)	19	0.0%	42.1%	26.3%	15.8%	5.3%	10.5%				
17 (Other)	12	50.0%	8.3%	33.3%	0.0%	0.0%	8.3%				
18	21	4.8%	9.5%	9.5%	4.8%	23.8%	19.0%	28.6%			
19	22	95.5%	4.5%	0.0%							
20	22	72.7%	27.3%								
21	22	86.4%	13.6%								
22	20	85.0%	0.0%	15.0%	0.0%	0.0%					
23	22	13.6%	27.3%	50.0%	9.1%	0.0%					
24	21	33.3%	19.0%	23.8%	14.3%	9.5%	0.0%	0.0%			
25	22	4.5%	18.2%	22.7%	27.3%	9.1%	18.2%	0.0%			
26	22	54.5%	40.9%	4.5%							
27	22	9.1%	45.5%	45.5%	0.0%						
28	22	4.5%	4.5%	0.0%	4.5%	31.8%	50.0%	4.5%			
29 (a)	21	95.2%	4.8%	0.0%							
29 (b)	22	86.4%	13.6%								
30 (a)	22	81.8%	9.1%	9.1%							
30 (b)	18	83.3%	16.7%								
31	22	9.1%	4.5%	4.5%	4.5%	22.7%	4.5%	13.6%	27.3%	9.1%	0.0%
32	22	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%				
33	22	59.1%	40.9%								
34	22	50.0%	50.0%								
35	22	36.4%	50.0%	13.6%							
36	20	15.0%	30.0%	15.0%	10.0%	10.0%	20.0%				
37	22	68.2%	31.8%								
38	22	45.5%	54.5%								
39	22	40.9%	13.6%	45.5%							
40 (a)	22	36.4%	63.6%								
40 (b)	15	46.7%	53.3%								

## Track Inspector Questionnaire Response Summary

### Respondents Receiving Training Less Frequently Than Once Every 4 Years

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	118	2.5%	11.9%	13.6%	5.9%	1.7%	64.4%				
2	117	35.9%	36.8%	13.7%	3.4%	0.0%	2.6%	2.6%	1.7%	0.9%	2.6%
3	118	18.6%	19.5%	11.0%	9.3%	12.7%	28.8%				
4	117	81.2%	18.8%								
5	116	49.1%	50.9%								
6	115	0.9%	4.3%	19.1%	25.2%	27.0%	13.0%	4.3%	3.5%	2.6%	
7	118	93.2%	0.0%	6.8%							
8	115	20.9%	33.0%	27.8%	11.3%	7.0%	0.0%				
9	117	60.7%	33.3%	1.7%	4.3%						
10	118	74.6%	15.3%	5.1%	2.5%	0.8%	0.8%	0.8%			
11	116	6.9%	46.6%	31.9%	6.9%	2.6%	0.9%	4.3%			
12	117	52.1%	42.7%	0.9%	3.4%	0.9%					
13	112	18.8%	18.8%	10.7%	8.9%	4.5%	2.7%	9.8%	25.9%		
14 (a)	115	80.0%	4.3%	15.7%							
14 (b)	114	3.5%	42.1%	20.2%	13.2%	2.6%	6.1%	1.8%	10.5%		
15	117	76.1%	6.0%	17.9%	0.0%						
16	117	1.7%	1.7%	13.7%	54.7%	25.6%	2.6%				
17 (Mainline)*	90	4.4%	20.0%	43.3%	24.4%	5.6%	2.2%				
17 (Other)*	70	18.6%	24.3%	14.3%	11.4%	8.6%	22.9%				
18	116	3.4%	6.0%	6.0%	13.8%	15.5%	12.1%	43.1%			
19	117	87.2%	12.0%	0.9%							
20	118	72.0%	28.0%								
21	118	75.4%	24.6%								
22	110	66.4%	4.5%	29.1%	0.0%	0.0%					
23	116	1.7%	32.8%	50.9%	13.8%	0.9%					
24	118	15.3%	34.7%	32.2%	6.8%	5.9%	1.7%	3.4%			
25	115	2.6%	16.5%	33.9%	27.8%	12.2%	2.6%	4.3%			
26	118	53.4%	44.1%	2.5%							
27	117	3.4%	53.8%	33.3%	9.4%						
28	117	0.0%	0.0%	6.0%	5.1%	22.2%	61.5%	5.1%			
29 (a)	117	94.0%	3.4%	2.6%							
29 (b)	112	79.5%	20.5%								
30 (a)	116	67.2%	16.4%	16.4%							
30 (b)	91	70.3%	29.7%								
31	117	13.7%	13.7%	16.2%	10.3%	22.2%	5.1%	10.3%	2.6%	5.1%	0.9%
32	118	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%				
33	118	72.0%	28.0%								
34	116	69.0%	31.0%								
35	118	47.5%	39.0%	13.6%							
36	117	12.8%	24.8%	22.2%	20.5%	7.7%	12.0%				
37	117	80.3%	19.7%								
38	118	44.9%	55.1%								
39	118	52.5%	10.2%	37.3%							
40 (a)	118	39.8%	60.2%								
40 (b)	66	37.9%	62.1%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Respondents Never Receiving Training

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	72	9.7%	11.1%	13.9%	8.3%	1.4%	55.6%				
2	72	13.9%	43.1%	8.3%	11.1%	0.0%	4.2%	2.8%	6.9%	0.0%	9.7%
3	72	33.3%	19.4%	9.7%	11.1%	6.9%	19.4%				
4	71	84.5%	15.5%								
5	70	60.0%	40.0%								
6	67	3.0%	13.4%	11.9%	19.4%	20.9%	16.4%	6.0%	6.0%	3.0%	
7	73	91.8%	0.0%	8.2%							
8	71	28.2%	31.0%	26.8%	8.5%	4.2%	1.4%				
9	71	52.1%	42.3%	1.4%	4.2%						
10	71	71.8%	18.3%	5.6%	2.8%	0.0%	0.0%	1.4%			
11	71	8.5%	43.7%	31.0%	8.5%	0.0%	0.0%	8.5%			
12	69	46.4%	46.4%	1.4%	2.9%	2.9%					
13	71	14.1%	14.1%	11.3%	4.2%	5.6%	4.2%	9.9%	36.6%		
14 (a)	73	71.2%	2.7%	26.0%							
14 (b)	70	5.7%	48.6%	15.7%	14.3%	5.7%	5.7%	0.0%	4.3%		
15	70	71.4%	8.6%	20.0%	0.0%						
16	71	4.2%	7.0%	11.3%	53.5%	18.3%	5.6%				
17 (Mainline)*	55	10.9%	21.8%	32.7%	21.8%	1.8%	10.9%				
17 (Other)	43	20.9%	14.0%	18.6%	14.0%	14.0%	18.6%				
18	71	5.6%	8.5%	8.5%	12.7%	9.9%	9.9%	45.1%			
19	67	77.6%	22.4%	0.0%							
20	70	75.7%	24.3%								
21	69	87.0%	13.0%								
22	70	75.7%	8.6%	14.3%	0.0%	1.4%					
23	73	1.4%	47.9%	34.2%	11.0%	5.5%					
24	71	21.1%	29.6%	36.6%	2.8%	5.6%	4.2%	0.0%			
25	73	1.4%	24.7%	37.0%	23.3%	6.8%	4.1%	2.7%			
26	73	58.9%	39.7%	1.4%							
27	73	6.8%	43.8%	39.7%	9.6%						
28	68	0.0%	0.0%	5.9%	11.8%	29.4%	48.5%	4.4%			
29 (a)	72	94.4%	5.6%	0.0%							
29 (b)	72	62.5%	37.5%								
30 (a)	72	68.1%	18.1%	13.9%							
30 (b)	58	60.3%	39.7%								
31	71	31.0%	14.1%	18.3%	5.6%	18.3%	7.0%	1.4%	1.4%	0.0%	2.8%
32	73	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%				
33	72	59.7%	40.3%								
34	72	68.1%	31.9%								
35	73	34.2%	45.2%	20.5%							
36	73	21.9%	16.4%	15.1%	21.9%	5.5%	19.2%				
37	72	77.8%	22.2%								
38	73	45.2%	54.8%								
39	72	45.8%	11.1%	43.1%							
40 (a)	69	37.7%	62.3%								
40 (b)	33	33.3%	66.7%								

\* Respondents listing multiple answers were not included in summary.

**Track Inspector Questionnaire Response Summary**  
**Percentage of Respondents Answering Yes to Questions 33, 34, 35, 37, 38, 40 (a) and 40 (b)**

<b>Number of Respondents Providing Responses to <u>All Seven Questions</u></b>	<b>Percentage of Respondents Answering Yes to Exactly This Number of the Seven Questions</b>							
	<b><u>7</u></b>	<b><u>6</u></b>	<b><u>5</u></b>	<b><u>4</u></b>	<b><u>3</u></b>	<b><u>2</u></b>	<b><u>1</u></b>	<b><u>0</u></b>
248	6.5%	13.3%	13.3%	16.9%	13.7%	14.5%	16.1%	5.6%

SOURCE: The Fontana Group, Inc.  
 DATA: Questionnaire Response Data File (Magnetic Media).  
 F:TRIN: SUMM.XLSX:SY7:73:TLHMHT

## Track Inspector Questionnaire Response Summary Respondents Answering Yes to Question 33

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	259	6.9%	11.6%	14.3%	8.9%	0.8%	57.5%				
2	260	36.2%	33.1%	12.3%	3.8%	0.0%	1.9%	3.1%	4.2%	0.8%	4.6%
3	261	21.1%	23.8%	11.5%	11.1%	8.0%	24.5%				
4	260	81.2%	18.8%								
5	251	54.6%	45.4%								
6	253	1.2%	7.5%	15.8%	20.2%	27.7%	15.4%	5.1%	3.6%	3.6%	
7	263	95.1%	0.4%	4.6%							
8	255	20.4%	32.5%	28.6%	12.2%	4.3%	2.0%				
9	254	57.9%	35.8%	2.4%	3.9%						
10	261	70.5%	19.5%	5.7%	1.9%	0.8%	0.8%	0.8%			
11	258	6.2%	48.8%	31.8%	6.2%	1.6%	0.8%	4.7%			
12	254	45.7%	47.2%	2.4%	3.1%	1.6%					
13	250	16.8%	14.8%	12.0%	7.6%	4.0%	5.2%	10.4%	29.2%		
14 (a)	257	74.7%	5.1%	20.2%							
14 (b)	250	5.6%	40.8%	20.8%	12.4%	7.2%	3.6%	2.0%	7.6%		
15	257	73.2%	7.0%	19.8%	0.0%						
16	260	2.3%	3.1%	11.9%	51.2%	29.2%	2.3%				
17 (Mainline)*	197	5.1%	18.3%	41.1%	24.9%	7.1%	3.6%				
17 (Other)*	148	16.9%	18.9%	18.2%	12.2%	13.5%	20.3%				
18	255	3.9%	6.7%	6.3%	9.8%	19.6%	15.3%	38.4%			
19	254	86.6%	13.0%	0.4%							
20	262	76.0%	24.0%								
21	261	82.8%	17.2%								
22	247	66.0%	5.3%	28.7%	0.0%	0.0%					
23	258	4.3%	32.9%	48.1%	12.4%	2.3%					
24	257	13.6%	33.5%	29.6%	11.7%	8.2%	1.6%	1.9%			
25	257	1.2%	16.7%	33.5%	31.1%	8.2%	5.1%	4.3%			
26	262	64.1%	34.0%	1.9%							
27	261	4.6%	47.9%	41.8%	5.7%						
28	258	0.4%	0.4%	3.9%	6.2%	25.2%	58.1%	5.8%			
29 (a)	259	96.1%	3.1%	0.8%							
29 (b)	256	80.1%	19.9%								
30 (a)	259	69.9%	16.2%	13.9%							
30 (b)	203	71.9%	28.1%								
31	261	14.6%	11.5%	14.6%	9.6%	17.2%	6.9%	14.6%	6.1%	3.1%	1.9%
32	253	20.2%	17.4%	6.7%	5.1%	33.6%	17.0%				
33	263	100.0%	0.0%								
34	260	79.2%	20.8%								
35	260	46.9%	38.1%	15.0%							
36	258	10.9%	23.3%	18.2%	23.3%	10.1%	14.3%				
37	262	84.4%	15.6%								
38	261	66.7%	33.3%								
39	261	54.0%	8.4%	37.5%							
40 (a)	257	41.6%	58.4%								
40 (b)	152	42.1%	57.9%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Respondents Answering No to Question 33

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	186	7.5%	7.0%	11.8%	4.8%	1.6%	67.2%				
2	187	18.2%	48.7%	11.2%	10.2%	0.0%	7.0%	1.6%	1.1%	0.5%	1.6%
3	186	25.3%	16.7%	13.4%	8.1%	9.1%	27.4%				
4	186	84.4%	15.6%								
5	178	48.9%	51.1%								
6	182	2.7%	8.2%	12.1%	20.3%	28.0%	13.7%	6.0%	7.1%	1.6%	
7	186	84.9%	0.5%	14.5%							
8	181	29.3%	35.4%	18.2%	8.8%	6.1%	2.2%				
9	182	54.9%	36.8%	2.2%	6.0%						
10	187	67.4%	23.0%	4.3%	2.1%	0.5%	1.1%	1.6%			
11	184	6.5%	45.1%	31.0%	7.1%	2.2%	1.6%	6.5%			
12	183	46.4%	44.8%	2.2%	6.0%	0.5%					
13	179	21.8%	18.4%	8.9%	4.5%	1.7%	5.6%	4.5%	34.6%		
14 (a)	184	78.8%	5.4%	15.8%							
14 (b)	176	5.1%	45.5%	22.2%	11.4%	3.4%	6.8%	0.6%	5.1%		
15	185	75.7%	4.9%	19.5%	0.0%						
16	183	0.5%	3.8%	15.8%	49.2%	24.0%	6.6%				
17 (Mainline)*	133	6.0%	27.8%	37.6%	14.3%	5.3%	9.0%				
17 (Other)	101	26.7%	18.8%	15.8%	11.9%	7.9%	18.8%				
18	182	9.3%	6.0%	8.2%	13.7%	14.3%	8.2%	40.1%			
19	179	77.1%	22.9%	0.0%							
20	180	73.9%	26.1%								
21	180	76.7%	23.3%								
22	171	74.9%	3.5%	21.1%	0.0%	0.6%					
23	182	6.0%	31.9%	46.2%	13.7%	2.2%					
24	181	16.6%	32.6%	33.7%	8.8%	3.9%	1.7%	2.8%			
25	184	2.7%	23.4%	32.6%	30.4%	8.7%	1.6%	0.5%			
26	187	36.9%	60.4%	2.7%							
27	187	17.1%	54.0%	24.6%	4.3%						
28	185	0.0%	0.0%	4.3%	4.9%	24.9%	58.9%	7.0%			
29 (a)	184	95.7%	3.8%	0.5%							
29 (b)	181	86.2%	13.8%								
30 (a)	182	73.6%	12.6%	13.7%							
30 (b)	149	80.5%	19.5%								
31	183	8.2%	5.5%	8.7%	8.7%	22.4%	9.3%	10.4%	15.3%	7.7%	3.8%
32	180	33.3%	17.8%	9.4%	5.0%	18.3%	16.1%				
33	187	0.0%	100.0%								
34	185	35.1%	64.9%								
35	186	17.7%	71.0%	11.3%							
36	187	23.0%	26.7%	20.3%	16.0%	7.0%	7.0%				
37	186	57.0%	43.0%								
38	185	5.9%	94.1%								
39	183	69.4%	4.9%	25.7%							
40 (a)	187	13.4%	86.6%								
40 (b)	104	29.8%	70.2%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Respondents Answering Yes to Question 34

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	269	7.4%	12.3%	16.0%	8.2%	1.1%	55.0%				
2	271	35.1%	38.7%	11.4%	4.8%	0.0%	2.2%	0.7%	3.0%	0.7%	3.3%
3	271	24.0%	24.7%	8.9%	9.2%	7.0%	26.2%				
4	270	79.6%	20.4%								
5	258	57.8%	42.2%								
6	260	0.8%	7.3%	15.8%	18.5%	29.6%	14.2%	5.8%	4.6%	3.5%	
7	273	94.9%	0.4%	4.8%							
8	263	21.3%	32.3%	27.4%	11.8%	4.6%	2.7%				
9	264	55.3%	38.6%	2.3%	3.8%						
10	271	66.1%	22.5%	5.9%	2.2%	1.1%	1.1%	1.1%			
11	270	4.4%	49.3%	31.5%	6.7%	2.6%	1.1%	4.4%			
12	265	44.9%	47.5%	2.6%	3.8%	1.1%					
13	260	13.1%	16.2%	12.7%	7.3%	2.3%	5.8%	11.9%	30.8%		
14 (a)	269	75.1%	4.1%	20.8%							
14 (b)	263	5.3%	38.0%	22.1%	13.7%	6.5%	4.9%	1.5%	8.0%		
15	268	71.6%	6.0%	22.4%	0.0%						
16	268	2.2%	2.2%	11.9%	49.3%	31.7%	2.6%				
17 (Mainline)*	200	4.5%	21.0%	40.5%	23.5%	6.5%	4.0%				
17 (Other)*	154	22.1%	18.2%	16.2%	11.0%	13.0%	19.5%				
18	266	3.4%	6.4%	8.3%	10.2%	19.9%	12.4%	39.5%			
19	266	85.3%	14.3%	0.4%							
20	270	80.0%	20.0%								
21	269	83.6%	16.4%								
22	255	67.1%	5.5%	27.1%	0.0%	0.4%					
23	267	4.5%	35.6%	46.1%	11.6%	2.2%					
24	266	15.0%	32.3%	32.3%	8.6%	6.8%	2.3%	2.6%			
25	267	0.7%	13.5%	34.1%	31.8%	10.1%	4.5%	5.2%			
26	273	65.9%	32.6%	1.5%							
27	272	2.9%	50.0%	41.5%	5.5%						
28	269	0.4%	0.4%	4.5%	6.3%	26.8%	55.0%	6.7%			
29 (a)	272	96.7%	2.6%	0.7%							
29 (b)	267	79.4%	20.6%								
30 (a)	271	74.9%	12.2%	12.9%							
30 (b)	222	73.9%	26.1%								
31	271	14.4%	10.7%	15.1%	10.0%	18.8%	7.0%	11.1%	7.7%	3.3%	1.8%
32	261	20.3%	19.5%	6.5%	4.2%	30.7%	18.8%				
33	271	76.0%	24.0%								
34	273	100.0%	0.0%								
35	271	44.6%	38.7%	16.6%							
36	268	10.8%	20.5%	18.7%	23.5%	10.8%	15.7%				
37	272	84.9%	15.1%								
38	271	56.8%	43.2%								
39	270	56.3%	8.5%	35.2%							
40 (a)	268	43.3%	56.7%								
40 (b)	159	39.6%	60.4%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Respondents Answering No to Question 34

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	173	5.8%	5.8%	9.2%	5.8%	1.2%	72.3%				
2	173	19.1%	40.5%	13.3%	8.7%	0.0%	6.9%	5.2%	2.9%	0.6%	2.9%
3	173	20.2%	15.0%	17.9%	11.0%	10.4%	25.4%				
4	173	87.3%	12.7%								
5	168	43.5%	56.5%								
6	172	3.5%	8.7%	11.0%	22.7%	25.6%	15.7%	4.7%	5.8%	2.3%	
7	173	84.4%	0.6%	15.0%							
8	172	27.9%	36.0%	19.2%	9.3%	6.4%	1.2%				
9	171	58.5%	32.7%	2.3%	6.4%						
10	174	74.1%	18.4%	4.0%	1.7%	0.0%	0.6%	1.1%			
11	172	8.7%	44.2%	32.0%	6.4%	0.6%	1.2%	7.0%			
12	172	47.1%	44.8%	1.7%	5.2%	1.2%					
13	168	28.0%	16.7%	7.7%	4.8%	4.2%	4.8%	2.4%	31.5%		
14 (a)	172	77.9%	7.0%	15.1%							
14 (b)	163	5.5%	49.7%	20.2%	9.2%	4.3%	4.9%	1.2%	4.9%		
15	172	77.3%	6.4%	16.3%	0.0%						
16	173	0.6%	4.6%	16.2%	52.6%	19.7%	6.4%				
17 (Mainline)*	130	6.9%	24.6%	37.7%	16.2%	6.2%	8.5%				
17 (Other)	93	19.4%	21.5%	19.4%	12.9%	9.7%	17.2%				
18	171	10.5%	6.4%	5.3%	13.5%	13.5%	12.3%	38.6%			
19	167	78.4%	21.6%	0.0%							
20	170	68.2%	31.8%								
21	170	74.7%	25.3%								
22	162	74.1%	3.1%	22.8%	0.0%	0.0%					
23	172	5.8%	28.5%	49.4%	14.5%	1.7%					
24	170	15.3%	32.9%	30.6%	12.9%	5.9%	0.6%	1.8%			
25	172	2.9%	28.5%	31.4%	29.1%	5.8%	2.3%	0.0%			
26	174	32.2%	64.4%	3.4%							
27	173	20.8%	51.4%	23.1%	4.6%						
28	171	0.0%	0.0%	3.5%	4.7%	24.0%	62.6%	5.3%			
29 (a)	168	94.6%	4.8%	0.6%							
29 (b)	168	88.1%	11.9%								
30 (a)	168	66.7%	18.5%	14.9%							
30 (b)	129	79.1%	20.9%								
31	171	8.2%	5.8%	7.0%	8.2%	20.5%	9.9%	15.8%	12.9%	7.6%	4.1%
32	171	35.1%	14.0%	9.9%	6.4%	21.1%	13.5%				
33	174	31.0%	69.0%								
34	174	0.0%	100.0%								
35	173	19.1%	72.8%	8.1%							
36	174	24.1%	30.5%	18.4%	16.1%	5.7%	5.2%				
37	174	55.2%	44.8%								
38	173	17.9%	82.1%								
39	172	67.4%	4.1%	28.5%							
40 (a)	174	9.2%	90.8%								
40 (b)	95	31.6%	68.4%								

\* Respondents listing multiple answers were not included in summary.



## Track Inspector Questionnaire Response Summary Respondents Answering Yes to Question 35

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	153	7.2%	13.1%	17.0%	9.8%	2.0%	51.0%				
2	154	33.1%	35.1%	18.8%	3.9%	0.0%	0.6%	1.3%	4.5%	0.6%	1.9%
3	153	21.6%	27.5%	11.8%	7.8%	9.8%	21.6%				
4	153	81.0%	19.0%								
5	150	56.0%	44.0%								
6	150	1.3%	6.7%	11.3%	23.3%	35.3%	12.0%	4.0%	4.0%	2.0%	
7	156	94.9%	0.0%	5.1%							
8	150	19.3%	35.3%	28.7%	13.3%	2.7%	0.7%				
9	150	57.3%	38.7%	1.3%	2.7%						
10	156	64.7%	23.7%	6.4%	3.2%	1.3%	0.0%	0.6%			
11	153	7.8%	44.4%	30.7%	9.2%	2.6%	1.3%	3.9%			
12	154	42.2%	51.3%	1.9%	1.9%	2.6%					
13	149	14.8%	19.5%	14.1%	7.4%	2.7%	7.4%	12.8%	21.5%		
14 (a)	153	79.1%	5.2%	15.7%							
14 (b)	153	4.6%	34.6%	22.9%	14.4%	6.5%	4.6%	2.6%	9.8%		
15	154	77.3%	3.9%	18.8%	0.0%						
16	152	2.0%	3.3%	16.4%	47.4%	30.3%	0.7%				
17 (Mainline)*	116	6.0%	15.5%	40.5%	29.3%	6.9%	1.7%				
17 (Other)*	97	19.6%	19.6%	13.4%	13.4%	15.5%	18.6%				
18	152	3.3%	6.6%	6.6%	11.8%	18.4%	12.5%	40.8%			
19	153	86.9%	12.4%	0.7%							
20	154	79.9%	20.1%								
21	153	86.3%	13.7%								
22	148	66.2%	3.4%	30.4%	0.0%	0.0%					
23	151	5.3%	32.5%	48.3%	11.3%	2.6%					
24	154	16.2%	40.9%	24.7%	9.1%	6.5%	1.3%	1.3%			
25	152	2.0%	13.2%	28.9%	32.2%	11.2%	5.9%	6.6%			
26	156	69.9%	28.8%	1.3%							
27	155	1.9%	36.8%	49.0%	12.3%						
28	154	0.0%	0.0%	5.8%	3.2%	23.4%	60.4%	7.1%			
29 (a)	155	96.8%	2.6%	0.6%							
29 (b)	152	71.7%	28.3%								
30 (a)	156	73.7%	14.7%	11.5%							
30 (b)	129	62.0%	38.0%								
31	154	15.6%	8.4%	18.2%	9.1%	17.5%	7.8%	11.7%	5.8%	3.9%	1.9%
32	153	18.3%	17.6%	5.9%	5.2%	36.6%	16.3%				
33	155	78.7%	21.3%								
34	154	78.6%	21.4%								
35	156	100.0%	0.0%	0.0%							
36	155	7.1%	23.2%	21.9%	21.3%	11.0%	15.5%				
37	155	82.6%	17.4%								
38	156	64.1%	35.9%								
39	156	48.7%	11.5%	39.7%							
40 (a)	155	51.6%	48.4%								
40 (b)	96	43.8%	56.3%								

\* Respondents listing multiple answers were not included in summary.

## Track Inspector Questionnaire Response Summary Respondents Answering No to Question 35

Question	Number of Responses	Percentage of Respondents Selecting This as Response									
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
1	231	6.5%	6.9%	9.5%	5.6%	0.4%	71.0%				
2	232	22.4%	43.1%	8.6%	8.6%	0.0%	7.3%	3.9%	1.7%	0.4%	3.9%
3	233	21.0%	17.2%	13.7%	12.0%	7.7%	28.3%				
4	231	85.7%	14.3%								
5	223	47.1%	52.9%								
6	223	2.7%	9.0%	13.9%	17.0%	23.3%	16.6%	7.2%	6.7%	3.6%	
7	232	86.2%	0.9%	12.9%							
8	228	25.9%	34.6%	20.6%	9.6%	6.1%	3.1%				
9	227	56.8%	33.9%	2.6%	6.6%						
10	233	71.2%	19.7%	4.3%	1.7%	0.0%	1.7%	1.3%			
11	231	6.1%	45.9%	34.6%	4.8%	1.3%	0.9%	6.5%			
12	226	47.3%	43.4%	2.2%	6.6%	0.4%					
13	224	24.1%	15.6%	7.1%	5.4%	3.6%	5.4%	5.4%	33.5%		
14 (a)	229	76.9%	4.8%	18.3%							
14 (b)	220	5.5%	49.5%	18.2%	11.4%	4.5%	4.5%	0.9%	5.5%		
15	228	71.5%	8.3%	20.2%	0.0%						
16	230	0.4%	2.6%	12.2%	53.0%	24.8%	7.0%				
17 (Mainline)*	173	4.6%	24.9%	39.3%	17.3%	5.2%	8.7%				
17 (Other)	111	21.6%	20.7%	19.8%	11.7%	9.9%	16.2%				
18	230	8.7%	6.1%	7.4%	11.3%	15.7%	13.0%	37.8%			
19	222	80.2%	19.8%	0.0%							
20	228	71.9%	28.1%								
21	229	76.4%	23.6%								
22	215	71.6%	6.0%	22.3%	0.0%	0.0%					
23	231	4.8%	32.5%	47.6%	13.9%	1.3%					
24	227	14.5%	30.4%	35.2%	10.6%	6.2%	0.9%	2.2%			
25	231	2.2%	23.4%	35.5%	29.4%	6.1%	2.2%	1.3%			
26	233	40.3%	56.2%	3.4%							
27	232	16.8%	59.5%	22.8%	0.9%						
28	231	0.4%	0.0%	3.0%	6.9%	26.4%	55.8%	7.4%			
29 (a)	227	96.5%	3.5%	0.0%							
29 (b)	228	90.4%	9.6%								
30 (a)	226	72.1%	15.9%	11.9%							
30 (b)	182	84.6%	15.4%								
31	232	7.3%	8.2%	7.8%	9.5%	22.0%	7.8%	14.7%	13.4%	6.0%	3.4%
32	225	32.9%	16.4%	10.7%	4.9%	20.4%	14.7%				
33	231	42.9%	57.1%								
34	231	45.5%	54.5%								
35	233	0.0%	100.0%	0.0%							
36	232	20.7%	26.7%	17.7%	18.1%	7.3%	9.5%				
37	232	65.1%	34.9%								
38	232	24.6%	75.4%								
39	231	71.9%	3.9%	24.2%							
40 (a)	229	14.8%	85.2%								
40 (b)	116	32.8%	67.2%								

\* Respondents listing multiple answers were not included in summary.

# EDWARD M. STOCKTON

## EDUCATION

University of Arizona, Tucson, AZ

M.S., Agriculture and Resource Economics (Applied Econometrics), 2010.

Western Michigan University, Kalamazoo, MI

B.A ., Economics, 1998

## POSITIONS

The Fontana Group, Inc., Tucson, Arizona

*Director of Economics Services: 2011 - Present*

*Case Manager: 2005 - 2011*

*Senior Analyst: 2000 - 2005*

*Analyst: 1998 - 1999*

Old Ina Corporation Tucson, AZ

*Supervisor, Analyst, Manager: 1995 - 1998*

## RESEARCH AND CONSULTING EXPERIENCE

Mr. Stockton manages the analysis of documents, data and markets in the retail automobile industry and other industries. He has provided consultation to automobile dealers and attorneys in numerous areas including:

- Retail automobile franchising, economics and marketing
- Allocation of new vehicles during shortages
- Franchise terminations
- Franchise additions and relocations
- Analysis of manufacturer customer satisfaction measurement programs
- Customer satisfaction measurement
- Sales and profitability forecasts
- Financial analysis
- Statistical and econometric analyses
- Consumer credit
- Economic theory

## REPRESENTATIVE CLIENT ASSIGNMENTS

*Bredemann Family of Dealerships*, Park Ridge, IL, 2011-.

*Bass Sox Mercer*, Tallahassee, FL, 2011-.

*The Collection*, Coral Gables, FL, 2011.

*Magic City Ford v. Ford Motor Company*, Roanoke, VA, 2010-2011.

*Bob Wade AutoWorld v. Ford Motor Company*, Harrisonburg, VA, 2010-2011.

*East West Lincoln Mercury*, Landover Hills, MD, 2010-2011.

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