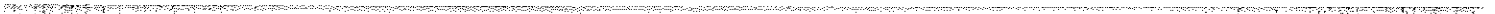


Lighting Issues



DETAILS ATTACHMENTS

Closed

Issue ID	Creation date
180030	09/06/25 10:23 AM
Created by	Employee craft
Matthew Louis Lebsack	Transportation (TE&Y)
Initiated date	Initiated time
09/06/2025	10:23
Summary	Centralized work group
Lighting Issues	--
Issue location	
Location	Region
OS011, TRENTWOOD, WA	Northern
Service unit	Subdivision
Pacific Northwest	Spokane Sub
Zone-track-spot	Milepost
--	11
Issue initiator	
Initiated by (name)	
Matthew Louis Lebsack	
Initiator email address	
MATTHEW.LEBSACK@UP.COM	

Lighting Issues

Secondary owner
Justin Dale Anderson

Secondary owner date
09/08/25 09:22 AM

Third owner
John Eric Powell

Third owner date
09/08/25 09:22 AM

Issue tracking

Stage
Resolved

Description
Trentwood Yard lighting, depot over head lighting burnt out, Trentwood lead lighting under Sullivan Ave. burnt out, Run Around track lighting south end CPE010 burnt out. Matthew Lebsack SMART-TD Local 1505 Safety & Legislative Representative lebsackml@hotmail.com 509 991 6878

Initiator previously reported this issue
No

Large project
No

Unsatisfactory prior resolution
No

Resolution date
09/10/2025

Issue processed (in days)
4

Resolution

*** Justin Dale Anderson *** :Contractor to bid repairing lights.
*** Comment Added at 09/10/2025 1:39 pm ***

Initiator notification
--

Last modified
09/10/25 03:39 PM

RE-OPEN

HQ: Slips, Trips, and Falls

DETAILS**ATTACHMENTS**

Closed

Issue ID

179838

Creation date

08/27/25 11:14 PM

Created by

Matthew Louis Lebsack

Employee craft

Transportation (TE&Y)

Initiated date

08/27/2025

Initiated time

23:14

Summary

HQ: Slips, Trips, and Falls

Centralized work group

--

Issue location

Location

OS011, TRENTWOOD, WA

Region

Northern

Service unit

Pacific Northwest

Subdivision

Spokane Sub

Zone-track-spot

--

Milepost

Mp11

Issue initiator

Initiated by (name)

Matthew Louis Lebsack

Initiator email address

MATTHEW.LEBSACK@UP.COM

HQ: Slips, Trips, and Falls

Secondary owner
Justin Dale Anderson

Secondary owner date
08/28/25 08:53 AM

Third owner
Joshua A Johnson

Third owner date
08/28/25 08:53 AM

Issue tracking

Stage
Resolved

Description

Trentwood Toe Path and switching lead hazards. Matthew Lebsack SMART-TD LOCAL 1505 Legislative & Safety Representative 509 991 6878 lebsackml@hotmail.com As I was assigned on the Trentwood local during the month of June and first week of July it was brought to my attention by quite a few Conductor as to how bad walking conditions really are between the CXT OUT bound derail and main line switch. Then Trentwood mainline switch all the way down the Trentwood yard lead and up the Salt Palce industry switch and lead. We have extensive switching operations on the Trentwood local along these entire leads. This job as you know works 12 hours a day most days and has a high turnover rate for crews. Part of the turnover in my opinion is that the job is Conductor only now. It has quite a bit of work to do daily and we must cover almost 70 miles of mainline plus the industrial park along with 2 different directions out of Trentwood many days. As the carrier is always pushing efficient and safe switch operations on a daily basis while speaking with all crews. Its hard to be efficient when toe path requirements don't meet standards. This lack of safety standard leaves crews with one option and that is to walk every move of every direction as mounting and dismounting rail cars is a far greater danger to the well being and safety of the employee. Not to mention the cars that we are not allowed to ride, dismount, or mount in motion do to injury and deaths that have occurred on our railroad alone. If you were to try and mount or dismount a rail car moving or not moving between any of the above mentioned areas you risk injury. In many spots the bottom stirrup on a rail car is at thigh level or above due to how steep the shoulder of the balast is. There are many holes, depressions, very uneven surfaces that literally have 5,6,7 inch or even bigger rocks siting on top of the toe path. What quarter

HQ: Slips, Trips, and Falls

targets that have long since been reflective. Parts of old switces that have been removed that are still attached to switch points on the Salt Palace lead that present tripping hazards. Pictures really don't do justice to the actual hazards conductors and engineers must navigate just to traverse these areas in the performance of our job duties. In the past few years plus this summer alone we have had steel, tie, and switch tie gangs work the mainline, Trentwood siding, Trentwood and Velox yards that replaced 70 pound rail from the early 1900's so it was long overdue and things are looking up for us with all this new steel and ties. With all these projects being done it has disturbed most every foot of any toe path we have in either Trentwood or Velox yards. The work was needed but it does not appear or at least I'm not aware of any projects scheduled to come behind all this work and get our switch leads, switch stand areas, and toe path requirements back up to the standard as set forth under Washington state law with the UTC. I understand projects need planned and time to coordinate but when such overhauls are made it should be part of a standard of work system to come in behind these projects and preform required repairs to environmental issues. Example, being toe path requirements so as to mitigate any future issues or potential for injury. It would be ideal to do a inperson walk through at Trentwood yard and Velox if possible. Also missing many clearance cones and highway stripe reflectors

Initiator previously reported this issue

No

Large project

No

Unsatisfactory prior resolution

No

Resolution date

09/02/2025

Issue processed (in days)

6

Resolution

*** Justin Dale Anderson *** :Matt, there is lot to unpack here. Let's start with the switch targets. The crews are not to rely on targets and concentrate on the switch points as you know. I will get with MTM Johnston about the toe paths and the walkways.

*** Comment Added at 09/02/2025 5:40 am ***

HQ: Slips, Trips, and Falls

With that will come all new walkways and ballast around switches and turnout area.

*** Comment Added at 09/03/2025 8:49 am ***

Initiator notification

--

Last modified

09/03/25 10:49 AM

RE-OPEN

Weeds / Debris / Trees / Shrubs

DETAILS ATTACHMENTS

Closed

Issue ID
179835

Creation date
08/27/25 10:28 PM

Created by
Matthew Louis Lebsack

Employee craft
Transportation (TE&Y)

Initiated date
08/27/2025

Initiated time
22:28

Summary
Weeds / Debris / Trees / Shrubs

Centralized work group
--

Issue location

Location
OS075, SANDPOINT, ID

Region
Northern

Service unit
Pacific Northwest

Subdivision
Spokane Sub

Zone-track-spot
--

Milepost
76

Issue initiator

Initiated by (name)
Matthew Louis Lebsack

Initiator email address
MATTHEW.LEBSACK@UP.COM

Weeds / Debris / Trees / Shrubs

Secondary owner
Justin Dale Anderson

Secondary owner date
08/28/25 08:47 AM

Third owner
Joshua A Johnson

Third owner date
08/28/25 08:47 AM

Issue tracking

Stage
Resolved

Description

Sandpoint Idaho North leg of Y derail has weed/vegetation 3 feet high from highway 200 xing to mainline switch. Sandpoint yard tracks 1,2,3,4 have weed/vegetation all throughout yard some areas worse than others. Track where we secure the power is bad for weed and vegetation. There are also toe path issues from probably snow plowing this winter that has created a fairly defined edge all along 4 track and yard road. There are these 6 inch and larger round rocks throughout the yard along and in-between all the yard tracks. Also there are no clearance cones or highway reflectors left in any yard tracks for crews to know definitively that cars are in the clear so as to comply with several C12 requirements. I have taken photos for reference. Thank you. Matthew Lebsack SMART-TD Local 1505 Safety and Legislative Representative 509 991 6878 lebsackml@hotmail.com

Initiator previously reported this issue
No

Large project
No

Unsatisfactory prior resolution
No

Resolution date
09/02/2025

Issue processed (in days)
6

Resolution

*** Justin Dale Anderson *** :As far as the cones are concerned, they are not required but

Weeds / Debris / Trees / Shrubs

*** Joshua A Johnson *** : The vegetation around the derail and most of the walkways have been cut/removed. We will continue to work at it and get the cones in place. Some of the vegetation pictured are on the MRL portion of the yard.

*** Comment Added at 09/03/2025 8:45 am ***

Initiator notification

--

Last modified

09/03/25 10:45 AM

RE-OPEN

HQ: Slips, Trips, and Falls

DETAILS

ATTACHMENTS

Closed

Issue ID

179838

Creation date

08/27/25 11:14 PM

Created by

Matthew Louis Lebsack

Employee craft

Transportation (TE&Y)

Initiated date

08/27/2025

Initiated time

23:14

Summary

HQ: Slips, Trips, and Falls

Centralized work group

--

Issue location

Location

OS011, TRENTWOOD, WA

Region

Northern

Service unit

Pacific Northwest

Subdivision

Spokane Sub

Zone-track-spot

--

Milepost

Mp11

Issue initiator

Initiated by (name)

Matthew Louis Lebsack

Initiator email address

MATTHEW.LEBSACK@UP.COM

HQ: Slips, Trips, and Falls

Secondary owner
Justin Dale Anderson

Secondary owner date
08/28/25 08:53 AM

Third owner
Joshua A Johnson

Third owner date
08/28/25 08:53 AM

Issue tracking

Stage
Resolved

Description

Trentwood Toe Path and switching lead hazards. Matthew Lebsack SMART-TD LOCAL 1505 Legislative & Safety Representative 509 991 6878 lebsackml@hotmail.com As I was assigned on the Trentwood local during the month of June and first week of July it was brought to my attention by quite a few Conductor as to how bad walking conditions really are between the CXT OUT bound derail and main line switch. Then Trentwood mainline switch all the way down the Trentwood yard lead and up the Salt Palce industry switch and lead. We have extensive switching operations on the Trentwood local along these entire leads. This job as you know works 12 hours a day most days and has a high turnover rate for crews. Part of the turnover in my opinion is that the job is Conductor only now. It has quite a bit of work to do daily and we must cover almost 70 miles of mainline plus the industrial park along with 2 different directions out of Trentwood many days. As the carrier is always pushing efficient and safe switch operations on a daily basis while speaking with all crews. Its hard to be efficient when toe path requirements don't meet standards. This lack of safety standard leaves crews with one option and that is to walk every move of every direction as mounting and dismounting rail cars is a far greater danger to the well being and safety of the employee. Not to mention the cars that we are not allowed to ride, dismount, or mount in motion do to injury and deaths that have occurred on our railroad alone. If you were to try and mount or dismount a rail car moving or not moving between any of the above mentioned areas you risk injury. In many spots the bottom stirrup on a rail car is at thigh level or above due to how steep the shoulder of the balast is. There are many holes, depressions, very uneven surfaces that literally have 5,6,7 inch or even bigger rocks siting on top of the toe path. What quarter

HQ: Slips, Trips, and Falls

targets that have long since been reflective. Parts of old switces that have been removed that are still attached to switch points on the Salt Palace lead that present tripping hazards. Pictures really don't do justice to the actual hazards conductors and engineers must navigate just to traverse these areas in the performance of our job duties. In the past few years plus this summer alone we have had steel, tie, and switch tie gangs work the mainline, Trentwood siding, Trentwood and Velox yards that replaced 70 pound rail from the early 1900's so it was long overdue and things are looking up for us with all this new steel and ties. With all these projects being done it has disturbed most every foot of any toe path we have in either Trentwood or Velox yards. The work was needed but it does not appear or at least I'm not aware of any projects scheduled to come behind all this work and get our switch leads, switch stand areas, and toe path requirements back up to the standard as set forth under Washington state law with the UTC. I understand projects need planned and time to coordinate but when such overhauls are made it should be part of a standard of work system to come in behind these projects and preform required repairs to environmental issues. Example, being toe path requirements so as to mitigate any future issues or potential for injury. It would be ideal to do a inperson walk through at Trentwood yard and Velox if possible. Also missing many clearance cones and highway stripe reflectors

Initiator previously reported this issue
No

Large project
No

Unsatisfactory prior resolution
No

Resolution date
09/02/2025

Issue processed (in days)
6

Resolution

*** Justin Dale Anderson *** :Matt, there is lot to unpack here. Let's start with the switch targets. The crews are not to rely on targets and concentrate on the switch points as you know. I will get with MTM Johnston about the toe paths and the walkways.

*** Comment Added at 09/02/2025 5:40 am ***

HQ: Slips, Trips, and Falls

With that will come all new walkways and ballast around switches and turnout area.

*** Comment Added at 09/03/2025 8:49 am ***

Initiator notification

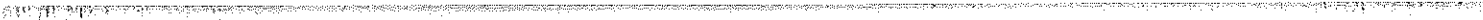
--

Last modified

09/03/25 10:49 AM

RE-OPEN

Facility / Fence Related



DETAILS ATTACHMENTS



Closed

Issue ID
179903

Creation date
08/31/25 05:29 PM

Created by
Matthew Louis Lebsack

Employee craft
Transportation (TE&Y)

Initiated date
08/31/2025

Initiated time
17:29

Summary
Facility / Fence Related

Centralized work group
--

Issue location

Location
OS141, EASTPORT, ID

Region
Northern

Service unit
Pacific Northwest

Subdivision
Spokane Sub

Zone-track-spot
--

Milepost
140.7

Issue initiator

Initiated by (name)
Matthew Louis Lebsack

Initiator email address
MATTHEW.LEBSACK@UP.COM

Facility / Fence Related

Secondary owner
Justin Dale Anderson

Secondary owner date
09/01/25 12:35 PM

Third owner
Patricia R Gieser

Third owner date
09/01/25 12:35 PM

Issue tracking

Stage
Resolved

Description

Over head lighting at Eastport Idaho Depot between the depot door lights ,over head lightning over depot inspection pads, north and south sides of depot plus Vaccus facility with US Custom there are 15 lights burnt out I believe. South Switch of the Pass at Eastport Idaho both overhead light are burnt out. Both north and south ends of Snider Creek siding Over head lightning at crew change pads are burnt out. As fall is rapidly approaching we are losing 3 minutes of day light a day. Over the month of September that means by 1900 it will be dark. By the end of October somewhere around 1730 it will be dark. Eastport terminal is set in between 2 mountain ranges that are steep, along with the Moyie river on the east side of the yard also with highway 95 there is very little space. When the sun fades west of the mountains it might still be officially daylight but with how steep and tall the mountains up here are darkness happens quickly. It would be very helpful to have these lighting issues resolved sooner then later as stated above we lose light by the day and in 60 days nightfall will be 3 hour's sooner Thank you, Matthew L. Lebsack SMART-TD Local 1505 Safety and Legislative Representative lebsackml@hotmail.com 509 991 6878

Initiator previously reported this issue
No

Large project
No

Unsatisfactory prior resolution
No

Facility / Fence Related

Resolution

*** Justin Dale Anderson *** :Patricia is working on getting the lights repaired. Contractor is waiting in lift schedule.

*** Comment Added at 09/02/2025 5:33 am ***

Initiator notification

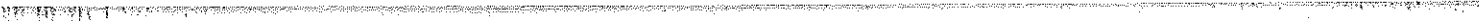
--

Last modified

09/02/25 07:33 AM

RE-OPEN

Weeds / Debris / Trees / Shrubs



DETAILS ATTACHMENTS



Closed

Issue ID
179835

Creation date
08/27/25 10:28 PM

Created by
Matthew Louis Lebsack

Employee craft
Transportation (TE&Y)

Initiated date
08/27/2025

Initiated time
22:28

Summary
Weeds / Debris / Trees / Shrubs

Centralized work group
--

Issue location

Location
OS075, SANDPOINT, ID

Region
Northern

Service unit
Pacific Northwest

Subdivision
Spokane Sub

Zone-track-spot
--

Milepost
76

Issue initiator

Initiated by (name)
Matthew Louis Lebsack

Initiator email address
MATTHEW.LEBSACK@UP.COM

Weeds / Debris / Trees / Shrubs

Secondary owner
Justin Dale Anderson

Secondary owner date
08/28/25 08:47 AM

Third owner
Joshua A Johnson

Third owner date
08/28/25 08:47 AM

Issue tracking

Stage
Resolved

Description

Sandpoint Idaho North leg of Y derail has weed/vegetation 3 feet high from highway 200 xing to mainline switch. Sandpoint yard tracks 1,2,3,4 have weed/vegetation all throughout yard some areas worse than others. Track where we secure the power is bad for weed and vegetation. There are also toe path issues from probably snow plowing this winter that has created a fairly defined edge all along 4 track and yard road. There are these 6 inch and larger round rocks throughout the yard along and in-between all the yard tracks. Also there are no clearance cones or highway reflectors left in any yard tracks for crews to know definitively that cars are in the clear so as to comply with several C12 requirements. I have taken photos for reference. Thank you. Matthew Lebsack SMART-TD Local 1505 Safety and Legislative Representative 509 991 6878 lebsackml@hotmail.com

Initiator previously reported this issue
No

Large project
No

Unsatisfactory prior resolution
No

Resolution date
09/02/2025

Issue processed (in days)
6

Resolution

*** Justin Dale Anderson *** :As far as the cones are concerned, they are not required but

Weeds / Debris / Trees / Shrubs

*** Joshua A Johnson *** : The vegetation around the derail and most of the walkways have been cut/removed. We will continue to work at it and get the cones in place. Some of the vegetation pictured are on the MRL portion of the yard.

*** Comment Added at 09/03/2025 8:45 am ***

Initiator notification

--

Last modified

09/03/25 10:45 AM

RE-OPEN

Facility / Fence Related

DETAILS

ATTACHMENTS

Closed

Issue ID
179903Creation date
08/31/25 05:29 PMCreated by
Matthew Louis LebsackEmployee craft
Transportation (TE&Y)Initiated date
08/31/2025Initiated time
17:29Summary
Facility / Fence RelatedCentralized work group
--

Issue location

Location
OS141, EASTPORT, IDRegion
NorthernService unit
Pacific NorthwestSubdivision
Spokane SubZone-track-spot
--Milepost
140.7

Issue initiator

Initiated by (name)
Matthew Louis LebsackInitiator email address
MATTHEW.LEBSACK@UP.COM

Facility / Fence Related

Secondary owner
Justin Dale Anderson

Secondary owner date
09/01/25 12:35 PM

Third owner
Patricia R Gieser

Third owner date
09/01/25 12:35 PM

Issue tracking

Stage
Resolved

Description

Over head lighting at Eastport Idaho Depot between the depot door lights ,over head lightning over depot inspection pads, north and south sides of depot plus Vaccus facility with US Custom there are 15 lights burnt out I believe. South Switch of the Pass at Eastport Idaho both overhead light are burnt out. Both north and south ends of Snider Creek siding Over head lightning at crew change pads are burnt out. As fall is rapidly approaching we are losing 3 minutes of day light a day. Over the month of September that means by 1900 it will be dark. By the end of October somewhere around 1730 it will be dark. Eastport terminal is set in between 2 mountain ranges that are steep, along with the Moyie river on the east side of the yard also with highway 95 there is very little space. When the sun fades west of the mountains it might still be officially daylight but whith how steep and tall the mountains up here are darkness happens quickly. It would be very helpful to have these lighting issues resolved sooner then later as stated above we lose light by the day and in 60 days nightfall will be 3 hour's sooner Thank you, Matthew L. Lebsack SMART-TD Local 1505 Safety and Legislative Representative lebsackml@hotmail.com 509 991 6878

Initiator previously reported this issue
No

Large project
No

Unsatisfactory prior resolution
No

Facility / Fence Related

Resolution

*** Justin Dale Anderson *** :Patricia is working on getting the lights repaired. Contractor is waiting in lift schedule.

*** Comment Added at 09/02/2025 5:33 am ***

Initiator notification

--

Last modified

09/02/25 07:33 AM

RE-OPEN

HQ: Slips, Trips, and Falls

DETAILS ATTACHMENTS

Closed

Issue ID
179838

Creation date
08/27/25 11:14 PM

Created by
Matthew Louis Lebsack

Employee craft
Transportation (TE&Y)

Initiated date
08/27/2025

Initiated time
23:14

Summary
HQ: Slips, Trips, and Falls

Centralized work group
--

Issue location

Location
OS011, TRENTWOOD, WA

Region
Northern

Service unit
Pacific Northwest

Subdivision
Spokane Sub

Zone-track-spot
--

Milepost
Mp11

Issue initiator

Initiated by (name)
Matthew Louis Lebsack

Initiator email address
MATTHEW.LEBSACK@UP.COM

HQ: Slips, Trips, and Falls

Secondary owner

Justin Dale Anderson

Secondary owner date

08/28/25 08:53 AM

Third owner

Joshua A Johnson

Third owner date

08/28/25 08:53 AM

Issue tracking

Stage

Resolved

Description

Trentwood Toe Path and switching lead hazards. Matthew Lebsack SMART-TD LOCAL 1505 Legislative & Safety Representative 509 991 6878 lebsackml@hotmail.com As I was assigned on the Trentwood local during the month of June and first week of July it was brought to my attention by quite a few Conductor as to how bad walking conditions really are between the CXT OUT bound derail and main line switch. Then Trentwood mainline switch all the way down the Trentwood yard lead and up the Salt Palce industry switch and lead. We have extensive switching operations on the Trentwood local along these entire leads. This job as you know works 12 hours a day most days and has a high turnover rate for crews. Part of the turnover in my opinion is that the job is Conductor only now. It has quite a bit of work to do daily and we must cover almost 70 miles of mainline plus the industrial park along with 2 different directions out of Trentwood many days. As the carrier is always pushing efficient and safe switch operations on a daily basis while speaking with all crews. Its hard to be efficient when toe path requirements don't meet standards. This lack of safety standard leaves crews with one option and that is to walk every move of every direction as mounting and dismounting rail cars is a far greater danger to the well being and safety of the employee. Not to mention the cars that we are not allowed to ride, dismount, or mount in motion do to injury and deaths that have occurred on our railroad alone. If you were to try and mount or dismount a rail car moving or not moving between any of the above mentioned areas you risk injury. In many spots the bottom stirrup on a rail car is at thigh level or above due to how steep the shoulder of the balast is. There are many holes, depressions, very uneven surfaces that literally have 5,6,7 inch or even bigger rocks siting on top of the toe path. What quarter

HQ: Slips, Trips, and Falls

targets that have long since been reflective. Parts of old switces that have been removed that are still attached to switch points on the Salt Palace lead that present tripping hazards. Pictues really don't do justice to the actual hazards conductors and engineers must navigate just to traverse these areas in the performance of our job duties. In the past few years plus this summer alone we have had steel, tie, and switch tie gangs work the mainline, Trentwood siding, Trentwood and Velox yards that replaced 70 pound rail from the early 1900's so it was long overdue and things are looking up for us with all this new steel and ties. With all these projects being done it has disturbed most every foot of any toe path we have in either Trentwood or Velox yards. The work was needed but it does not appear or at least I'm not aware of any projects scheduled to come behind all this work and get our switch leads, switch stand areas, and toe path requirements back up to the standard as set forth under Washington state law with the UTC. I understand projects need planned and time to coordinate but when such overhauls are made it should be part of a standard of work system to come in behind these projects and preform required repairs to environmental issues. Example, being toe path requirements so as to mitigate any future issues or potential for injury. It would be ideal to do a inperson walk through at Trentwood yard and Velox if possible. Also missing many clearance cones and highway stripe reflectors

Initiator previously reported this issue
No

Large project
No

Unsatisfactory prior resolution
No

Resolution date
09/02/2025

Issue processed (in days)
6

Resolution

*** Justin Dale Anderson *** :Matt, there is lot to unpack here. Let's start with the switch targets. The crews are not to rely on targets and concentrate on the switch points as you know. I will get with MTM Johnston about the toe paths and the walkways.

*** Comment Added at 09/02/2025 5:40 am ***

HQ: Slips, Trips, and Falls

With that will come all new walkways and ballast around switches and turnout area.

*** Comment Added at 09/03/2025 8:49 am ***

Initiator notification

--

Last modified

09/03/25 10:49 AM

RE-OPEN