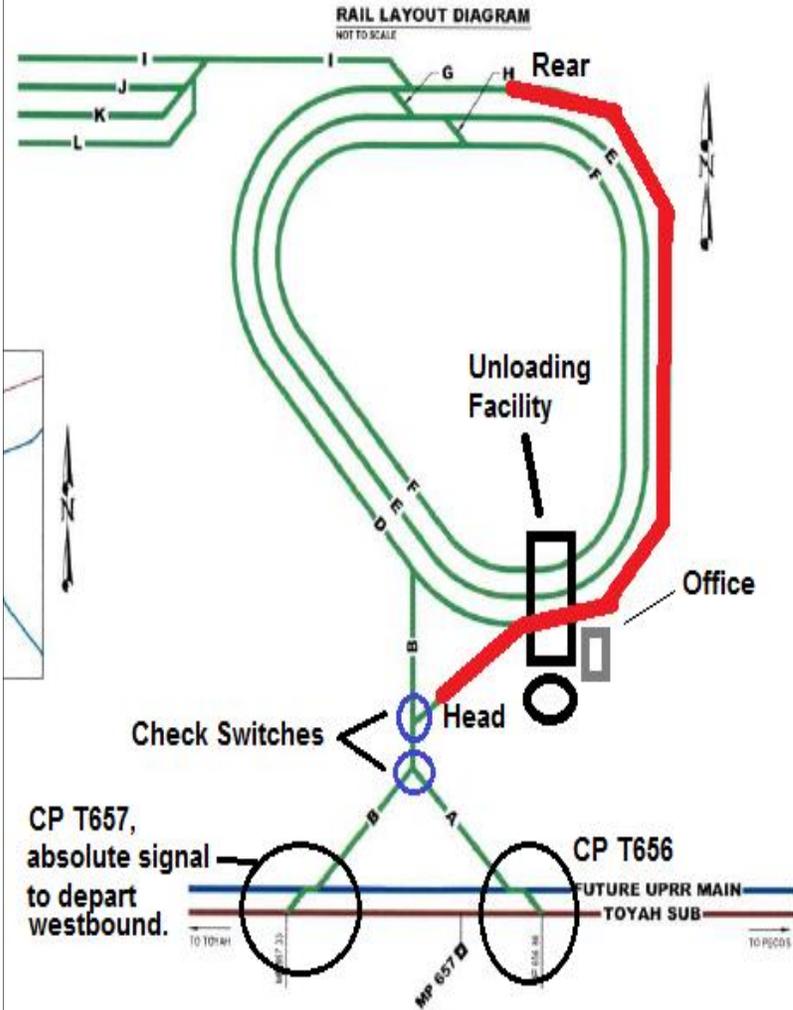


# TRANSPORTATION STANDARD WORK

Service Unit	Sunset	Date SW Initiated	10/1/2017	
MTO Code	STA	Revision Date	November 25, 2017	
Job ID/Name	RHPAWS	Radio Frequency	14/14	
On Duty Circ7	TP647	SWES Total #		
Manager Name & Phone	MRO Jeff Carpenter - 801-201-6341			
Emergency Phone #	Hi-Crush Plant Contact -Bryan Zimmerman 814-779-3777	Securement Policy	5 Hand Brake min.	
#	Work Steps (Elements)	SWES #	Time	Comments
1	Contact dispatcher at Pecos for van to Overland Hi-Crush Plant			I-20 Frontage Rd. to CR 414, turn into plant at CP T656
2	Stop at Hi-Crush office to let personnel know you will be pulling empty train.			Office is the gray building just west of the unloading buildings. When you turn into the facility from CR414 you will be facing it. Also ask employee if airstest has been completed.
2	Outbound train will be on the outside loop, with power near the top of the wye.			There is a road that follows the loop all the way around, you can drive entire train, the rear of the train should be stopped short of the crossovers.
3	Unsecure train and air test if necessary.			Train may require air test inspection, job brief with employee at the office when you stop there upon arrival.
4	Contact dispatcher for a light at CP T657, line plant switches and depart.			There should only be 2 hand throw switches inside the facility to line, approx. 10 cars past the top of the wye there will be an absolute signal and derail (Disp. Controlled) CP T657, dispatcher will give a signal to depart west.

## HI-CRUSH - PECOS MP 656.86 TOYAH SUB PECOS, REEVES COUNTY, TEXAS 100% DESIGN



1. View from where train will be parked. 1st switch to check is just ahead.



2. The next switch you will come to is the top of the wye. Stay right to go west, CP T657 is about 10-15 cars ahead.



3. Absolute signal for CP T657 is around the wye approx. 10 cars, contact dispatcher to depart. There is a derail in the OS, it is controlled through the signal by dispatcher.

