

*NCTA L&P  
Committee Meeting  
June 20, 2006*

**NCTA Ballast Fouling  
Mitigation Committee  
Update**

# Four Main Areas of Emphasis

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- **Spraying Effectiveness**
- **Load Profiling**
- **Car Standards**
- **Track Maintenance**

# Committee Initiatives

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- Test Topper Agents
- Improve Rail Car Load Profiles
- Address Low Cube Capacity Rail Cars
- Improve Rail Car Inspection & Maintenance
- Improve Rail Car Design
- Phase Out Older Latch Bottom Hopper Cars
- Increase Top Size to 3x0

# LATEST TEST RESULTS

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- One Train Tested at Caballo in Late April
  - Rapid discharge set
- BNSF Expected Conclusion
  - Approx 250 lbs/car losses off the untreated top
  - Approx 50 lbs/car losses off the treated top
  - Approx 40 lbs/car losses from the bottom
  - Will go through the test procedure in detail on 6/21

# What's Next?

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- Next Committee Meeting is 6/21 in Denver
- Expect a Lively Discussion on the Caballo Train Test Results
- Expect a Lively Discussion on Spraying
- Low Water Topper (<15 gals/car) Test Results to be Presented
- Expected BNSF Position
  - Undercutting adversely affects jointline performance
  - Spraying will decrease the frequency of undercutting
  - Load profiling has helped, but not enough