



Trinity Railway Express PTC Implementation Plan (PTCIP)

September, 2010
Revision 3

Submitted in fulfillment of 49 C.F.R. § 236.1011

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**Section 01
Introduction
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REVISION HISTORY

Date	Revision	Description	Author
August 2010	2	Changes to comply with FRA Response	DART/TRE
September 2010	3	Changes to comply with FRA Response	DART/TRE

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1 INTRODUCTION

1.1 HISTORY

Named after the Trinity River, which runs between Fort Worth and Dallas, the **Trinity Railway Express (TRE)** was launched on December 30, 1996 operating from Union Station to the South Irving Station in Irving, Texas. On September 18, 2000, the line was extended to the Richland Hills Station and rail service was available between downtown Dallas and the DFW Airport. On November 13, 2000 the West Irving Station was opened. On December 3, 2001, the TRE was extended to its current terminus at the T&P Station in downtown Fort Worth.

The commuter rail service between Dallas, Texas and Fort Worth, Texas is a service provided by Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (“The T”) doing business as the Trinity Railway Express (TRE). The relationship between DART and The T for providing this service is an inter-local cooperative agreement. TRE operates on the 34-mile rail corridor owned by the two transit authorities and provides service Monday through Saturday.

DART, on behalf of The T, has contracted with Herzog Transit Services, Inc., to maintain the commuter rail rolling stock and right of way, provide dispatching services for the corridor, and operate the commuter rail service. The rolling stock is maintained at the TRE maintenance facility located in Irving, Texas.

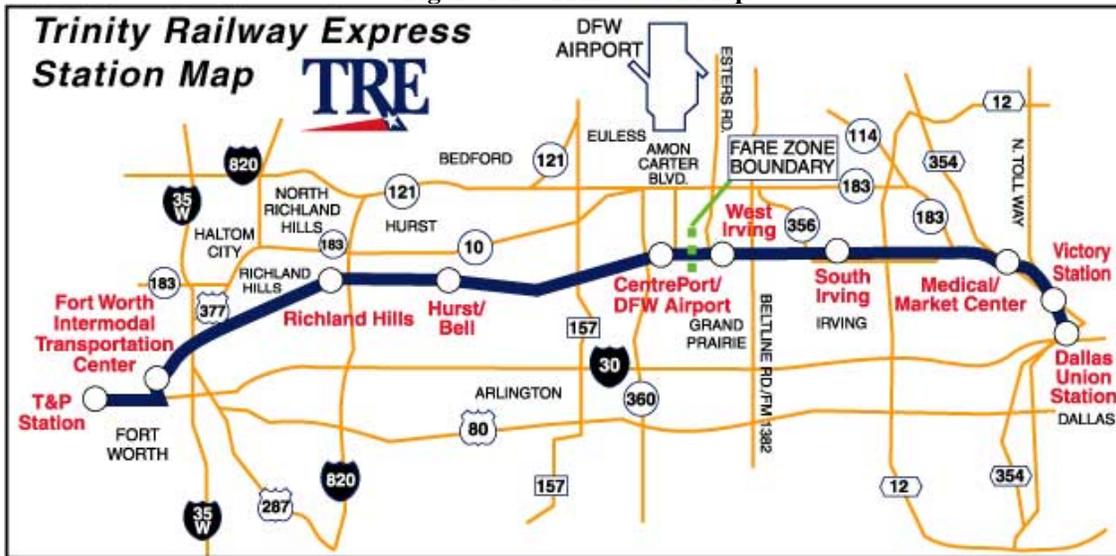
1.2 SYSTEM OVERVIEW

The Trinity Railway Express (TRE) is a regional rail commuter line providing a commuter rail link between the cities of Dallas and Fort Worth. The TRE is fed both from DART and The T bus lines as well as the DART light rail system. The TRE commuter line has a daily ridership of 9,800 and is the fourteenth most-ridden commuter rail system in the country. Annual ridership on the TRE exceeds 2.7 million passengers.

The eastern terminus of the TRE line is Dallas Union Station on the west side of downtown Dallas at MP 644.3. The 34 mile line runs generally west, past the American Airlines Center and Southwestern Medical Center, through Irving, the DFW Airport, Hurst, and Richland Hills before ending with two stops in downtown Fort Worth (the Fort Worth Intermodal Transportation Center and the western terminus at T&P Station at MP 610.5). There are a total of ten regular station stops. Most trains are through trains but some trains either terminate or originate at the CentrePort/DFW Airport Station.

The trip from Union Station to T&P Station takes just under an hour, with scheduled trip times ranging from fifty-five (55) minutes to one hour, three minutes. Track improvements are currently underway which should offer an improvement in travel times by double tracking certain stations and sections of the route. Currently, portions of the route are single-track, requiring eastbound and westbound trains to meet at certain points and requiring some eastbound trains to hold and wait for a westbound train to get to the passing area. A station map of the TRE is shown in Figure 1-1.

Figure 1-1 – TRE Station Map



The TRE operating statistics are shown in Table 1-1.

Table 1-1 – TRE Operating Statistics

Route Miles	33.8
Track Miles (approximate)	53.9
Average Weekday Passengers	9,800
Average Weekend Passengers	4,400
Annual Passengers	> 2.7 Million
Trains Scheduled per Weekday	49
Trains Scheduled Saturday	22
Trains Scheduled (per annum)	17,750

1.3 ROLLING STOCK OVERVIEW

TRE operates a fleet of push-pull trains powered by diesel-electric locomotives and a fleet of self-propelled diesel multiple unit vehicles (DMU). The push-pull rolling stock equipment used on the TRE consists of seven (7) EMD F59PH diesel-electric locomotives, two (2) EMD F59PHI diesel locomotives, and twenty-five (25) Bi-Level Coaches of which ten (10) are cab cars. Each push-pull train includes at least one locomotive unit and one bi-level cab car. Typically, one or two additional coach cars are included between the locomotive and cab car. The TRE DMU fleet consists of thirteen (13)-rail diesel cars (RDCs) used primarily for midday trains between Dallas and DFW Airport. The DMU fleet will be phased out before 2015 and TRE will not replace this fleet.

Every locomotive and cab car will be equipped with onboard PTC hardware as part of TRE's PTC project, by the December 2015 date. The DMUs are not planned to be in service after December 2015 and therefore will not be equipped with PTC onboard equipment. Coach cars will not require PTC onboard equipment.

Details of the fleet are shown in Table 1-2 below.

Table 1-2 – TRE Rolling Stock

<i>Type</i>	<i>Quantity</i>
Locomotives	
F-59PH EMD	7
F-59PHI EMD	2
Bi-Level Cab Cars	
UDTC	2
Bombardier	8
Bi-Level Coaches	
Hawker-Siddeley	5
UTDC	5
Bombardier	5
Diesel Multiple Units	
Budd Co.	13

1.4 TENANT RAILROADS ON THE TRE MAINLINE

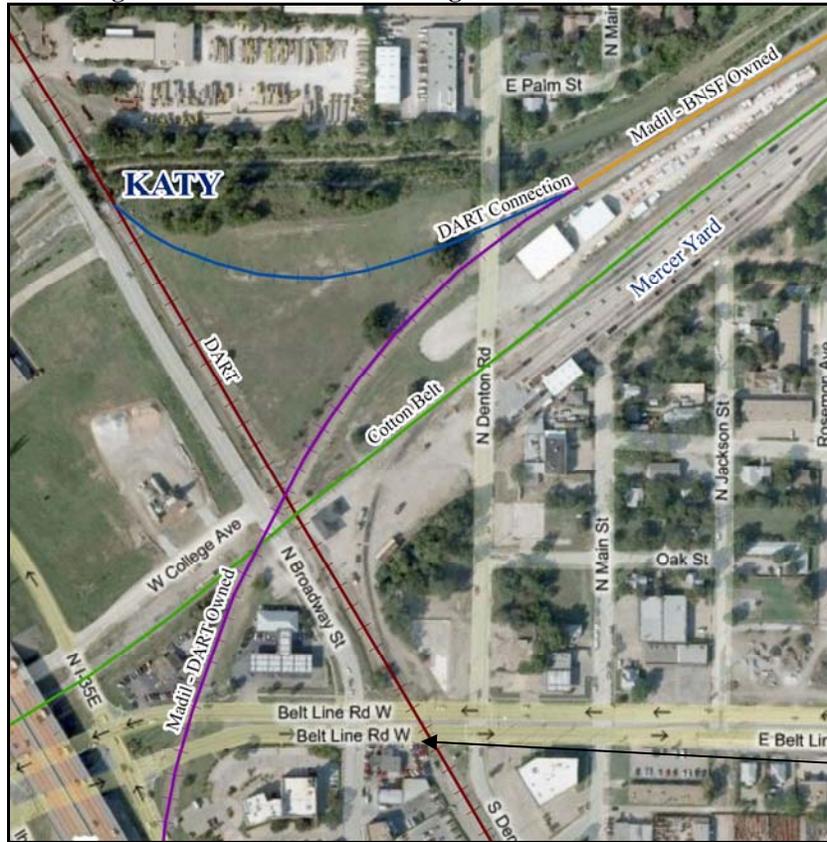
TRE directly operates the TRE mainline and maintains trackage rights agreements with freight railroads for operation on the TRE mainline. The tenant railroads on the TRE mainline are:

1. BNSF Railway (BNSF)
2. Dallas, Garland and Northeastern Railroad (DGNO)
3. Fort Worth & Western Railroad (FWWR)
4. Union Pacific Railroad Company (UPRR)

1.5 OTHER LINES

DART owns two additional freight rail lines. These subdivisions are the Cotton Belt, and the Katy. Additionally, DART and The T jointly own a portion of the Madill. These lines converge and cross one another in Carrollton, Texas. The segment of these rail lines through Carrollton are schematically depicted in Figure 1-2.

Figure 1-2 – DART Owned Freight Lines in Carrollton TX



Note A: The street name provided by Google Virtual has been incorrectly identified as Belt Line Rd W. It should be Belt Line Rd E.

1.5.1 Cotton Belt

The Cotton Belt, which originates in Fort Worth, passes through Carrollton, Addison, and Plano terminating in Wylie, Texas. DART owns 54 miles of the Cotton Belt rail corridor from north Fort Worth to downtown Wylie, TX, as shown in Figure 1-3. This corridor was acquired in 1990 for the purpose of right of way preservation, for future passenger transportation use. DART’s primary objective for the Cotton Belt Rail Line is to eventually provide regional rail connectivity for communities along the corridor to Fort Worth, Dallas-Fort Worth (DFW) Airport, the DART transit network, and major activity centers along the corridor.

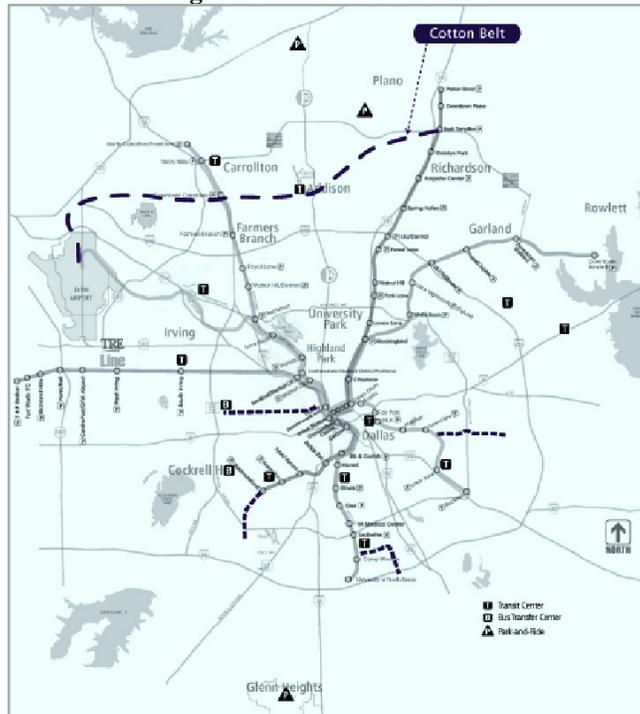
The line is currently used by the Dallas, Garland, and Northeastern (DGNO) from Carrollton to Addison, and by the Kansas City Southern from Wylie to W. Plano. Though the line is primarily used for freight, there is an excursion train known as the Grapevine Vintage Railroad operating from Grapevine toward the western portion of the line (Fort Worth Stockyards) and occasionally from Grapevine toward DFW Airport.

The segment from Fort Worth to Carrollton is operated by the Fort Worth and Western Railroad (FWWR). From a point just to the west of Carrollton to Addison, the line is operated by the DGNO. There is a small freight yard (known as Mercer Yard) just east

of the Katy/Cotton Belt intersection. Mercer Yard serves as a hub for the north central DGNO operations.

Although DART owns the Cotton Belt rail corridor, PTC will be required between MP 630.53 and MP 627.89 where the UPRR operates and dispatches freight trains. The UPRR is responsible for PTC on this segment (please refer to the UPRR PTCIP for details for this segment). The UPRR is responsible for interoperability issues with tenant railroads on the PTC-equipped segment of the Cotton Belt rail corridor. The remaining track on the Cotton Belt rail corridor will not require PTC.

Figure 1-3 – Cotton Belt Line



1.5.1.1 Tenant Railroads

Although DART owns the Cotton Belt corridor, DART does not control or operate any traffic on this rail corridor. The UPRR is responsible for interoperability issues with tenant railroads on the PTC-equipped segment of the Cotton Belt corridor. The UPRR is responsible for identifying the tenant railroads on the Cotton Belt rail corridor.

1.5.2 Madill Subdivision (BNSF)

The Madill Subdivision has its origins on the Trinity Rail Express (TRE). This line runs north from the TRE in South Irving and curves to the northeast as it passes through Carrollton, Texas. Segments of the Madill Subdivision are owned independently by the City of Dallas, DART/The T, and BNSF. The owners of each segment are as follows:

Table 1-3

Mile Post (Start)	Mile Post (End)	Ownership
711	706	DART/The T
706	700	City of Dallas
700	----	BNSF Railway

As a point of reference, the City of Dallas and DART/The T own the sections of the line to the southwest of Carrollton and the segment of this line north of Carrollton is owned and controlled by BNSF. BNSF dispatches all trains on the Madill Subdivision. The line then passes through Frisco, Sherman, and Madill leading to Tulsa, Oklahoma. Besides providing overflow capacity for long distance freight, the rail segment known as the Frisco or the Madill Subdivision is an important source of local freight services.

The Madill Subdivision is currently used for freight by the BNSF Railway (BNSF) and the DGNO and is controlled and dispatched by the BNSF.

PTC is applicable to the Madill Subdivision. BNSF is responsible for implementation and continued operation of a PTC system for the Madill Subdivision. Please refer to the BNSF PTCIP for details of the PTC implementation plan for the Madill Subdivision. The BNSF is responsible for interoperability issues with tenant railroads on the Madill Subdivision.

1.5.2.1 Tenant Railroads

DART/The T does not control or operate the Madill rail corridor. The BNSF is responsible for interoperability issues with tenant railroads on the PTC-equipped segment of the Madill corridor. The BNSF tenant railroad on the Madill rail corridor is:

- Dallas, Garland & Northeastern RR (DGNO)

1.5.3 The Katy

The Katy (previously part of the Union Pacific Railroad), originates in downtown Dallas, passes to the south of Love Field Airport and then continues north through Farmers Branch, Carrollton, Lewisville and terminates in Denton. DART ownership of this line ends at downtown Denton (MP 721.53). The rail segment known as the Katy is an important source of local freight services.

Freight service is provided by the DGNO to Lewisville. The Katy crosses the Cotton Belt and Madill Subdivision in Carrollton, Texas. A connection from the Katy to the Cotton Belt currently exists in the northeast quadrant, providing a way for DGNO crews to serve both lines.

At present, there is no passenger service operating on the Katy rail corridor. The volume of freight service on the Katy rail corridor does not meet the prescribed levels at which PTC implementation would be required. Therefore, there is no implementation of PTC required for the Katy rail corridor.

1.6 TERMINALS AND STATIONS

The Trinity Railway Express provides commuter rail services along a single rail line servicing the two county metropolitan regions between downtown Dallas and downtown Fort Worth, Texas.

1.6.1 Terminals

TRE has two terminals:

- Dallas Union Station
- T&P Station

1.6.1.1 Dallas Union Station

Dallas Union Terminal, shown in Figure 1-4, is a DART light rail, Trinity Railway Express commuter rail, and Amtrak intercity rail station located in the Reunion district of downtown Dallas, Texas on Houston Street, between Wood and Young Streets.

The station is served by Amtrak's *Texas Eagle* with Chicago as the northern terminus and Los Angeles to the south. The light rail station serves as a stop on the DART Red and Blue Lines as well as the eastern endpoint stop on TRE. Union Station also provides access to the Greyhound bus terminal.

Figure 1-4 – Dallas Union Station



1.6.1.2 T&P Station

Fort Worth's Texas & Pacific Railroad Passenger Station (Figure 1-5) is a Trinity Railway Express commuter rail station located at 1600 Throckmorton Street in Fort Worth, Texas, on the south side of downtown. It is the western terminus of the TRE commuter line.

Figure 1-5 – T&P Station



1.6.2 Stations

1.6.2.1 Victory Station

Victory Station is a mass transit station in Dallas, Texas, serving both the Trinity Railway Express commuter rail and the light rail system operated by Dallas Area Rapid Transit (DART). Located along the Stemmons Corridor near the city's downtown district, the station opened in 2001 in the Victory Park development as a temporary platform shortly after the opening of the American Airlines Center.

On October 2, 2003, the temporary platform was replaced by a permanent platform for the Trinity Railway Express and a future expansion of DART's light rail system (the future Orange and Green Lines). Beginning on November 13, 2004, DART began offering special light rail service on the Red and Blue Lines to Victory Station during special events. Full-time light rail and commuter rail service at the station began on September 14, 2009, with the opening of the first phase of the Green Line.

1.6.2.2 Medical/Market Center Station

Medical/Market Center Station is a Trinity Railway Express commuter rail station located along the Stemmons Corridor (Interstate 35E) of north Dallas, Texas at Motor Street and Medical Center Drive, northwest of downtown Dallas. It opened in December 1996 and serves the Dallas Market Center and the nearby medical district which includes Parkland Memorial Hospital, Children's Medical Center of Dallas, University of Texas Southwestern Medical Center, St. Paul Medical Center and Zale Lipshy University Hospital.

1.6.2.3 South Irving Station

South Irving Station is a Trinity Railway Express commuter rail station located in Irving, Texas at Rock Island Road, east of O'Connor Road. It opened in December 1996 and serves downtown Irving, including the Irving Heritage District and the Irving Civic Center. This station is also served by DART fixed route bus service.

1.6.2.4 West Irving Station

West Irving Station is a Trinity Railway Express commuter rail station located in Irving, Texas, at Jackson Street near Esters Road. It opened on November 13, 2000 and serves the Irving Mall with connecting DART bus service to Las Colinas and North Lake College.

1.6.2.5 CentrePort/DFW Airport Station

CentrePort/DFW Airport Station is a Trinity Railway Express commuter rail station located just south of Dallas/Fort Worth International Airport on Statler Boulevard. The station opened on September 18, 2000 and serves the CentrePort business park, the headquarters of American Airlines, and all terminals of DFW Airport.

1.6.2.6 Hurst/Bell Station

Hurst/Bell Station is a Trinity Railway Express commuter rail station located in Fort Worth, Texas on Bell Spur Drive at Trinity Boulevard. It opened on September 18, 2000 and serves the city of Hurst, Texas and the main plant of Bell Helicopter Textron (which is located in Fort Worth, across the street from the station).

1.6.2.7 Richland Hills Station

Richland Hills Station is a Trinity Railway Express commuter rail station located in Richland Hills, Texas near Handley-Ederville Road and SH 121. It opened on September 18, 2000 and serves the city of Richland Hills, the North East Mall and features bus service to the University of Texas at Arlington's Fort Worth campus.

1.6.2.8 Fort Worth Intermodal Transportation Center Station

The Fort Worth Intermodal Transportation Center, shown in Figure 1-6, is a Trinity Railway Express commuter rail and Amtrak intercity rail station located in Fort Worth, Texas at the corner of 9th and Jones Streets, on the northeast side of downtown Fort Worth. The station is served by the Amtrak's *Texas Eagle* and *Heartland Flyer*. The station also serves as a bus depot for the Fort Worth Transportation Authority as well as Greyhound.

Figure 1-6 – Fort Worth Intermodal Transportation Center Station



1.7 SYSTEM OVERVIEW

1.7.1 Track Layout

The Trinity Railway Express consists entirely of single and double track sections. All tracks are signaled for bi-directional running. Table 9-1, Track and Method of Operation, shows the single and double track segments along the TRE beginning at North Junction MP 643.9 and ending at T&P control point MP 610.7. Track between MP 643.9 and MP 644.3, at Dallas Union Station, between MP 610.7 and MP 610.5 at T&P Station, the east end Irving Yard lead at MP 630.6 and the west end Irving Yard lead at MP 630.1, are classified as terminals and therefore will be considered mainline track exclusions.

1.7.2 Switches and Interlockings

The Trinity Railway Express contains various crossover and turn out switches. These switches are listed in Table 1-4.

Table 1-4 – Crossovers or Single Switch Locations

Switch Designation	Track	Location	Description
CP217	Main 1	MP 644.2	Switch to UP Lines
North Junction	Main 1	MP 643.9	Crossover to Main 2
North Junction	Main 2	MP 643.9	Switch to Wye Track and UP Lines
Lisa	Main 1 Main 2	MP 642.0	Main 1 / Main 2 Crossover
W Perkins	Main 1	MP 640.7	Main 1 / Main 2 Crossover
East Mockingbird	Main 1	MP 639.5	Main 1 / Main 2 Crossover
East Mockingbird	Main 2	MP 639.5	Switch to Mockingbird Yard
West Mockingbird	Main 2	MP 637.5	Switch to Mockingbird Yard
West Mockingbird	Main 1 Main 2	MP 637.5	Main 1 / Main 2 Crossover
West Mockingbird	Main 1 Main 2	MP 637.5	Main 1 / Main 2 Crossover (2)
West Mockingbird	Main 1	MP 637.5	Switch to Brookhollow B

Switch Designation	Track	Location	Description
Wildwood Drive	Main 1	MP 636.7	Switch to Wildwood Spur
E. C. Junction	Main 1	MP 635.6	Switch to Madill Subdivision
S. Irving	Main 1 Main 2	MP 634.8	Main 1 / Main 2 Crossover
W. C. Junction	Main 1	Main 1	Main 1 / Main 2 Crossover
W. C. Junction	Main 1	MP 634.4	Switch to Madill Subdivision
Rogers Road	Main 1	MP 633.7	Main 1 / Main 2 Crossover
Gilbert Crossover	Main 1	MP 631.5	Main 1 / Siding (2 nd Main) Crossover
East Tex Crossover	Main 1	MP 630.9	Main 1 / Siding (2 nd Main) Crossover
East Tex	Main 1	MP 630.6	Switch to Irving Yard
West Tex	Main 1	MP 630.1	Switch to Irving Yard
Irving Yard	Irving Yard	MP 630.1	Irving Yard Lead Switch
West Tex	Main 1	MP 629.9	Switch to CentrePort Industrial
ESS CentrePort	Main 1 Main 2	MP 629.4	Main 1 / Siding (2 nd Main) Crossover
WSS CentrePort	Main 1	MP 628.3	Main 1 / Siding (2 nd Main) Crossover
East Tarrant	Main 1	MP 627.8	Main 1 / Main 2 Crossover
Calloway	Main 2	MP 626.3	Switch to Tarrant Rock Spur
Calloway	Main 1	MP 626.3	Switch to Tarrant Rock Spur
Garrison	Main 1 Main 2	MP 625.9	Main 1 / Main 2 Crossover
West Tarrant	Main 1	MP 625.5	Main 1 / Main 2 Crossover
East Hurst	Main 1	MP 622.4	Main 1 / Siding (2 nd Main) Crossover
Hurst Team / Lumber	Main 1	MP 621.8	Switch to Spur
West Hurst	Main 2	MP 621.1	Switch to TXI Sand Spur
West Hurst	Main 1	MP 621.1	Main 1 / Siding (2 nd Main) Crossover
ESS Richland Hills	Main 1	MP 618.7	Main 1 / Siding (2 nd Main) Crossover
WSS Richland Hills	Main 1	MP 617.66	Main 1 / Siding (2 nd Main) Crossover
East Sylvania	Main 1	MP 614.6	Main 1 / Main 2 Crossover
East Sylvania	Main 2	MP 614.3	Switch to Siding (2 nd Main) / Spur Track
West Sylvania	Main 1	MP 613.6	Main 1 / Siding (2 nd Main) Crossover
Sylvania Yard	Main 1	MP 613.5	Switch to Sylvania Yard
Dalwor	Main 1	MP 612.2	Switch to East Leg Wye Track
6th Street Junction	Main 1	MP 611.9	Switch to Purina Junction
6th Street Junction	Main 1	MP 611.9	Switch to Tower 55 Tracks
6th Street Junction	Main 1	MP 611.9	Switch to M1 / Auxiliary Track
Nancy Crossover	Main 1	MP 611.3	Switch to M1 / Auxiliary Track
T&P	Main 1	MP 610.7	Main 1 / Main 2 Crossover
Tower 55	Main 2	MP 610.6	Switch to Tower Lead

1.7.3 At Grade Crossings

Twenty-nine (29) highway-rail at grade crossings exist on the Trinity Railway Express. All highway crossings are protected by crossing gates. A list of the highway grade crossings is included in Table 9-4, Grade Crossings. No rail-to-rail at-grade crossings exist on the TRE. One rail-to-rail grade crossing exists at Carrollton on the Madill subdivision.

1.7.4 Method of Operation and Signaling System

Train operations on the TRE are governed by the General Code of Operating Rules (GCOR) and the TRE System - Timetable & Special Instructions No. 5 dated April 7, 2010. All tracks (single and double) are signaled for bi-directional running utilizing Centralized Traffic Control (CTC) between North Junction and the T&P Control Point. The train dispatcher authorizes train movements and sets traffic for east or west running on all track sections according to the train schedules. The train dispatcher additionally controls traffic flow for all meets and tenant railroad moves. The dispatcher's office is located in Irving, Texas.

The TRE rail line employs a signal system that uses aspects in the form of wayside color lights to inform the engineer of the operating speed and GCOR rules governing the track. Page 21 of TRE Timetable & Special Instructions No. 5 Effective April 7, 2010 lists the aspects (color lights) and associated GCOR rule instructions that apply. All interlocking signals and switches are controlled remotely by the train dispatcher and automatic signals between interlockings are controlled by the signaling system.

1.7.5 TRE Track Chart

A TRE Track Chart indicating civil speeds and signal locations is shown in Section 14.

The maximum allowable speeds are shown in Table 1-5 and 1-6.

Table 1-5 – Maximum Time Table Speeds

Location	From MP	To MP	Psgr	Frnt
North Jct – Rogers	643.9	633.8	79	50
Rogers – Gilbert	633.8	631.5	60	50
Gilbert – MP 614.8	631.5	614.8	79	50
MP 614.8 – MP 612.1	614.8	612.1	60	50
MP 612.1 – MP 610.7	612.1	610.7	20	10

Table 1-6 – Other Speed Restrictions

Location	From MP	To MP	Psgr	Frnt
Dallas Union Station	644.2	644.3	15	10
Union Track/TRE Lead	643.9	644.2	25	10
Brookhollow B Lead	637.4	637.4	10	10
Mockingbird Yard Leads	637.5	639.2	10	10
Gilbert Siding (2 nd Main Track at W. Irving Station)	630.9	631.5	40	30

Location	From MP	To MP	Psgr	Frts
TRE EMF Yard	630.0	630.6	5	5
Centreport Siding (2nd Main Track at Centreport /DFW Station)	628.3	629.4	60	-
Hurst Siding (2 nd Main Track)	621.1	622.4	60	-
Richland Hills Siding (2 nd Main Track at Richland Hills Station)	617.7	618.7	60	-
Sylvania Siding (2 nd Main Track)	613.6	614.6	40	35
Share Track (Sixth St Jct – crossover Nancy)	611.3	611.9	20	10
East Leg of Wye (Purina Jct – Dalwor)	611.9	612.1	10	10
T&P Station Tracks	610.5	610.7	15	10
All other locations not specified	-	-	10	10
Trains handling individual cars in excess of 134 tons over bridge	612.4	612.4	10	10
Trains handling individual cars in excess of 134 tons over bridge	639.6	639.6	10	10

1.8 COMMUNICATIONS NETWORK

1.8.1 Existing Communications Network

TRE manages voice and data networks to support its daily operations. The communications infrastructure includes three 60 ft tall antenna towers to provide RF coverage for VHF voice and WIU radios along the TRE line. The base stations are located at Handley Edderville Rd, EMF facility, and West Perkins. These sites are connected to the Control Facility (CF) using four-wire analog leased lines. The CF hosts all database servers related to TRE operations. Also, a view client connection (dispatch terminal) is provided from the CF to the Union Station. In addition, TRE owns six strands of fiber optic cable along the TRE corridor.

1.8.2 PTC Communications Network

TRE will implement V-ETMS communications based PTC system using existing communications infrastructure to the extent possible. New infrastructure will be constructed to accommodate PTC radio system specifications for redundancy and reliability requirements. WLAN or similar network will be deployed in yards and layover facilities to provide initialization locations for locomotive PTC data upload. Refer to Section 3 for more detailed information about PTC communications network.

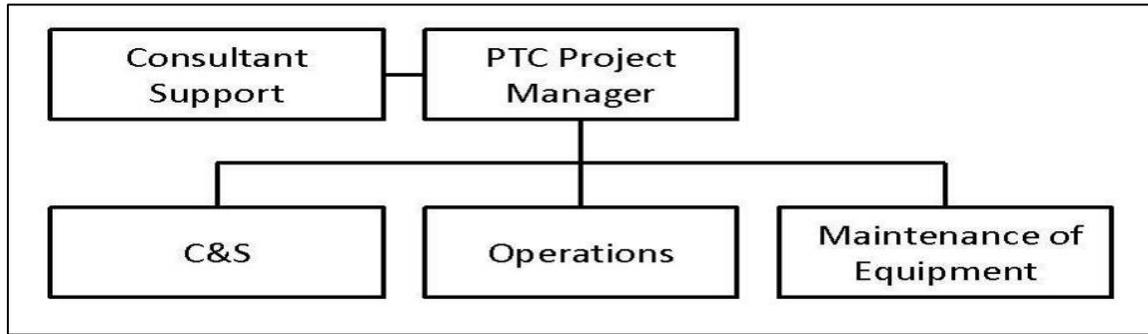
1.9 PTCIP PROGRAM OVERVIEW

The TRE PTC system will consist of a communication based V-ETMS technology. TRE’s decision is premised upon V-ETMS being granted Type Approval by the FRA.

1.9.1 Organizational Relationships

TRE's PTC Project will be managed by a multi-disciplined team of senior management and staff including (See Figure 1-7), but not limited to:

Figure 1-7 – TRE PTC Organization Chart



1.9.1.1 TRE PTC Project Manager

A senior TRE Project Manager will be assigned as the TRE PTC Project Manager. The TRE PTC Project Manager will act as the coordinator for all disciplines and departments engaged in the PTC project and will be the single point of contact for all PTC related activities.

1.9.1.2 TRE Departments

Multiple TRE departments will have assigned responsibilities and shall report to the TRE PTC Project Manager as shown on the organizational chart. These departments shall include, but not be limited to:

1.9.1.2.1 Communications and Signals

Communications and Signals (C&S) will have responsibility for PTC systems including, but not limited to, the ground communications network, the office safety TSR server, the wayside PTC systems Wayside Interface Unit (WIU), Base Communications Package (BCP), interfacing to existing signal and communications systems and related power systems.

1.9.1.2.2 Maintenance of Equipment

Mechanical Department, referred to as Maintenance of Equipment (MOE), will have responsibility for the vehicle segment of PTC, including, but not limited to, the installation of all of the PTC onboard equipment components and hardware, the interface to all existing onboard systems, the overall maintenance of the system and training for maintenance personnel.

1.9.1.2.3 Operations

Operations will have responsibility for all operational related aspects of PTC including, but not limited to, dispatchers, operators, rules and operations.

1.9.1.3 Consultant Support

TRE will be utilizing the support of a consultant team for development of its PTCIP, PTC procurement specifications and support during construction, test, and commissioning of PTC. The consultant shall provide engineering services under the direct oversight of the TRE PTC Project Manager.

1.9.2 Request for Amendment of a PTCIP [49 C.F.R. § 236.1009(a)(2)(ii)]

TRE's PTC organization, led by its Project Manager, will provide internal governance of TRE's PTCIP. Any amendments to the PTCIP will be generated by this organization. The PTCIP will be a controlled document that must follow a process for recording the reason for revision and the impact that the revision has on the project. Any amendment to the PTCIP must be approved by the PTC Project Manager and will be formally submitted to the FRA for review and approval.

1.9.3 Goals and Objectives

TRE's PTC project will be fully compliant with 49 C.F.R. Part 236 inclusive of all subparts including FRA approved exclusions permitted under subpart I for terminals and limited operation territory.

To achieve compliance with the Rail Safety Act and the PTC Regulations, TRE plans to utilize V-ETMS for compliance with PTC system (the PTC system) requirements that are not currently fully fulfilled by its existing signaling and train control systems.

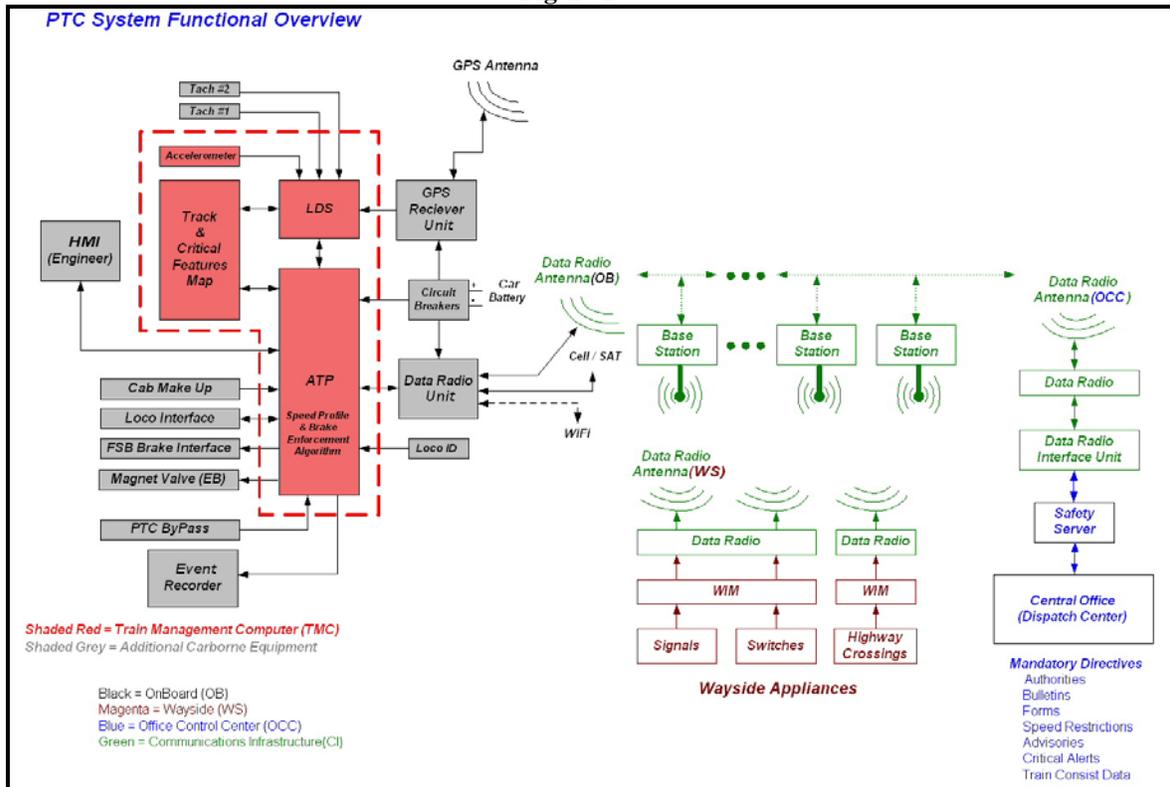
The strategy for the development of the required PTC system is to utilize the PTCIP for V-ETMS submitted to the FRA SharePoint site, if Type Approval is granted by the FRA. This strategy mitigates development of a completely new system and permits TRE to implement the same system as is being proposed to the FRA by a majority of the Class I railroads.

1.10 PTC FUNCTIONAL DESCRIPTION

1.10.1 PTC Onboard Component

Figure 1-8 provides a functional and equipment overview of the TRE communications based PTC system. The shaded areas represent the onboard PTC equipment with the red representing the onboard train management computer (TMC) component.

Figure 1-8



Train Management Computer (TMC) – Central processing unit that acquires track authority, wayside condition, location, and train speed data in conjunction with a track map to prevent over speed conditions and enforce positive stop functions as required

- ✓ Track and Critical Features Database
 - ✓ Location Determination Sub-System
 - ✓ Speed & Target Enforcement Algorithm
 - ✓ Brake Algorithm
- **Human Machine Interface (HMI)** – Interactive flat panel LED type display unit that facilitates train to office requests and displays all PTC operating condition data to the train engineer
 - **Communications Antenna(s)** – Reception of communications data from wayside and office segments
 - **GPS Receiver & Communications Control Unit** – Control unit that facilitates and manages GPS data from the national radio frequency network (USDOT)
 - **GPS Antenna** - Reception of GPS data
 - **Speed Sensor(s)** – Tachometers used for the determination of train speed and position dead reckoning

- ***Brake System Interface*** – PTC initiated Penalty brake application (full service brake with power cut)
- ***Circuit Breaker(s)*** – Circuit protection for TMC, GPS, and Communication Systems
- ***Event Recorder*** –Records and stores PTC data that meets FRA requirements of 49 C.F.R.§ 229.135 Event Recorders and the PTC requirements of 49 C.F.R. Part 236
- ***PTC Bypass / Cutout Unit*** – Electrical & pneumatic circuits to bypass the PTC System in the event of equipment failure
- ***Locomotive ID Module*** – Storage module for unique locomotive parameter

1.10.1.1 PTC Functional Overview

The onboard PTC system will provide integrated communications and control capabilities to supply a train control system compliant with 49 C.F.R. Part 236, Subpart I. In response to inputs obtained from wayside appliances, the back office facility, position determining equipment, an infrastructure database and train type behavior models, the PTC system will provide automatic speed supervision on all occupied track at the maximum allowable speed under all movement scenarios.

The Positive Train Control (PTC) system will prevent train-to-train collisions, overspeed derailments, and casualties or injuries to roadway workers (e.g., maintenance-of-way workers, bridge workers, signal maintainers, etc.) operating within their limits of authority as a result of unauthorized incursion by a train. The PTC system will also prevent train movements through misaligned main line switches.

The locomotive or cab car onboard computer will utilize a GPS-based location determination system with dead reckoning provided by wheel tachometers and a track database to continuously determine the location of the train. The onboard computer will receive track authorities and speed restrictions generated from the back office and receive signal aspect and switch position information from wayside equipment. Based on all received information, the onboard computer will determine the train location, authority limits and speed limit of the locomotive, and ultimately provide vital speed enforcement and positive stop enforcement.

Interoperability will be ensured through use of the V-ETMS technology utilized by Class I freight railroads including UPRR.

Operationally, the onboard segment is divided into the major functions that are used to manage the movement of trains:

- Train Initialization and Termination
- Track Authority and Movement Restrictions
- Location and Train Speed Determination
- Speed Limit and Target Determination

- Over Speed Protection
- Positive Stop Enforcement
- Work Zone Protection
- Train Movement Over Switches

Any loss of communication with wayside and/or office segments will cause the train to operate in the most restrictive mode stored within the TMC. Once communication has been re-established, the locomotive will be permitted to continue normally. In the event of extended communication failure, operations will revert back to the underlying Centralized Traffic Control system and TRE Operating Rules without V-ETMS.

The following systems are utilized to implement the PTC requirements (except where Main Line Track Exclusion Addenda (MTEA) are requested and granted).

Table 1-7 – PTC Functional Requirements

PTC Functional Requirements	CTC/ABS	V-ETMS	Comments
Train-to-train collision protection	✓	✓	V-ETMS provides Positive Stop at Interlocking Home Signals
Overspeed protection		✓	
• MAS		✓	
• Permanent civil speed restrictions		✓	
• Temporary civil speed restrictions		✓	
• Crossover speed restrictions		✓	
• Positive stop enforcement		✓	
Work zone intrusion protection		✓	
Protection of mainline switches	✓	✓	
Highway crossing restriction enforcement		✓	

The following sections provide a functional overview of the V-ETMS.

1.10.1.1.1 Track and Critical Features Map (TMC Data Base)

The onboard PTC system shall utilize a track and critical features map to correlate GPS and dead reckoning position measurements to physical locations. In addition, the track and critical feature map is used to establish target locations and determine distance to targets as well as provide critical data for the brake algorithm. The track and critical features map may contain the following data:

- Track Segments
 - ✓ Stations

- ✓ Blocks
- ✓ Boundaries
- ✓ Linkage
- Wayside Signals
 - ✓ Type (Intermediate, Home, Automatic)
 - ✓ Location
 - ✓ Indication Range
- Fixed Civil Speeds
 - ✓ Speed Limit
 - ✓ Boundaries
- Switches
 - ✓ Location
 - ✓ Switch Type
 - ✓ Facing Direction
 - ✓ Clearance Point Locations
- Highway Crossings
 - ✓ Speed Limit
 - ✓ Boundaries
- Hazard Detectors
 - ✓ Type (Hot Box, Dragging Equipment, High / Wide Load)
 - ✓ Location
- Track Characteristics
 - ✓ Track Grade
 - ✓ Track Curvature
- General Mile Post Indicators

1.10.1.1.2 Train Initialization

Before a train can move onto mainline track, the train must be initialized. This generally will occur in yards or terminals at the beginning of a trip, but must occur any time after the train is terminated. With the locomotive or cab car stationary, a wireless data network will be utilized to verify the onboard track map and upload any necessary changes. All relevant operating data will be communicated to the onboard equipment from the TRE Back-Office during initialization. This data consists of train consist, work zones, temporary speed restrictions, advisories, critical alerts and other relevant

information. Trains will not be allowed to proceed until the proper database has been verified or uploaded to the TMC and the train has completed an initial departure test.

1.10.1.1.3 Permanent Speed Restrictions

TRE's PTC system will ensure enforcement of Permanent Speed Restrictions (PSR) (track or civil speed limits). The permanent or civil speed limits associated with all mapped track (track within PTC territory) are defined in the track database. Once an authority has been received on board, the system will permit the engineer to operate the train over the authorized track at the permissible speed. The TMC will use the onboard GPS and tachometers to determine the train's current location and track the distance traveled in relation to the above items defined in the track database in order to enforce permanent speed restrictions.

1.10.1.1.4 Temporary Speed Restrictions

The locomotive segment receives temporary speed restrictions from the Back-Office in the forms of:

- Form A Bulletins
- Form B Bulletins

Using speed restrictions from these sources as well as permanent speed restrictions and signal status, the onboard TMC will enforce the lowest applicable speed limit.

The PTC system will enforce speed restrictions derived from Form A bulletins. Form A bulletins limit the train speed to less than the normally authorized speed.

TRE's PTC system will also enforce speed restrictions defined by Form B bulletins. Form B bulletins are intended to protect maintenance of way crews and their equipment while performing repairs on or near the track. Form B bulletins include track limits and an effective period. If the effective period is active, the HMI will issue a prompt to the crew prior to reaching the limits of a work zone. The prompt requires the crew to receive permission from the assigned employee in charge. If the crew does not respond, the system will enforce a stop at the near work zone boundary. The system will only permit the train to proceed through the work zone in accordance with verbal instructions from the employee in charge.

The TRE PTC system will maintain an open architecture that will allow for further enhancements as the technology develops for this part of the system.

The system will rely on two options to provide bulletin information to trains. The options include an initial bulletin that is received during initialization that includes all speed restrictions that the train will encounter during the crew's tour of duty, and the dynamic delivery of bulletins received from wayside radio communications based on the train's current location.

1.10.1.1.5 Positive Train Stop

In signaled territory TRE's PTC system will enforce a stop at all signals displaying a stop aspect, both intermediate and absolute. The WIU provides the approaching train's TMC

with the aspect of the signal, via wayside and locomotive radio communications. The TMC with inputs from the onboard GPS and wheel tachometer calculates the stopping distance to the signal. The onboard system uses this data to generate a speed profile with a 0 MPH target speed at a target point in advance of the stop signal.

If the train exceeds the profile speed for the Positive Train Stop (PTS) the V-ETMS system alerts the crew and will generate a brake request to enforce a stop. The crew may prevent the enforcement action if adequate corrective action is taken during the warning period. The train will be held at the stop location until one of the following conditions is met:

- The signal aspect becomes more permissive than stop.
- The crew is given verbal permission to pass the signal from the dispatcher. Once given permission the system will allow the train to proceed to the next signal at restricted speed.

The WIU will be used at all interlockings to monitor switch points and signal aspects. All switch positions and signal aspects will then be transmitted to the TMC via the wayside to locomotive communication link. Switch position information will be used to determine which track the train is traveling on. In addition to signal aspects and switch position the wayside radio will also transmit radio ID, location ID, milepost, stationing, signal and switch numbers.

1.10.1.1.6 Basic PTC Onboard Operation

The basic PTC onboard operation is controlled by the locomotive segment of the PTC system and consists of the following:

- Train Management Computer (TMC)
- Human Machine Interface (HMI)
- Locomotive System Interfaces
- Communication Interfaces

The locomotive segment continually compares current location to authorized track limits and current speed to the most restrictive speed limit. Braking algorithms continually calculate the distance required to stop the train. A penalty brake application can be applied whenever the locomotive approaches the end of authorized limits, or when the train exceeds a speed limit. Temporary speed restrictions will be enforced in the same manner as permanent speed restrictions.

Operationally, the onboard segment is divided into the major functions that are used to manage the movement of trains:

- Train Initialization and Termination
- Train Movements

- Speed Restrictions
- Switch Enforcement

Prior to dispatch each PTC equipped locomotive undergoes initialization in order to ensure that all necessary data (e.g., latest version of track profile) is on board and matches the master track database. This process is followed by an on board departure test where the exchange of messages is validated and required by the office. While en-route, the train will receive authority from the back office and wayside signal devices to occupy segments of track. The onboard TMC continually compares this information with the corresponding segments in the track database. The PTC on board segment will enforce all permanent speed restrictions based on the direction of travel and switch turnout speeds. These speed limits are in the onboard track database. The train crew will receive an audible and visual warning if the train exceeds the current speed limit by 3 mph. A penalty brake application will be enforced by the TMC if the current speed exceeds the posted speed by 5 mph.

Any loss of communication with wayside and office segments will cause the train to operate in the most restrictive mode stored in the TMC. Once communication has been re-established, the locomotive will be allowed to continue. In the event of extended communication failure, operations will continue in compliance with 49 C.F.R. § 236.1029.

1.10.2 PTC Wayside Segment

The wayside segment will utilize a network of wayside devices and radio base stations. The wayside communications infrastructure will provide a communications path to enable data transmission between wayside appliances and the Control Facility (CF) and locomotive(s). The BCP's will provide a common communication medium for the locomotives, wayside devices and the CF.

1.10.3 PTC Office Segment

Primary function of the office segment will be to communicate the movement authorities to a train along the PTC route. The office segment will be located in the TRE Control Facility (CF) and will directly link the dispatcher equipped with an operator console to strategically located wayside base stations and the locomotive segment. Each train on the PTC territory will be in continuous communication with the office server. Each train, before entering the PTC territory, will be initialized by the crew and office server prior to receiving authorization for movement over their specific route.

1.10.4 Operations after PTC Implementation

This section provides a summary of the operational impacts of PTC including:

- Modifications to rules and procedures (including operations under PTC system failure modes),
- Ongoing training and qualification for PTC,

- Maintenance practices, and
- Description of applying and removing TSRs using the V-ETMS system.

1.10.5 Success Criteria

The metrics used to determine the success of the deployment include the following:

- Implementation of design, procurement, and construction program elements according to the schedule.
- Reliable performance of all PTC functions.
- Achievement of RAMS goals.
- Completion of PTC implementation prior to December 31, 2015.
- Completion of all employee operational and maintenance training in a timeframe consistent with the commissioning program.
- Accurate documentation of the PTC system.

The success of the PTC implementation will be evaluated in terms of improvement in the safety and service performance. Moreover, the safety of the passengers and track workers is of the utmost importance as a critical success factor while assuring the efficient handling of TRE traffic.

1.10.6 Applicability

PTC will be fully implemented on all of TRE's Dallas to Fort Worth Line. DART does not intend to install PTC equipment on the Katy, or the Cotton Belt Line. DART and The T do not intend to install PTC equipment on the Madill subdivision.

1.11 DOCUMENT OVERVIEW

This section provides an overview of the organization of the PTCIP, as required by 49 U.S.C. 20157 and 49 C.F.R. § 236.1005.

Section 1: Describes the general objectives, applicability, and scope of the document.

Section 2: Lists applicable documents that are referenced in this PTCIP.

Section 3: Describes the functional requirements that the proposed system meets as required by 49 C.F.R. § 236.1011(a)(1).

Section 4: Describes how the railroad intends to comply with 49 C.F.R. § 236.1009(c) as required by 49 C.F.R. § 236.1011(a)(2).

Section 5: Defines how the railroad provides for interoperability between the TRE and all tenant railroads as required by 49 C.F.R. § 236.1011(a)(3).

Section 6: Describes how the PTC system will be implemented to address areas of greater risk to the public and railroad employees before areas of lesser risk, by evaluating multiple risk factors, as required by 49 C.F.R. § 236.1011(a)(4).

- Section 7:** Defines the sequence, schedule, and decision basis for the line segments to be equipped, including the risk factors by line segment, as required by 49 C.F.R. § 236.1011(a)(5).
- Section 8:** Identifies the rolling stock that will be equipped with the PTC technology, as required by 49 C.F.R. § 236.1011(a)(6) and defines a schedule for same.
- Section 9:** Identifies the number of wayside devices required for each line segment and the schedule to complete the installations by December 31, 2015, as required by 49 C.F.R. § 236.1011(a)(7).
- Section 10:** Identifies which track segments the railroad designates as main line and non-main line track, as required by 49 C.F.R. § 236.1011(a)(8).
- Section 11:** Identifies and describes the railroad’s basis for determining that the risk-based prioritization in Section 6 above is not practical as required by 49 C.F.R. § 236.1011(a)(9).
- Section 12:** Describes TRE’s strategy for full PTC system deployment, as required by 49 C.F.R. § 236.1011 (b).
- Section 13:** Contains the MTEA as defined by 49 C.F.R. § 236.1019.
- Section 14:** Includes the following Appendices:
- TRE Track Charts
 - TRE Railroad Operations
 - Letters of Understanding (Implementation of PTC)
 - Letters to Tenant railroads

End of Section



Trinity Railway Express PTC Implementation Plan (PTCIP)

**Section 02
Reference Documents
Revision 3**

September, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

Prepared by:

LTK
LTK Engineering Services

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2 REFERENCE DOCUMENTS

2.1 APPLICABLE DOCUMENTS

This section provides a complete list of all the documents and other sources referenced in this PTC Implementation Plan.

2.1.1 Documents and Other Sources

The following documents are relevant to this PTC Implementation Plan:

- A. DART/TRE System Timetable.
- B. DART/TRE Rules of the Operating Department.
- C. DART/TRE Operating Agreement with (Various Governmental agencies):
 - City of Dallas
 - City of Fort Worth
 - Any other applicable City, County, and State
- D. Agreement with Tenant railroads:
 - BNSF Railway
 - Dallas, Garland & Northeastern Railroad
 - Fort Worth & Western Railroad
 - Union Pacific Railway
- E. Agreement with Host railroad
 - BNSF Railway
 - Kansas City Southern
 - Union Pacific Railway
- F. Interoperable Train Control (ITC) Committee Requirements.
- G. Applicable Government Standards:
 - FCC
 - FRA
 - 49 C.F.R. Part 236
 - 47 C.F.R.
 - Part 15 – http://www.access.gpo.gov/nara/cfr/waisidx_07/47cfr90_07.html
 - Part 80 – http://www.access.gpo.gov/nara/cfr/waisidx_04/47cfr15_04.html

- Part 90 – http://www.access.gpo.gov/nara/cfr/waisidx_04/47cfr80_04.html
 - Part 95 – http://www.access.gpo.gov/nara/cfr/waisidx_04/47cfr95_04.html
 - FTA
- H. Applicable Industry Standards:
- AAR/AREMA
- I. Technology
- V-ETMS ConOps
 - PTCDP

2.2 ACRONYMS AND DEFINITIONS

2.2.1 Acronyms

The following is a list of Acronyms that may be used in this PTCIP:

Table 2-1

Acronym	Meaning
ACSES	Advanced Civil Speed Enforcement System
AP	Approach Signal
ARQ	Automatic Repeat Requests
ATC	Automatic Train Control
ATP	Automatic Train Protection
ATS	Automatic Train Stop
BCC	Backup Control Center
BCP	Base Communications Package
BDA	Bi-Directional Amplifier
BOS	Back Office Server
C&S	Communications and Signals
CAD	Computer Aided Dispatching
CBS	Controlled Block System
CETC	Centralized Electric and Traffic Control
CF	Control Facility
C.F.R.	Code of Federal Regulation
CIL	Central Instrument Location
CIM	Configuration Information Module
CM	Configuration Management
CONOPS	Concept of Operations
COT	Current of Traffic
COTS	Commercial Off The Shelf
CP	Control Point

Acronym	Meaning
CRC	Cyclical Redundancy Check
CSMA	Carrier Sense Multiple Access
CSS	Cab Signaling System
CTC	Centralized Traffic Control
DC	Direct Current
DS	Distant Signal
ELOS	Extended Line of Sight
EM	Electromagnetic
EMC	Electromagnetic Compatibility
EMD	Electro Motive Diesel
EMF	Equipment Maintenance Facility
EMI	Electromagnetic Interference
EOS	End of Siding
EOT	End of Train
ETMS [®]	Electronic Train Management System
FCC	Federal Communications Commission
FTP	File Transfer Protocol
GCOR	General Code of Operating Rules
GIS	Geographic Information System
GPS	Global Positioning System
GRS	General Railway Signal
HMI	Human Machine Interface
IEEE	Institute of Electrical and Electronics Engineers
ITC	Interoperable Train Control
ITP	Interoperability Transport Protocol
LAN	Local Area Network
LCD	Liquid Crystal Display
LDS	Location Determination System
LED	Light Emitting Diode
MCP	Mobile Communications Package
MDM	Mobile Device Manager
MGT	Million Gross Tons
MHz	Megahertz
MIS	Management Information System
ML	Main Line
MOE	Maintenance of Equipment
MOW	Maintenance of Way
MP	Mile Post
MPH	Miles per Hour
MTEA	Main Line Track Exclusion Addendum
NDGPS	Nationwide Differential Global Positioning System
NIP	Network Infrastructure Project
NORAC	Northeast Operating Rules Advisory Committee

Acronym	Meaning
NPI	Notice of Product Intent
OBC	Onboard Computer
OHC	Overhead Catenary
PCC	Primary Control Center
PDS	Pre-Distant Signal
PIH	Poison by Inhalation Hazard
PSP	Product Safety Plan
PSR	Permanent Speed Restriction
PTC	Positive Train Control
PTCDP	Positive Train Control Development Plan
PTCIP	Positive Train Control Implementation Plan
PTCSP	Positive Train Control Safety Plan
PTS	Positive Train Stop
PTSO	Positive Train Stop Override
RAMS	Reliability, Availability, Maintainability and Safety
RF	Radio Frequency
RFA	Request For Amendment
RFEI	Request For Expression of Interest
ROW	Right of Way
RTC	Rail Traffic Controller
RTMS	Rail Traffic Management System
SBD	Safe Braking Distance
SONET	Synchronous Optical Network
STSR	Safety TSR Server
TCS	Train Control System
TDMA	Time Division Multiple Access
TIH	Toxic Inhalation Hazard
TMC	Train Management Computer
TSR	Temporary Speed Restriction
TSS	Transportation Support System
TTS	Transponder Transmission Subsystem
TWC	Track Warrant Control
U.S.C.	United States Code
UPS	Uninterruptible Power Supply
VDC	Volts Direct Current
V-ETMS [®]	Vital Electronic Train Management System
VHF	Very High Frequency
VPN	Virtual Private Network
VSS	Vital Safety Server
WAAS	Wide Area Augmentation System
Wabtec	Westinghouse Air Brake Technologies Corporation
WCC	Wayside Communications Controllers
WEU	Wayside Encoder Unit

Acronym	Meaning
WIM	Wayside Interface Module
WIU	Wayside Interface Unit
WLAN	Wireless Local Area Network
WRE	Wabtec Railway Electronics

2.2.2 Railroad Reporting Codes

The following is a list of Railroad Reporting Codes that may be used in this PTCIP:

Table 2-2

Reporting Code	Railroad
AAR	Association of American Railroads
ATK	Amtrak
BNSF	BNSF Railway
CSXT	CSX Railroad
DART	Dallas Area Rapid Transit
DGNO	Dallas, Garland & Northeastern Railroad
FRA	Federal Railroad Administration
FWWR	Fort Worth & Western Railroad
GVRX	Grapevine Vintage Railroad
KCS	Kansas City Southern Railway
NS	Norfolk Southern Railway
TRE	Trinity Rail Express
UPRR	Union Pacific Railroad Company

2.2.3 Definitions

The following is a list of definitions of terms that may be used in this PTCIP:

Table 2-3

Term	Definition
Class I Railroad	A railroad which in the last year for which revenues were reported exceeded the threshold established under regulations of the Surface Transportation Board (49 C.F.R. Part 1201.1-1 (2008)).
Host Railroad	A railroad that has effective operating control over a segment of track.
Interoperability	The ability of a controlling locomotive to communicate with and respond to the PTC railroad's positive train control system, including uninterrupted movements over property boundaries.

Term	Definition
Main line	Except as excepted pursuant to 49 C.F.R. § 236.1019 or where all trains are limited to restricted speed, a segment or route of railroad tracks, including controlled sidings: (1) of a Class I railroad, as documented in current timetables filed by the Class I railroad with the FRA under 49 C.F.R. § 217.7, over which 5,000,000 or more gross tons of railroad traffic is transported annually, or (2) used for regularly scheduled intercity or commuter passenger service, as defined in 49 U.S.C. § 24102, or both. Tourist, scenic, historic, or excursion operations as defined in Part 238 of this chapter are not considered intercity or commuter passenger service for purposes of this part.
Mainline Track Exclusion Addendum (MTEA)	The document submitted under 49 C.F.R. §§ 236.1011 and 236.1019 requesting to designate track as other than main line.
NPI	Notice of Product Intent as further described in 49 C.F.R. § 236.1013.
PTC	Positive Train Control as further described in 49 C.F.R. § 236.1005.
PTC Railroad	Each Class I railroad and each entity providing regularly scheduled intercity or commuter rail passenger transportation required to implement and operate a PTC system.
PTC System Certification	Certification as required under 49 U.S.C. § 20157 and further described in 49 C.F.R. §§ 236.1009 and 236.1015.
PTCDP	PTC Development Plan as further described in § 236.1013.
PTCIP	PTC Implementation Plan as required under 49 U.S.C. § 20157 and further described in 49 C.F.R. § 236.1011.
PTCSP	PTC Safety Plan as further described in § 236.1015.
Request For Amendment	A request for an amendment of a plan or system made by a PTC railroad in accordance with 49 C.F.R. § 236.1021.
Segment of Track	Any part of the railroad where a train operates.
Tenant Railroad	A railroad, other than a host railroad, operating on track upon which a PTC system is required.
Track Segment	Segment of track.

End of Section



Trinity Railway Express PTC Implementation Plan (PTCIP)

**Section 03
Technology
Revision 3**

September, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

Prepared by:

LTK
LTK Engineering Services

REVISION HISTORY

Date	Revision	Description	Author
August 2010	2	Changes to comply with FRA Response	DART/TRE
September 2010	3	Changes to comply with FRA Response	DART/TRE

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3 TECHNOLOGY [49 C.F.R. § 236.1011(a)(1)]

3.1 GENERAL

TRE's Positive Train Control (PTC) system will take advantage of existing Centralized Traffic Control (CTC) systems employed by TRE. TRE intends to overlay the V-ETMS PTC System on these existing systems to be fully compliant with 49 C.F.R. Part 236, Subpart I.

The PTC System will:

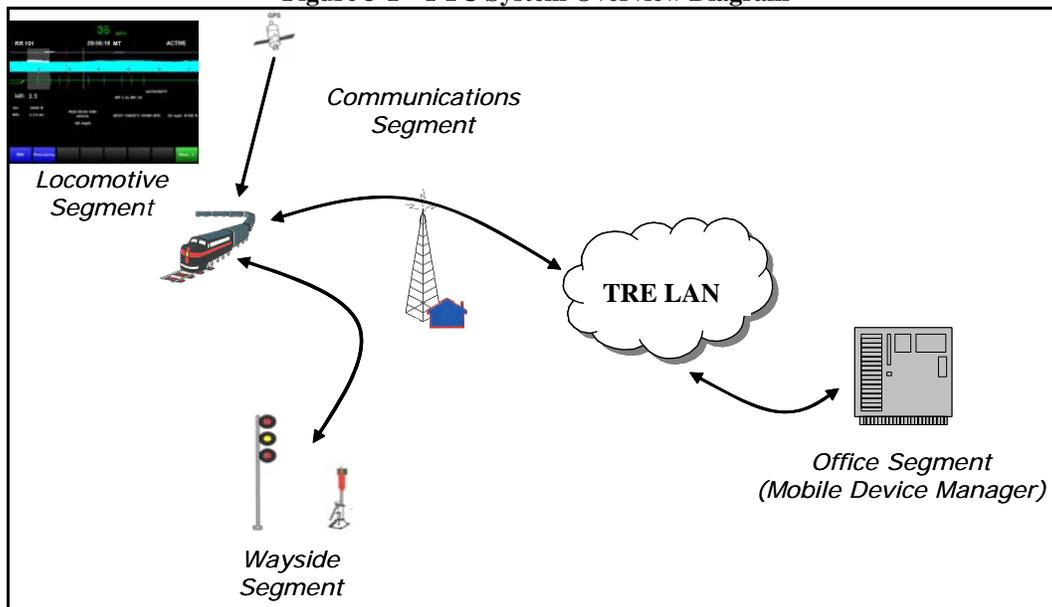
1. protect trains against over speed derailment by enforcement of non-zero speed limits associated with absolute, intermediate and automatic signals as well as enforcement of permanent and temporary non-zero speed limits.
2. protect roadway workers (e.g., maintenance-of-way workers, bridge workers, signal maintainers, etc.) operating within their limits of authority from injury or casualty as a result of unauthorized train incursion by enforcement of positive stops at work zone boundaries as well as management of authorized train movements through work zones.
3. protect trains against movement over misaligned switches by monitoring the state of each main line switch not integrated into the signaling system and permitting movement over switches in the appropriate position only.
4. protect trains against train-to-train collision by enforcement of positive stops at absolute (home) signals, movement authority boundaries, temporary stop restriction limits, and clearance points in advance of switches in the wrong position.

The TRE Positive Train Control (PTC) system will consist of the existing CTC system, supplemented by the addition of a vital communication-based Wabtec-compatible PTC system. To facilitate interoperability with the Main Line freight railroads, the system proposed is the Vital Electronic Train Management System (V-ETMS) as described by the Union Pacific Railroad in their Development Plan for V-ETMS submitted for FRA Type Approval. V-ETMS will be integrated with the existing CTC systems to recognize the state of all absolute, intermediate and automatic wayside signals within TRE main line track.

The TRE PTC system will make use of a 220 MHz frequency spectrum for communication to the wayside and the back office and GPS technology for train location determination.

The following sections describe the functionality of the major technology elements comprising the TRE PTC system, and how they interface with the CTC systems to enforce all aspects of the PTC system. These technology elements include Wayside, Office, Communications, and Onboard equipment.

Figure 3-1 – PTC System Overview Diagram



3.2 PTC OFFICE SEGMENT

The TRE PTC office system will utilize Safety Server subsystems that are completely separate from the existing Rail Traffic Management System (RTMS) and located at the TRE Control Facility (CF) in Irving, Texas. The office subsystem will include the following elements:

- Vital safety servers
- Maintenance workstations
- Network interfaces
- Printers

The Vital Safety Servers (VSS) will be redundant servers at the TRE CF. VSS will execute the vital functions in accordance with the requirements of 49 C.F.R. Part 236 Subpart I. The VSS will be required to exhibit very high function availability, commensurate with the safety critical nature of the functionality and the operational demands of the railroad. User interface to the servers will be through non-vital user interface workstations. The servers will be located in computer facilities at the control center.

Tenant railroads' PTC messages will be re-routed through the TRE CF to the respective tenant's control center.

Vitality of the VSS functions implemented in non-vital hardware and software will be assured utilizing any of the following industry accepted safety assurance concepts:

- N-version programming
- Checked-redundant

- Diversity and self-checking

Vitality of the data transmitted from the VSS to trains will be independent of the data communication transport systems consisting of TRE backbone communications network. Vital communications will be ensured via appropriate Cyclical Redundancy Check (CRC) technique. Safety verification will be in accordance with 49 C.F.R. Part 236. Each server at the control center will independently provide for safety assurance of its database and safe execution of its programming. The VSS will be powered by conditioned power from the Control Facility Uninterruptible Power Supply (UPS) with backup emergency generators. An Emergency Management Plan will be implemented to assure high availability.

Each VSS will include a maintenance workstation for programmer and system administrator interaction with the server. Each maintenance workstation will include:

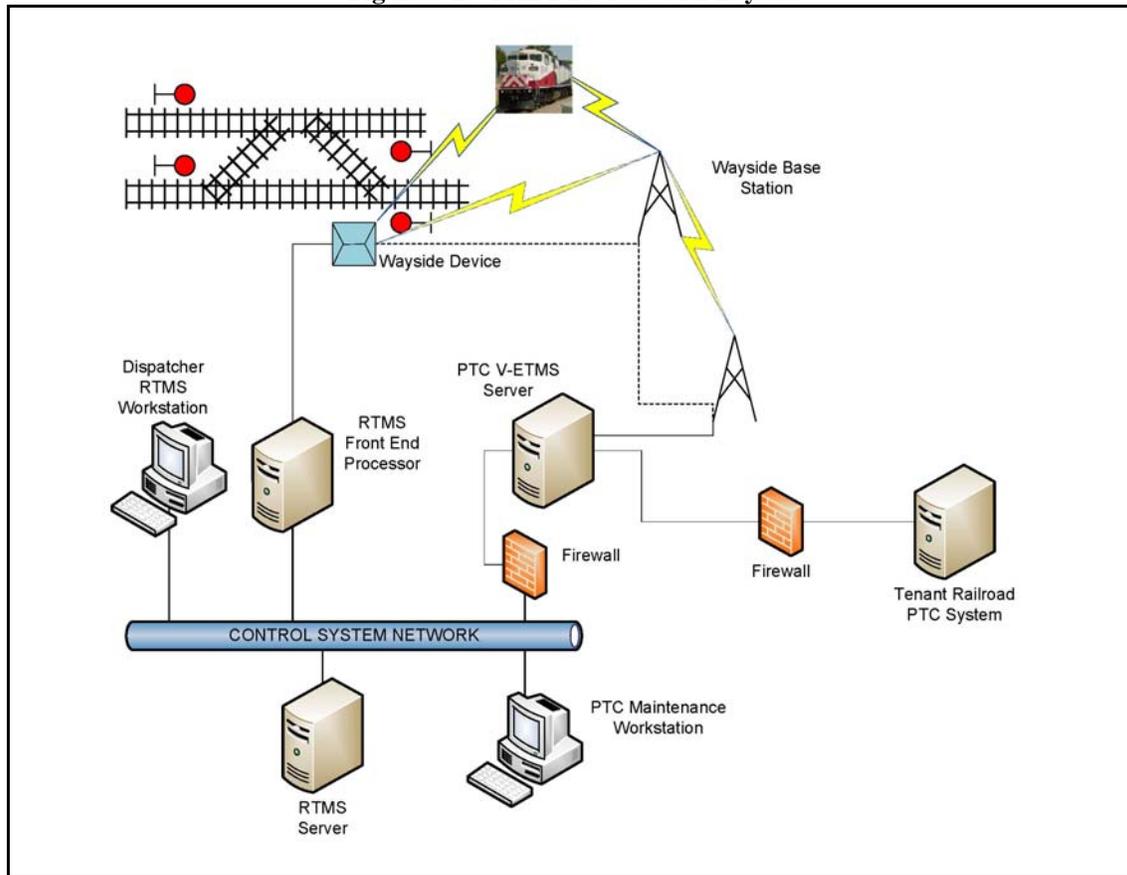
- COTS PC or use of the Safety Server depending on vendor configuration
- LCD monitor
- Keyboard
- Mouse

A secure, high availability Local Area Network (LAN) will interconnect the elements of the PTC office system and provide a gateway to the TRE Wayside Communications Network and to the PTC field systems. The LAN will consist of managed switches and other devices that will be completely isolated from the outside world without connection to the internet and shall be physically confined to the control facility. Firewalls and other intrusion detection methods will be utilized to insure that only authorized message traffic traverses the LAN.

3.3 COMMUNICATION SEGMENT

The Communication Segment will provide a reliable conduit for PTC information exchange between the locomotive, wayside devices, and the CF. The system will be built in accordance with 49 C.F.R. § 236.1033 and other applicable standards. The design of the radio and ground networks will consider future capacity growth and availability of new technologies. System design considerations that will affect the deployment of the PTC Communications System will include the following parameters: number, location and the height of the radio towers, modulation techniques, RF coverage blanket, network reliability and availability, throughput rates, frequency spectrum distribution, antenna patterns, redundancy and resiliency requirements, RF interference and EM compatibility, data security, and data management.

Figure 3-2 - TRE PTC Network Layout



3.3.1 Data Radio Communications System

3.3.1.1 General

The TRE PTC radio system will provide a reliable means of communications to implement and support the PTC operations. Mobile and stationary radio systems will be utilized to provide coverage for TRE’s ROW as well as for yards and terminals. The existing communications infrastructure such as towers, antenna structures, data links, or servers will be reused to the extent possible. TRE’s area of operation involves complex interaction with the two major freight railroads: UPRR and BNSF. These railroads have each developed a PTC-type system in the past nine years. In October 2008, these two railroads along with NS and CSX signed an agreement to work together to develop an Interoperability Standard for PTC. The standard and the following Interoperable Train Control (ITC) Standard will be the foundation that will allow the PTC communications infrastructure from one railroad to work with onboard PTC components from the other railroads. TRE is planning to build its network based on the ITC requirements.

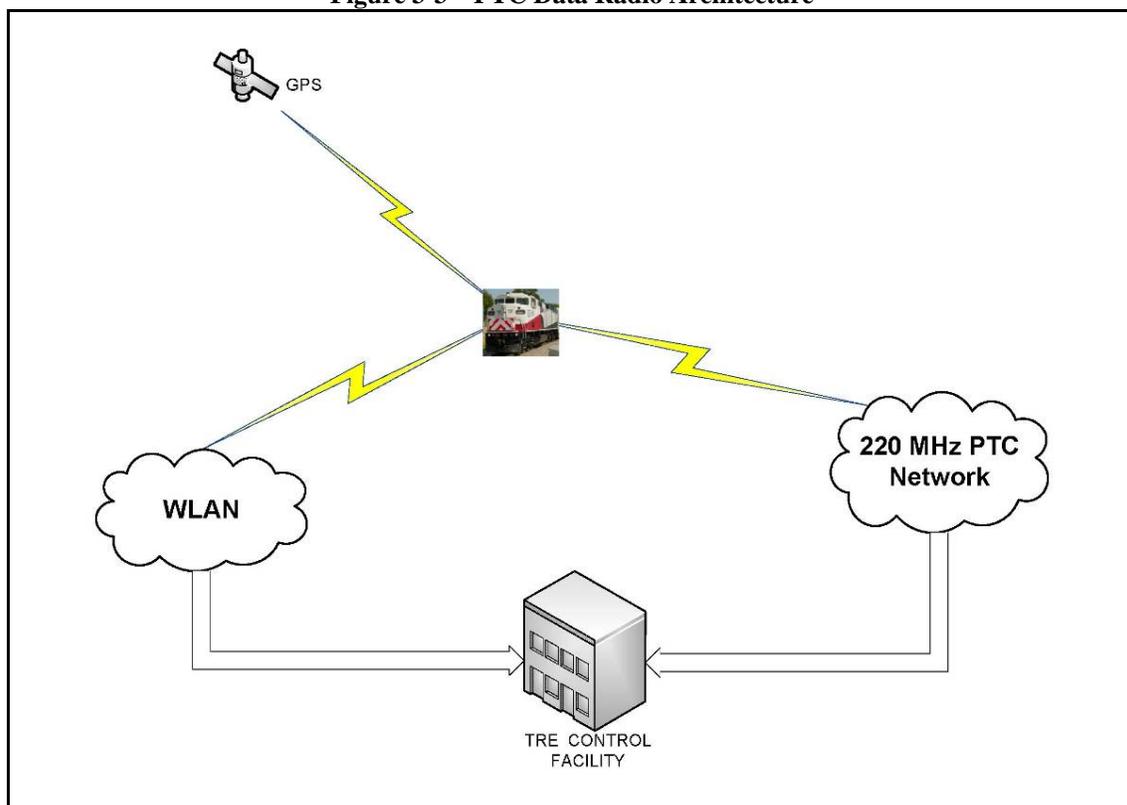
3.3.1.2 Overall Data Radio System Architecture

The data radio network will consist of the following components:

- 220 MHz Data Radio Network – for accurate and up to date movement authority information exchange.
- High data throughput capable Wireless Local Area Network (WLAN) or compatible Cellular Modem – for stationary locomotives in the yards and terminals to upload relevant TRE track databases, train consist, work zones, speed restrictions, and other relevant information from the TRE CF.
- Existing GPS nationwide network – for position and direction determination, as well as radio network synchronization if needed.

It is believed that the ITC Standards will specify the requirements for the use of the radio spectrum, base station and on-board equipment configurations.

Figure 3-3 – PTC Data Radio Architecture



3.3.1.2.1 220 MHz Network Architecture

The ITC committee of the Class 1 railroads is advising the other railroads that the interoperability radio standard for PTC will be based on the packet digital adaptive TDMA/CSMA, and that the 220 MHz spectrum channels will be configured in half-duplex pairs. TRE will lease or otherwise acquire the considered necessary 220 MHz spectrum for its PTC use.

Cellular-based tower coverage scheme will be employed. Intentionally limited coverage for each cell will provide a pattern for frequency reuse and optimization.

3.3.1.2.2 WLAN Architecture

The WLAN will be used in each of the TRE designated yards, terminals, layovers, and at other selected locations along the TRE's right-of-way for database upload to TRE's locomotives. The Class 1 railroads ITC Committee may select the WLAN interoperability standard to support the PTC operation. TRE is planning to adopt the ITC standards for its WLAN. In case the ITC protocols do not include WLAN interoperability standards, TRE will deploy WLAN in all its facilities, and coordinate with the tenant railroads the necessary interoperability requirements and their facilities. The possible solutions considered are an 802.11x network (where x stands for selected standard such as b, a, g, n or e) or Cellular Modem.

3.3.1.2.3 Global Positioning System Receiver Architecture

The Global Positioning System (GPS) receiver system or other advanced GPS technology such as National Differential Global Positioning System (NDGPS) or Wide Area Augmentation System (WAAS) will be implemented on board TRE's locomotives and cab cars. The GPS will provide discrete real time position data. GPS data will be used in conjunction with the preloaded track map and wheel tachometer readings for position determination. When GPS is not available, the position will be determined by tachometer dead reckoning and the TRE track database.

3.3.1.3 On-Board Communication Package

As part of the on-board PTC segment, the on-board PTC communication package will be installed on each TRE locomotive and cab car. Diversity and redundancy schemes will be considered to achieve the reliability requirements.

The major components of the on-board radio system will include:

- 220 MHz Mobile Data Radio
- Communication Manager Unit
- GPS Receiver
- WLAN Modem
- Roof GPS Antenna(s)
- Roof WLAN or Cellular Antenna(s)
- Roof 220 MHz Antenna(s)
- RF cables and connectors
- Power distribution unit

Final roof antenna configuration, as well as other radio equipment placement will be determined in accordance with EMI compatibility and applicable AAR requirements.

3.3.1.4 Wayside Communication Package

Wayside communications will utilize a network of wayside devices and radio base stations. The wayside communication package will provide a path to communicate movement authority to a locomotive(s) as well as receive position and other information from a locomotive back to the CF. The base stations will provide a common communication medium for the locomotives, wayside devices, and the CF. Diversity and redundancy schemes will be considered to achieve the reliability requirements.

The major components of the Wayside radio system will include:

Wayside Device:

- 220 MHz Stationary Data Radio
- 220 MHz Antenna system including antenna, cables, and associated connectors
- Weatherproof Radio Equipment Enclosure
- Power distribution unit
- Communication Controller for ground communications with a base station (if applies)

Radio Base Station:

- 220 MHz stationary Data Radio
- 220 MHz antenna system including antenna, cables, and associated connectors
- Weatherproof radio equipment enclosure
- Power distribution unit
- Communication Controller may include a microwave TX/RX module, fiber end point, or other ground communication means for interfacing with the CF
- RF transmission components such as duplexers, combiners, and filters as needed

3.3.1.5 Backhaul Communications

The backhaul communications from the base stations, yards, terminals, and layovers to the control facility will be based on a combination of microwave, fiber, or other high capacity communication links. TRE-owned existing links will be examined for use in the PTC communications network. Where needed, new communication infrastructure will be installed to accommodate the need for reliable and secure backhaul links. Diversity and redundancy schemes will be considered to achieve the reliability requirements.

3.4 PTC WAYSIDE SUBSYSTEMS

The TRE PTC wayside subsystem consists of three major components:

- Wayside Interface Unit (WIU)
- Wayside Data Radio
- Power Supply

3.4.1 Wayside Interface Unit

The Wayside Interface Unit (WIU) is a solid-state device that accepts hardwired inputs from the signaling system, main line switches, or hazard detectors. These inputs are directly related to the state of the interface device (wayside appliance) and are converted into serial data that is conveyed to the wayside data radio for transmission to the on-board system.

3.4.2 Wayside Data Radio

Using the information from the WIU, the radio will then transmit a coded signal to all trains in the area and to the nearest base station. These coded signals are determined by the inputs to the WIU relative to switch position and signal aspects.

3.4.3 Power Supply

The power supply for each WIU and wayside data radio includes an independent/dedicated set of batteries, charger and DC-to-DC filter with input power to the battery charger provided by the local utility or solar power cells, if the WIU or radio location is remote. Because of grounding requirements associated with the radio, this power supply arrangement is used only for the WIU and radio. It does not supply power for any other circuit or device within the location housing.

3.4.4 Functional Description

The PTC wayside components as described above will be installed at every signal location and interlocking that has any of the following wayside devices:

- Automatic Signal
- Absolute Home Signal
- Powered or Manual Switch Machine not integrated into the signaling system

Circuits from wayside appliances are directly wired to specific input terminals on the WIU. Based on the state of the hardwired inputs and the site-specific location data, the WIU determines a code for transmission by the radio.

When a train or base station interrogates a wayside location a unique data stream is transmitted by the wayside component containing the location information and the wayside device type & status (Signal aspect and/or switch position). This transmitted data is combined with the onboard data to determine the allowable train speed. This same transmitted information is also received by the base station and retransmitted to the back office.

3.5 PTC ONBOARD SYSTEMS

The PTC on-board system provides integrated communications and control functions to supply a vital train control system compliant with 49 C.F.R. Part 236, Subpart I. In response to inputs obtained from wayside appliances, the back office facility, position determining equipment, and an infrastructure database, the PTC system provides

automatic speed supervision at the maximum allowable speed under all movement scenarios.

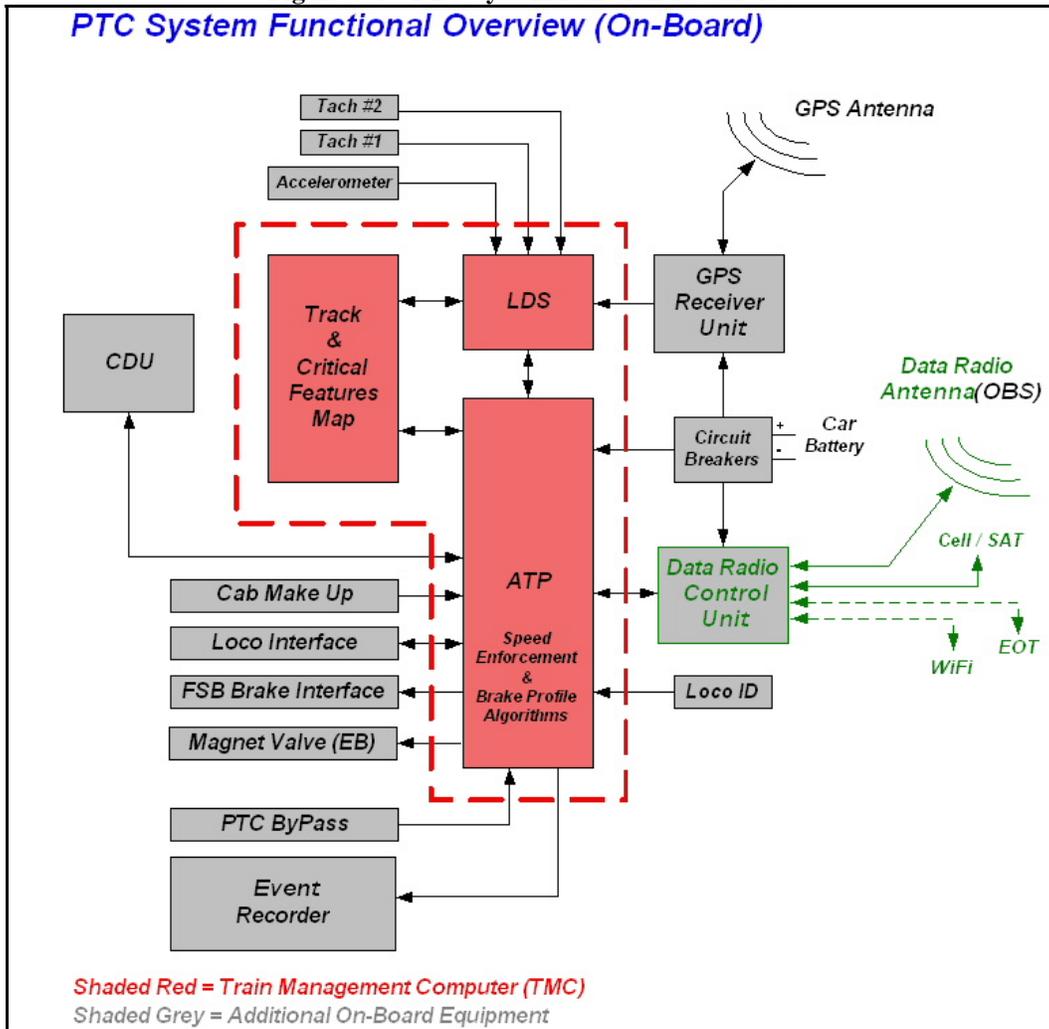
The on-board computer receives track authorities and speed restrictions generated from the office segment as well as signal aspect and switch position data from wayside appliances. The on-board computer additionally acquires GPS and train speed data from on-board interfaces. Based on all received information and data stored within the infrastructure database, the on-board computer determines the train location, train speed, authority limits and speed limit of the train, and utilizes this data to provide vital speed enforcement.

The PTC on-board system incorporates speed enforcement and positive stop functions that utilize a predictive braking algorithm. In conjunction with train speed and the infrastructure database, the braking algorithm utilizes train type behavior data to continuously calculate warning and braking curves.

All relevant PTC operational data is graphically and/or numerically displayed on the CDU of the on-board segment in order to reinforce situational awareness and to promote the engineer's compliance with movement authorities and speed restrictions. Failure to comply with authority limits or speed restrictions will result in a penalty brake application to stop the train.

Figure 3-4 shows a functional and equipment overview of the TRE communications based on-board PTC segment. The areas shaded in red represent the train management computer component.

Figure 3-4 – PTC System Functional Overview



3.5.1 Train Management Computer (TMC)

The onboard system includes a central processing unit that acquires track authority, wayside condition, location, and train speed data in conjunction with a track map to enforce speed restrictions and positive stop functions as required.

- Track & Critical Features Map
- Location Determination Algorithm
- Speed & Target Enforcement Algorithm
- Brake Algorithm

3.5.2 Central Display Unit (CDU)

The on-board system utilizes an interactive flat panel LED type display unit that facilitates train to office requests and displays all PTC operating condition data in

compliance with 49 C.F.R. § 236.1029(f). The CDU may also be referred to as a Human Machine Interface (HMI).

3.5.3 Data Radio Control Unit

The Data Radio Control Unit is the control unit that manages and facilitates communications between the controlling vehicle and wayside / office segments.

3.5.4 Communications Antenna(s)

Communications antennas facilitate the transmission and reception of PTC data between the locomotive and the wayside and office segments designated as the GPS Receiver Unit.

3.5.5 GPS Receiver Unit

The GPS receiver unit is the control unit that receives and manages GPS data from the national radio frequency network (USDOT).

3.5.6 GPS Antenna

A GPS antenna is utilized to facilitate reception of GPS data.

3.5.7 Speed Sensor(s)

Tachometers are used for the determination of train speed and position dead reckoning.

3.5.8 Brake System Interface

The brake system interface provides the means by which a PTC initiated Penalty brake application (full service brake with power cut) is transmitted.

3.5.9 Circuit Breaker(s)

The circuit breakers provide circuit protection for TMC, GPS, and Communication Systems.

3.5.10 Event Recorder

The event recorder records and stores PTC data that meets the FRA requirements of 49 C.F.R. § 229.135, “Event Recorders”, and the PTC requirements of 49 C.F.R. Part 236.

3.5.11 PTC Bypass / Cutout Unit

The PTC bypass/cutout unit provides a means of bypassing the electrical and pneumatic circuits to bypass the PTC System in the event of equipment failure.

3.5.12 Locomotive ID Module

The locomotive ID module provides a storage module for unique locomotive parameters.

3.5.12.1 Braking Algorithm

The PTC system functions to predicatively enforce speed reductions and positive stops where required. The TMC continually determines a profile velocity related to the associated target speed and target location. This calculation incorporates:

- Track Grade (under the entire length of the train to the target location)
- Track Curvature (under the entire length of the train to the target location)
- Target Speed
- Distance to Target
- Train Configuration Data
- Brake Effectiveness (a constant or set of constants associated with the braking capability of the train consist)

The TMC constantly calculates warning and braking curves based on the train's current location and the associated target speed and target location. If train speed reaches the warning curve speed, a visual and/or audible alarm is activated to alert the locomotive engineer of the pending brake necessity. If the locomotive engineer does not properly respond to the warning and train speed reaches the braking curve speed, a full service brake application is initiated to automatically reduce the train speed to the target speed.

3.5.12.2 Navigation System (Location Determination)

The TMC uses both GPS and wheel tachometer inputs to determine the train's location and to navigate track. The TMC uses a map-matching algorithm to resolve raw position reports obtained from the GPS system to a location within the on-board track database. The wheel tachometers provide linear offset from a position reference once location on the track has been determined. This allows the TMC to dead reckon through areas where GPS signals are temporarily unavailable. The signal indication or switch position at each control point is used to determine which track the train is on. If the train initializes in an area of multiple tracks, the crew may be required to select from a candidate list to complete initialization.

3.5.12.3 Locomotive Display

The PTC System includes a Central Display Unit (CDU) or Human Machine Interface (HMI) for the train crew. The flat panel display is ruggedly designed to withstand typical locomotive vibration, temperature extremes and environmental conditions such as dirt, dust and diesel emissions. For operator input, the display includes push-button keys immediately below the screen's viewable area. The purpose of each push-button is controlled by the resident software and is indicated above the corresponding button. The CDU design utilizes user-friendly concepts and easily understood control inputs. The main CDU screen displays PTC operational information to the engineer.

The graphic display shows the current position of the locomotive (train) and the intended route. Track grade and curvature as well as the positions of highway crossings, mileposts and signal posts are depicted on the display.

The current train speed and current speed limit as well as the distance required to stop the train are numerically displayed.

Warnings consist of both visual and audible components. An audible alert can be generated from the CDU.

3.5.12.4 Locomotive Interfaces

The PTC on-board segment interfaces to locomotive systems in order to determine current operational conditions. Conditions such as brake pipe pressure, speed, and throttle positions can be monitored. The specific interface requirements will depend on the specific locomotive or vehicle model and configuration.

The locomotive segment also interfaces to the braking subsystem to provide the ability to command and initiate a penalty brake application. The method to command the brake application depends on the brake system control type.

3.5.12.5 Locomotive Communication Links

The locomotive segment includes, antennas, cabling and control equipment appropriate for each of the communications networks. Please refer to the communications segment for detailed description of radio communications hardware and software.

3.5.12.6 Headlamp Monitoring

A headlamp-monitoring feature will display a visual warning to the engineer and sound an audible alert if the headlamp has been dimmed and the train has traveled a short distance while operating at greater than restricted speed. Both speed and distance parameters are configurable.

End of Section

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Trinity Railway Express PTC Implementation Plan (PTCIP)

**Section 04
Compliance
Revision 3**

September, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

Prepared by:

LTK
LTK Engineering Services

REVISION HISTORY

Date	Revision	Description	Author
August 2010	2	Changes to comply with FRA Response	DART/TRE
September 2010	3	Changes to comply with FRA Response	DART/TRE

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4 COMPLIANCE [49 C.F.R. § 236.1011(a)(2)]

4.1 PTC SYSTEM CERTIFICATION

The majority of track upon which TRE operates is shared with freight railroads (tenant railroads). Due to the mixed use of track in the Dallas – Fort Worth area, TRE is required to consider a PTC solution that is fully interoperable with its tenant railroads. In light of this important fact, TRE will be pursuing the same PTC solution as the major Class I freight railroads.

4.1.1 Utilization of Existing Type Approval and/or PTCDP

TRE will utilize as its technology of choice, the PTCDP for V-ETMS authored by UPRR, NS, and CSXT and submitted with this PTCIP, if Type Approval is granted. A copy of the PTCDP, as submitted by UPRR, NS, and CSXT is included in the FRA SharePoint site for DART/TRE. At this time, there are no known system variances. If it is determined that a modification to this PTCDP is needed to accommodate TRE requirements, such proposed changes will be submitted to the FRA as part of an RFA.

4.1.2 Certifying the Validity of Type Approval

According to 49 C.F.R. §236.1013(c), “each Type Approval shall be valid for a period of 5 years, subject to automatic and indefinite extension provided that at least one PTC System Certification using the subject PTC system has been issued within that period and not revoked.” TRE will maintain its Type Approval status.

4.1.3 Handling of Unique Aspects of the PTCDP and Type Approval

Since TRE does not foresee any variances in technology from the V-ETMS applied to the freight railroads, TRE will not have a need to document any unique aspects of the PTC system in terms of Type Approval.

In terms of equipment, the only variances TRE will need to document are changes to software configurable parameters (i.e., for braking algorithms) that may differ from the freight railroads due to the difference in types of rolling stock.

Throughout the entire development and design process, TRE will keep the FRA fully engaged and provide the FRA with all necessary information and documents. This will help to ensure TRE’s compliance with PTC safety certification as the PTC system develops.

4.1.4 Deliverables

TRE will supply the following deliverables to the FRA to support a petition for PTC System Certification:

1. PTC Implementation Plan (PTCIP)
2. PTC Development Plan (PTCDP), entitled “Vital Electronic Train Management System (V-ETMS), Positive Train Control Development Plan (PTCDP)”, Version

- 1.0, dated March 24, 2010 authored by Wabtec Railway Electronics, UPRR, NS, and CSXT (provided in the FRA SharePoint site for DART/TRE)
3. TRE variances and exceptions to PTCDP of Class I freight railroad(s) (if applicable)
4. PTC Safety Plan (PTCSP). TRE intends to submit the PTCSP to the FRA at the end of June 2015, after system validation and verification testing.

The PTCSP submitted by TRE will include the following elements:

1. Design criteria
2. Drawings and technical specifications of the PTC system
3. Test Plans and Reports for commissioning of the PTC system
4. Product operations and maintenance documentation
5. Product training documentation

4.2 RISK ASSESSMENT

TRE has performed a risk assessment, as more particularly described in Section 6. Although the potential for risks may exist, none have been identified at this time that would create difficulty in deploying the PTC system by the December 31, 2015 completion date set by the FRA.

End of Section



Trinity Railway Express PTC Implementation Plan (PTCIP)

**Section 05
Interoperability
Revision 3**

September, 2010

Submitted in fulfillment of 49 CFR § 236.1011

Prepared by:

LTK
LTK Engineering Services

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Date	Revision	Description	Author
August 2010	2	Changes to comply with FRA Response	DART/TRE
September 2010	3	Changes to comply with FRA Response	DART/TRE

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5 INTEROPERABILITY

This section provides a description of how TRE's PTC system will provide for interoperability as defined by 49 C.F.R. Part 236, Subpart I between TRE and the following tenant railroads:

- BNSF Railway (BNSF)
- Union Pacific (UP)
- Dallas Garland and Northeastern Railroad (DGNO)
- Fort Worth and Western (FWWR)

Please refer to Section 14.6, Table 14-1 for the description of the limits of operations that each of the tenant railroads has on TRE property.

TRE does not operate on any host railroads and therefore has no interoperability issues with host railroads.

5.1 RAILROAD AGREEMENT PROVISIONS RELEVANT TO INTEROPERABILITY

TRE has developed a *pro forma* document entitled, TRE Positive Train Control – Letter of Understanding for TRE Tenant Railroads operating on TRE lines. (Ref: Section 14.1)

The following agreements are in place between TRE and/or DART and its tenant railroads:

- BNSF Trackage Rights Agreement dated May 2, 2000 for the DFW Subdivision between MP 643.9 and MP 612.2 and between MP 711.0 and 700.5 for the Madill Line.
- UP Joint Use Agreement dated June 25, 2004.
- DGNO Trackage Rights Agreement dated January 29, 1999 for various line segments and as amended to its current form dated February 6, 2005, for operations on the Denton Line (MP 729.5 to 758.04), Cotton Belt Line (MP 603.50 to MP 580.19), East Dallas Line (MP 210.078 to 210.704), Garland Line (MP 755.2 to MP 741.3) and Valley Area (track between Tower 19 and the former ATSF Yard).
- DGNO Operating Rights Agreement dated August 16, 2006 for DGNO operations between Carrollton and Irving on the Madill Subdivision.
- FWWR Trackage Rights Agreement dated May 15, 1996 for the Cotton Belt Line and Trackage Rights Agreement dated October 15, 2002 for the Duncan Subdivision.
- KCS Trackage Rights Agreement dated July 31, 1995 for Wylie – Renner Line and Wylie – North Ft. Worth (Cotton Belt Line). Though there is an agreement between DART and the KCS, this railroad does not operate on the TRE line (See Section 14.6, Table 14-1).

- Grapevine Vintage Railroad (GVRX) Excursion Rights Agreement, between DART and the City of Grapevine, is under the operational control of FWWR. Though there is an agreement between TRE and the FWWR, the GVRX railroad does not operate on the TRE line (See Section 14.6, Table 14-1).

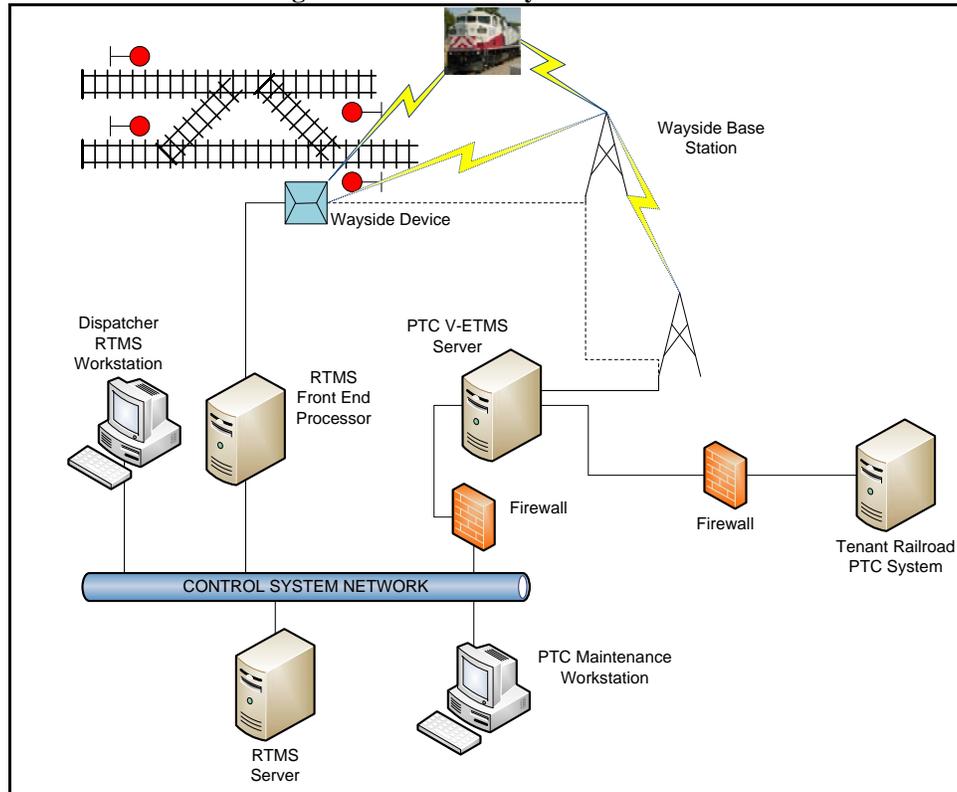
The TRE Positive Train Control – Letter of Understanding includes provisions that require tenant railroads to equip each of its locomotives that are planned for operation on TRE-owned PTC-equipped rail lines with onboard PTC equipment that is functionally compatible with TRE’s PTC System.

5.2 TECHNOLOGY APPLICABLE TO INTEROPERABILITY

The TRE Positive Train Control (PTC) system will consist of an existing Centralized Traffic Control (CTC), which will be supplemented by the addition of a vital communication-based Wabtec-compatible PTC system. To facilitate interoperability with the Main Line freight railroads, the system proposed is the Vital Electronic Train Management System (V-ETMS). V-ETMS will be integrated with the existing CTC to gather and interpret information from the wayside signals.

The TRE PTC system will make use of a 220 MHz frequency spectrum for communication to the wayside and the back office and GPS technology for train location determination.

Figure 5-1 – General System Overview



The TRE PTC office subsystem will include the following elements:

- Vital safety servers
- Maintenance workstation
- Network interfaces
- Printers

The Communications Segment will act as a reliable conduit for PTC information exchange between the locomotive, wayside devices, and the Control Center. The system will be built in accordance with 49 C.F.R. § 236.1033 and other applicable standards.

TRE plans to have a joint use agreement with regional Class I railroads for a PTC radio system that will provide reliable means of communications to implement and support the PTC operations. Mobile and stationary radio systems will be utilized to provide coverage for TRE's ROW as well as for yards and terminals. The existing communications infrastructure such as towers, antenna structures, data links, or servers will be reused to the extent possible. The Interoperable Train Control (ITC) Standard will be the foundation that will allow the PTC communications infrastructure from one railroad to be fully compatible with, and work with onboard PTC components from the other railroads.

TRE's wayside PTC system consists of three major components:

- Wayside Interface Units (WIU) – The WIU is a solid-state device that accepts hardwired inputs. These inputs from the signal lighting or switch repeater relays are then converted into serial data and passed on to the wayside data radio.
- Wayside Data Radio – The Wayside Data Radios are all identical. Using the information from the WIU, the radio will then transmit a coded signal to any train in the area and to the nearest base station. Codes are mainly determined by the inputs from switch positions and signal aspects.
- Power Supply – The power supply for each WIU and wayside data radio includes an independent/dedicated set of batteries, battery charger and DC-to-DC filter with input power to the battery charger provided by the local utility or solar power cells, if the WIU or radio location is remote.

The locomotive / cab car segment of TRE's PTC System consists of the following;

- Train Management Computer (TMC) – The central processing center on the locomotive segment. It integrates all PTC related information to and from the locomotive and commands the various subsystems to perform the necessary functions.
- Human Machine Interface (HMI) – The HMI displays necessary operation information to the engineer including track curvature, grade, current speed, warning distance, stopping distance and target status.
- Locomotive / cab car systems interface – PTC locomotive / cab car segment interfaces to other locomotive / cab car systems to determine current operation conditions, brake pipe pressure, speed and throttle positions.

- Communications interfaces – The locomotive / cab car communications segment includes, antennas, cabling and control equipment appropriate for each of the two communications networks.

5.3 OBSTACLES TO INTEROPERABILITY

There are no known technical or administrative obstacles to interoperability. All the tenant railroads have been advised of the requirements. Based upon the correspondence received from the tenant railroads, TRE will not have any non-equipped PTC locomotive (host or tenant) operating on TRE line on or after December 31st 2015, with the exception of the FWWR. FWWR, a Class II railroad will be limited to operate no more than four (4) trains per day on the TRE right-of-way and each movement will be limited to less than 20 miles¹. FWWR’s operations are limited to 0.3 miles, located between MP 611.9 (6th Street Junction) and MP 612.2 (Dalwor), in and around Purina Junction (MP X611.9). All movements made by FWWR will be in accordance with the exceptions provided in 49 C.F.R. § 236.1006 (b)(4). Any movement required to clear the 6th Street Junction will be counted as part of the FWWR’s total number of movements per day. Pursuant to 49 C.F.R. § 236.1006(c), all train movements conducted under the exceptions described in this section will be made in accordance with 49 C.F.R. § 236.1029 and the TRE PTCSP.

5.4 LETTERS OF UNDERSTANDING RECEIVED AT TIME OF FILING

Table 5-1 indicates the status of Letters of Understanding as of the time that the TRE PTCIP was filed.

Table 5-1 – Status of Letters of Understanding

Tenant Railroad	Letters Sent	Letters Executed
Union Pacific Railroad	December 18, 2009	March 11, 2010
BNSF Railway	December 18, 2009	March 18, 2010
Dallas Garland Northeastern Railroad	December 18, 2009	April 9, 2010
Fort Worth & Western Railroad Company	December 18, 2009	March 29, 2010 Exempt per 49 C.F.R. § 236.1006(b)(4)

Note: Copies of the letters are included in Section 14 – Appendices

End of Section

¹ **See TRE’s Dispatcher’s records for the four-month period March 2010 to June 2010 provided in Section 14.**



Trinity Railway Express PTC Implementation Plan (PTCIP)

Section 06 Installation Risk Analysis Revision 2

August, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

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6 INSTALLATION RISK ANALYSIS

6.1 GENERAL OVERVIEW

This Section provides the installation risk analysis and subsequent prioritization for the deployment of the Trinity Railway Express PTC system.

The analysis considers the following factors that are relevant in identifying and analyzing the risk associated with mainline track segments of a commuter rail system with freight tenants.

Factors considered are:

- volume of passenger traffic
- volume of freight traffic
- route or segment length
- volume of hazardous materials
- interlocking density
- track grade and curvature
- presence or absence of block signal and train control systems
- presence or absence of wayside hazard detectors
- density of at-grade crossings (highway, rail and pedestrian)
- single versus multiple track territory
- density of track turnouts and crossovers
- population density along the route
- shared track (presence of other equipped traffic along route)
- speed of train operations
- past incidents
- passenger station density

In order to determine the weight that each defined risk factor carries within the analysis, each factor is evaluated and assigned a risk rating between zero (0) (no risk) and ten (10) (highest risk) that defines the relative level of risk associated with each factor. This risk rating is not associated with the scoring of track segment measurements, rather a value that defines the strength of a factor relative to other factors. The risk rating is used to rank the risk factors from highest to lowest risk (See Table 6-1 for strength definitions and Table 6-2 for the assigned order of strength associated with the risk factors). A rating system of ten discrete levels was used to provide high resolution for this ranking process.

Once the relative level of risk of each risk factor has been assigned, a weighting value is determined for each factor. The weighting value for a risk factor is calculated by dividing that factor's risk rating by the sum total of the individual factor's risk ratings.

A risk factor's weighting value is described mathematically as:

$$\text{weighting_value}_i = \text{risk_rating}_i * \sum_{k=1}^n \text{risk_rating}_k$$

where n is the total number of risk factors

(See Table 6-3 for a summary of the risk factors and the associated risk ratings and weighting values)

In order to quantify the risk associated with the measurement of a risk factor, the range of each factor is defined and a scoring value of between zero (0) and five (5) is distributed across the range. With this scoring system, 0 corresponds to no risk and 5 is the maximum risk (See Tables 6-4 and 6-5 for a summary of the risk factors and their respective ranges). Please note that this is a different rating system than was used to rank the risk factors. A scoring system of 0 to 5 is sufficient for the quantification of risk factor measurements. The high resolution associated with a 0 to 10 is not necessary in this case.

Once the scoring foundation has been established, the subject railroad is evaluated and divided into logical mainline track segments. These segments may be further divided into track sections associated with a main line track segment based on risk factor variances within the segment. Table 6-6 provides a summary of the main line track segments analyzed in this analysis.

Each defined track section is then evaluated against the defined risk factors. Data associated with each risk factor is collected utilizing track maps, timetables, train schedules and other data sources. Based on these data, a measurement value for each risk factor is determined. The score (between 0 and 5) corresponding to the measurement value of a risk factor is then multiplied by the respective weighting parameter to determine the risk associated with that factor. The installation risk associated with a track section is the sum of the individual risk factor results (See Table 6-7 through Table 6-23 for risk results of each track section and Table 6-24 for a summary of the results).

Finally, the risk results for the track sections associated with a main line track segment are averaged to determine the segment's overall risk (See Table 6-25 for a summary of the main line track segment risk results).

The risk associated with the main line track segments are subsequently prioritized for installation (See table 6-26 for the prioritized listing).

The installation risk analysis provides the following:

- a description of the rail network and its operations
- a definition of the risk factors and associated measurement units
- a definition of and justification for the weighting of each risk factor

- a definition of the mainline track segments
- a calculation of the risk associated with each mainline track segment
- a prioritization of the installation of PTC for each mainline track segment based on the levels of risk and consequences
- identification and justification of mainline track segment exclusions

The steps associated with the risk assessment of a mainline track segment are:

- identify the mainline track segment under analysis
- gather and record data associated with each risk factor
- quantify the risk associated with each risk factor based on the measured value and defined weighting value
- quantify the total risk as the sum of the risks of the individual risk factors

Mainline track segments of highest assessed risk are identified and prioritized for PTC deployment. In instances where PTC systems are deployed on track segments of lower risk first, an appropriate justification is provided.

6.2 RAIL NETWORK AND OPERATIONS OVERVIEW

The Trinity Railway Express (TRE) is a 34-mile regional rail commuter line providing a link between the cities of Dallas and Fort Worth. The Trinity Railway Express consists entirely of single and double track sections. Train operations on the TRE are governed by the General Code of Operating Rules (GCOR) and the TRE System - Timetable & Special Instructions No. 5 dated April 7, 2010. All tracks are signaled for bi-directional running utilizing Centralized Traffic Control (CTC) between North Junction and the T&P Control Point. The train dispatcher authorizes train movements and sets traffic for east or west running on all track sections according to the train schedules. The train dispatcher additionally controls traffic flow for all meets and tenant railroad moves.

The TRE rail line employs a signal system that uses aspects in the form of wayside color lights to inform the engineer of the operating speed and GCOR rules governing the track. All interlocking signals and switches are controlled remotely by the train dispatcher.

TRE directly operates the TRE mainline and maintains trackage rights agreements with freight railroads for operation on the TRE mainline. The tenant railroads on the TRE mainline are:

1. BNSF Railway (BNSF)
2. Dallas, Garland and Northeastern Railroad (DGNO)
3. Fort Worth & Western Railroad (FWWR)
4. Union Pacific Railroad Company (UPRR)

6.3 RISK FACTORS AND DEFINITIONS

The risk factors that are included in the analysis are presented in this section. Justification for the relative risk level or ranking assigned to each risk factor is included. The risk rating for the 18 risk factors being examined consists of ten discrete values. Ten ratings were selected in order to provide a more meaningful assessment of the risk factors, than would be available under a 0 to 5 rating system. The weighting parameter for each risk factor is additionally presented in this section

Interpretation of the relative risk rating is obtained from the following rating key.

Table 6-1 – Risk Rating Key

<i>Risk Rating Key</i>	
<i>rating</i>	<i>risk definition</i>
0	none associated
1	minor
2	low
3	
4	
5	moderate
6	
7	
8	high
9	very high
10	extreme

A summary of the risk factors and associated measurement units is shown in the “Risk Priority Listing”. Each factor’s risk score is shown in the last column with factors sorted by priority.

Table 6-2 – Risk Priority Listing

<i>Risk Priority Listing</i>			
<i>#</i>	<i>risk factor</i>	<i>measurement unit</i>	<i>risk rating</i>
1	Volume of Freight Traffic	trains / day	8
2	Interlockings & Control Points	# of interlockings & CPs	8
3	Volume of Passenger Traffic	trains / day	7
4	Volume of Hazardous Material	volume level	7
5	Past Accident / Incident Statistics	category	7
6	Shared Track	category	7
7	Signaling System	type	6
8	Maximum Operating Speed	speed (mph)	6
8	Stations	# of stations	6
10	At-Grade Crossings	# of at-grade crossings	6
11	Method of Operation	type	5
12	Track Grade	average grade	4
13	Track Curvature	# of instances of > 1°	4
14	Turnout & Crossover Density	# of T/O's & C/O's	4
15	Wayside Hazard Detectors	category	4
16	Population Density	area type	4
17	Number of Mainline Tracks	# of mainline tracks	3
18	Segment Length	miles	2

A summary of the defined risk factors utilized in the installation risk analysis (including risk factor weights) are shown in the “Risk Factor Summary” below:

Table 6-3 – Risk Factor Summary

#	Risk Factor	Measurement Unit	Risk Rating	Risk Rating Description	Weighting Factor
1	Volume of Passenger Traffic	trains / day	7	The risk of a derailment, collision or an unsafe condition is moderate to high relative to the volume of passenger traffic associated with a mainline segment. The number of trains in a given track segment (train density) increases the complexity of safe train operation resulting in risk of collision.	0.071
2	Volume of Freight Traffic	trains / day	8	The risk of a derailment, collision or an unsafe condition is moderate to high relative to the volume of freight traffic associated with a mainline segment. The number of trains in a given track segment (train density) increases the complexity of safe train operation resulting in risk of collision.	0.082
3	Segment Length	miles	2	The risk of a derailment, collision or an unsafe condition or hazardous situation is low relative to the length of a mainline segment. The length of a track segment does not directly relate to any contributing risk factor.	0.020
4	Volume of Hazardous Material	volume level	7	The risk of a hazardous situation is high relative to the volume of TIH / PIH materials associated with a mainline segment. The number of trains carrying TIH or PIH materials in a given track segment increases the risk of a hazardous condition.	0.071
5	Method of Operation	type	5	The risk of a collision or an unsafe condition is moderate relative to the method of operation associated with a mainline segment. All methods of operation have appropriate rules for safe train handling and therefore the specific method does not contribute significantly to the risk.	0.051
6	Signaling System	type	6	The risk of a derailment, collision or an unsafe condition is moderate to high relative to the signaling system associated with a mainline segment. The signaling system or absence of directly relates to safe train operations.	0.061
7	Interlockings & Control Points	# of interlockings & CPs	8	The risk of a derailment, collision or an unsafe condition is moderate to high relative to the number of interlockings associated with a mainline segment. The number of interlockings directly relates to the possibility of collision.	0.082
8	Maximum Operating Speed	speed (mph)	6	The risk of a derailment, collision or an unsafe condition is moderate relative to the maximum operating speed associated with a mainline segment. The maximum train speed within a track segment directly relates to the risk of derailment.	0.061
8	Number of Mainline Tracks	# of mainline tracks	3	The risk of a collision or an unsafe condition is moderate relative to the number of tracks associated with a mainline segment. The number of mainline tracks is directly proportional to the risk of a collision.	0.031
10	Track Grade	average grade	4	The risk of a derailment, collision or an unsafe condition is low to moderate relative to the grade associated with a mainline segment. The track grade directly relates to the risk of derailment.	0.041
11	Track Curvature	# of instances of > 1°	4	The risk of a derailment, collision or an unsafe condition is low to moderate relative to the curvature associated with a mainline segment. The track curvature directly relates to the risk of derailment.	0.041
12	Turnout & Crossover Density	# of T/O's & C/O's	4	The risk of a derailment, collision or an unsafe condition is moderate to high relative to the number of turnouts and crossovers associated with a mainline segment. The number of switches associated with turnouts and crossovers directly relates to the risk of unsafe train operations.	0.041
13	Past Accident / Incident Statistics	category	7	The risk of a derailment, collision or an unsafe condition is moderate to high relative to past accidents and incidents associated with a mainline segment. Past accident and incident statistics directly relate to the need for additional safeguards.	0.071
14	Wayside Hazard Detectors	category	4	The risk of a derailment, collision or an unsafe condition is low to moderate relative to the presence or absence of wayside detectors associated with a mainline segment.	0.041
15	At-Grade Crossings	# of at-grade crossings	6	The risk of a derailment, collision or an unsafe condition is high relative to the number of at-grade-crossings associated with a mainline segment. The number of at-grade crossings directly relates to the possibility of collision.	0.061
16	Shared Track	category	7	The risk of a derailment, collision or an unsafe condition is moderate to high relative to the presence of other trains on a mainline segment. The presence of additional traffic directly relates to safe train operations.	0.071
17	Stations	# of stations	6	The number of stations along a mainline segment has moderate possibility of causing an unsafe condition. The number of stations directly relates to the risk of pedestrian intrusion or pedestrian exposure to collision fallout.	0.061
18	Population Density	area type	4	The population density along a mainline segment has low to moderate possibility of causing an unsafe condition. The population density directly relates to the risk of pedestrian intrusion or population exposure to collision / derailment fallout.	0.041
					1.000

6.4 RISK ANALYSIS

The risk analysis requires a measurement and scoring process for each risk factor in order to identify the overall risk associated with a mainline track segment. Each risk factor's measurement range, risk rating distribution and general weight are shown in the table below. A scoring system of 0 to 5 is utilized for the quantification of risk factor measurements.

Table 6-4 – Risk Measurement and Range Summary

#	Risk Factor	Measurement Unit	Measurement Definition	Risk Rating	General Weighting Value
1	Volume of Passenger Traffic	trains / day	none	0	0.071
			1 to less than 15 Trains per Day	1	
			15 to less than 30 Trains per Day	2	
			30 to less than 45 Trains per Day	3	
			45 to less than 60 Trains per Day	4	
			60 or more Trains per Day	5	
2	Volume of Freight Traffic	trains / day	none	0	0.082
			1 to less than 5 Trains per Day	1	
			5 to less than 10 Trains per Day	2	
			10 to less than 15 Trains per Day	3	
			15 to less than 20 Trains per Day	4	
			20 or more Trains per Day	5	
3	Segment Length	miles	less than 5.0 mile	1	0.020
			5.0 to less than 10.0 mile	2	
			10.0 to less than 15.0 miles	3	
			15.0 to less than 20.0 miles	4	
			20.0 miles or greater	5	
4	Volume of Hazardous Material	volume level	none	0	0.071
			light	1	
			low	2	
			moderate	3	
			high	4	
			very high	5	
5	Method of Operation	type	Centralized Traffic Control	1	0.051
			Direct Traffic Control	2	
			Manual Directives	3	
			Track Warrants	4	
			Train Orders	5	
6	Signaling System	type	ATC	1	0.061
			ABS	2	
			Intermediate Signals	3	
			CBS	4	
			None	5	
7	Interlockings & Control Points	# of interlockings & CPs	0	0	0.082
			1	1	
			2	2	
			3	3	
			4	4	
			greater than 4	5	
8	Maximum Operating Speed	speed (mph)	less than 15 mph	1	0.061
			15 to less than 30 mph	2	
			30 to less than 45 mph	3	
			45 to 60 mph	4	
			more than 60 mph	5	
9	Number of Mainline Tracks	# of mainline tracks	0	0	0.031
			1	1	
			2	2	
			3	3	
			4	4	
			greater than 4	5	

Table 6-5 – Risk Measurement and Range Summary

#	Risk Factor	Measurement Unit	Measurement Definition	Risk Rating	General Weighting Value
10	Track Grade	average grade	less than 0.10%	0	0.041
			0.10% to less than 0.25%	1	
			0.25% to less than 0.5%	2	
			0.5% to less than 0.75%	3	
			0.75% to less than 1.0%	4	
			greater than or equal to 1.0%	5	
11	Track Curvature	# of instances of > 1°	0	0	0.041
			1	1	
			2	2	
			3	3	
			4	4	
			greater than 4	5	
12	Turnout & Crossover Density	# of T/O's & C/O's	0	0	0.041
			1	1	
			2	2	
			3	3	
			4	4	
			greater than 4	5	
13	Past Accident / Incident Statistics	category	none	0	0.071
			1	1	
			2	2	
			3	3	
			4	4	
			5	5	
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041
			detectors - meets need	1	
			no detectors - pedestrian crossing(s)	2	
			no detectors - draw bridge(s)	3	
			no detectors - moderate need	4	
			no detectors - major need	5	
15	At-Grade Crossings	# of at-grade crossings	0	0	0.061
			1	1	
			2	2	
			3	3	
			4	4	
			5	5	
16	Shared Track	category	none	0	0.071
			1	1	
			FWWR	2	
			BNSF & UPRR	3	
			BNSF, UPRR & DGNO	4	
			5	5	
17	Stations	# of stations	0	0	0.061
			1	1	
			2	2	
			3	3	
			4	4	
			greater than 4	5	
18	Population Density	area type	wilderness rural	1	0.041
			rural	2	
			suburban	3	
			town	4	
			city	5	

6.5 MAINLINE TRACK SEGMENTS

Segmentation of the TRE mainline track has been defined based on tenant railroad occupancy boundaries. Three mainline track segments are defined. The boundaries of each mainline track segment are identified in Section 7.1.

The mainline track segments owned and operated by TRE are defined in the table below. Definition of the segmentation is included in the “Description” column.

Table 6-6 – TRE Mainline Track Segments

#	Line	Track Segment	Range	Length	Description
1	TRE	Segment 1A	MP 610.7 to MP 611.9	1.20 mi.	Track segment 1 sub-divided for single track non-freight operations from CP T&P to 6 th Street Junction
2	TRE	Segment 1B	MP 611.9 to MP 612.4	0.50 mi.	Track segment 1 sub-divided for single track / FWWR freight operations from 6 th Street Junction to Dalwor Junction
3	TRE	Segment 2A	MP 612.4 to MP 613.45	1.05 mi.	Track segment 2 sub-divided for single track / BNSF & UPRR freight operations from Dalwor Junction to Sylvania (West)
4	TRE	Segment 2B	MP 613.45 to MP 614.6	1.15 mi.	Track segment 2 sub-divided for double track / BNSF & UPRR freight operations from Sylvania (West) to Sylvania (East)
5	TRE	Segment 2C	MP 614.6 to MP 617.66	3.06 mi.	Track segment 2 sub-divided for single track / BNSF & UPRR freight operations from Sylvania (East) to WSS Richland Hills
6	TRE	Segment 2D	MP 617.66 to MP 618.7	1.04 mi.	Track segment 2 sub-divided for double track / BNSF & UPRR freight operations from WSS Richland Hills to ESS Richland Hills
7	TRE	Segment 2E	MP 618.7 to MP 621.1	2.40 mi.	Track segment 2 sub-divided for single track / BNSF & UPRR freight operations from ESS Richland Hills to Hurst (West)
8	TRE	Segment 2F	MP 621.1 to MP 622.4	1.30 mi.	Track segment 2 sub-divided for double track / BNSF & UPRR freight operations from Hurst (West) to Hurst (East)
9	TRE	Segment 2G	MP 622.4 to MP 625.5	3.10 mi.	Track segment 2 sub-divided for single track / BNSF & UPRR freight operations from Hurst (East) to West Tarrant
10	TRE	Segment 2H	MP 625.5 to MP 627.8	2.30 mi.	Track segment 2 sub-divided for double track / BNSF & UPRR freight operations from West Tarrant to East Tarrant
11	TRE	Segment 2I	MP 627.8 to MP 628.3	0.50 mi.	Track segment 2 sub-divided for single track / BNSF & UPRR freight operations from East Tarrant to WSS Centreport
12	TRE	Segment 2J	MP 628.3 to MP 629.4	1.10 mi.	Track segment 2 sub-divided for double track / BNSF & UPRR freight operations from WSS Centreport to ESS Centreport

#	Line	Track Segment	Range	Length	Description
13	TRE	Segment 3A	MP 629.4 to MP 633.7	4.30 mi.	Track segment 3 sub-divided for double track / DGNO, BNSF & UPRR freight operations from ESS Centreport to Rogers
14	TRE	Segment 3B	MP 633.7 to MP 634.5	0.80 mi.	Track segment 3 sub-divided for single track / DGNO, BNSF & UPRR freight operations from Rogers to WC Junction
15	TRE	Segment 3C	MP 634.5 to MP 639.5	5.00 mi.	Track segment 3 sub-divided for double track / DGNO, BNSF & UPRR freight operations from WC Junction to East Mockingbird
16	TRE	Segment 3D	MP 639.5 to MP 640.7	1.20 mi.	Track segment 3 sub-divided for single track / DGNO, BNSF & UPRR freight operations from East Mockingbird to West Perkins
17	TRE	Segment 3E	MP 640.7 to MP 643.9	3.20 mi.	Track segment 3 sub-divided for double track / DGNO, BNSF & UPRR freight operations from West Perkins to North Junction

6.6 RISK MEASUREMENTS

All risk factors were measured and recorded for each track section. A risk assignment corresponding to each risk factor's measurement value was identified. The risk value corresponding to the product of the risk assignment and weight for each risk factor was determined. The individual risk values associated with the risk factors were summed to define an overall risk for each track section.

Measurement and risk data for each track section is shown in the tables below. Each track section's risk summary includes the risk factors and associated measurement units, measured values, risk ratings, weighting values and associated risks as well as the overall track section's risk value.

Table 6-7 – Segment 1A

TRE		Beginning MP	Ending MP			
Segment 1A		610.70	611.90			
CP T&P to 6th Street Junction						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	40	3	0.071	0.214
2	Volume of Freight Traffic	trains / day	0	0	0.082	0.000
3	Segment Length	miles	1.20	1	0.020	0.020
4	Volume of Hazardous Material	volume level	none	0	0.071	0.000
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	4	4	0.082	0.327
8	Maximum Operating Speed	speed (mph)	20	2	0.061	0.122
9	Number of Mainline Tracks	# of mainline tracks	1	1	0.031	0.031
10	Track Grade	average grade	0.1	1	0.041	0.041
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	6	5	0.041	0.204
13	Past Accident / Incident Statistics	category	0	0	0.071	0.000
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	2	2	0.061	0.122
16	Shared Track	category	none	0	0.071	0.000
17	Stations	# of stations	1	1	0.061	0.061
18	Population Density	area type	city	5	0.041	0.204
			totals		1.000	1.582

Table 6-8 – Segment 1B

TRE		Beginning MP	Ending MP			
Segment 1B		611.90	612.40			
6th Street Junction to Dalwor Junction						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	40	3	0.071	0.214
2	Volume of Freight Traffic	trains / day	3	1	0.082	0.082
3	Segment Length	miles	0.50	1	0.020	0.020
4	Volume of Hazardous Material	volume level	light	1	0.071	0.071
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	5	5	0.082	0.408
8	Maximum Operating Speed	speed (mph)	60	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	1	1	0.031	0.031
10	Track Grade	average grade	0.1	1	0.041	0.041
11	Track Curvature	# of instances of > 1°	1	1	0.041	0.041
12	Turnout & Crossover Density	# of T/O's & C/O's	3	3	0.041	0.122
13	Past Accident / Incident Statistics	category	0	0	0.071	0.000
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	0	0	0.061	0.000
16	Shared Track	category	FVWR	2	0.071	0.143
17	Stations	# of stations	0	0	0.061	0.000
18	Population Density	area type	suburban	3	0.041	0.122
			totals		1.000	1.837

Table 6-9 – Segment 2A

TRE		Beginning MP	Ending MP			
Segment 2A		612.40	613.45			
Dalwor Junction to Sylvania (West)						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	40	3	0.071	0.214
2	Volume of Freight Traffic	trains / day	11	3	0.082	0.245
3	Segment Length	miles	1.05	1	0.020	0.020
4	Volume of Hazardous Material	volume level	low	2	0.071	0.143
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	2	2	0.082	0.163
8	Maximum Operating Speed	speed (mph)	60	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	1	1	0.031	0.031
10	Track Grade	average grade	0.333	2	0.041	0.082
11	Track Curvature	# of instances of > 1°	1	1	0.041	0.041
12	Turnout & Crossover Density	# of T/O's & C/O's	3	3	0.041	0.122
13	Past Accident / Incident Statistics	category	3	3	0.071	0.214
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	3	3	0.061	0.184
16	Shared Track	category	BNSF & UPRR	3	0.071	0.214
17	Stations	# of stations	0	0	0.061	0.000
18	Population Density	area type	town	4	0.041	0.163
			<i>totals</i>		1.000	2.378

Table 6-10 – Segment 2B

TRE		Beginning MP	Ending MP			
Segment 2B		613.45	614.60			
Sylvania (West) to Sylvania (East)						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	40	3	0.071	0.214
2	Volume of Freight Traffic	trains / day	11	3	0.082	0.245
3	Segment Length	miles	1.15	1	0.020	0.020
4	Volume of Hazardous Material	volume level	low	2	0.071	0.143
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	2	2	0.082	0.163
8	Maximum Operating Speed	speed (mph)	60	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	2	2	0.031	0.061
10	Track Grade	average grade	0.414	2	0.041	0.082
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	1	1	0.041	0.041
13	Past Accident / Incident Statistics	category	2	2	0.071	0.143
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	1	1	0.061	0.061
16	Shared Track	category	BNSF & UPRR	3	0.071	0.214
17	Stations	# of stations	0	0	0.061	0.000
18	Population Density	area type	town	4	0.041	0.163
			<i>totals</i>		1.000	2.092

Table 6-11 – Segment 2C

TRE		Beginning MP	Ending MP			
Segment 2C		614.60	617.66			
Sylvania (East) to WSS Richland Hills						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	40	3	0.071	0.214
2	Volume of Freight Traffic	trains / day	11	3	0.082	0.245
3	Segment Length	miles	3.06	1	0.020	0.020
4	Volume of Hazardous Material	volume level	low	2	0.071	0.143
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	1	1	0.082	0.082
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	1	1	0.031	0.031
10	Track Grade	average grade	0.247	1	0.041	0.041
11	Track Curvature	# of instances of > 1°	1	1	0.041	0.041
12	Turnout & Crossover Density	# of T/O's & C/O's	1	1	0.041	0.041
13	Past Accident / Incident Statistics	category	1	1	0.071	0.071
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	4	4	0.061	0.245
16	Shared Track	category	BNSF & UPRR	3	0.071	0.214
17	Stations	# of stations	0	0	0.061	0.000
18	Population Density	area type	town	4	0.041	0.163
			totals		1.000	2.092

Table 6-12 – Segment 2D

TRE		Beginning MP	Ending MP			
Segment 2D		617.66	618.70			
WSS Richland Hills to ESS Richland Hills						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	42	3	0.071	0.214
2	Volume of Freight Traffic	trains / day	11	3	0.082	0.245
3	Segment Length	miles	1.04	1	0.020	0.020
4	Volume of Hazardous Material	volume level	low	2	0.071	0.143
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	1	1	0.082	0.082
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	2	2	0.031	0.061
10	Track Grade	average grade	0.394	2	0.041	0.082
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	1	1	0.041	0.041
13	Past Accident / Incident Statistics	category	0	0	0.071	0.000
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	1	1	0.061	0.061
16	Shared Track	category	BNSF & UPRR	3	0.071	0.214
17	Stations	# of stations	1	1	0.061	0.061
18	Population Density	area type	town	4	0.041	0.163
			totals		1.000	1.929

Table 6-13 – Segment 2E

TRE		Beginning MP	Ending MP			
Segment 2E		618.70	621.10			
ESS Richland Hills to Hurst (West)						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	42	3	0.071	0.214
2	Volume of Freight Traffic	trains / day	11	3	0.082	0.245
3	Segment Length	miles	2.40	1	0.020	0.020
4	Volume of Hazardous Material	volume level	low	2	0.071	0.143
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	1	1	0.082	0.082
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	1	1	0.031	0.031
10	Track Grade	average grade	0.285	2	0.041	0.082
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	1	1	0.041	0.041
13	Past Accident / Incident Statistics	category	0	0	0.071	0.000
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	1	1	0.061	0.061
16	Shared Track	category	BNSF & UPRR	3	0.071	0.214
17	Stations	# of stations	0	0	0.061	0.000
18	Population Density	area type	town	4	0.041	0.163
				<i>totals</i>	1.000	1.837

Table 6-14 – Segment 2F

TRE		Beginning MP	Ending MP			
Segment 2F		621.10	622.40			
Hurst (West) to Hurst (East)						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	42	3	0.071	0.214
2	Volume of Freight Traffic	trains / day	11	3	0.082	0.245
3	Segment Length	miles	1.30	1	0.020	0.020
4	Volume of Hazardous Material	volume level	low	2	0.071	0.143
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	3	3	0.082	0.245
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	2	2	0.031	0.061
10	Track Grade	average grade	0.431	2	0.041	0.082
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	4	4	0.041	0.163
13	Past Accident / Incident Statistics	category	0	0	0.071	0.000
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	1	1	0.061	0.061
16	Shared Track	category	BNSF & UPRR	3	0.071	0.214
17	Stations	# of stations	0	0	0.061	0.000
18	Population Density	area type	town	4	0.041	0.163
				<i>totals</i>	1.000	2.153

Table 6-15 – Segment 2G

TRE		Beginning MP	Ending MP			
Segment 2G		622.40	625.50			
Hurst (East) to West Tarrant						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	42	3	0.071	0.214
2	Volume of Freight Traffic	trains / day	11	3	0.082	0.245
3	Segment Length	miles	3.10	1	0.020	0.020
4	Volume of Hazardous Material	volume level	low	2	0.071	0.143
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	1	1	0.082	0.082
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	1	1	0.031	0.031
10	Track Grade	average grade	0.308	2	0.041	0.082
11	Track Curvature	# of instances of > 1°	1	1	0.041	0.041
12	Turnout & Crossover Density	# of T/O's & C/O's	1	1	0.041	0.041
13	Past Accident / Incident Statistics	category	0	0	0.071	0.000
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	1	1	0.061	0.061
16	Shared Track	category	BNSF & UPRR	3	0.071	0.214
17	Stations	# of stations	1	1	0.061	0.061
18	Population Density	area type	town	4	0.041	0.163
			<i>totals</i>		<i>1.000</i>	<i>1.939</i>

Table 6-16 – Segment 2H

TRE		Beginning MP	Ending MP			
Segment 2H		625.50	627.80			
West Tarrant to East Tarrant						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	42	3	0.071	0.214
2	Volume of Freight Traffic	trains / day	11	3	0.082	0.245
3	Segment Length	miles	2.30	1	0.020	0.020
4	Volume of Hazardous Material	volume level	low	2	0.071	0.143
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	4	4	0.082	0.327
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	2	2	0.031	0.061
10	Track Grade	average grade	0.307	2	0.041	0.082
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	3	3	0.041	0.122
13	Past Accident / Incident Statistics	category	2	2	0.071	0.143
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	3	3	0.061	0.184
16	Shared Track	category	BNSF & UPRR	3	0.071	0.214
17	Stations	# of stations	0	0	0.061	0.000
18	Population Density	area type	town	4	0.041	0.163
			<i>totals</i>		<i>1.000</i>	<i>2.459</i>

Table 6-17 – Segment 2I

TRE		Beginning MP	Ending MP			
Segment 2I		627.80	628.30			
East Tarrant to WSS Centreport						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	42	3	0.071	0.214
2	Volume of Freight Traffic	trains / day	11	3	0.082	0.245
3	Segment Length	miles	0.50	1	0.020	0.020
4	Volume of Hazardous Material	volume level	low	2	0.071	0.143
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	1	1	0.082	0.082
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	1	1	0.031	0.031
10	Track Grade	average grade	0.36	2	0.041	0.082
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	1	1	0.041	0.041
13	Past Accident / Incident Statistics	category	0	0	0.071	0.000
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	0	0	0.061	0.000
16	Shared Track	category	BNSF & UPRR	3	0.071	0.214
17	Stations	# of stations	0	0	0.061	0.000
18	Population Density	area type	town	4	0.041	0.163
				<i>totals</i>	1.000	1.776

Table 6-18 – Segment 2J

TRE		Beginning MP	Ending MP			
Segment 2J		628.30	629.40			
WSS Centreport to ESS Centreport						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	49	4	0.071	0.286
2	Volume of Freight Traffic	trains / day	11	3	0.082	0.245
3	Segment Length	miles	1.10	1	0.020	0.020
4	Volume of Hazardous Material	volume level	low	2	0.071	0.143
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	1	1	0.082	0.082
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	2	2	0.031	0.061
10	Track Grade	average grade	0.518	3	0.041	0.122
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	1	1	0.041	0.041
13	Past Accident / Incident Statistics	category	0	0	0.071	0.000
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	0	0	0.061	0.000
16	Shared Track	category	BNSF & UPRR	3	0.071	0.214
17	Stations	# of stations	1	1	0.061	0.061
18	Population Density	area type	town	4	0.041	0.163
				<i>totals</i>	1.000	1.980

Table 6-19 – Segment 3A

TRE		Beginning MP	Ending MP			
Segment 3A		629.40	633.70			
ESS Centreport to Rogers						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	49	4	0.071	0.286
2	Volume of Freight Traffic	trains / day	24	5	0.082	0.408
3	Segment Length	miles	4.30	1	0.020	0.020
4	Volume of Hazardous Material	volume level	moderate	3	0.071	0.214
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	5	5	0.082	0.408
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	2	2	0.031	0.061
10	Track Grade	average grade	0.2	1	0.041	0.041
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	5	5	0.041	0.204
13	Past Accident / Incident Statistics	category	2	2	0.071	0.143
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	2	2	0.061	0.122
16	Shared Track	category	BNSF, UPRR & DGNO	4	0.071	0.286
17	Stations	# of stations	1	1	0.061	0.061
18	Population Density	area type	city	5	0.041	0.204
			<i>totals</i>		<i>1.000</i>	<i>3.000</i>

Table 6-20 – Segment 3B

TRE		Beginning MP	Ending MP			
Segment 3B		633.70	634.50			
Rogers to WC Junction						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	49	4	0.071	0.286
2	Volume of Freight Traffic	trains / day	24	5	0.082	0.408
3	Segment Length	miles	0.80	1	0.020	0.020
4	Volume of Hazardous Material	volume level	moderate	3	0.071	0.214
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	3	3	0.082	0.245
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	1	1	0.031	0.031
10	Track Grade	average grade	0.2	1	0.041	0.041
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	2	2	0.041	0.082
13	Past Accident / Incident Statistics	category	2	2	0.071	0.143
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	2	2	0.061	0.122
16	Shared Track	category	BNSF, UPRR & DGNO	4	0.071	0.286
17	Stations	# of stations	0	0	0.061	0.000
18	Population Density	area type	city	5	0.041	0.204
			<i>totals</i>		<i>1.000</i>	<i>2.622</i>

Table 6-21 – Segment 3C

TRE		Beginning MP	Ending MP			
Segment 3C		634.50	639.50			
WC Junction to East Mockingbird						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	49	4	0.071	0.286
2	Volume of Freight Traffic	trains / day	24	5	0.082	0.408
3	Segment Length	miles	5.00	2	0.020	0.041
4	Volume of Hazardous Material	volume level	moderate	3	0.071	0.214
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	3	3	0.082	0.245
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	2	2	0.031	0.061
10	Track Grade	average grade	0.2	1	0.041	0.041
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	9	5	0.041	0.204
13	Past Accident / Incident Statistics	category	0	0	0.071	0.000
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	5	5	0.061	0.306
16	Shared Track	category	BNSF, UPRR & DGNO	4	0.071	0.286
17	Stations	# of stations	1	1	0.061	0.061
18	Population Density	area type	city	5	0.041	0.204
				<i>totals</i>	1.000	2.898

Table 6-22 – Segment 3D

TRE		Beginning MP	Ending MP			
Segment 3D		639.50	640.70			
East Mockingbird to West Perkins						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	49	4	0.071	0.286
2	Volume of Freight Traffic	trains / day	24	5	0.082	0.408
3	Segment Length	miles	1.20	1	0.020	0.020
4	Volume of Hazardous Material	volume level	moderate	3	0.071	0.214
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	1	1	0.082	0.082
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	1	1	0.031	0.031
10	Track Grade	average grade	0.2	1	0.041	0.041
11	Track Curvature	# of instances of > 1°	0	0	0.041	0.000
12	Turnout & Crossover Density	# of T/O's & C/O's	1	1	0.041	0.041
13	Past Accident / Incident Statistics	category	0	0	0.071	0.000
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	0	0	0.061	0.000
16	Shared Track	category	BNSF, UPRR & DGNO	4	0.071	0.286
17	Stations	# of stations	0	0	0.061	0.000
18	Population Density	area type	city	5	0.041	0.204
				<i>totals</i>	1.000	2.153

Table 6-23 – Segment 3E

TRE		Beginning MP	Ending MP			
Segment 3E		640.70	643.90			
West Perkins to North Junction						
#	Risk Factor	measurement unit	measurement value	risk assignment	weight	risk value
1	Volume of Passenger Traffic	trains / day	49	4	0.071	0.286
2	Volume of Freight Traffic	trains / day	11	3	0.082	0.245
3	Segment Length	miles	3.20	1	0.020	0.020
4	Volume of Hazardous Material	volume level	low	2	0.071	0.143
5	Method of Operation	type	CTC	1	0.051	0.051
6	Signaling System	type	Intermediate Signals	3	0.061	0.184
7	Interlockings & Control Points	# of interlockings & CPs	2	2	0.082	0.163
8	Maximum Operating Speed	speed (mph)	79	5	0.061	0.306
9	Number of Mainline Tracks	# of mainline tracks	2	2	0.031	0.061
10	Track Grade	average grade	0.2	1	0.041	0.041
11	Track Curvature	# of instances of > 1°	2	2	0.041	0.082
12	Turnout & Crossover Density	# of T/O's & C/O's	3	3	0.041	0.122
13	Past Accident / Incident Statistics	category	3	3	0.071	0.214
14	Wayside Hazard Detectors	category	no detectors - no need	0	0.041	0.000
15	At-Grade Crossings	# of at-grade crossings	1	1	0.061	0.061
16	Shared Track	category	BNSF, UPRR & DGNO	4	0.071	0.286
17	Stations	# of stations	2	2	0.061	0.122
18	Population Density	area type	city	5	0.041	0.204
<i>totals</i>					1.000	2.592

6.7 RISK RESULTS

The overall installation risk is presented for each track section in the Track Section Risk Summary table.

Table 6-24 – Track Section Risk Summary

#	line	track section	start MP	end MP	length	risk result
1	TRE	Segment 1A	610.70	611.90	1.20	1.58
2	TRE	Segment 1B	611.90	612.40	0.50	1.84
3	TRE	Segment 2A	612.40	613.45	1.05	2.38
4	TRE	Segment 2B	613.45	614.60	1.15	2.09
5	TRE	Segment 2C	614.60	617.66	3.06	2.09
6	TRE	Segment 2D	617.66	618.70	1.04	1.93
7	TRE	Segment 2E	618.70	621.10	2.40	1.84
8	TRE	Segment 2F	621.10	622.40	1.30	2.15
9	TRE	Segment 2G	622.40	625.50	3.10	1.94
10	TRE	Segment 2H	625.50	627.80	2.30	2.46
11	TRE	Segment 2I	627.80	628.30	0.50	1.78
12	TRE	Segment 2J	628.30	629.40	1.10	1.98
13	TRE	Segment 3A	629.40	633.70	4.30	3.00
14	TRE	Segment 3B	633.70	634.50	0.80	2.62
15	TRE	Segment 3C	634.50	639.50	5.00	2.90
16	TRE	Segment 3D	639.50	640.70	1.20	2.15
17	TRE	Segment 3E	640.70	643.90	3.20	2.59

The installation risk data is organized for each mainline track segment by averaging the associated track section data and is presented in the Installation Summary table. The overall risk data is organized by priority and presented in the Prioritized Installation Summary table.

Table 6-25 – Installation Summary

<i>#</i>	<i>Line</i>	<i>Segment</i>	<i>start MP</i>	<i>end MP</i>	<i>length</i>	<i>risk result</i>
1	TRE	Segment 1	610.70	612.40	1.7	1.71
2	TRE	Segment 2	612.40	629.40	17.0	2.06
3	TRE	Segment 3	629.40	643.90	14.5	2.65

Table 6-26 – Prioritized Installation Summary

<i>#</i>	<i>line</i>	<i>segment</i>	<i>start MP</i>	<i>end MP</i>	<i>length</i>	<i>risk result</i>
1	TRE	Segment 3	643.90	629.40	14.50	2.65
2	TRE	Segment 2	629.40	612.40	17.00	2.06
3	TRE	Segment 1	612.40	610.70	1.70	1.71

6.8 INSTALLATION SUMMARY

The PTC installation is intended to begin at North Junction in Dallas and progress westward to CP T&P in Forth Worth (Segment 3, 2, 1). This installation sequence complies with the installation risk analysis.

End of Section

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Trinity Railway Express PTC Implementation Plan (PTCIP)

**Section 07
Deployment Sequence and Schedule
Revision 3**

September, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

Prepared by:

LTK
LTK Engineering Services

REVISION HISTORY

Date	Revision	Description	Author
August 2010	2	Changes to comply with FRA Response	DART/TRE
September 2010	3	Changes to comply with FRA Response	DART/TRE

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7 DEPLOYMENT SEQUENCE AND SCHEDULE

7.1 GENERAL

TRE consists of one line which provides service between Dallas and Fort Worth. This section defines the deployment sequence and planned schedule to implement TRE’s PTC System for all mainline tracks on TRE territory by December 31, 2015. The schedule is based upon the following four major project milestones: PTC Design, Material Procurement, Construction & Installation, and System Verification and Validation. For deployment purposes, TRE has separated the TRE line into three segments. The line was segmented, based upon the usage of the TRE line by its various tenants, which is correlated to the risk analysis. The segments are as follows:

Segment	Location	MP	Tenant Railroads
3	N Junction to ESS Centreport	643.9 to 629.4	DGNO; UPRR; BNSF
2	ESS Centreport to DALWOR	629.4 to 612.4	UPRR; BNSF
1	DALWOR to T&P	612.4 to 610.5	FWWR (part way)

A risk analysis was performed for each segment and a determination as to the order in which to implement PTC was addressed. The results of the risk analysis are provided in Section 6. Based upon the risk analysis and the construction and installation needs, a sequence and schedule was developed. The schedule is shown in Section 14.7.

7.2 SEQUENCE

After reviewing the risk analysis and the length of each segment, TRE has determined that the deployment of the PTC system will commence at the eastern terminus, Dallas Union Station (MP 644.3), and progress westward to the western terminus of the TRE line, Fort Worth T & P Station (MP 610.5). TRE expects to be able to sequence the work without any interference with tenant railroads. The risk analysis indicated that the highest risk factor is in Segment 3. TRE expects to deploy its PTC system commencing with Segment 3 and progress westward through Segment 2 and then Segment 1, the section shown to exhibit the least risk.

7.3 SCHEDULE

The project schedule includes the procurement, design, installation, testing, verification and validation of the four PTC elements (Locomotive/Cab Car, Wayside, Communications, and Office) for the complete system. The scope of the effort required to address each aspect of the work is more particularly described in Section 7.7. The schedule will be developed based on the number and complexity of locations requiring PTC hardware installations. Location variables that affect the schedule include the number of tracks, wayside equipment housing, track availability, and the complexity of the interlockings. The locations requiring PTC hardware installations are summarized

below. The completion schedule provided in Table 7-1 shows the work to be completed, in accordance with the sequencing identified in Section 7.2.

Table 7-1 – PTC Installation Locations

Segment	Begin CP	End CP	# Of Tracks	I/A	CP/IL	Total Locations	Percent Completed*		
							2013	2014	2015
III	North Junction	West Perkins	2	4	6	10	0%	100%	100%
	East Mockingbird	West Mockingbird	2	0	9	9	0%	100%	100%
	EC Junction	WC Junction	2	1	5	6	0%	100%	100%
	Rogers	West Texas	1,2	0	6	6	0%	100%	100%
II	CentrePort Industrial	East Tarrant	1,2	0	7	7	0%	85%	100%
	Calloway	Hurst-Bell	1,2	1	6	7	0%	80%	100%
	ESS Richland	MP 616.1	1,2	3	2	5	0%	75%	100%
	MP 614.6	Dalwor	1,2	0	3	3	0%	70%	100%
I	Dalwor	T&P	1,2	0	6	6	0%	65%	100%

* Includes installation and verification and validation testing

The column headings in Table 7-1 represent the following:

- I/A are Intermediate or Approach Signals
- CP / IL are Control Points or Interlockings

The numbers in Table 7-1 were compiled using the TRE track charts. The sequence for installations may be adjusted based on actual field conditions at the time.

It should also be noted that the matrix in Table 7-1 indicates a number of installation locations. Generally intermediate and approach or holding signals are all housed in a single location that may only require a single V-ETMS wayside arrangement to monitor all of the signals. A control point or interlocking may require multiple V-ETMS wayside arrangements.

TRE’s Chief Administrative Officer will be responsible for achieving the completion percentage goals identified in Table 7-1 and reporting the yearly progress to the FRA on April 16, 2011, April 16, 2012, April 16, 2013, April 16, 2014, and April 16, 2015, as required by 49 C.F.R. § 236.1011(a)(7).

7.4 TRE TRAFFIC CHARACTERISTICS

The passenger traffic characteristics of the TRE line are provided in Section 1, Table 1-1. The freight traffic volume over the four-month period, March 2010 to June 2010 is included in Appendix 3.

7.5 TRE OPERATIONAL CHARACTERISTICS

The TRE line operating characteristics include a CTC system with approach signals for the full length of the rail line, with a maximum allowable speed of 79 mph. The system overview is provided in Section 1.7.

7.6 ROUTE ATTRIBUTES

An overview of the present TRE system/route attributes including switches, interlockings and grade crossings is provided in Section 1.7. TRE will perform a survey of the TRE right of way to map the location of all track and critical features of the line. This data will provide the backbone of the PTC system infrastructure database which will be downloaded to the locomotive/cab car segment during initialization. This data includes the following information:

- Track grade and curvature
- Signal locations
- Monitored switch locations and clearance points
- Highway crossing locations
- Mile post locations
- Station sign locations
- PSR boundaries

The TRE line does **NOT** have either of the following attributes:

- Rail to rail crossing at-grade
- Movable bridges

7.7 SCHEDULE ELEMENTS

7.7.1 Design

The PTC system design will be conducted across the four PTC segments (Locomotive/Cab Car, Wayside, Communications, and Office). The following sections detail the defined design elements.

7.7.2 Infrastructure Survey and Mapping

A survey of the TRE right of way will be conducted to map the location of all track and critical features. This data will form the basic platform for the PTC system infrastructure database (See Section 7.6).

7.7.3 Radio / Communications Survey

An RF survey will be conducted to characterize radio coverage required by the PTC system and determine the capability of the existing communications infrastructure. Radio propagation analysis using software simulation and physical coverage tests will be performed to establish the requirements for PTC radio coverage. Yards, terminals, and layovers will be surveyed for Wi-Fi or other high throughput wireless network operation requirements.

7.7.3.1 GPS Coverage Survey

A survey will be conducted to characterize GPS coverage across TRE's region of operations.

7.7.3.2 Communication Segment Design

Any enhancements to ensure reliable PTC communications with the existing communications infrastructure will be identified following the results of the RF survey. Communications design will consider the following elements:

- Base station enhancements
- Communications frequency band
- Locomotive/cab car and wayside data radio
- Locomotive/car car and wayside data radio antenna
- Back office data radio and antenna

Communications messaging and protocols will be determined by the ITC Committee

7.7.3.3 Wayside Segment Design

The design of the PTC wayside segment will consider the following elements:

- Signal and switch interfaces to the WIU
- WIU data encoding
- WIU and data radio interface
- Data Radio and antenna(s) interface
- DC power distribution for wayside V-ETMS components
- Wayside to locomotive/cab car communications
- Wayside to office communications

Communications messaging and protocols will be determined by the ITC Committee

7.7.3.4 Locomotive/Cab Car Segment Design

The design of the PTC onboard segment will consider the following elements:

- Integration of circuit breakers
- Integration of speed sensors
- Data Radio and antenna(s) interface
- GPS and GPS antenna interface
- Brake system interface

- Central display unit design
- Event recorder interface
- PTC cutout
- Brake algorithm
- Train to wayside communications
- Train to office communications

Communications messaging and protocols will be determined by the ITC Committee

7.7.3.5 Office Segment Design

Design of the PTC office segment will consider the following elements:

- Method of operations
- Signal Rules
- TRE dispatch and BOS interface
- BOS authority discrimination
- BOS and Data Radio interface
- Data Radio and Antenna(s) interface

Communications messaging and protocols will be determined by the ITC Committee

7.7.4 Material Procurement

TRE may procure the material for the components of the PTC Implementation project that can be progressed early in the project that are independent of the System Design.

7.7.4.1 Wayside Materials

Major PTC components needed to interface with the wayside signal locations include:

- Wayside Interface Unit
- PTC Data Radio Module
- Batteries and Chargers
- DC to DC Converter
- Current Sensing Halifax Coils
- Lightning/Surge Protectors
- GPS Antenna
- VHF Antenna

- Fuses and Terminal Blocks
- Internal Case Wiring and Connecting Cables

Depending on the type of location being monitored additional materials may include:

- Auxiliary Equipment Housings
- Additional Wayside Interface Modules
- Vital Relays

7.7.4.2 Locomotive/Cab Car Materials

Onboard Systems Material will include:

- Train Management Computer
- Cab Display Unit
- PTC Crashworthy Data Recorder
- System Power Supply
- Communication Management Computer
- 220 MHz ITC Data Radio
- GPS Receiver
- 1.575 GHz GPS Antenna
- 2.4GHz 802.11 Antenna
- 1.9 GHz Cellular Antenna
- 220 MHz PTC Radio Antenna
- Pressure Switches
- Traction Motor Current Sensors
- Generator Voltage Sensors
- Tractive Effort Sensors
- Circuit Breakers
- Mounting Brackets
- Interconnecting Cables

7.7.4.3 Communication Materials

Communications network will be based on data radio and backhaul communication links to provide reliable conduit for information flow to and from a locomotive to the wayside

devices and TRE’s back office. Refer to sections 3.3.1.3; 3.3.1.4; and 3.3.1.5 for the major communications system component listings.

7.7.5 Construction

This section identifies the general tasks required for the installation of all wayside, locomotive/cab car, communication, and office subsystems. TRE may, at its option, perform some or all of this work itself or contract some or all of this work to outside contractors.

7.7.5.1 Wayside Construction

All PTC wayside components will be installed and wired in accordance with applicable requirements. Tasks include constructing foundations and cases, installing, wiring and testing PTC components.

7.7.5.2 Locomotive/Cab Car Retrofit

All PTC locomotive/cab car components will be installed and wired in accordance with applicable requirements and the schedule provided in Table 7-2. Tasks include installing brackets and support structures, mounting, wiring and testing PTC components.

Table 7-2 – Locomotive/Cab Car Retrofit Completion

Vehicle Type	Total Fleet	Cumulative Percent Complete					
		2013	2014				2015
			1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr	
EMD F59 PH	7	0%	14%	43%	100%	100%	100%
EMD F 59 PHI	2	0%	0%	0%	0%	100%	100%
Bombardier Cab Cars (1002-1003)	2	0%	50%	100%	100%	100%	100%
Bombardier Cab Cars (1004-1009)	6	0%	0%	17%	83%	100%	100%

7.7.5.3 Communications Infrastructure Construction

Communications infrastructure enhancements (if necessary) will be constructed according to the PTC communication design results (See Section 7.4.4). TRE or its contractor will supervise the construction of required base stations, microwave and fiber links. New structures will be built in accordance with applicable rules and regulations.

7.7.5.4 Office Construction

All office components will be installed and wired in accordance with applicable requirements. Tasks include installing, wiring and testing PTC office components.

7.7.6 Equipment Verification

This section identifies the general tasks required to place in service all wayside, locomotive/cab car, communication and office segments for TRE PTC system. As part of the PTC project, TRE or TRE through its designee will produce a Test Instructions

Manual. The manual will outline step-by-step procedures necessary to verify that all hardware and software has been installed and working as intended. Check record and sign-off sheets that follow the procedure will be included to record results. This manual will be used to verify each segment of the PTC system as well as the overall PTC system integration.

7.7.6.1 Wayside Segment Verification

Testing of the wayside segment will include verification of:

- Signaling System Interface (WIU)
- BOS Interface (where applicable) (Wayside to Office Communications)
- Data Radio Interface
- Locomotive/Cab Car Interface (Wayside to Train Communications)
- Functional Performance
- Degraded Mode Operations

7.7.6.2 Locomotive/Cab Car Segment Verification

Testing of the locomotive/cab car segment will include verification of:

- Train Speed Determination
- Location Determination
- Brake Algorithm
- Positive Stop Function
- Train Initialization & Termination
- Controlled Territory Approach (Train Movement in Uncontrolled Territory)
- Enforcement of Movement Authority
- Enforcement of PSR
- Enforcement of TSR (Form A)
- Enforcement of Work Zone Rules (Form B)
- Highway Crossing Verification
- Train Movement Approaching a Switch (Aligned and Misaligned)
- Train Movement Over a Switch (Route Verification)
- Siding Moves
- Display Functions

- Degraded Mode Operations

7.7.6.3 Communications Segment Verification

Testing of the communication segment will include verification of:

- Base Station Performance
- Office Radio Performance
- Wayside Radio Performance
- Locomotive/Cab Car Radio Performance
- General Coverage & Communications Performance

7.7.6.4 Office Segment Verification

Testing of the office segment will include verification of:

- Train Initialization
- Communication of Train Consist Data
- Communication of Authority
- TSR (Form A) Communication
- Communication of Work Zone (Form B) Constraints
- Train Location Reception (From Locomotives/Cab Cars)
- BOS Authority Discrimination

7.7.7 System Verification

Testing will be performed to verify the overall functionality of the PTC system prior to service cut in. Testing will include verification of:

- GPS Coverage
- Radio Coverage
- Track & Critical Features Map
- Operational Scenarios
- Property Transitions (Host & Tennant)

7.7.8 System Start Up

Upon successful completion of systemwide verification and validation testing, and certification by the FRA, TRE will begin full time operations under the PTC system on the full length of the TRE line.

End of Section



Trinity Railway Express PTC Implementation Plan (PTCIP)

**Section 08
Rolling Stock
Revision 2**

August, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

Prepared by:

LTK
LTK Engineering Services

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8 ROLLING STOCK [49 C.F.R. § 236.1011(a)(6)]

The Trinity Rail Express (TRE) rolling stock fleet is presently comprised of nine (9) diesel electric road locomotives, ten (10) bi-level cab control coaches and fifteen (15) bi-level trailer coaches which are used in push-pull service. A push-pull service train consists of a locomotive on one end and a control cab car on the opposing end with trailer cars in between. The fleet also includes thirteen (13) Rail Diesel Cars (RDC), which are used primarily in midday service between Dallas Union Station and CentrePort/DFW Airport Station. The RDC fleet is scheduled to be phased out before 2015. TRE also expects to convert the two (2) UTDC cab control coaches to trailer cars by the end of 2010, thereby changing the roster of diesel hauled passenger cars.

8.1 EQUIPMENT

The TRE equipment described in the following sub-sections are used in daily service through the entire TRE service route and operates at speeds up to 79 mph. Table 8-1, below, provides a summary of the locomotive and cab control coach rolling stock that will be used for TRE service. A more detailed implementation schedule is shown in Table 7-2.

8.1.1 Locomotives

The TRE locomotives are not currently equipped with train control systems such as cab signal or ATS. The locomotive fleet will be equipped with PTC onboard hardware.

The TRE locomotive fleet consists of the following:

- EMD F59PH Locomotives 120 through 126 (7)
- EMD F59PHI Locomotives 140 through 141 (2)

The EMD F59PH is the passenger service locomotive built by GM Electro Motive Division. It is equipped with a 26L Braking System, utilizes blended brake and is the first generation of computer-controlled locomotives known as the Super Series Mod 3. These locomotives are equipped with Bach Simpson Model TMS 403 Event Recorders. TRE plans to upgrade the event recorders to the Bach Simpson Model 54300.

The EMD F59PHI is very similar in design to its predecessor the F59PH. These locomotives remain similar in dimensions, weight, engine and braking configuration. The significant difference is in their control electronics. The F59PHI is equipped with EM2000 which is a more versatile control system, with faster processing speed and capable of serial links to other systems such as engine control. These locomotives are equipped with Bach Simpson Model 53300 Event Recorders. When these locomotives are overhauled, they will be equipped with Bach Simpson Model 54300 Event Recorders.

Both locomotive models can be coupled together as multiple units and operate as a married pair with a single controlling end.

8.1.2 Cab Cars

Like the TRE locomotives, the Cab Cars are not equipped with cab signal equipment. The Cab Cars are equipped with an operator cab that has all of the operating and control functions of the locomotive. When operating in the “push” mode, the operator will set the cab control stand to establish the cab car as the controlling end. The controller in the operator's compartment sends trainline commands for propulsion and dynamic braking to the locomotive at the rear of the consist. The cab car is equipped with the 26C Automatic Brake Valve to apply brake pipe commands for the train's brake system.

The TRE cab car fleet consists of the following:

- Bombardier Bi-Level Cab Cars 1002 through 1009 (8)
- UTDC – Bi-Level Cab Cars 1000 and 1001 (2)

TRE's future plans are to use the Urban Transit Development Corporation (UTDC) cab cars in trailer service only (TRE expects to renumber as trailer cars 1048 and 1049). The projected timeline for the transition is before year-end 2010; therefore, these two cab cars from UTDC will not have PTC hardware installed as part of the overall PTC Project.

The TRE cab car fleet is equipped with Bach Simpson Event Recorders.

8.1.3 Trailer Cars

Trailer cars are not configured with operating controls. Therefore, they will not be equipped with PTC equipment. The trailer fleet consists of the following:

- Hawker-Siddley Bi-Level Trailer Cars 1050 through 1054 (5)
- UTDC Bi-Level Trailer Cars 1055 through 1059 (5)
- Bombardier Bi-Level Trailer Cars 1060 through 1064 (5)

8.1.4 Budd Rail Diesel Cars

The Budd Rail Diesel Cars (RDC) are single unit diesel self-propelled passenger cars. Typically they are stored in serviceable condition and are used during midday service between Dallas Union Station and CentrePort/DFW Airport Station or when they are needed as replacements for failed push pull equipment. When used in service, the RDC equipment is operated in consists of no less than two units.

TRE's current long-range plan is to retire the RDCs from service prior to PTC implementation; therefore they will not be equipped with PTC Hardware.

The RDC car fleet consists of the following:

- Budd Co. Rail Diesel Cars 2001 through 2013 (13)

The Budd Rail Cars are equipped with Bach Simpson 610 Event Recorders.

Table 8-1 – TRE Locomotive and Cab Control Coach Rolling Stock

Vehicle Builder & Class	# of Units	Power Source	LVPS	Event Recorder	Brake System	PTC % Installed
EMD Locomotive F-59PH	7	Diesel	74 VDC	Bach-Simpson Model 403*	26L	2013 – 0% 2014 – 100%
EMD Locomotive F-59PHI	2	Diesel	74 VDC	Bach-Simpson Model 53300	26L	2013 – 0% 2014 – 100%
Bombardier Cab Control Coaches 1002 & 1003	2	None; Push/Pull	74 VDC & 36 VDC	Bach Simpson Model 53300	26C	2013 – 0% 2014 – 100%
Bombardier Cab Control Coaches 1004 – 1009	6	None: Push/Pull	74 VDC & 36 VDC	Bach Simpson Model 54300	26C	2013 – 0% 2014 – 100%
UTDC Cab Control Coach 1000 & 1001	2	None: Push/Pull	74 VDC & 36 VDC	TS-322	26C	0% Cars to be used as trailer cars
Budd Co. Diesel Rail Car	13	Diesel	74 VDC	Bach Simpson TMS 610	26L	0% RDCs to be retired

***DART plans to change the event recorders to Bach Simpson Model 54300.**

8.2 SCHEDULE [49 C.F.R. § 236.1011(a)(6)(ii)]

The vehicle onboard systems survey, procurement, installation and testing schedule is outlined in Section 7. A project schedule is provided in Section 14.

TRE’s Chief Administrative Officer will be responsible for achieving the completion percentage goals identified in Table 7-2 and reporting the yearly progress to the FRA on April 16, 2011, April 16, 2012, April 16, 2013, April 16, 2014, and April 16, 2015, as required by 49 C.F.R. § 236.1006(b)(2).

8.3 TENANT RAILROADS [49 C.F.R. § 236.1011(a)(6)(iii)(A) and (B)]

TRE oversees approximately 54 miles of track owned by DART and The T (reference Table 1-1). TRE is host to the following freight railroads:

1. Union Pacific (UP)
2. BNSF Railway (BNSF)
3. Dallas Garland & Northeastern (DGNO)
4. Fort Worth and Western (FWWR)

TRE is actively working with each tenant railroad to ensure that all rolling stock to be operated on TRE territory will be equipped with onboard PTC equipment by the December 31, 2015 deadline. This process will be accomplished through ongoing interoperability meetings and correspondence.

Please refer to the PTC Implementation Plans for UP and BNSF for their rolling stock fleet characteristics. TRE is working with the other tenant railroads to obtain their rolling stock fleet characteristics as part of establishing interoperability agreements.

Additional information that has been provided by some of the tenant railroads is available as follows:

8.3.1 Fort Worth & Western RR

Fort Worth & Western RR has committed to continue with the development of new operating rules that may apply to their operations in PTC Territory and as part of its interoperability agreement with TRE. Because of their limited service and operating needs and in accordance with the provisions set forth in 49 C.F.R. § 236.1006(b)(4)(ii) and (iii)(A) they are not planning to equip any of their locomotives with PTC onboard equipment by the December 31, 2015 date. The FWWR Letter of Understanding is provided in Section 14.

8.3.2 Kansas City Southern

Though there is an agreement between DART and the KCS, this railroad does not operate on the TRE line (See Section 14.6, Table 14-1).

8.3.3 Grapevine Vintage Railroad (GVRX)

The GVRX railroad does not operate on the TRE line (See Section 14.6, Table 14-1).

End of Section



Trinity Railway Express PTC Implementation Plan (PTCIP)

Section 09 Wayside Devices

Revision 3

September, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

Prepared by:

LTK
LTK Engineering Services

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9.2	SIGNALING SYSTEM AND METHOD OF OPERATION 9-1
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9 WAYSIDE DEVICES

9.1 GENERAL

This section identifies the wayside devices which must be monitored by the PTC system. The locations to be monitored by PTC WIU devices include Intermediate, Approach, Holding and Absolute (Home) signals. All power switches and select hand throw switches where trains enter the main line will also be monitored. The equipment that will be used to monitor the wayside signal locations is described in Section 3.

A proposed schedule for installation of all identified PTC wayside devices by December 31, 2015, is included in Section 14. The schedule identifies groups of equipment, the timeframe in which the installation is planned for that group, and other measurable supporting task completion dates that are relevant.

9.2 SIGNALING SYSTEM AND METHOD OF OPERATION

Train operations on the TRE are governed by the General Code of Operating Rules (GCOR) and the TRE System - Timetable and Special Instructions No. 5 dated April 7, 2010. All tracks (single and double) are signaled for bidirectional running utilizing Centralized Traffic Control (CTC) between the North Junction and the T&P Control Points. The train dispatcher authorizes train movements and sets traffic for east or west running on all track sections according to the train schedules. The train dispatcher additionally controls traffic flow for all meets and tenant railroad moves. The dispatcher's office is located in Irving, Texas.

The TRE employs a signaling system that uses aspects in the form of wayside color lights to inform the engineer of the GCOR rules governing the track. Page 21 of TRE Timetable and Special Instructions No. 5 Effective April 7, 2010 lists the aspects (color lights) and associated GCOR rule instructions that apply. All interlocking signals and switches are controlled remotely by the train dispatcher and automatic signals between interlockings are controlled by the signaling system.

9.3 INTERLOCKINGS, CONTROL POINTS, AND INTERMEDIATE SIGNALS

The following chart is a summary of all interlockings, control points, and intermediate signals that will be monitored by the PTC system.

Table 9-1 – Interlockings and Control Points

Location	Mile Post	WIU	Section
North Junction	643.9	1	III
Lisa	642.0	1	III
West Perkins	640.7	1	III
East Mockingbird	639.0	1	III
West Mockingbird	637.5	2	III
Wildwood Spur	636.68	1	III
E. C. Junction	635.6	1	III

Location	Mile Post	WIU	Section
S. Irving	634.8	1	III
W. C. Junction	634.5	2	III
Rogers	633.7	1	III
Gilbert	631.5	1	III
East Tex	630.9	2	III
West Tex	630.1	2	III
CentrePort Industrial	629.86	1	III
Total Section III	-	18	-
ESS CentrePort	629.4	1	II
WSS CentrePort	628.3	1	II
East Tarrant	627.8	1	II
Calloway	626.3	1	II
Tarrant Rock Spur	626.3	1	II
Garrison	625.9	1	II
West Tarrant	625.5	1	II
Intermediate Signal	623.8	1	II
Hurst-Bell (East)	622.4	1	II
Hurst Team / Lumber	621.82	1	II
TXI Sand Spur	621.14	1	II
Hurst-Bell (West)	621.1	1	II
ESS Richland Hills	618.71	1	II
WSS Richland Hills	617.66	1	II
Intermediate Signal	616.1	1	II
Sylvania (East)	614.6	1	II
Canfield Josephs Spur	614.34	1	II
Sylvania (West)	613.6	1	II
Sylvania Yard Spur	613.45	1	II
Total Section II	-	19	-
Dalwor	612.2	1	I
East Leg Wye	X612.0	1	I
Purina Junction	X611.9	1	I
6 th Street (Purina PE)	X612.1	1	I
6 th Street Junction	611.9	2	I
6 th Street Junction Main	611.5	1	I
Nancy	611.3	1	I
T&P	610.5	1	I
Total Section I	-	9	-

9.4 AT GRADE CROSSINGS

Twenty-nine (29) highway-rail at grade crossings exist on the TRE. All highway crossings are protected by crossing gates. There will be one WIU per grade crossing. A

list of the highway grade crossings are included in the Table 9-2 No rail to rail at grade crossings exist on the TRE.

Table 9-2 – Grade Crossings

Location	Mile Post	Location	Mile Post
Market Center Blvd	MP 641.66	Bell Spur	MP 622.43
Norwood Road	MP 638.10	Norwood Drive	MP 621.73
Wildwood Drive	MP 636.50	Precinct Line Road	MP 620.67
Irving Heights Drive	MP 636.00	Handley-Ederville Road	MP 618.53
Nursery Road	MP 635.47	Minnis Drive	MP 617.10
Britain Road	MP 635.02	Carson Street	MP 616.23
MacArthur Blvd	MP 633.98	Elliott Reeder Road	MP 615.47
Rogers Road	MP 633.80	Haltom Road	MP 615.17
Irby Lane	MP 633.53	Beach Street	MP 614.15
Gilbert Road	MP 631.53	Riverside Drive	MP 613.17
Irving Yard Way	MP 630.20	Galvez Avenue	MP 613.13
Valley View Lane	MP 629.90	Judkins Street	MP 612.90
Tarrant Main Street	MP 627.20	7 th Street	MP 611.57
Calloway Cemetery Road	MP 626.33	8 th Street	MP 611.49
Mosier Valley Road	MP 625.67	-	-

9.5 SUMMARY

Total number of WIU will be

- 46 for interlockings, CP and Intermediate signals;
- 29 for Grade crossings monitoring; and additionally
- 6 for hand throw switches.

These numbers may vary based on the final design. TRE does not expect that this will affect the start and completion of PTC implementation as indicated in this document.

9.6 BASE STATION LOCATIONS

It is estimated that there will be 15 Base Stations located over the TRE right-of-way to connect WIU and Back Office communication links and Data radio to communicate with trains. The schedule for base station installation will be in line with other wayside signal installations as defined in Section 7 of this document.

End of Section

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Trinity Railway Express PTC Implementation Plan (PTCIP)

Section 10 Designating Track as Main Line or Non-Main Line Revision 2

August, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

Prepared by:

LTK
LTK Engineering Services

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10 DESIGNATING TRACK AS MAIN LINE OR NON-MAIN LINE [49 C.F.R. § 236.1011(a)(8)]

10.1 GENERAL

This section defines which track segments on TRE territory are main line and non-main line track. This section also identifies the tracks to be included in Section 13 TRE MTEA.

Note the following classifications are used throughout this section to clarify different categories of track:

- A. Non-signaled restricted speed track on which passenger trains do not operate
- B. Non-interlocked non-signaled restricted speed switching location
- C. Passenger equipment storage yard with no revenue passenger train operations

10.2 MAIN LINE TRACK

The following table lists the Main Line tracks within TRE territory. Mainline track contained in the table may include segments for which TRE is seeking an MTEA in Section 13.

Table 10-1
Trinity Railway Express

Description	Mile Posts (MP)
TRE	MP 644.3 - MP 610.5

10.3 NON-MAIN LINE TRACK

10.3.1 Non-Main Line Yard Tracks

The following table lists the Non-Main Line Yard tracks which will not be equipped with PTC on TRE territory.

Table 10-2 – Non-Main Line Yard Tracks

No.	Location	Classification	Comments
Y1	Irving Yard	A, B, C	Storage yard and maintenance shop; main entrance interlocked

10.3.2 Non-Main Line Spur Tracks

Any Maintenance of Way or other spurs are Non-Main Line Track and will not be equipped with PTC. The position of associated main line switches is checked in the main track signal system, and so will be incorporated in the PTC system. Table 14-1 in Section 14.6 provides the rail lines and corridors that must be equipped with a PTC system.

End of Section

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Trinity Railway Express PTC Implementation Plan (PTCIP)

Section 11 Exceptions to Risk Based Prioritization Revision 2

August, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

Prepared by:

LTK
LTK Engineering Services

Section Page

11 EXCEPTIONS TO RISK BASED PRIORITIZATION 11-1

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11 EXCEPTIONS TO RISK BASED PRIORITIZATION

The PTC installation is intended to begin at North Junction in Dallas and progress westward to CP T&P in Forth Worth (Segment 3, 2, 1). This installation sequence complies with the installation risk analysis (shown here for reference).

Table 11-1 – Prioritized Installation Summary

<i>#</i>	<i>line</i>	<i>segment</i>	<i>start MP</i>	<i>end MP</i>	<i>length</i>	<i>risk result</i>
1	TRE	Segment 3	643.90	629.40	14.50	2.65
2	TRE	Segment 2	629.40	612.40	17.00	2.06
3	TRE	Segment 1	612.40	610.70	1.70	1.71

End of Section

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Trinity Railway Express PTC Implementation Plan (PTCIP)

Section 12 Strategy for Full System Deployment

April, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

Prepared by:

LTK
LTK Engineering Services

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12 STRATEGY FOR FULL SYSTEM DEPLOYMENT

According to 49 C.F.R. § 236.1011(b), Section 12 of the PTCIP only applies to Class I railroads and is therefore not applicable to TRE.

End of Section

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Trinity Railway Express PTC Implementation Plan (PTCIP)

Section 13 Main Line Track Exclusion Addendum Revision 3

September, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

Prepared by:

LTK
LTK Engineering Services

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13.2.3.2 MTEA Exemption.....	13-2

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13 MAIN LINE TRACK EXCLUSION ADDENDUM [49 C.F.R. § 236.1019]

13.1 GENERAL

This section discusses Main Line Track Exclusion Addendums (MTEAs) that are being filed for various sections of TRE territory. All rule references are to the General Code of Operating Rules (GCOR), Fifth Edition, effective April 3, 2005, and to modifications to these rules contained in the TRE System Timetable #5 effective April 7, 2010. Modifications to the TRE System Timetable will be added to reflect the requirements of 49 C.F.R. § 236.1019 (b).

13.2 TRINITY RAILWAY EXPRESS

13.2.1 Union Station

13.2.1.1 Physical Characteristics

This MTEA request includes the TRE trackage between MP 644.3 (east end of Union Station) and MP 643.9 (North Junction) to the west.

The Union Station terminal consists of two mainline tracks with the passenger-loading platform north of the tracks along track #3. The two terminal tracks reduce to single track at control point CP217 west of the station. The west limit of CP217 is at MP 644.2. This one-track lead extends from CP217 west to North Junction (MP 643.9). Operations in this area are under the direction of the UPRR train dispatcher, who has remote control of the CP217 and North Junction Interlockings.

13.2.1.2 MTEA Exemption

The Union Station terminal MTEA is requested per 49 C.F.R. §§236.1019 (b).

- (1) The maximum authorized speed for all movements is not greater than 20 miles per hour, and that maximum is enforced by any available onboard PTC equipment within the confines of the yard or terminal;
- (2) Interlocking rules are in effect prohibiting reverse movements other than on signal indications without dispatcher permission; and
- (3) Either of the following exists:
 - (i) No freight operations are permitted: or
 - (ii) Freight operations are permitted but no passengers will be aboard trains within the defined limits.

When the eastbound block signal at North Junction, MP 643.9 displays a restricting aspect, the restriction will be enforced by the PTC system.

13.2.2 T&P Station

13.2.2.1 Physical Characteristics

This MTEA request includes the TRE trackage between the west end of MP 610.5 (T&P Station) and MP 610.7 (T&P control point) to the east.

The T&P Station terminal consists of two mainline tracks with the passenger-loading platform between tracks. The two terminal tracks reduce to single track at the T&P control point east of the station. The east limit of the T&P control point is at MP 610.7. Operations in this area are under the direction of the train dispatcher, who has remote control of the T&P Interlocking.

13.2.2.2 MTEA Exemption

The T&P Station terminal MTEA is requested per 49 C.F.R. §§236.1019 (b).

- (1) The maximum authorized speed for all movements is not greater than 20 miles per hour, and that maximum is enforced by any available onboard PTC equipment within the confines of the yard or terminal;
- (2) Interlocking rules are in effect prohibiting reverse movements other than on signal indications without dispatcher permission; and
- (3) Either of the following conditions exists:
 - (i) No freight operations are permitted; or
 - (ii) Freight operations are permitted but no passengers will be aboard trains within the defined limits.

When the westbound block signal at CP-T&P, MP 610.7 displays a Restricting aspect, the restriction will be enforced by the PTC system.

13.2.3 Irving Yard

13.2.3.1 Physical Characteristics

The Irving Yard is designated as a Yard and consists of four storage tracks and leads to the TRE Equipment Maintenance Facility (EMF). The Yard does not have any mainline tracks. The four Yard tracks reduce to single tracks at the east and west ends of the Yard and provide access to the TRE mainline. Operations in this area are under the direction of the train dispatcher, who has remote control of the East Texas and West Texas Interlockings, MP 630.6 and MP 630.1, respectively. There are two connections to the mainline through yard lead tracks – one at the east end at MP 630.6 and one at the west end at MP 630.1.

13.2.3.2 MTEA Exemption

The Irving Yard MTEA is requested per 49 C.F.R. §§236.1019 (b).

- (4) The maximum authorized speed for all movements is not greater than 20 miles per hour, and that maximum is enforced by any available onboard PTC equipment within the confines of the yard or terminal;

- (5) Interlocking rules are in effect prohibiting reverse movements other than on signal indications without dispatcher permission; and
- (6) Either of the following conditions exists:
 - (i) No freight operations are permitted; or

Freight operations are permitted but no passengers will be aboard trains within the defined limits.

End of Section

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Trinity Railway Express PTC Implementation Plan (PTCIP)

**Section 14
Appendices
Revision 3**

September, 2010

Submitted in fulfillment of 49 C.F.R. § 236.1011

Prepared by:

LTK
LTK Engineering Services

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14 APPENDICES

14.1 LETTERS TO TENANT RAILROADS

See Appendix 1. Section 5.4, table 5-1 shows the status of “Tenant Railroad” letters.

14.2 LETTERS OF UNDERSTANDING

See Appendix 2. Section 5.4, table 5-1 shows the status of “Letters of Understanding”.

14.3 TRAIN SHEETS

See Appendix 3 for Dispatcher Train Sheets – March 2010 through June 2010.

14.4 TRACK CHARTS

Figure 14-1

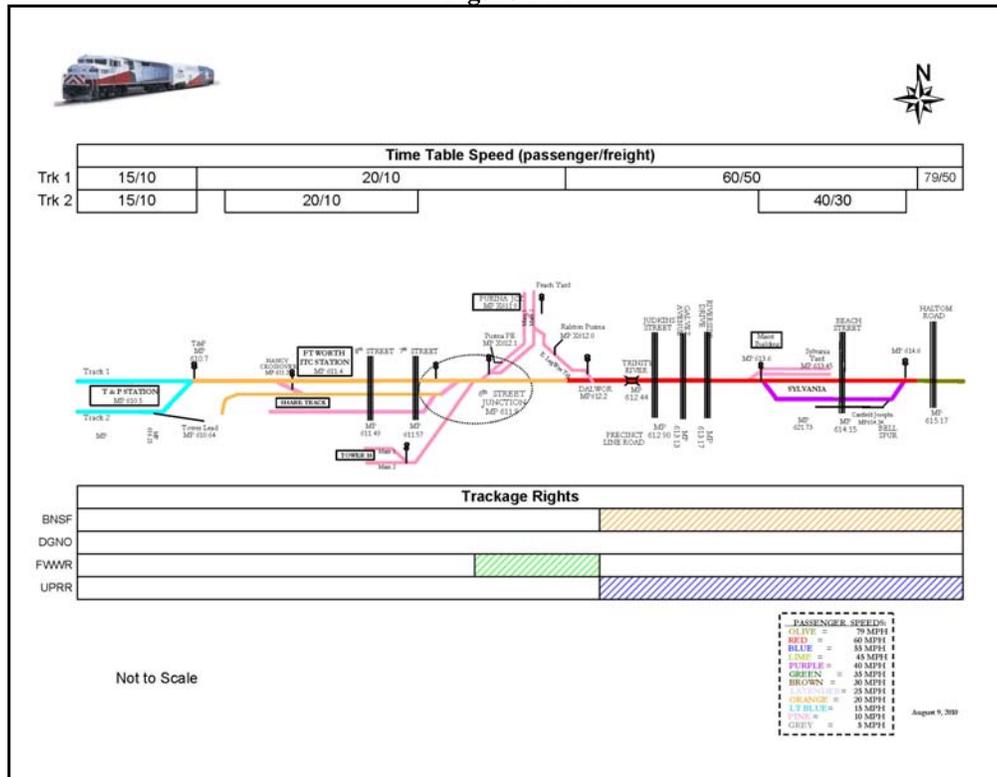


Figure 14-2

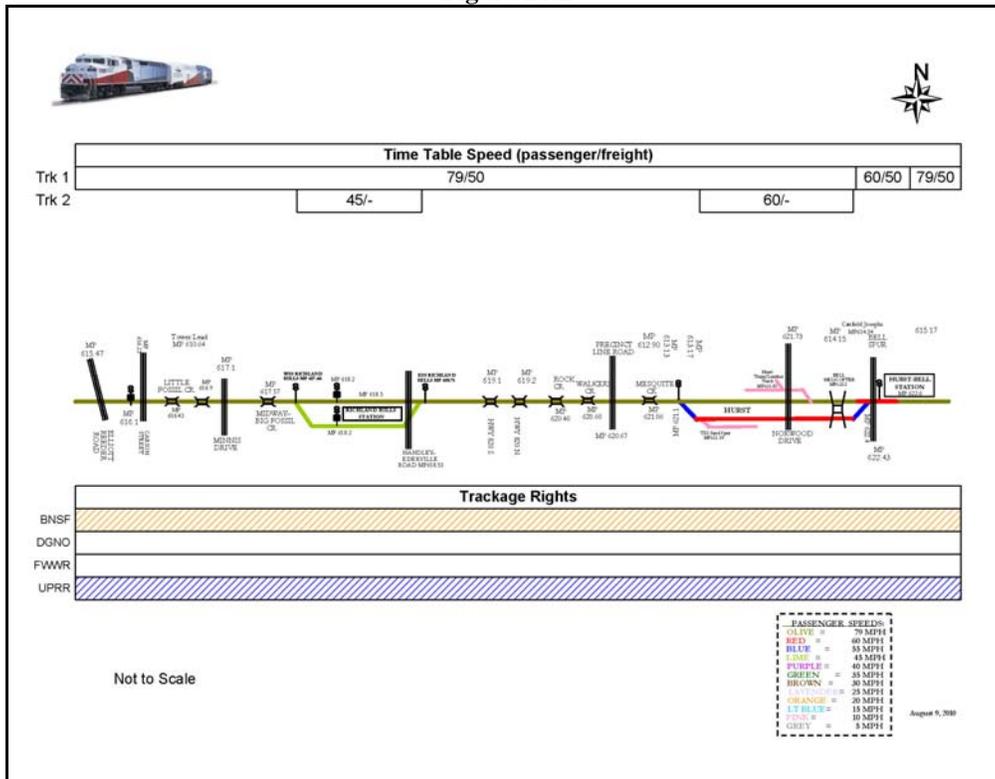


Figure 14-3

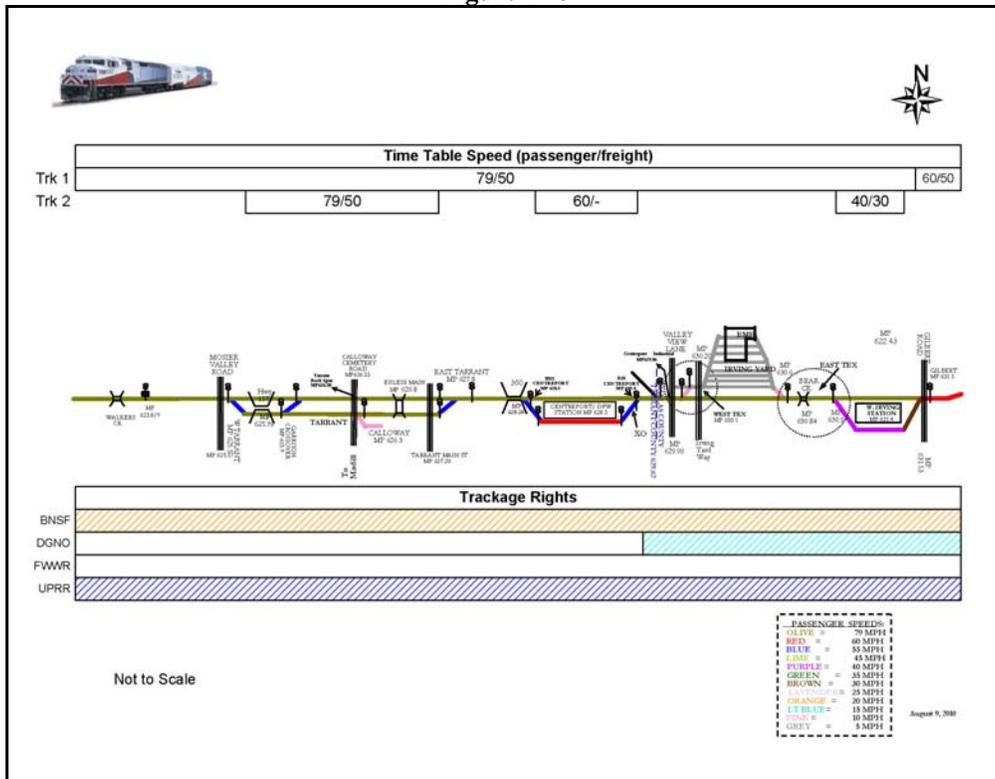


Figure 14-4

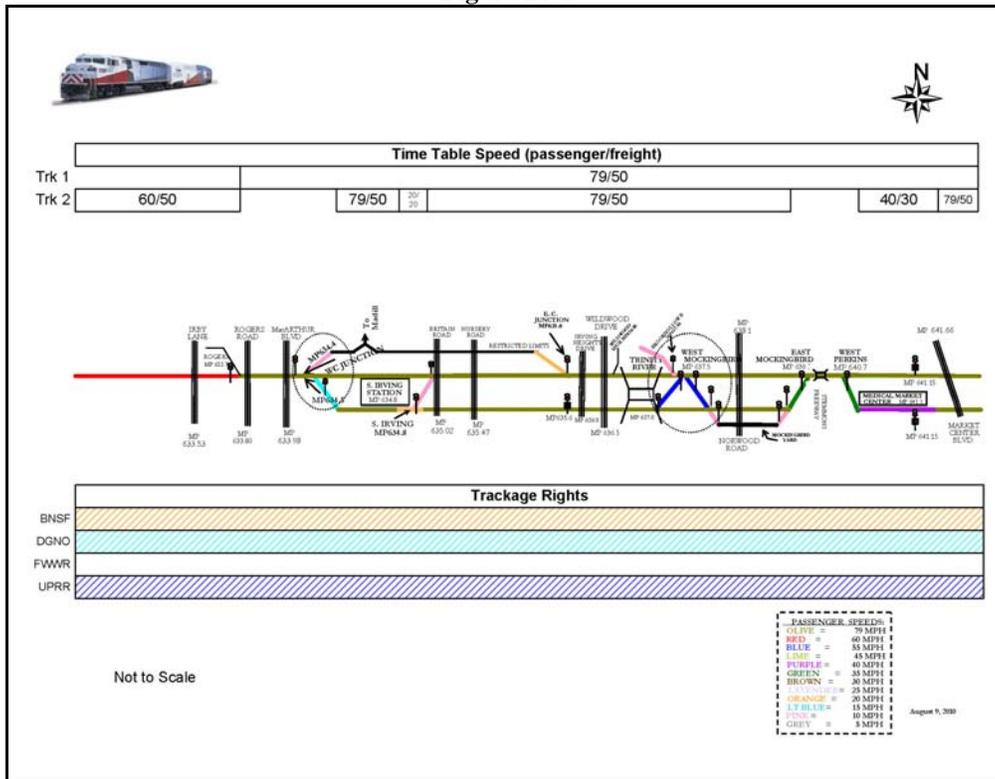
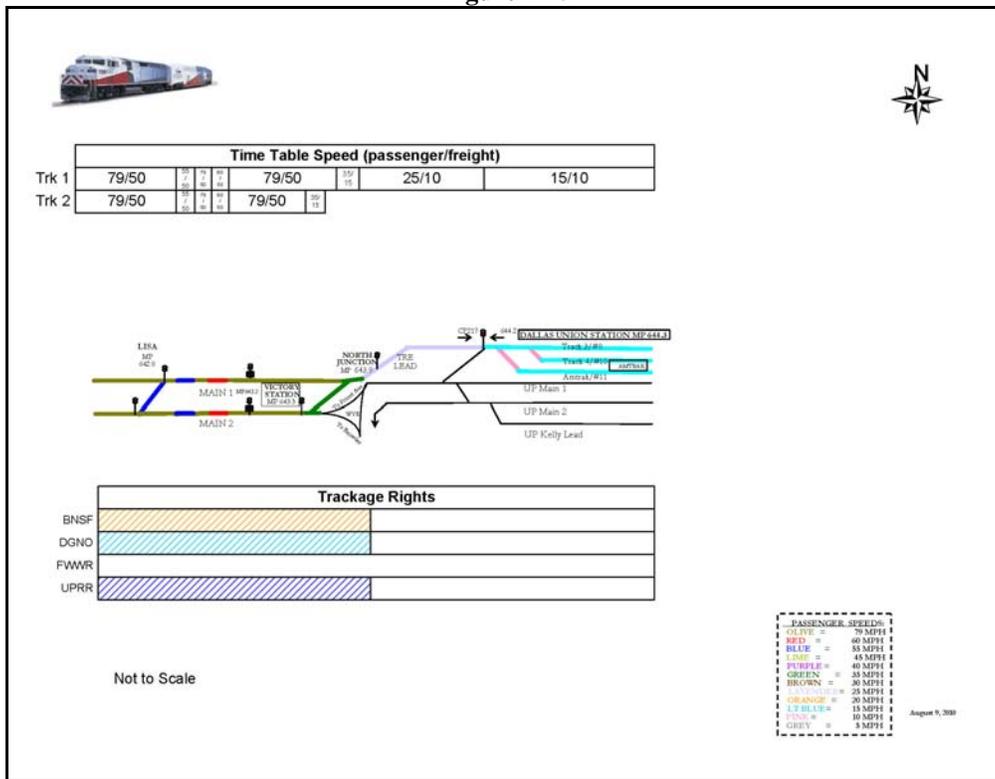


Figure 14-5



14.5 TRACK CHARTS FROM BNSF

Figure 14-6

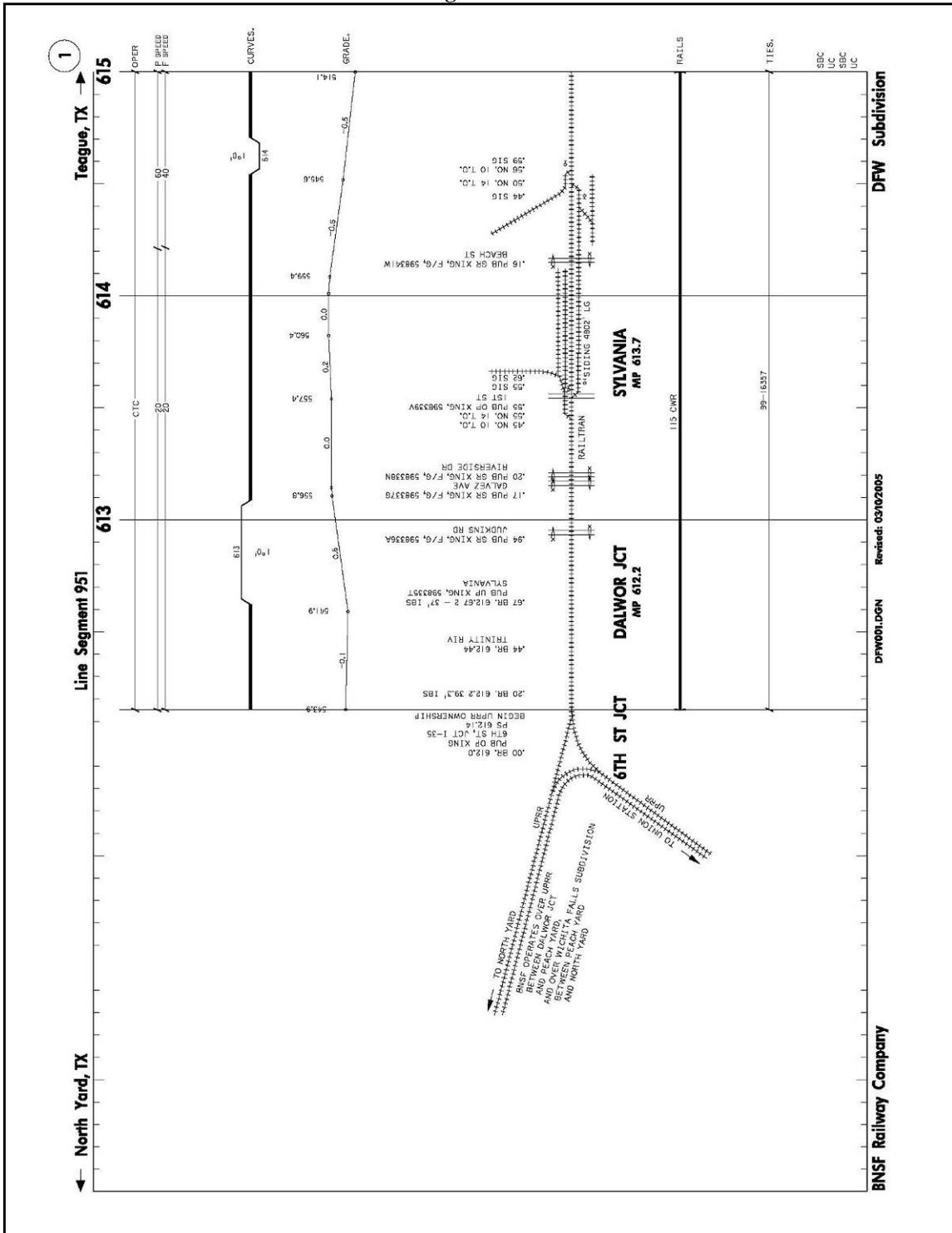


Figure 14-8

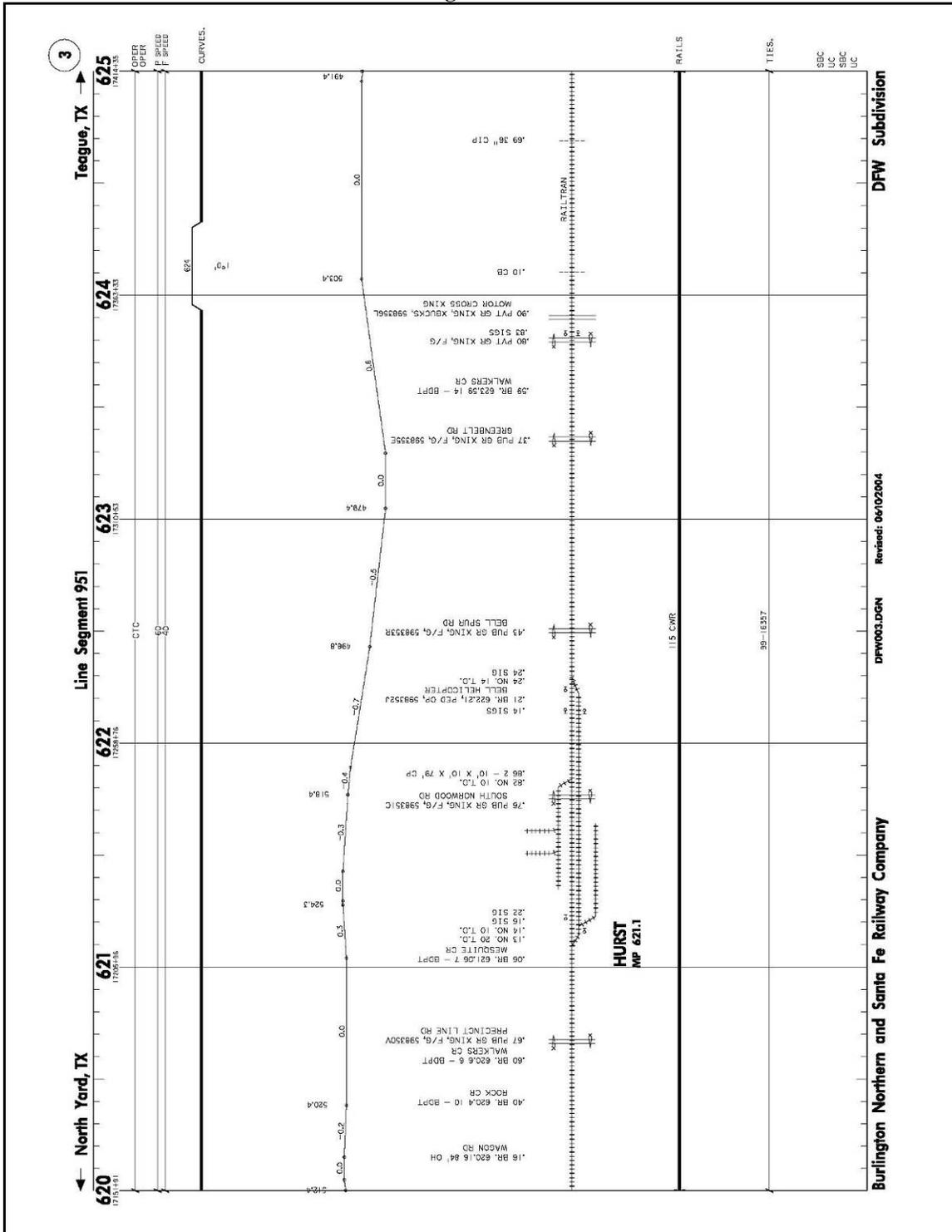
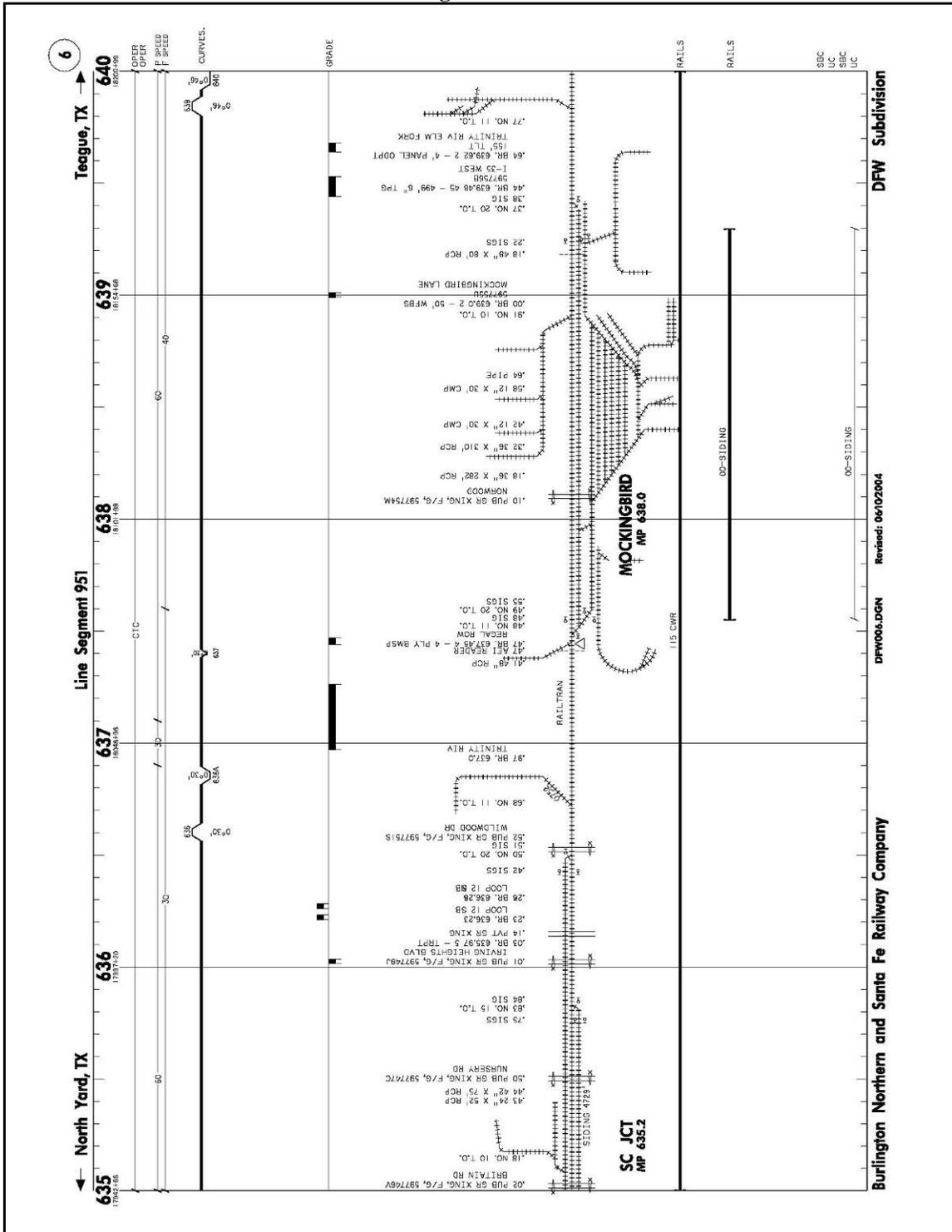


Figure 14-11



14.6 RAILROAD OPERATIONS – VARIOUS DART OR TRE OWNED LINES

Table 14-1

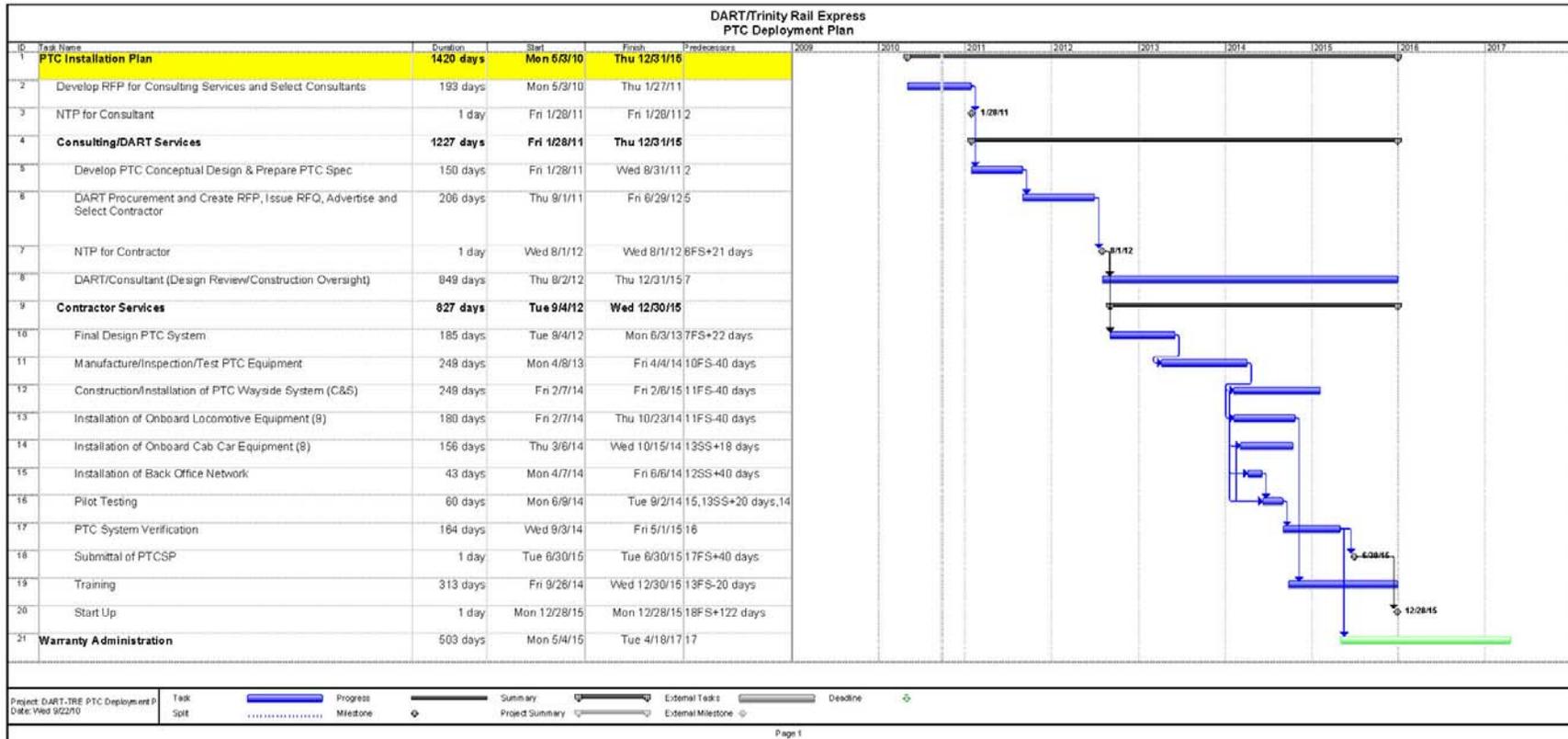
Railroad Operations - Various DART or TRE owned lines							
Rail Corridor	Controlling Railroad	Tenant Railroad	Starting Mile Post (1)	Ending Mile Post (1)	Operational Locations	Comments	PTC Status
TRE	TRE	BNSF	612.2	643.9	Dalwor Jct (Ft. Worth) - Dallas	TRA dated 5-2-2000	DART/TRE to install PTC System
		UPRR	612.2	643.9	Dalwor Jct (Ft. Worth) - Dallas	TRA dated 6-25-2004	
		DGNO	629.5	643.9	Centerport Industrial Area - Dallas	TRA dated 6-25-2004	
		FVWR	x611.90	612.4	Purina Jct. to 6th St. (Fort Worth), and 1,000 ft. on TRE Mainline.	TRA dated 10-15-2002, effective 1-1-2002	
Cotton Belt	FVWR	FVWR	632.27	603.5	Tower 60 to Carrollton	TRA assigned, dated 5-15-1996. Original TRA was with DARTPAC and SSW, dated 12-27-1990.	Does not qualify for PTC on basis of traffic and not a Class I and no passenger traffic
		FVWR-GVR	632.27	603.5	Tower 60 to Carrollton	TRA assigned, dated 5-15-1996. Enabled excursion train service. Mile post for excursion train extended to Carrollton in 1-28-2000	Excursion RR.
	UPRR	FVWR-GVR-BNSF	630.53	627.89	Fort Worth directional traffic	TRA dated 9-18-2003. Enables UPRR and BNSF to operate between UPRR line known as Choctaw Sub. At MP 630.5, and BNSF Wichita Sub.	UPRR controls, and UPRR to install PTC system on this segment.
	KCS	KCS-DGNO	592.4	580.19	Renner Jct. to Wiley	TRA dated 7-31-1995	KCS controls, and will not require PTC. KCS will file a diminimus risk exemption.
	DGNO	DGNO	603.5	592.4	Carrollton to Renner Jct	TRA dated 1-19-1999	Does not qualify for PTC on basis of traffic and not a Class I and no passenger traffic
Madill Line	BNSF	DGNO	711.0	700.5	S. Irving to Carrollton	Operating Rights Agreement - 8-16-2006	BNSF controls. BNSF to equip with PTC.
		BNSF	711.0	700.5	S. Irving to Carrollton	TRA dated 5-2-2000	
Denton Line	DGNO to DCTA				Frankford Rd. (Carrollton) to Dallas	TRA dated 1-19-1999	DCTA has PTC responsibility and will address when the project reaches a point where it is required.
		DGNO	741.3	758.04			
		DGNO	741.3	729.5	Frankford Rd. (Carrollton) to Lake Dallas	TRA dated 1-1-2003 (Amendment to TRA)	
Garland Line	DGNO				"Wye Property" in Dallas to Rowlett	TRA dated 1-19-1999	Does not qualify for PTC on basis of traffic and not a Class I and no passenger traffic
		DGNO	755.2	747.25			
		DGNO	747.25	741.3	Rowlett to Rockwall	TRA dated 1-1-2003 (Amendment to TRA)	

Table 14-2

Railroad Operations - Various DART or TRE owned lines							
Rail Corridor	Controlling Railroad	Tenant Railroad	Starting Mile Post (1)	Ending Mile Post (1)	Operational Locations	Comments	PTC Status
East Dallas Line	DGNO	DGNO	210.078	210.704	MP Jct to E. Dallas Yard (Fair Park)	TRA dated 1-19-1999	Does not qualify for PTC on basis of traffic and not a Class I and no passenger traffic
Elam Line	DGNO	DGNO	308.8	314.85	Pleasant Drive to Briggs Jct. (UPRR)	TRA dated 1-1-2003 (Amendment to TRA)	Does not qualify for PTC on basis of traffic and not a Class I and no passenger traffic
Valley Area	DGNO	DGNO	Tower 19	Former Santa Fe Yard	ATSF former line between southern portion of TRE and S&I Yard	TRA dated 1-19-1999	Does not qualify for PTC on basis of traffic and not a Class I and no passenger traffic
Brookhollow Lead	DGNO	DGNO	0.00	3.31	Denton Line westerly to former UPRR spur track area	TRA dated 1-1-2003 (Amendment to TRA)	Does not qualify for PTC on basis of traffic and not a Class I and no passenger traffic
Coca Cola Lead	DGNO	DGNO	N/A	N/A	Spur track off Denton Line (easterly) to serve Coca Cola Plant	TRA dated 1-1-2003 (Amendment to TRA)	Does not qualify for PTC on basis of traffic and not a Class I and no passenger traffic
Sherman Line	DGNO	DGNO	290.5	324.84	Stacy Rd./Allen to South Sherman Jct.	TRA dated 1-1-2003 (Amendment to TRA)	Does not qualify for PTC on basis of traffic and not a Class I and no passenger traffic
White Rock/Fair Park Connector	DGNO	DGNO	6.93	5.06	Bridge 57 to MP Jct.	TRA dated 1-1-2003 (Amendment to TRA)	Does not qualify for PTC on basis of traffic and not a Class I and no passenger traffic
(1) Mile Post information is per Trackage Rights Agreements.							
L/PTC/DART-TRE Railroad Operations - 2-16-10							

14.7 PTC DEPLOYMENT SCHEDULE

Figure 14-13



End of Section

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December 18, 2009

Mr. Jeff D. Jones
General Superintendent
Fort Worth Service Unit
Union Pacific Railroad
5701 West Vickery Blvd.
Fort Worth, TX 76107

Subject: Trinity Railway Express Positive Train Control Program

Dear Mr. Jones:

Trinity Railway Express (TRE) is taking steps to comply with the Federal Railroad Administration's (FRA) proposed plans to require implementation of Positive Train Control (PTC) systems on designated rail corridors by December 2015. TRE intends to modify the TRE system in a manner consistent with all of the FRA's PTC requirements.

As a tenant on the TRE system, please regard this letter as notification of TRE's intent to implement PTC. TRE is requesting Union Pacific's involvement in the PTC Implementation Plan process. Please provide the contact information for Union Pacific's designated person with whom we can direct all communication. TRE also requests the contact information for the designated individual to assist in the development and execution of a formal interoperability agreement.

Please provide your response by January 6, 2010. TRE looks forward to a cooperative engagement in this endeavor.

Sincerely,

A handwritten signature in black ink that reads "Wayne L. Friesner".

Wayne L. Friesner
Director
Trinity Railway Express

cc: Bonnie J. Murphy



December 18, 2009

Mr. Ronald D. Jackson
General Manager, Texas Division
Burlington Northern Santa Fe
14100 John Day Road
Haslet, TX 76052

Subject: Trinity Railway Express Positive Train Control Program

Dear Mr. Jackson:

Trinity Railway Express (TRE) is taking steps to comply with the Federal Railroad Administration's (FRA) proposed plans to require implementation of Positive Train Control (PTC) systems on designated rail corridors by December 2015. TRE intends to modify the TRE system in a manner consistent with all of the FRA's PTC requirements.

As a tenant on the TRE system, please regard this letter as notification of TRE's intent to implement PTC. TRE is requesting Burlington Northern Santa Fe's involvement in the PTC Implementation Plan process. Please provide the contact information for Burlington Northern Santa Fe's designated person with whom we can direct all communication. TRE also requests the contact information for the designated individual to assist in the development and execution of a formal interoperability agreement.

Please provide your response by January 6, 2010. TRE looks forward to a cooperative engagement in this endeavor.

Sincerely,

A handwritten signature in black ink that reads "Wayne L. Friesner".

Wayne L. Friesner
Director
Trinity Railway Express

cc: Bonnie J. Murphy
Ed Tilley



December 18, 2009

Mr. James R. Kuntz II
General Manager
Dallas Garland Northeastern Railroad
403 International Parkway
Suite 500
Richardson, TX 75081

Subject: Trinity Railway Express Positive Train Control Program

Dear Mr. Kuntz:

Trinity Railway Express (TRE) is taking steps to comply with the Federal Railroad Administration's (FRA) proposed plans to require implementation of Positive Train Control (PTC) systems on designated rail corridors by December 2015. TRE intends to modify the TRE system in a manner consistent with all of the FRA's PTC requirements.

As a tenant on the TRE system, please regard this letter as notification of TRE's intent to implement PTC. TRE is requesting Dallas, Garland & Northeastern's involvement in the PTC Implementation Plan process. Please provide the contact information for Dallas, Garland & Northeastern's designated person with whom we can direct all communication. TRE also requests the contact information for the designated individual to assist in the development and execution of a formal interoperability agreement.

Please provide your response by January 6, 2010. TRE looks forward to a cooperative engagement in this endeavor.

Sincerely,

A handwritten signature in black ink that reads "Wayne L. Friesner".

Wayne L. Friesner
Director
Trinity Railway Express

cc: Bonnie J. Murphy



December 18, 2009

Mr. Richard Green
Vice President & Chief Operating Officer
Fort Worth & Western Railroad Company
2495 East Long Avenue
Fort Worth, TX 76106

Subject: Trinity Railway Express Positive Train Control Program

Dear Mr. Green:

Trinity Railway Express (TRE) is taking steps to comply with the Federal Railroad Administration's (FRA) proposed plans to require implementation of Positive Train Control (PTC) systems on designated rail corridors by December 2015. TRE intends to modify the TRE system in a manner consistent with all of the FRA's PTC requirements.

As a tenant on the TRE system, please regard this letter as notification of TRE's intent to implement PTC. TRE is requesting Fort Worth & Western Railroad Company's involvement in the PTC Implementation Plan process. Please provide the contact information for Fort Worth & Western Railroad Company's designated person with whom we can direct all communication. TRE also requests the contact information for the designated individual to assist in the development and execution of a formal interoperability agreement.

Please provide your response by January 6, 2010. TRE looks forward to a cooperative engagement in this endeavor.

Sincerely,

Wayne L. Friesner
Director
Trinity Railway Express

cc: Bonnie J. Murphy

Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7210
214.749.3278
DART.org



Fort Worth Transportation Authority
1600 E. Lancaster Ave.
Fort Worth, Texas 76102
817.215.8700
the-T.com

March 11, 2010

Mr. Mark Schulze
Vice President, Safety, Training & Operations Support
Burlington Northern Santa Fe
2600 Lou Menk Drive
Fort Worth, TX 76131-2830

Dear Mr. Schulze:

During a conversation between Norma Navarro and David Galassi on March 10, he advised that Burlington Northern Santa Fe should be referred to as its new name of "BNSF Railway Company" in the Letter of Understanding. Therefore, please find the revised Letter reflecting this change.

Thank you,

A handwritten signature in cursive script that reads "Shannon Hergenrader".

Shannon Hergenrader
Assistant to Director, TRE

encl.

Letter of Understanding Implementation of Positive Train Control

Date: March 18, 2010

This Letter of Understanding by and between the BNSF Railway Company, with offices at 2600 Lou Menk Drive, Fort Worth, TX 76131 (BNSF), the Trinity Railway Express (TRE) and Dallas Area Rapid Transit, both with offices at 1401 Pacific Avenue, P.O. Box 660163, Dallas, TX 75266,

WITNESSETH THAT:

WHEREAS, in accordance with the Rail Safety Improvement Act of 2008, 49 USC §20157(a)(1), "each Class I railroad carrier and each entity providing regularly scheduled intercity or commuter rail passenger transportation shall develop and submit to the Secretary of Transportation a plan for implementing a positive train control system by December 31, 2015," and

WHEREAS, each host railroad as defined in 49 CFR §236.1003 is required to file a Positive Train Control Implementation Plan (PTCIP) with the Federal Railroad Administration in accordance with §236.1011, and

WHEREAS, in accordance with §236.1011(a)(3) the PTCIP must state "How the PTC system will provide for interoperability of the system between the host and all tenant railroads on the track segments required to be equipped with PTC systems under this subpart,"

NOW THEREFORE, the parties set forth their mutual understanding:

1. The parties seek to implement PTC technical solutions which meet the requirements of interoperability as defined in §236.1003(b).
2. The parties desire to participate in a PTC testing program to verify functionality and interoperability.
3. The parties will facilitate the exchange of technical information needed to implement PTC in accordance with applicable FRA requirements
4. This Letter of Understanding does not modify or supplant any existing agreement between the parties.

Executed on the date set forth above.

BNSF RAILWAY CO.

D. J. Galassi
Title: AVP Network Control Systems

DALLAS AREA RAPID TRANSIT

Wgro Z. Friesner
Title: Vice President
Commuter Rail & Railroad Mgmt.

TRINITY RAILWAY EXPRESS

Wgro Z. Friesner
Title: Director of TRE

Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7210
214.749.3278
DART.org



Fort Worth Transportation Authority
1600 E. Lancaster Ave.
Fort Worth, Texas 76102
817.215.8700
the-T.com

March 2, 2010

Mr. Tom Mulligan
General Director
Operating Systems
Union Pacific Railroad
1400 Douglas St Stop 1180
Omaha, NE 68179-1180

Dear Mr. Mulligan:

Enclosed please find a Letter of Understanding for the Implementation of Positive Train Control. Once you have signed the Letter, please date it, as this will be the effective date of this Letter of Understanding.

Please mail the signed document to the attention of Norma De La Garza-Navarro, Dallas Area Rapid Transit, P.O. Box 660163, Dallas, TX 75266-7210. If you have any questions, please contact Ms. Navarro at 214-749-5803.

Thank you,

A handwritten signature in cursive script that reads "Shannon Hergenrader".

Shannon Hergenrader
Assistant to Director, TRE

encl.

Letter of Understanding Implementation of Positive Train Control

Date: March 11, 2010

This Letter of Understanding by and between Union Pacific Railroad, with offices at 1400 Douglas Street, Omaha, NE 68179 (UPRR), the Trinity Railway Express (TRE) and Dallas Area Rapid Transit, both with offices at 1401 Pacific Avenue, P.O. Box 660163, Dallas, TX 75266,

WITNESSETH THAT:

WHEREAS, in accordance with the Rail Safety Improvement Act of 2008, 49 USC §20157(a)(1), "each Class I railroad carrier and each entity providing regularly scheduled intercity or commuter rail passenger transportation shall develop and submit to the Secretary of Transportation a plan for implementing a positive train control system by December 31, 2015," and

WHEREAS, each host railroad as defined in 49 CFR §236.1003 is required to file a Positive Train Control Implementation Plan (PTCIP) with the Federal Railroad Administration in accordance with §236.1011, and

WHEREAS, in accordance with §236.1011(a)(3) the PTCIP must state "How the PTC system will provide for interoperability of the system between the host and all tenant railroads on the track segments required to be equipped with PTC systems under this subpart,"

NOW THEREFORE, the parties set forth their mutual understanding:

1. The parties seek to implement PTC technical solutions which meet the requirements of interoperability as defined in §236.1003(b).
2. The parties desire to participate in a PTC testing program to verify functionality and interoperability.
3. The parties will facilitate the exchange of technical information needed to implement PTC in accordance with applicable FRA requirements
4. This Letter of Understanding does not modify or supplant any existing agreement between the parties.

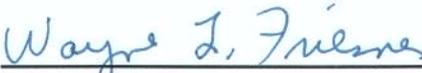
Executed on the date set forth above.

UNION PACIFIC RAILROAD



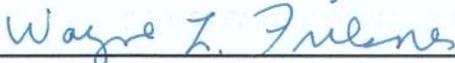
Title: Vice President - Operating Systems

DALLAS AREA RAPID TRANSIT



Title: Vice President
Commuter Rail & Railroad Mgmt.

TRINITY RAILWAY EXPRESS



Title: Director of TRE



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

March 5, 2010

Mr. Rick Stones
AVP of Advanced Systems Implementations
Kansas City Southern Railway Company
P.O. Box 219335
Kansas City, MO 64121

Dear Mr. Stones:

Enclosed please find a Letter of Understanding for the Implementation of Positive Train Control. Once you have signed the Letter, please date it, as this will be the effective date of this Letter of Understanding.

If you have any questions, please contact Ms. Norma De La Garza-Navarro at 214-749-5803.

Thank you,

A handwritten signature in cursive script that reads "Shannon Hergenrader".

Shannon Hergenrader
Assistant to Vice President

encl.

cc: Shirley Thomas
Dave Ebbrecht, SVP of Operations

Letter of Understanding Implementation of Positive Train Control

Date: _____

Re: Cotton Belt

This Letter of Understanding by and between the Kansas City Southern Railway Company (KCS), with offices at _____ and Dallas Area Rapid Transit (DART), with offices at 1401 Pacific Avenue, P.O. Box 660163, Dallas, TX 75266,

WITNESSETH THAT:

WHEREAS, in accordance with the Rail Safety Improvement act of 2008, 49 USC §20157(a)(1), "each Class I railroad carrier and each entity providing regularly scheduled intercity or commuter rail passenger transportation shall develop and submit to the Secretary of Transportation a plan for implementing a positive train control system by December 31, 2015," and

WHEREAS, each host railroad as defined in 49 CFR §236.1003 is required to file a Positive Train Control Implementation Plan (PTCIP) with the Federal Railroad Administration in accordance with §236.1011, and

WHEREAS, in accordance with §236.1011(a)(3) the PTCIP must state "How the PTC system will provide for interoperability of the system between the host and all tenant railroads on the track segments required to be equipped with PTC systems under this subpart,"

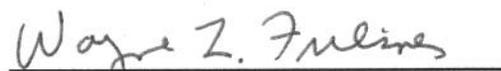
NOW THEREFORE, the parties set forth their mutual understanding:

1. The parties seek to implement PTC technical solutions which meet the requirements of interoperability as defined in §236.1003(b).
2. The parties desire to participate in a PTC testing program to verify functionality and interoperability.
3. The parties will facilitate the exchange of technical information needed to implement PTC in accordance with applicable FRA requirements
4. This Letter of Understanding does not modify or supplant any existing agreement between the parties.

Executed on the date set forth above.

KANSAS CITY SOUTHERN RAILWAY COMPANY

DALLAS AREA RAPID TRANSIT



Title:

Title: **Vice President
Commuter Rail & Railroad Mgmt.**

Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7210
214.749.3278
DART.org



Fort Worth Transportation Authority
1600 E. Lancaster Ave.
Fort Worth, Texas 76102
817.215.8700
the-T.com

March 9, 2010

Mr. Clinton Martin
Director of Signals and Communications
RailAmerica
7411 Fullerton Street, Ste. 300
Jacksonville, FL 32256

Dear Mr. Martin:

Enclosed please find a Letter of Understanding for the Implementation of Positive Train Control. Once you have signed the Letter, please date the document at the top of the page as this will be the effective date of this Letter of Understanding. Also, place a date on Item #4 to indicate your implementation date for PTC.

As required by the Positive Train Control System final rule section 236.1011, and the PTC Implementation Plan content requirements, TRE is requesting DGNO to identify each item of rolling stock to be PTC system equipped and the date each will be equipped.

Please mail the signed document to the attention of Norma De La Garza-Navarro, Dallas Area Rapid Transit, P.O. Box 660163, Dallas, TX 75266-7210. If you have any questions, please contact Ms. Navarro at 214-749-5803.

Thank you,

A handwritten signature in cursive script that reads "Shannon Hergenrader".

Shannon Hergenrader
Assistant to Director, TRE

encl.

cc: Shirley Thomas

**Letter of Understanding
Implementation of Positive Train Control**

Date: _____

This Letter of Understanding by and between the Dallas Garland and Northeastern Railroad (DGNO), with offices at 403 International Parkway, Suite 500, Richardson, Texas 75081, the Trinity Railway Express (TRE) and Dallas Area Rapid Transit (DART), both with offices at 1401 Pacific Avenue, P.O. Box 660163, Dallas, TX 75266,

WITNESSETH THAT:

WHEREAS, in accordance with the Rail Safety Improvement act of 2008, 49 USC §20157(a)(1), "each Class I railroad carrier and each entity providing regularly scheduled intercity or commuter rail passenger transportation shall develop and submit to the Secretary of Transportation a plan for implementing a positive train control system by December 31, 2015," and

WHEREAS, each host railroad as defined in 49 CFR §236.1003 is required to file a Positive Train Control Implementation Plan (PTCIP) with the Federal Railroad Administration in accordance with §236.1011, and

WHEREAS, in accordance with §236.1011(a)(3) the PTCIP must state "How the PTC system will provide for interoperability of the system between the host and all tenant railroads on the track segments required to be equipped with PTC systems under this subpart,"

NOW THEREFORE, the parties set forth their mutual understanding:

1. The parties seek to implement PTC technical solutions which meet the requirements of interoperability as defined in §236.1003(b).
2. The parties desire to participate in a PTC testing program to verify functionality and interoperability.
3. The parties will facilitate the exchange of technical information needed to implement PTC in accordance with applicable FRA requirements
4. DGNO will implement PTC in its rolling stock to be used on the TRE and DART track segments no later than _____.
5. This Letter of Understanding does not modify or supplant any existing agreement between the parties.

Executed on the date set forth above.

DALLAS GARLAND & NORTHEASTERN RAILROAD

Title:

DALLAS AREA RAPID TRANSIT


Title: **Vice President
Commuter Rail & Railroad Mgmt.**

TRINITY RAILWAY EXPRESS


Title: **Director of TRE**



DALLAS, GARLAND & NORTHEASTERN RAILROAD

403 International Parkway • Suite 500 • Richardson, TX • 75081 • Phone: 972.808.9800 • Fax: 972.808.9903

April 9, 2010

Ms. Norma De La Garza-Navarro
Dallas Area Rapid Transit
PO Box 660163
Dallas, TX 75266-7210

Re: Your request concerning Positive Train Control (PTC) and compliance with new regulations, 49 C.F.R. §236 *et seq.*

Dear Ms. Garza-Navarro:

Thank you for your letter dated March 9, 2010 and we are prepared to immediately begin working with you on the issues surrounding the new regulations. The person designated is Clinton Martin and his contact information is (904) 238-9208 and his email address is clinton.martin@railamerica.com.

It is our intent to fully comply with the new PTC regulations that apply to our operations, as we do with all applicable regulations. You requested specific information about equipping our locomotives and the schedule for equipping them and, we want to assure you that, where required by the new regulations, we will equip our locomotives to operate over PTC-equipped rail lines by no later than the required date for such application; however, until we have had the opportunity to review your Positive Train Control Implementation Plan (PTCIP), we are unable to give you specifics as to the type of PTC system, number of locomotives to be equipped or the schedule for equipping them.

We look forward to working with you on this important new law.

Sincerely,

Josh Putterman
Vice President

cc: Clint Martin
James Kuntz, General Manager

Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7210
214.749.3278
DART.org



Fort Worth Transportation Authority
1600 E. Lancaster Ave.
Fort Worth, Texas 76102
817.215.8700
the-T.com

March 9, 2010

Mr. Larry Hopkins
General Manager
Fort Worth and Western Railroad
2495 East Long Ave.
Fort Worth, TX 76106

Dear Mr. Hopkins:

Enclosed please find a Letter of Understanding for the Implementation of Positive Train Control. Once you have signed the Letter, please date the document at the top of the page as this will be the effective date of this Letter of Understanding. Also, place a date on Item #4 to indicate your implementation date for PTC.

As required by the Positive Train Control System final rule section 236.1011, and the PTC Implementation Plan content requirements, TRE is requesting FWWR to identify each item of rolling stock to be PTC system equipped and the date each will be equipped.

Please mail the signed document to the attention of Norma De La Garza-Navarro, Dallas Area Rapid Transit, P.O. Box 660163, Dallas, TX 75266-7210. If you have any questions, please contact Ms. Navarro at 214-749-5803.

Thank you,

A handwritten signature in cursive script that reads 'Shannon Hergenrader'.

Shannon Hergenrader
Assistant to Director, TRE

encl.

cc: Shirley Thomas

Letter of Understanding Implementation of Positive Train Control

Date March 29, 2010

This Letter of Understanding by and between the Fort Worth and Western Railroad (FWWR), with offices at 6300 Ridglea Place, Suite 1200, Fort Worth, Texas 76116, the Trinity Railway Express (TRE) and Dallas Area Rapid Transit (DART), both with offices at 1401 Pacific Avenue, P.O. Box 660163, Dallas, TX 75266,

WITNESSETH THAT:

WHEREAS, in accordance with the Rail Safety Improvement act of 2008, 49 USC §20157(a)(1), "each Class I railroad carrier and each entity providing regularly scheduled intercity or commuter rail passenger transportation shall develop and submit to the Secretary of Transportation a plan for implementing a positive train control system by December 31, 2015," and

WHEREAS, each host railroad as defined in 49 CFR §236.1003 is required to file a Positive Train Control Implementation Plan (PTCIP) with the Federal Railroad Administration in accordance with §236.1011, and

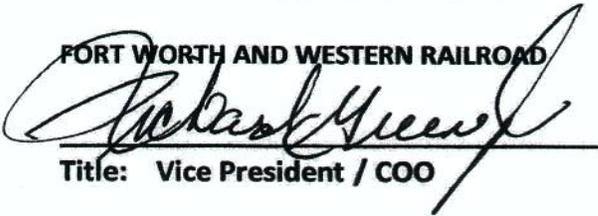
WHEREAS, in accordance with §236.1011(a)(3) the PTCIP must state "How the PTC system will provide for interoperability of the system between the host and all tenant railroads on the track segments required to be equipped with PTC systems under this subpart,"

NOW THEREFORE, the parties set forth their mutual understanding:

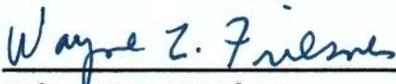
1. The parties seek to implement PTC technical solutions which meet the requirements of interoperability as defined in §236.1003(b).
2. The parties desire to participate in a PTC testing program to verify functionality and interoperability.
3. The parties will facilitate the exchange of technical information needed to implement PTC in accordance with applicable FRA requirements
4. FWWR will implement PTC in its rolling stock to be used on TRE and DART track segments no later than: see attached response dated March 26, 2010 by FWWR for exemption for equipping locomotives for PTC
5. This Letter of Understanding does not modify or supplant any existing agreement between the parties.

Executed on the date set forth above.

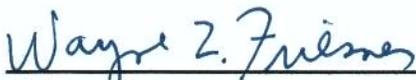
FORT WORTH AND WESTERN RAILROAD


Title: Vice President / COO

DALLAS AREA RAPID TRANSIT


Title: Vice President
Commuter Rail & Railroad Mgmt.

TRINITY RAILWAY EXPRESS


Title: Director of TRE

FORT WORTH & WESTERN RAILROAD

A Tarantula Corporation Company

March 26, 2010

Shannon Hergenrager
Asst to Director, TRE
1600 E. Lancaster Ave
Fort Worth, Texas 76102

The FWWR operates on a very small portion of the TRE line (MP 612.2 to MP 611.9) and does so, possibly twice per day, for the purpose of making a reverse move. The FWWR also operates on a section of the Cotton Belt line. The Cotton Belt line is controlled and dispatched by the UPRR. The UPRR will have PTC installed on approximately 3 miles of track (MP 630.53 to MP 627.89). FWWR also makes one or two moves per day over this section of the rail line.

49 C.F.R. § 236.1006 (b)(4)(ii) and (iii) provides that

(4) A train operated by a Class II or Class III railroad, and controlled by a locomotive not equipped with an onboard PTC apparatus is permitted to operate on a PTC-operated track segment:

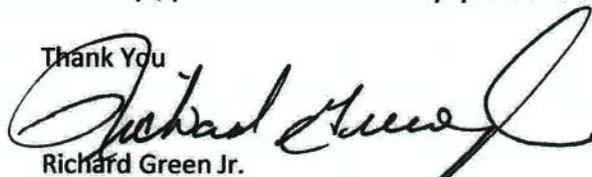
- (ii) Where operations are restricted to four or less such unequipped trains per day, whereas a train conducting a "turn operation (e.g., moving to a point of interchange to drop off or pick up cars and returning to the track owned by a Class II or Class III railroad) is considered two trains for this purpose; and
- (iii) Where each movement shall either:
 - (A) Not exceed 20 miles in length . . .

It would appear that FWRR meets these criteria.

Fort Worth & Western Railroad has committed to continue with the development of new operating rules that may apply to their operations in PTC Territory and as part of its interoperability agreement with TRE. Because of their limited service and operating needs and in accordance with the provisions set forth in 49 C.F.R. § 236.1006.(b)(4)(ii) and (iii) (A), they are not planning to equip any of their locomotives with PTC onboard equipment by the December 31, 2015 date.

As always, please call me with any questions or concerns.

Thank You



Richard Green Jr.
Vice President / Chief Operating Officer
Fort Worth & Western Railroad
2495 East Long Ave
Fort Worth, Texas 76106.

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
Peach Yard - Tower 55									
4/12/10	0917	UP	YFW92	2	0	Purina Jct	Dalwor	0.3	0.6
4/12/10	1652	UP	YFW92	1	0	Purina Jct	Dalwor	0.3	0.3
4/12/10	1655	UP	YFW92	1	0	Dalwor	Sixth St Jct	0.3	0.3
6/7/10	1430	UP	YFW92	1	0	Purina Jct	Dalwor	0.3	0.3
6/7/10	1444	UP	YFW92	1	0	Dalwor	Sixth St Jct	0.3	0.3
6/23/10	0825	UP	YFW92	1	0	Sixth St Jct	Dalwor	0.3	0.3
6/23/10	0829	UP	YFW92	1	0	Dalwor	Purina Jct	0.3	0.3
3/1/10	0228	UP	YFW32	4	30	Sixth St Jct	Purina Jct	0.5	17.0
3/1/10	0423	UP	YFW32	4	0	Purina Jct	Sixth St Jct	0.5	2.0
3/1/10	0607	UP	YFW84	6	1	Sixth St Jct	Purina Jct	0.5	3.5
3/1/10	0932	UP	YFW92	6	21	Purina Jct	Sixth St Jct	0.5	13.5
3/2/10	1121	UP	YNY76	4	22	Sixth St Jct	Purina Jct	0.5	13.0
3/3/10	0259	UP	YFW76X	4	8	Purina Jct	Sixth St Jct	0.5	6.0
3/3/10	1233	UP	YFW92	8	93	Sixth St Jct	Purina Jct	0.5	50.5
3/3/10	1532	UP	YFW92	8	100	Purina Jct	Sixth St Jct	0.5	54.0
3/4/10	0751	UP	YFW84	5	46	Sixth St Jct	Purina Jct	0.5	25.5
3/4/10	0924	UP	YFW84	5	0	Purina Jct	Sixth St Jct	0.5	2.5
3/4/10	1735	UP	YFW92	4	74	Sixth St Jct	Purina Jct	0.5	39.0
3/5/10	0905	UP	YFW84	4	62	Sixth St Jct	Purina Jct	0.5	33.0
3/5/10	1240	UP	YFW92	4	72	Purina Jct	Sixth St Jct	0.5	38.0
3/8/10	0641	UP	YFW92X	4	52	Purina Jct	Sixth St Jct	0.5	28.0
3/8/10	1327	UP	YFW92	4	76	Sixth St Jct	Purina Jct	0.5	40.0
3/8/10	1538	UP	YFW76	2	0	Purina Jct	Sixth St Jct	0.5	1.0
3/9/10	0926	UP	YNY76	3	10	Sixth St Jct	Purina Jct	0.5	6.5
3/9/10	1229	UP	YFW92	10	100	Purina Jct	Sixth St Jct	0.5	55.0
3/10/10	0350	UP	YFW32	4	86	Sixth St Jct	Purina Jct	0.5	45.0
3/10/10	1143	UP	YFW92	4	83	Purina Jct	Sixth St Jct	0.5	43.5
3/10/10	1517	UP	YFW92	4	71	Sixth St Jct	Purina Jct	0.5	37.5
3/10/10	2122	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
3/11/10	1200	UP	YFW92	4	89	Purina Jct	Sixth St Jct	0.5	46.5
3/11/10	1408	UP	RTYCO	3	96	Sixth St Jct	Purina Jct	0.5	49.5
3/11/10	1503	UP	LBJ75	2	21	Sixth St Jct	Purina Jct	0.5	11.5
3/11/10	1652	UP	YFW92	4	52	Sixth St Jct	Purina Jct	0.5	28.0
3/12/10	0148	UP	UEFWPL	2	0	Purina Jct	Sixth St Jct	0.5	1.0
3/12/10	0223	UP	YFW84	3	0	Purina Jct	Sixth St Jct	0.5	1.5
3/12/10	1324	UP	YFW92	4	63	Purina Jct	Sixth St Jct	0.5	33.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/12/10	1654	UP	YFW92	4	22	Sixth St Jct	Purina Jct	0.5	13.0
3/15/10	0307	UP	LFWDN	2	42	Sixth St Jct	Purina Jct	0.5	22.0
3/15/10	1231	UP	YFW92	5	66	Purina Jct	Sixth St Jct	0.5	35.5
3/16/10	0204	UP	LFWDN	3	126	Sixth St Jct	Purina Jct	0.5	64.5
3/17/10	0412	UP	LFWDN	3	78	Sixth St Jct	Purina Jct	0.5	40.5
3/17/10	1403	UP	YFW92	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/17/10	1659	UP	YFW92	5	68	Purina Jct	Sixth St Jct	0.5	36.5
3/18/10	0715	UP	LFWDN	3	112	Sixth St Jct	Purina Jct	0.5	57.5
3/18/10	1144	UP	YFW92	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/18/10	1451	UP	LDNFW	3	99	Purina Jct	Sixth St Jct	0.5	51.0
3/18/10	1542	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
3/18/10	1609	UP	YFW92	2	81	Purina Jct	Sixth St Jct	0.5	41.5
3/18/10	1755	UP	RRVPH	5	100	Sixth St Jct	Purina Jct	0.5	52.5
3/19/10	0414	UP	LFWDN	3	56	Sixth St Jct	Purina Jct	0.5	29.5
3/19/10	0707	UP	YNY76X	4	0	Purina Jct	Sixth St Jct	0.5	2.0
3/19/10	0932	UP	Geometry Car	1	0	Sixth St Jct	Purina Jct	0.5	0.5
3/19/10	1000	UP	Geometry Car	1	0	Purina Jct	Sixth St Jct	0.5	0.5
3/19/10	1023	UP	Geometry Car	1	0	Sixth St Jct	Purina Jct	0.5	0.5
3/19/10	1051	UP	YFW92	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/19/10	1732	UP	YFW92	2	44	Purina Jct	Sixth St Jct	0.5	23.0
3/22/10	0058	UP	LFWDN	3	80	Sixth St Jct	Purina Jct	0.5	41.5
3/22/10	0812	UP	YFW92	4	0	Purina Jct	Sixth St Jct	0.5	2.0
3/22/10	1322	UP	YFW92	4	22	Sixth St Jct	Purina Jct	0.5	13.0
3/22/10	1615	UP	YFW92	4	31	Purina Jct	Sixth St Jct	0.5	17.5
3/23/10	0026	UP	LFWDN	3	71	Sixth St Jct	Purina Jct	0.5	37.0
3/23/10	0714	UP	YFW92	2	55	Sixth St Jct	Purina Jct	0.5	28.5
3/23/10	1256	UP	YFW92	4	0	Sixth St Jct	Purina Jct	0.5	2.0
3/23/10	1657	UP	YFW92	4	63	Purina Jct	Sixth St Jct	0.5	33.5
3/24/10	0409	UP	LFWDN	2	63	Sixth St Jct	Purina Jct	0.5	32.5
3/24/10	0957	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
3/24/10	1247	UP	YFW92	2	55	Purina Jct	Sixth St Jct	0.5	28.5
3/24/10	1659	UP	LBJ75	3	14	Sixth St Jct	Purina Jct	0.5	8.5
3/25/10	0035	UP	LFWDN	3	91	Sixth St Jct	Purina Jct	0.5	47.0
3/25/10	0211	UP	YNY76X	2	16	Sixth St Jct	Purina Jct	0.5	9.0
3/25/10	1025	UP	YFW92	4	70	Purina Jct	Sixth St Jct	0.5	37.0
3/25/10	1229	UP	YFW92	4	0	Sixth St Jct	Purina Jct	0.5	2.0
3/25/10	2031	UP	LDNFW	6	101	Purina Jct	Sixth St Jct	0.5	53.5
3/26/10	0045	UP	LFWDN	2	72	Sixth St Jct	Purina Jct	0.5	37.0

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/26/10	0853	UP	LDNFW	5	100	Purina Jct	Sixth St Jct	0.5	52.5
3/26/10	1408	UP	YFW92	4	34	Purina Jct	Sixth St Jct	0.5	19.0
3/26/10	1643	UP	YFW92	4	0	Sixth St Jct	Purina Jct	0.5	2.0
3/29/10	0010	UP	MFWDN	2	55	Sixth St Jct	Purina Jct	0.5	28.5
3/29/10	1320	UP	YFW92	6	33	Purina Jct	Sixth St Jct	0.5	19.5
3/29/10	1459	UP	YFW92	6	0	Sixth St Jct	Purina Jct	0.5	3.0
3/30/10	0104	UP	MFWDN	4	91	Sixth St Jct	Purina Jct	0.5	47.5
3/30/10	1144	UP	YFW92	2	63	Purina Jct	Sixth St Jct	0.5	32.5
3/30/10	2256	UP	EFWDN	5	0	Sixth St Jct	Purina Jct	0.5	2.5
3/30/10	2346	UP	MFWDN2	2	63	Sixth St Jct	Purina Jct	0.5	32.5
3/31/10	0534	UP	YNY65	5	0	Purina Jct	Sixth St Jct	0.5	2.5
3/31/10	1209	UP	YFW92	4	89	Purina Jct	Sixth St Jct	0.5	46.5
3/31/10	1432	UP	LBJ75	2	24	Sixth St Jct	Purina Jct	0.5	13.0
3/31/10	1442	UP	YFW92	4	0	Sixth St Jct	Purina Jct	0.5	2.0
4/1/10	0256	UP	MFWDN	2	73	Sixth St	Purina Jct	0.5	37.5
4/1/10	2358	UP	MFWDN	2	83	Sixth St	Purina Jct	0.5	42.5
4/5/10	0025	UP	MFWDN	2	52	Sixth St Jct	Purina Jct	0.5	27.0
4/5/10	1155	UP	WRDTP	3	0	Purina Jct	Sixth St Jct	0.5	1.5
4/6/10	0021	UP	MFWDN	2	71	Sixth St Jct	Purina Jct	0.5	36.5
4/6/10	0430	UP	YFW65	2	14	Sixth St Jct	Purina Jct	0.5	8.0
4/6/10	1354	UP	MDNFW	2	54	Purina Jct	Sixth St Jct	0.5	28.0
4/7/10	0156	UP	FWDN	7	81	Sixth St Jct	Purina Jct	0.5	44.0
4/7/10	1331	UP	YFW92	6	71	Purina Jct	Sixth St Jct	0.5	38.5
4/8/10	0156	UP	MFWDN	2	23	Sixth Street Jct	Purina Jct	0.5	12.5
4/9/10	1625	UP	YFW92	2	75	Purina Jct	Sixth St Jct	0.5	38.5
4/12/10	0608	UP	YFW84	6	14	Sixth St Jct	Purina Jct	0.5	10.0
4/12/10	0736	UP	YFW84	4	0	Purina Jct	Sixth St Jct	0.5	2.0
4/12/10	0930	UP	YFW92	2	0	Dalwor	Sixth St Jct	0.5	1.0
4/12/10	0921	UP	YFW92	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/12/10	1053	UP	YFW92	2	37	Purina Jct	Sixth St Jct	0.5	19.5
4/12/10	1623	UP	YFW92	1	20	Sixth St Jct	Purina Jct	0.5	10.5
4/13/10	1521	UP	YFW92	4	56	Sixth St Jct	Purina Jct	0.5	30.0
4/14/10	0751	UP	YFW84	4	31	Purina Jct	Sixth St Jct	0.5	17.5
4/14/10	0858	UP	YFW92	4	37	Purina Jct	Sixth St Jct	0.5	20.5
4/14/10	1259	UP	YFW92	4	37	6th St. Jct	Purina Jct	0.5	20.5
4/15/10	0942	UP	YNY76	3	12	Sixth St Jct	Purina Jct	0.5	7.5
4/15/10	1246	UP	YFW92	6	92	Purina Jct	Sixth St Jct	0.5	49.0
4/15/10	2359	UP	YFW22	7	58	Sixth St Jct	Purina Jct	0.5	32.5

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/16/10	1233	UP	YFW92	6	78	Purina Jct	Sixth St Jct	0.5	42.0
4/16/10	1537	UP	YFW12X	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/16/10	1735	UP	YFW92	6	30	Sixth St Jct	Purina Jct	0.5	18.0
4/19/10	0601	UP	MFWNP	2	79	Sixth St Jct	Purina Jct	0.5	40.5
4/19/10	1035	UP	YFW92	2	2	Purina Jct	Sixth St Jct	0.5	2.0
4/19/10	1349	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
4/19/10	1454	UP	YFW92	2	59	Sixth St Jct	Purina Jct	0.5	30.5
4/19/10	1700	UP	LBJ75	2	28	Sixth St Jct	Purina Jct	0.5	15.0
4/20/10	0738	UP	YFW92	2	0	Purina Jct	Sixth St Jct	0.5	1.0
4/20/10	1338	UP	YFW92	4	27	Purina Jct	Sixth St Jct	0.5	15.5
4/21/10	0244	UP	YFW22X	4	71	Sixth St Jct	Purina Jct	0.5	37.5
4/21/10	0928	UP	YFW92	4	86	Purina Jct	Sixth St Jct	0.5	45.0
4/21/10	1029	UP	YNY76	3	10	Sixth St Jct	Purina Jct	0.5	6.5
4/21/10	1403	UP	YFW92	4	37	Sixth St Jct	Purina Jct	0.5	20.5
4/22/10	0150	UP	UFWDBR	2	75	Purina Jct	Sixth St Jct	0.5	38.5
4/22/10	0751	UP	YFW92	3	0	Purina Jct	Sixth St Jct	0.5	1.5
4/22/10	1015	UP	YNY76	3	8	Sixth St Jct	Purina Jct	0.5	5.5
4/22/10	1156	UP	YFW92	4	87	Purina Jct	Sixth St Jct	0.5	45.5
4/22/10	1238	UP	LBJ75	2	10	Sixth St Jct	Purina Jct	0.5	6.0
4/22/10	1658	UP	YFW92	4	50	Sixth St Jct	Purina Jct	0.5	27.0
4/23/10	1602	UP	YFW92	4	48	Purina Jct	Sixth St Jct	0.5	26.0
4/26/10	0838	UP	YFW92	4	12	Purina Jct	Sixth St Jct	0.5	8.0
4/26/10	1328	UP	YFW92	4	67	Sixth St Jct	Purina Jct	0.5	35.5
4/27/10	1406	UP	YFW92	4	63	Purina Jct	Sixth St Jct	0.5	33.5
4/28/10	0122	UP	YFW32	4	36	Sixth St Jct	Purina Jct	0.5	20.0
4/28/10	1111	UP	YNY76	3	11	Sixth St Jct	Purina Jct	0.5	7.0
4/28/10	1113	UP	YFW92	4	37	Purina Jct	Sixth St Jct	0.5	20.5
4/28/10	1621	UP	YFW92	4	32	Sixth St Jct	Purina Jct	0.5	18.0
4/29/10	0832	UP	YFW92	4	21	Purina Jct	Sixth St Jct	0.5	12.5
4/29/10	1551	UP	YFW92	4	15	Sixth St Jct	Purina Jct	0.5	9.5
4/30/10	0843	UP	YNY65	4	0	Purina Jct	Sixth St Jct	0.5	2.0
4/30/10	1241	UP	YFW92	4	94	Purina Jct	Sixth St Jct	0.5	49.0
4/30/10	1754	UP	YFW92	4	77	Sixth St Jct	Purina Jct	0.5	40.5
5/3/10	0850	UP	YFW92	4	10	Purina Jct	Sixth St Jct	0.5	7.0
5/3/10	1333	UP	YNY76	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/3/10	1731	UP	YFW92	5	42	Sixth St Jct	Purina Jct	0.5	23.5
5/3/10	2223	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/4/10	1119	UP	YNY76	2	0	Purina Jct	Sixth St Jct	0.5	1.0

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
5/4/10	1238	UP	LBJ75	2	31	Sixth St Jct	Purina Jct	0.5	16.5
5/4/10	1653	UP	YFW92	6	100	Purina Jct	Sixth St Jct	0.5	53.0
5/4/10	2137	UP	YFW63	4	79	Sixth St Jct	Purina Jct	0.5	41.5
5/5/10	0935	UP	YFW92	4	84	Purina Jct	Sixth St Jct	0.5	44.0
5/5/10	1145	UP	YNY76	2	7	Sixth St Jct	Purina Jct	0.5	4.5
5/5/10	1238	UP	YFW92	4	46	Sixth St Jct	Purina Jct	0.5	25.0
5/6/10	0435	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/6/10	0953	UP	YFW92	4	68	Purina Jct	Sixth St Jct	0.5	36.0
5/6/10	1008	UP	YNY76	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/6/10	1355	UP	LBJ75	2	29	Sixth St Jct	Purina Jct	0.5	15.5
5/6/10	1413	UP	YNY76	2	14	Sixth St Jct	Purina Jct	0.5	8.0
5/6/10	1522	UP	YFW92	4	47	Sixth St Jct	Purina Jct	0.5	25.5
5/7/10	1143	UP	YFW92	4	79	Purina Jct	Sixth St Jct	0.5	41.5
5/7/10	1307	UP	YNY76	2	18	Sixth St Jct	Purina Jct	0.5	10.0
5/7/10	1621	UP	YFW92	4	39	Sixth St Jct	Purina Jct	0.5	21.5
5/10/10	0749	UP	YFW92	4	0	Purina Jct	Sixth St Jct	0.5	2.0
5/10/10	1330	UP	YFW92	4	47	Sixth St Jct	Purina Jct	0.5	25.5
5/10/10	1426	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/11/10	1337	UP	YFW92	4	74	Purina Jct	Sixth St Jct	0.5	39.0
5/11/10	1434	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/11/10	1733	UP	YFW92	2	24	Sixth St Jct	Purina Jct	0.5	13.0
5/12/10	0933	UP	YFW92	4	82	Purina Jct	Sixth St Jct	0.5	43.0
5/12/10	1334	UP	YFW92	4	39	Sixth St Jct	Purina Jct	0.5	21.5
5/13/10	0307	UP	YNY65	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/13/10	0849	UP	YFW92	2	81	Purina Jct	Sixth St Jct	0.5	41.5
5/13/10	1127	UP	SSWPS13	1	10	Sixth St Jct	Purina Jct	0.5	5.5
5/13/10	1242	UP	YFW92	2	30	Sixth St Jct	Purina Jct	0.5	16.0
5/14/10	0022	UP	YNY76X	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/14/10	1321	UP	YFW92	4	41	Purina Jct	Sixth St Jct	0.5	22.5
5/17/10	0556	UP	YFW92	5	0	Purina Jct	Sixth St Jct	0.5	2.5
5/17/10	1220	UP	YFW92	5	40	Sixth St Jct	Purina Jct	0.5	22.5
5/17/10	1624	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/18/10	0952	UP	YNY65	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/18/10	1204	UP	YFW92	6	72	Purina Jct	Sixth St Jct	0.5	39.0
5/18/10	1620	UP	LBJ75	2	31	Sixth St Jct	Purina Jct	0.5	16.5
5/18/10	1654	UP	YFW92	6	40	Sixth St Jct	Purina Jct	0.5	23.0
5/19/10	1615	UP	YFW92	6	92	Purina Jct	Sixth St Jct	0.5	49.0
5/19/10	2225	UP	YNY76X	5	37	Sixth St Jct	Purina Jct	0.5	21.0

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5/20/10	0902	UP	YFW92	5	52	Purina Jct	Sixth St Jct	0.5	28.5
5/20/10	1412	UP	YFW92	5	41	Sixth St Jct	Purina Jct	0.5	23.0
5/20/10	1439	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/21/10	1056	UP	YFW92	5	59	Purina Jct	Sixth St Jct	0.5	32.0
5/24/10	0854	UP	YFW92	4	14	Purina Jct	Sixth St Jct	0.5	9.0
5/24/10	1323	UP	YFW92	4	26	Sixth St Jct	Purina Jct	0.5	15.0
5/24/10	1730	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/25/10	0058	UP	LBJ75	2	44	Sixth St Jct	Purina Jct	0.5	23.0
5/25/10	1100	UP	YFW92	5	69	Purina Jct	Sixth St Jct	0.5	37.0
5/25/10	1629	UP	YFW92	4	55	Sixth St Jct	Purina Jct	0.5	29.5
5/25/10	1916	UP	LBJ75	1	0	Purina Jct	Sixth St Jct	0.5	0.5
5/26/10	1007	UP	YNY65	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/26/10	1036	UP	YFW92	4	74	Purina Jct	Sixth St Jct	0.5	39.0
5/26/10	1408	UP	YFW92	4	24	Sixth St Jct	Purina Jct	0.5	14.0
5/27/10	0745	UP	YFW92	2	0	Purina Jct	Sixth St Jct	0.5	1.0
5/27/10	1230	UP	YFW92	4	90	Purina Jct	Sixth St Jct	0.5	47.0
5/27/10	1514	UP	YFW92	4	48	Sixth St Jct	Purina Jct	0.5	26.0
5/27/10	1731	UP	YNY76	2	10	Sixth St Jct	Purina Jct	0.5	6.0
5/28/10	0035	UP	YNY76	2	10	Purina Jct	Sixth St Jct	0.5	6.0
5/28/10	1356	UP	YFW92	4	64	Purina Jct	Sixth St Jct	0.5	34.0
5/28/10	1656	UP	YFW92	4	55	Sixth St Jct	Purina Jct	0.5	29.5
5/31/10	0757	UP	YFW92	4	0	Purina Jct	Sixth St Jct	0.5	2.0
5/31/10	1233	UP	YFW92	4	57	Sixth St Jct	Purina Jct	0.5	30.5
6/1/10	0849	UP	YFW92	4	18	Purina Jct	Sixth St Jct	0.5	11.0
6/1/10	1332	UP	YFW92	4	14	Sixth St Jct	Purina Jct	0.5	9.0
6/1/10	1900	UP	YNY76	2	9	Sixth St Jct	Purina Jct	0.5	5.5
6/2/10	1108	UP	YFW92	4	80	Purina Jct	Sixth St Jct	0.5	42.0
6/2/10	1540	UP	YFW92	4	77	Sixth St Jct	Purina Jct	0.5	40.5
6/2/10	1654	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/3/10	1052	UP	YFW92	4	49	Purina Jct	Sixth St Jct	0.5	26.5
6/3/10	1611	UP	YFW92	4	34	Sixth St Jct	Purina Jct	0.5	19.0
6/4/10	0801	UP	YFW92	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/4/10	1238	UP	YFW92	4	79	Purina Jct	Sixth St Jct	0.5	41.5
6/4/10	1410	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/4/10	1654	UP	YFW92	4	35	Sixth St Jct	Purina	0.5	19.5
6/7/10	0927	UP	YFW92	4	30	Purina Jct	Sixth St Jct	0.5	17.0
6/7/10	1232	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/7/10	1332	UP	YFW92	4	81	Sixth St Jct	Purina Jct	0.5	42.5

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6/7/10	1450	UP	YFW92	1	0	Sixth St Jct	Purina Jct	0.5	0.5
6/8/10	0934	UP	YFW92	6	51	Purina Jct	Sixth St Jct	0.5	28.5
6/8/10	1501	UP	YFW92	6	47	Sixth St Jct	Purina Jct	0.5	26.5
6/9/10	0751	UP	YFW92	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/9/10	1229	UP	YFW92	4	42	Purina Jct	Sixth St Jct	0.5	23.0
6/9/10	1514	UP	YFW92	4	35	Sixth St Jct	Purina Jct	0.5	19.5
6/10/10	0930	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/10/10	1051	UP	YNY76	1	0	Purina Jct	Sixth St Jct	0.5	0.5
6/10/10	1609	UP	YFW92	4	110	Purina Jct	Sixth St Jct	0.5	57.0
6/11/10	0929	UP	YFW92	4	65	Sixth St Jct	Purina Jct	0.5	34.5
6/11/10	1607	UP	YFW92	4	57	Purina Jct	Sixth St Jct	0.5	30.5
6/14/10	0928	UP	YFW92	4	21	Purina Jct	Sixth St Jct	0.5	12.5
6/14/10	1451	UP	YFW92	4	66	Sixth St Jct	Purina Jct	0.5	35.0
6/14/10	1500	UP	LBJ75	1	0	Purina Jct	Sixth St Jct	0.5	0.5
6/15/10	1052	UP	YFW92	4	76	Purina Jct	Sixth St Jct	0.5	40.0
6/15/10	1612	UP	YFW92	4	26	Sixth St Jct	Purina Jct	0.5	15.0
6/16/10	1054	UP	YFW92	4	39	Purina Jct	Sixth St Jct	0.5	21.5
6/17/10	0329	UP	YFW32	9	49	Sixth St Jct	Purina Jct	0.5	29.0
6/17/10	1054	UP	YFW92	8	90	Purina Jct	Sixth St Jct	0.5	49.0
6/17/10	1124	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/18/10	0845	UP	YFW92	6	49	Sixth St Jct	Purina Jct	0.5	27.5
6/18/10	1154	UP	YFW92	7	27	Purina Jct	Sixth St Jct	0.5	17.0
6/18/10	1539	UP	YFW92	7	0	Sixth St Jct	Purina Jct	0.5	3.5
6/21/10	0939	UP	YFW92	5	73	Purina Jct	Sixth St Jct	0.5	39.0
6/21/10	1400	UP	YFW92	5	51	Sixth St Jct	Purina Jct	0.5	28.0
6/21/10	1443	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/22/10	1102	UP	YFW92	5	72	Purina Jct	Sixth St Jct	0.5	38.5
6/22/10	1754	UP	YFW92	5	29	Sixth St Jct	Purina Jct	0.5	17.0
6/23/10	0750	UP	YNY65	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/23/10	0811	UP	YFW92	1	0	Purina Jct	Sixth St Jct	0.5	0.5
6/23/10	1051	UP	YFW92	5	45	Purina Jct	Sixth St Jct	0.5	25.0
6/23/10	1407	UP	YFW92	5	27	Sixth St Jct	Purina Jct	0.5	16.0
6/23/10	1419	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/24/10	0928	UP	YFW92	7	78	Purina Jct	Sixth St Jct	0.5	42.5
6/24/10	1502	UP	YFW92	5	27	Sixth St Jct	Purina Jct	0.5	16.0
6/24/10	1903	UP	WFWCKR	1	29	Sixth St Jct	Purina Jct	0.5	15.0
6/25/10	0936	UP	YFW92	5	53	Purina Jct	Sixth St Jct	0.5	29.0
6/25/10	1553	UP	YFW92	5	42	Sixth St Jct	Purina Jct	0.5	23.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/25/10	2124	UP	UEPLFW	1	0	Purina Jct	Sixth St Jct	0.5	0.5
6/28/10	0817	UP	YFW92	5	12	Purina Jct	Sixth St Jct	0.5	8.5
6/28/10	1457	UP	YFW92	5	68	Sixth St Jct	Purina Jct	0.5	36.5
6/28/10	1550	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/29/10	0941	UP	YFW92	5	65	Purina Jct	Sixth St Jct	0.5	35.0
6/29/10	1608	UP	YFW92	5	30	Sixth St Jct	Purina Jct	0.5	17.5
6/30/10	0713	UP	YNY65	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/30/10	0929	UP	YFW92	5	54	Purina Jct	Sixth St Jct	0.5	29.5
6/30/10	1447	UP	LBJ75	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/30/10	1515	UP	YFW92	5	38	Sixth St Jct	Purina Jct	0.5	21.5
274		3.11	UP Freight moves per day						

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/1/10	1034	FWWR	100	2	10	Purina Jct	Dalwor	0.3	3.6
3/1/10	1058	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
3/2/10	1048	FWWR	100	2	7	Purina Jct	Dalwor	0.3	2.7
3/2/10	1053	FWWR	100	2	7	Dalwor	Purina Jct	0.3	2.7
3/3/10	1153	FWWR	100	2	9	Purina Jct	Dalwor	0.3	3.3
3/3/10	1207	FWWR	100	2	6	Dalwor	Purina Jct	0.3	2.4
3/3/10	1227	FWWR	100	2	0	Purina Jct	Dalwor	0.3	0.6
3/3/10	1231	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
3/3/10	1254	FWWR	100	2	6	Purina Jct	Dalwor	0.3	2.4
3/3/10	1259	FWWR	100	2	6	Dalwor	Purina Jct	0.3	2.4
3/5/10	1121	FWWR	100	2	5	Purina Jct	Dalwor	0.3	2.1
3/5/10	1132	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
3/5/10	2233	FWWR	201	2	3	Purina Jct	Dalwor	0.3	1.5
3/5/10	2241	FWWR	201	2	0	Dalwor	Purina Jct	0.3	0.6
3/8/10	1112	FWWR	100	2	7	Purina Jct	Dalwor	0.3	2.7
3/8/10	1145	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
3/9/10	1247	FWWR	100	2	8	Purina Jct	Dalwor	0.3	3.0
3/9/10	1304	FWWR	100	2	6	Dalwor	Purina Jct	0.3	2.4
3/12/10	0954	FWWR	100	2	8	Purina Jct	Dalwor	0.3	3.0
3/12/10	1017	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
3/15/10	1332	FWWR	100	2	6	Purina Jct	Dalwor	0.3	2.4
3/15/10	1402	FWWR	100	2	1	Dalwor	Purina Jct	0.3	0.9
3/16/10	0950	FWWR	100	2	8	Purina Jct	Dalwor	0.3	3.0
3/16/10	1009	FWWR	100	2	4	Dalwor	Purina Jct	0.3	1.8
3/16/10	1324	FWWR	100	2	5	Purina Jct	Dalwor	0.3	2.1
3/16/10	1331	FWWR	100	2	5	Dalwor	Purina Jct	0.3	2.1
3/17/10	1029	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
3/17/10	1059	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
3/18/10	1044	FWWR	100	2	8	Purina Jct	Dalwor	0.3	3.0
3/18/10	1104	FWWR	100	2	2	Dalwor	Purina Jct	0.3	1.2
3/19/10	1110	FWWR	100	2	4	Purina Jct	Dalwor	0.3	1.8
3/19/10	1128	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
3/22/10	1112	FWWR	100	2	10	Purina Jct	Dalwor	0.3	3.6
3/22/10	1150	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
3/24/10	0949	FWWR	100	2	9	Purina Jct	Dalwor	0.3	3.3
3/24/10	1008	FWWR	100	2	4	Dalwor	Purina Jct	0.3	1.8
3/24/10	1030	FWWR	100	2	0	Purina Jct	Dalwor	0.3	0.6
3/24/10	1033	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/24/10	1206	FWWR	100	2	6	Purina Jct	Dalwor	0.3	2.4
3/24/10	1209	FWWR	100	2	6	Dalwor	Purina Jct	0.3	2.4
3/26/10	1306	FWWR	100	2	9	Purina Jct	Dalwor	0.3	3.3
3/26/10	1329	FWWR	100	2	3	Dalwor	Purina Jct	0.3	1.5
3/29/10	1058	FWWR	100	2	7	Purina Jct	Dalwor	0.3	2.7
3/29/10	1114	FWWR	100	2	4	Dalwor	Purina Jct	0.3	1.8
3/30/10	0948	FWWR	100	2	8	Purina Jct	Dalwor	0.3	3.0
3/30/10	1011	FWWR	100	2	5	Dalwor	Purina Jct	0.3	2.1
3/31/10	1028	FWWR	100	2	7	Purina Jct	Dalwor	0.3	2.7
3/31/10	1054	FWWR	100	2	1	Dalwor	Purina Jct	0.3	0.9
4/1/10	1045	FWWR	100	2	4	Purina Jct	Dalwor	0.3	1.8
4/1/10	1111	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
4/6/10	1045	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
4/6/10	1110	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
4/9/10	1225	FWWR	100	2	10	Purina Jct	Dalwor	0.3	3.6
4/9/10	1300	FWWR	100	2	2	Dalwor	Purina Jct	0.3	1.2
4/12/10	0945	FWWR	100	2	9	Purina Jct	Dalwor	0.3	3.3
4/12/10	1001	FWWR	100	2	4	Dalwor	Purina Jct	0.3	1.8
4/13/10	1042	FWWR	100	2	12	Purina Jct	Dalwor	0.3	4.2
4/13/10	1103	FWWR	100	2	10	Dalwor	Purina Jct	0.3	3.6
4/14/10	1128	FWWR	100	2	5	Purina Jct	Dalwor	0.3	2.1
4/14/10	1147	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
4/15/10	1309	FWWR	100	2	7	Purina Jct	Dalwor	0.3	2.7
4/15/10	1435	FWWR	100	2	5	Dalwor	Purina Jct	0.3	2.1
4/16/10	1112	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
4/16/10	1246	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
4/19/10	1223	FWWR	100	2	4	Purina Jct	Dalwor	0.3	1.8
4/19/10	1242	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
4/20/10	0913	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
4/20/10	0935	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
4/21/10	1019	FWWR	100	2	3	Purina Jct	Dalwor	0.3	1.5
4/21/10	1038	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
4/21/10	1200	FWWR	100	2	3	Purina Jct	Dalwor	0.3	1.5
4/21/10	1206	FWWR	100	2	3	Dalwor	Purina Jct	0.3	1.5
4/22/10	1211	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
4/22/10	1235	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
4/22/10	1317	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
4/22/10	1320	FWWR	100	2	2	Dalwor	Purina Jct	0.3	1.2

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/23/10	1456	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
4/26/10	1219	FWWR	100	2	5	Purina Jct	Dalwor	0.3	2.1
4/26/10	1240	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
4/30/10	1301	FWWR	100	2	4	Purina Jct	Dalwor	0.3	1.8
4/30/10	1324	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
5/3/10	1053	FWWR	100	2	4	Purina Jct	Dalwor	0.3	1.8
5/3/10	1103	FWWR	100	2	2	Dalwor	Purina Jct	0.3	1.2
5/4/10	1109	FWWR	100	2	6	Purina Jct	Dalwor	0.3	2.4
5/4/10	1129	FWWR	100	2	4	Dalwor	Purina Jct	0.3	1.8
5/6/10	1004	FWWR	100	2	3	Purina Jct	Dalwor	0.3	1.5
5/6/10	1024	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
5/7/10	1207	FWWR	100	2	8	Purina Jct	Dalwor	0.3	3.0
5/7/10	1228	FWWR	100	2	4	Dalwor	Purina Jct	0.3	1.8
5/10/10	1051	FWWR	100	2	7	Purina Jct	Dalwor	0.3	2.7
5/10/10	1108	FWWR	100	2	6	Dalwor	Purina Jct	0.3	2.4
5/11/10	0957	FWWR	100	2	7	Purina Jct	Dalwor	0.3	2.7
5/11/10	1007	FWWR	100	2	5	Dalwor	Purina Jct	0.3	2.1
5/12/10	1131	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
5/12/10	1144	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
5/13/10	1014	FWWR	100	2	5	Purina Jct	Dalwor	0.3	2.1
5/13/10	1020	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
5/14/10	1000	FWWR	100	2	9	Purina Jct	Dalwor	0.3	3.3
5/14/10	1015	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
5/17/10	1319	FWWR	100	2	4	Purina Jct	Dalwor	0.3	1.8
5/17/10	1324	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
5/18/10	1210	FWWR	100	2	1	Purina Jct	Dalwor	0.3	0.9
5/18/10	1229	FWWR	100	2	0	Dalwor	Sixth St Jct	0.3	0.6
5/19/10	1143	FWWR	100	2	1	Purina Jct	Dalwor	0.3	0.9
5/19/10	1153	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
5/20/10	1059	FWWR	100	2	8	Purina Jct	Dalwor	0.3	3.0
5/20/10	1119	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
5/21/10	0957	FWWR	100	2	6	Purina Jct	Dalwor	0.3	2.4
5/21/10	1015	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
5/24/10	1240	FWWR	100	2	1	Purina Jct	Dalwor	0.3	0.9
5/24/10	1245	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
5/25/10	1112	FWWR	100	2	9	Purina Jct	Dalwor	0.3	3.3
5/25/10	1123	FWWR	100	2	5	Dalwor	Purina Jct	0.3	2.1
5/26/10	0930	FWWR	100	2	6	Purina Jct	Dalwor	0.3	2.4

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
5/26/10	0941	FWWR	100	2	3	Dalwor	Purina Jct	0.3	1.5
5/27/10	0823	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
5/27/10	0921	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
5/28/10	0729	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
5/28/10	0737	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
6/1/10	0936	FWWR	100	1	3	Purina Jct	Dalwar	0.3	1.2
6/1/10	0944	FWWR	100	1	0	Dalwor	Purina	0.3	0.3
6/1/10	1153	FWWR	100	1	10	Purina Jct	Dalwor	0.3	3.3
6/1/10	1158	FWWR	100	1	10	Dalwor	Purina Jct	0.3	3.3
6/2/10	1001	FWWR	100	2	6	Purina Jct	Dalwar	0.3	2.4
6/2/10	1015	FWWR	100	2	0	Dalwor	Purina	0.3	0.6
6/2/10	1235	FWWR	100	2	5	Purina Jct	Dalwor	0.3	2.1
6/2/10	1238	FWWR	100	2	5	Dalwor	Purina	0.3	2.1
6/3/10	0923	FWWR	100	2	3	Purina Jct	Dalwar	0.3	1.5
6/3/10	0938	FWWR	100	2	1	Dalwor	Purina	0.3	0.9
6/4/10	1006	FWWR	100	2	9	Purina Jct	Dalwor	0.3	3.3
6/4/10	1021	FWWR	100	2	5	Dalwor	Purina Jct	0.3	2.1
6/7/10	1203	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
6/7/10	1215	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
6/9/10	1301	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
6/9/10	1310	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
6/10/10	1105	FWWR	100	2	3	Purina Jct	Dalwor	0.3	1.5
6/10/10	1120	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
6/11/10	1040	FWWR	100	2	2	Purina Jct	Dalwor	0.3	1.2
6/11/10	1048	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
6/14/10	1138	FWWR	100	2	10	Purina Jct	Dalwor	0.3	3.6
6/14/10	1203	FWWR	100	2	6	Dalwor	Purina Jct	0.3	2.4
6/15/10	1245	FWWR	100	2	4	Sixth St Jct	Dalwor	0.3	1.8
6/15/10	1302	FWWR	100	2	3	Dalwor	Purina Jct	0.3	1.5
6/17/10	1038	FWWR	100	2	5	Purina Jct	Dalwor	0.3	2.1
6/17/10	1045	FWWR	100	2	3	Dalwor	Purina Jct	0.3	1.5
6/18/10	1103	FWWR	100	2	5	Purina Jct	Dalwor	0.3	2.1
6/18/10	1115	FWWR	100	2	2	Dalwor	Purina Jct	0.3	1.2
6/21/10	1136	FWWR	100	2	7	Purina Jct	Dalwor	0.3	2.7
6/21/10	1156	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
6/22/10	0900	FWWR	100	2	1	Purina Jct	Dalwor	0.3	0.9
6/22/10	0912	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
6/23/10	0957	FWWR	100	2	1	Purina Jct	Dalwor	0.3	0.9

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/23/10	1005	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
6/24/10	1037	FWWR	100	2	1	Purina Jct	Dalwor	0.3	0.9
6/24/10	1048	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
6/25/10	0948	FWWR	100	2	4	Purina Jct	Dalwor	0.3	1.8
6/25/10	1013	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
6/28/10	1232	FWWR	100	2	9	Purina Jct	Dalwor	0.3	3.3
6/28/10	1248	FWWR	100	2	4	Dalwor	Purina Jct	0.3	1.8
6/29/10	1154	FWWR	100	2	5	Purina Jct	Dalwor	0.3	2.1
6/29/10	1220	FWWR	100	2	0	Dalwor	Purina Jct	0.3	0.6
3/1/10	1142	FWWR	100	2	10	Purina Jct	Sixth St Jct	0.5	6.0
3/1/10	1153	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/3/10	1211	FWWR	100	2	6	Purina Jct	Sixth St Jct	0.5	4.0
3/3/10	1223	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/4/10	1052	FWWR	100	2	1	Purina Jct	Sixth St Jct	0.5	1.5
3/4/10	1105	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/9/10	1306	FWWR	100	2	6	Purina Jct	Sixth St Jct	0.5	4.0
3/9/10	1330	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/10/10	1235	FWWR	100	2	1	Purina Jct	Sixth St Jct	0.5	1.5
3/10/10	1248	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/12/10	0906	FWWR	100	2	10	Purina Jct	Sixth St Jct	0.5	6.0
3/12/10	0919	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/15/10	1405	FWWR	100	2	1	Purina Jct	Sixth St Jct	0.5	1.5
3/15/10	1413	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/16/10	1016	FWWR	100	2	4	Purina Jct	Sixth St Jct	0.5	3.0
3/16/10	1024	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/17/10	1010	FWWR	100	2	3	Purina Jct	Sixth St Jct	0.5	2.5
3/17/10	1026	FWWR	100	2	2	Sixth St Jct	Purina Jct	0.5	2.0
3/18/10	1120	FWWR	100	2	7	Purina Jct	Sixth St Jct	0.5	4.5
3/18/10	1131	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/22/10	0944	FWWR	100	2	10	Purina Jct	Sixth St Jct	0.5	6.0
3/22/10	0958	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/24/10	1013	FWWR	100	2	4	Purina Jct	Sixth St Jct	0.5	3.0
3/24/10	1028	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/26/10	1331	FWWR	100	2	3	Purina Jct	Sixth St Jct	0.5	2.5
3/26/10	1336	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/29/10	1122	FWWR	100	2	4	Purina Jct	Sixth St Jct	0.5	3.0
3/29/10	1150	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/30/10	1014	FWWR	100	2	5	Purina Jct	Sixth St Jct	0.5	3.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/30/10	1030	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
3/31/10	1058	FWWR	100	2	1	Purina Jct	Sixth St Jct	0.5	1.5
3/31/10	1106	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/2/10	1103	FWWR	100	2	7	Purina Jct	Sixth St Jct	0.5	4.5
4/2/10	1126	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/5/10	1114	FWWR	100	2	5	Purina Jct	Sixth St Jct	0.5	3.5
4/5/10	1122	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/7/10	1121	FWWR	100	2	10	Purina Jct	Sixth St Jct	0.5	6.0
4/7/10	1209	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/8/10	1017	FWWR	100	2	2	Purina Jct	Sixth St Jct	0.5	2.0
4/8/10	1030	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/9/10	1301	FWWR	100	2	2	Purina Jct	Sixth St Jct	0.5	2.0
4/9/10	1304	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/12/10	1027	FWWR	100	2	4	Purina Jct	Sixth St Jct	0.5	3.0
4/12/10	1036	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/13/10	1108	FWWR	100	2	10	Purina Jct	Sixth St Jct	0.5	6.0
4/13/10	1120	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/15/10	1441	FWWR	100	2	5	Purina Jct	Sixth St Jct	0.5	3.5
4/15/10	1458	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/19/10	0955	FWWR	100	2	7	Purina Jct	Sixth St Jct	0.5	4.5
4/19/10	1023	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/20/10	0857	FWWR	100	2	5	Purina Jct	Sixth St Jct	0.5	3.5
4/20/10	0911	FWWR	100	2	2	Sixth St Jct	Purina Jct	0.5	2.0
4/23/10	1517	FWWR	100	2	0	Dalwor	Purina Jct	0.5	1.0
4/26/10	1003	FWWR	100	2	0	Purina Jct	Sixth St Jct	0.5	1.0
4/26/10	1028	FWWR	100	2	4	Sixth St Jct	Purina Jct	0.5	3.0
4/26/10	1119	FWWR	100	2	8	Sixth St Jct	Purina Jct	0.5	5.0
4/26/10	1129	FWWR	100	2	0	Purina Jct	Sixth St Jct	0.5	1.0
4/27/10	1113	FWWR	100	2	6	Purina Jct	Sixth St Jct	0.5	4.0
4/27/10	1140	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/29/10	1022	FWWR	100	2	7	Purina Jct	Sixth St Jct	0.5	4.5
4/29/10	1035	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
4/30/10	0937	FWWR	100	2	6	Purina Jct	Sixth St Jct	0.5	4.0
4/30/10	1007	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
5/3/10	1105	FWWR	100	2	2	Purina Jct	Sixth St Jct	0.5	2.0
5/3/10	1115	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
5/4/10	1145	FWWR	100	2	4	Purina	Sixth St Jct	0.5	3.0
5/4/10	1150	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
5/7/10	1235	FWWR	100	2	4	Purina Jct	Sixth St Jct	0.5	3.0
5/7/10	1248	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
5/10/10	1112	FWWR	100	2	6	Purina Jct	Sixth St Jct	0.5	4.0
5/10/10	1128	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
5/11/10	1015	FWWR	100	2	5	Purina Jct	Sixth St Jct	0.5	3.5
5/11/10	1027	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
5/14/10	0945	FWWR	100	2	4	Purina Jct	Sixth St Jct	0.5	3.0
5/14/10	0951	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
5/17/10	1153	FWWR	100	2	5	Purina Jct	Sixth St Jct	0.5	3.5
5/17/10	1204	FWWR	100	2	2	Sixth St Jct	Purina Jct	0.5	2.0
5/18/10	1130	FWWR	100	2	6	Purina Jct	Sixth St Jct	0.5	4.0
5/18/10	1154	FWWR	100	2	1	Sixth St Jct	Purina Jct	0.5	1.5
5/19/10	1115	FWWR	100	2	7	Purina Jct	Sixth St Jct	0.5	4.5
5/19/10	1136	FWWR	100	2	1	Sixth St Jct	Purina Jct	0.5	1.5
5/21/10	0920	FWWR	100	2	10	Purina Jct	Sixth St Jct	0.5	6.0
5/21/10	0944	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
5/21/10	1755	FWWR	100	2	13	Sixth St Jct	Purina Jct	0.5	7.5
5/24/10	1215	FWWR	100	2	4	Purina Jct	Sixth St Jct	0.5	3.0
5/24/10	1235	FWWR	100	2	1	Sixth St Jct	Purina Jct	0.5	1.5
5/25/10	1125	FWWR	100	2	5	Purina Jct	Sixth St Jct	0.5	3.5
5/25/10	1203	FWWR	100	2	1	Sixth St Jct	Purina Jct	0.5	1.5
5/26/10	0945	FWWR	100	2	3	Purina Jct	Sixth St Jct	0.5	2.5
5/26/10	0954	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
5/27/10	1051	FWWR	100	2	7	Purina Jct	Sixth St Jct	0.5	4.5
5/27/10	1059	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
6/2/10	0908	FWWR	100	2	1	Purina Jct	Sixth St Jct	0.5	1.5
6/2/10	0921	FWWR	100	2	2	Sixth St Jct	Purina	0.5	2.0
6/4/10	1028	FWWR	100	2	5	Purina Jct	Sixth St Jct	0.5	3.5
6/4/10	1034	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
6/7/10	1050	FWWR	100	2	0	Purina Jct	Sixth St Jct	0.5	1.0
6/7/10	1100	FWWR	100	2	4	Sixth St Jct	Purina Jct	0.5	3.0
6/7/10	1150	FWWR	100	2	9	Purina Jct	Sixth St Jct	0.5	5.5
6/7/10	1200	FWWR	100	2	2	Sixth St Jct	Purina Jct	0.5	2.0
6/8/10	0913	FWWR	100	2	4	Purina Jct	Sixth St Jct	0.5	3.0
6/8/10	0924	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
6/9/10	1251	FWWR	100	2	3	Purina Jct	Sixth St Jct	0.5	2.5
6/9/10	1259	FWWR	100	2	2	Sixth St Jct	Purina Jct	0.5	2.0
6/11/10	1003	FWWR	100	2	4	Purina Jct	Sixth St Jct	0.5	3.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/11/10	1015	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
6/14/10	1208	FWWR	100	2	6	Purina Jct	Sixth St Jct	0.5	4.0
6/14/10	1240	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
6/15/10	0912	FWWR	102	2	21	Purina Jct	Sixth St Jct	0.5	11.5
6/15/10	1305	FWWR	100	2	3	Purina Jct	Sixth St Jct	0.5	2.5
6/15/10	1327	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
6/16/10	1107	FWWR	100	2	3	Purina Jct	Sixth St Jct	0.5	2.5
6/16/10	1115	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
6/17/10	1049	FWWR	100	2	3	Purina Jct	Sixth St Jct	0.5	2.5
6/17/10	1123	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
6/18/10	1120	FWWR	100	2	2	Purina Jct	Sixth St Jct	0.5	2.0
6/18/10	1133	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
6/21/10	1034	FWWR	100	2	3	Purina Jct	Sixth St Jct	0.5	2.5
6/21/10	1042	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
6/23/10	0944	FWWR	100	2	6	Purina Jct	Sixth St Jct	0.5	4.0
6/23/10	0955	FWWR	100	2	1	Sixth St Jct	Purina Jct	0.5	1.5
6/24/10	1027	FWWR	100	2	2	Purina Jct	Sixth St Jct	0.5	2.0
6/24/10	1034	FWWR	100	2	1	Sixth St Jct	Purina Jct	0.5	1.5
6/28/10	1252	FWWR	100	2	4	Purina Jct	Sixth St Jct	0.5	3.0
6/28/10	1301	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
6/29/10	1125	FWWR	100	2	5	Purina Jct	Sixth St Jct	0.5	3.5
6/29/10	1150	FWWR	100	2	0	Sixth St Jct	Purina Jct	0.5	1.0
288	3.27	FWWR Freight moves per day							

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
Dallas - Irving									
5/11/10	0452	UP	YNY65X	3	1	Sixth St Jct	Sylvania	1.8	7.2
5/11/10	0600	UP	YNY65X	3	0	Sylvania	Sixth St Jct	1.8	5.4
3/1/10	2317	UP	UEEYPL	3	82	N Jct	Calloway	17.6	1,496.0
3/3/10	0218	UP	UELSPL	2	80	N Jct	Calloway	17.6	1,443.2
3/4/10	2308	UP	UEWKPL	2	82	N Jct	Calloway	17.6	1,478.4
3/9/10	0155	UP	U ELSPL	2	81	N Jct	Calloway	17.6	1,460.8
3/11/10	0242	UP	YUFWPL	2	37	N Jct	Calloway	17.6	686.4
3/17/10	0110	UP	UELSPL	4	78	N Jct	Calloway	17.6	1,443.2
3/18/10	2354	UP	UEIHPL	2	81	N Jct	Calloway	17.6	1,460.8
3/24/10	0305	UP	UELSPL	2	81	N Jct	Calloway	17.6	1,460.8
3/30/10	2328	UP	UEAEPL	2	80	N Jct	Calloway	17.6	1,443.2
4/1/10	0028	UP	UEDGPL	2	83	N Jct	Calloway	17.6	1,496.0
4/2/10	2221	UP	UEIHPL	2	82	N Jct	Calloway	17.6	1,478.4
4/6/10	2335	UP	UEFWPL	2	42	N Jct	Calloway	17.6	774.4
4/9/10	1913	UP	UEEBPL	3	81	N Jct	Calloway	17.6	1,478.4
4/13/10	0229	UP	UELSPL	3	81	N Jct	Calloway	17.6	1,478.4
4/14/10	0247	UP	UELSPL	3	81	N Jct	Calloway	17.6	1,478.4
4/16/10	0209	UP	UEWKPL	3	80	N Jct	Calloway	17.6	1,460.8
4/19/10	2024	UP	UEDGPL	2	82	N Jct	Calloway	17.6	1,478.4
4/21/10	0034	UP	UEFWPL	2	21	N Jct	Calloway	17.6	404.8
4/21/10	2026	UP	UEEBPL	3	81	N Jct	Calloway	17.6	1,478.4
4/27/10	0026	UP	UIEHPL	2	82	N Jct	Calloway	17.6	1,478.4
4/29/10	2107	UP	UECSPL	3	82	N Jct	Calloway	17.6	1,496.0
4/30/10	2310	UP	UEWKPL	3	82	N Jct	Calloway	17.6	1,496.0
5/7/10	2145	UP	UEWKPL	2	80	N Jct	Calloway	17.6	1,443.2
5/13/10	2247	UP	UEEBPL	2	80	N Jct	Calloway	17.6	1,443.2
5/18/10	0020	UP	UEIHPL	2	82	N Jct	Calloway	17.6	1,478.4
5/24/10	2002	UP	UEWKPL	3	82	N Jct	Calloway	17.6	1,496.0
5/26/10	2352	UP	UEDGPL	3	82	N Jct	Calloway	17.6	1,496.0
6/1/10	0153	UP	UEFWPL	2	22	N Jct	Calloway	17.6	422.4
6/4/10	0147	UP	UEEYPL	3	81	N Jct	Calloway	17.6	1,478.4
6/8/10	0150	UP	UEIHPL	2	82	N Jct	Calloway	17.6	1,478.4
6/10/10	2114	UP	UEWLPL	3	82	N Jct	Calloway	17.6	1,496.0
6/11/10	2314	UP	UELSPL	3	81	N Jct	Calloway	17.6	1,478.4
6/14/10	2255	UP	UEFEPL	3	81	N Jct	Calloway	17.6	1,478.4
6/18/10	0330	UP	UEIHPL	2	80	N Jct	Calloway	17.6	1,443.2

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/21/10	2212	UP	UEELPL	3	79	N Jct	Calloway	17.6	1,443.2
6/22/10	2329	UP	UEFWPL	1	17	N Jct	Calloway	17.6	316.8
6/30/10	0022	UP	UEFWPL	1	11	N Jct	Calloway	17.6	211.2
39		0.44	UP Freight moves per day						

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/1/10	2322	DGNO	DGLMODA	1	25	W Mockingbird	Brookhollow B	0.5	13.0
3/2/10	1054	DGNO	DGYMOMO	1	28	Brookhollow B	W Mockingbird	0.5	14.5
3/2/10	1244	DGNO	DGYMOMO	1	6	W Mockingbird	Brookhollow B	0.5	3.5
3/2/10	1507	DGNO	DGYMOMO	1	5	Brookhollow B	W Mockingbird	0.5	3.0
3/2/10	2118	DGNO	DGLMODA	1	16	W Mockingbird	Brookhollow B	0.5	8.5
3/3/10	0122	DGNO	DGLMOIR	1	1	W Mockingbird	Brookhollow B	0.5	1.0
3/3/10	0159	DGNO	DGLMOIR	1	2	Brookhollow B	W Mockingbird	0.5	1.5
3/3/10	0218	DGNO	DGLMOIR	2	42	W Mockingbird	Brookhollow B	0.5	22.0
3/3/10	0615	DGNO	DGYMOMO	1	9	Brookhollow B	W Mockingbird	0.5	5.0
3/3/10	0822	DGNO	DGLMOIR	2	7	Brookhollow B	W Mockingbird	0.5	4.5
3/3/10	2136	DGNO	DGLMODA	1	6	W Mockingbird	Brookhollow B	0.5	3.5
3/4/10	0443	DGNO	DGLMODA	1	15	Brookhollow B	W Mockingbird	0.5	8.0
3/4/10	1654	DGNO	DGXMOMO	1	16	W Mockingbird	Brookhollow B	0.5	8.5
3/4/10	1819	DGNO	DGXMOMO	1	0	Brookhollow B	W Mockingbird	0.5	0.5
3/4/10	2137	DGNO	DGLMODA	1	4	W Mockingbird	Brookhollow B	0.5	2.5
3/5/10	0649	DGNO	DGLMODA	1	18	Brookhollow B	W Mockingbird	0.5	9.5
3/5/10	2104	DGNO	DGLMODA	1	2	W Mockingbird	Brookhollow B	0.5	1.5
3/8/10	2101	DGNO	DGLMODA	1	0	W Mockingbird	Brookhollow B	0.5	0.5
3/8/10	2328	DGNO	DGLMOIR	1	7	Brookhollow B	W Mockingbird	0.5	4.0
3/9/10	0309	DGNO	DGLMODA	1	18	Brookhollow B	W Mockingbird	0.5	9.5
3/9/10	2137	DGNO	DGLMOIR	1	6	W Mockingbird	Brookhollow B	0.5	3.5
3/9/10	2159	DGNO	DGLMODA	1	7	W Mockingbird	Brookhollow B	0.5	4.0
3/10/10	0534	DGNO	DGLMODA	1	21	Brookhollow B	W Mockingbird	0.5	11.0
3/10/10	1553	DGNO	DGRMOMI	2	4	W Mockingbird	Brookhollow B	0.5	3.0
3/10/10	1752	DGNO	DGRMOMI	2	2	Brookhollow B	W Mockingbird	0.5	2.0
3/10/10	2158	DGNO	DGLMODA	1	15	W Mockingbird	Brookhollow B	0.5	8.0
3/11/10	0510	DGNO	DGLMODA	1	19	Brookhollow B	W Mockingbird	0.5	10.0
3/11/10	1244	DGNO	DGXMODA	1	22	W Mockingbird	Brookhollow B	0.5	11.5
3/11/10	1832	DGNO	DGXMODA	1	0	Brookhollow B	W Mockingbird	0.5	0.5
3/11/10	1913	DGNO	DGXMODA	1	16	W Mockingbird	Brookhollow B	0.5	8.5
3/11/10	2044	DGNO	DGXMODA	1	0	Brookhollow B	W Mockingbird	0.5	0.5
3/11/10	2053	DGNO	DGLMODA	1	8	W Mockingbird	Brookhollow B	0.5	4.5
3/12/10	0258	DGNO	DGLMODA	1	15	Brookhollow B	W Mockingbird	0.5	8.0
3/12/10	2113	DGNO	DGLMODA	1	3	W Mockingbird	Brookhollow B	0.5	2.0
3/15/10	2239	DGNO	DGLMODA	1	9	W Mockingbird	Brookhollow B	0.5	5.0
3/16/10	1408	DGNO	DGYMOMO	1	17	Brookhollow B	W Mockingbird	0.5	9.0
3/16/10	2137	DGNO	DGLMODA	1	12	W Mockingbird	Brookhollow B	0.5	6.5
3/17/10	0405	DGNO	DGLMODA	1	31	Brookhollow B	W Mockingbird	0.5	16.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/17/10	2328	DGNO	DGLMODA	1	15	W Mockingbird	Brookhollow B	0.5	8.0
3/18/10	0020	DGNO	DGYMOMO	1	0	W Mockingbird	Brookhollow B	0.5	0.5
3/18/10	0104	DGNO	DGYMOMO	1	3	Brookhollow B	W Mockingbird	0.5	2.0
3/18/10	0648	DGNO	DGLMODA	1	20	Brookhollow B	W Mockingbird	0.5	10.5
3/18/10	2218	DGNO	DGLMODa	1	10	W Mockingbird	Brookhollow B	0.5	5.5
3/19/10	0326	DGNO	DGLMODA	1	14	Brookhollow B	W Mockingbird	0.5	7.5
3/19/10	2217	DGNO	DGLMOIR	1	8	W Mockingbird	Brookhollow B	0.5	4.5
3/19/10	2259	DGNO	DGYMOMO	1	5	W Mockingbird	Brookhollow B	0.5	3.0
3/22/10	2110	DGNO	DGYMOMO	1	4	W Mockingbird	Brookhollow B	0.5	2.5
3/22/10	2335	DGNO	DGYMOMO	1	3	Brookhollow B	W Mockingbird	0.5	2.0
3/22/10	2345	DGNO	DGLMODA	1	18	W Mockingbird	Brookhollow B	0.5	9.5
3/23/10	0710	DGNO	DGLMODA	1	24	Brookhollow B	W Mockingbird	0.5	12.5
3/23/10	2346	DGNO	DGLMODA	1	15	W Mockingbird	Brookhollow B	0.5	8.0
3/24/10	1703	DGNO	DGXMODA	1	26	Brookhollow B	W Mockingbird	0.5	13.5
3/25/10	0032	DGNO	DGLMODA	1	19	W Mockingbird	Brookhollow B	0.5	10.0
3/25/10	0634	DGNO	DGLMODA	1	15	Brookhollow B	W Mockingbird	0.5	8.0
3/25/10	1759	DGNO	DGXMOMO	1	35	W Mockingbird	Brookhollow B	0.5	18.0
3/25/10	2302	DGNO	DGLMODA	1	11	W Mockingbird	Brookhollow B	0.5	6.0
3/26/10	0046	DGNO	DGXMOMO	1	1	Brookhollow B	W Mockingbird	0.5	1.0
3/26/10	0605	DGNO	DGLMODA	1	15	Brookhollow B	W Mockingbird	0.5	8.0
3/26/10	2258	DGNO	DGLMODA	1	8	W Mockingbird	Brookhollow B	0.5	4.5
3/29/10	2346	DGNO	DGLMODA	1	10	W Mockingbird	Brookhollow B	0.5	5.5
3/30/10	0342	DGNO	DGLMOIR	1	4	W Mockingbird	Brookhollow B	0.5	2.5
3/30/10	0501	DGNO	DGLMOIR	1	4	Brookhollow B	W Mockingbird	0.5	2.5
3/30/10	1245	DGNO	DGYMOMO	1	25	Brookhollow B	W Mockingbird	0.5	13.0
3/30/10	1344	DGNO	DGYMOMO	1	16	W Mockingbird	Brookhollow B	0.5	8.5
3/30/10	1844	DGNO	DGXMOMI	1	6	Brookhollow B	W Mockingbird	0.5	3.5
3/31/10	0013	DGNO	DGLMODA	1	17	W Mockingbird	Brookhollow B	0.5	9.0
3/31/10	1800	DGNO	EXTRA	1	5	W Mockingbird	Brookhollow B	0.5	3.0
3/31/10	2242	DGNO	EXTRA	1	18	Brookhollow B	W Mockingbird	0.5	9.5
4/1/10	0041	DGNO	DGLMOIR	1	15	W Mockingbird	Brookhollow B	0.5	8.0
4/1/10	0112	DGNO	DGLMOIR	1	0	Brookhollow B	W Mockingbird	0.5	0.5
4/1/10	0528	DGNO	DGLMODA	1	16	Brookhollow B	W Mockingbird	0.5	8.5
4/1/10	2221	DGNO	DGLMODA	1	5	W Mockingbird	Brookhollow B	0.5	3.0
4/2/10	0431	DGNO	DGLMODA	1	16	Brookhollow B	W Mockingbird	0.5	8.5
4/2/10	2340	DGNO	DGLMODA	1	20	W Mockingbird	Brookhollow B	0.5	10.5
4/5/10	2247	DGNO	DGLMODA	1	11	W Mockingbird	Brookhollow B	0.5	6.0
4/6/10	0639	DGNO	DGLMODA	1	27	Brookhollow B	W Mockingbird	0.5	14.0

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/6/10	1106	DGNO	DGYMOMO	1	5	W Mockingbird	Brookhollow B	0.5	3.0
4/6/10	1348	DGNO	DGYMOMO	1	6	Brookhollow B	W Mockingbird	0.5	3.5
4/6/10	2300	DGNO	DGLMODA	1	14	W Mockingbird	Brookhollow B	0.5	7.5
4/7/10	0601	DGNO	DGLMODA	1	22	Brookhollow B	W Mockingbird	0.5	11.5
4/7/10	1138	DGNO	B.B. Extra	1	43	W Mockingbird	Brookhollow B	0.5	22.0
4/7/10	1606	DGNO	EXTRA	1	2	Brookhollow B	W Mockingbird	0.5	1.5
4/7/10	2138	DGNO	DGLMODA	1	0	W Mockingbird	Brookhollow B	0.5	0.5
4/8/10	0338	DGNO	DGLMODA	1	16	Brookhollow B	W Mockingbird	0.5	8.5
4/8/10	2317	DGNO	DGLMODA	1	6	W Mockingbird	Brookhollow B	0.5	3.5
4/9/10	0643	DGNO	DGLMODA	1	17	Brookhollow B	W Mockingbird	0.5	9.0
4/9/10	2209	DGNO	DGLMODA	1	4	W Mockingbird	Brookhollow B	0.5	2.5
4/12/10	1755	DGNO	EXTRA	1	2	W Mockingbird	Brookhollow B	0.5	1.5
4/12/10	1903	DGNO	EXTRA	1	1	Brookhollow B	W Mockingbird	0.5	1.0
4/12/10	2325	DGNO	DGLMODA	1	13	W Mockingbird	Brookhollow B	0.5	7.0
4/13/10	0746	DGNO	DGLMODA	1	32	Brookhollow B	W Mockingbird	0.5	16.5
4/13/10	2339	DGNO	DGLMODA	1	20	W Mockingbird	Brookhollow B	0.5	10.5
4/14/10	0212	DGNO	DGLMOIR	1	5	Brookhollow B	W Mockingbird	0.5	3.0
4/14/10	0640	DGNO	DGLMODA	1	19	Brookhollow B	W Mockingbird	0.5	10.0
4/14/10	1813	DGNO	DGXMODA	2	39	W Mockingbird	Brookhollow B	0.5	20.5
4/15/10	0213	DGNO	DGLMODA	2	14	Brookhollow B	W Mockingbird	0.5	8.0
4/15/10	0315	DGNO	DGLMODA	1	1	W Mockingbird	Brookhollow B	0.5	1.0
4/15/10	0401	DGNO	DGLMODA	1	1	Brookhollow B	W Mockingbird	0.5	1.0
4/15/10	2307	DGNO	DGLMODA	1	14	W Mockingbird	Brookhollow B	0.5	7.5
4/16/10	0054	DGNO	DGYMOMO	1	0	W Mockingbird	Brookhollow B	0.5	0.5
4/16/10	0250	DGNO	DGYMOMO	1	3	Brookhollow B	W Mockingbird	0.5	2.0
4/16/10	0642	DGNO	DGLMODA	1	18	Brookhollow B	W Mockingbird	0.5	9.5
4/16/10	2155	DGNO	DGLMODA	1	8	W Mockingbird	Brookhollow B	0.5	4.5
4/19/10	1845	DGNO	DGXODA	1	20	W Mockingbird	Brookhollow B	0.5	10.5
4/19/10	2221	DGNO	DGLMODA	1	13	W Mockingbird	Brookhollow B	0.5	7.0
4/20/10	0040	DGNO	DGXMODA	1	2	Brookhollow B	W Mockingbird	0.5	1.5
4/20/10	0640	DGNO	DGLMODA	1	35	Brookhollow B	W Mockingbird	0.5	18.0
4/20/10	2104	DGNO	EXTRA	1	1	W Mockingbird	Brookhollow B	0.5	1.0
4/20/10	2157	DGNO	DGLMODA	1	16	W Mockingbird	Brookhollow B	0.5	8.5
4/20/10	2326	DGNO	EXTRA	1	2	Brookhollow B	W Mockingbird	0.5	1.5
4/21/10	0517	DGNO	DGLMODA	1	15	Brookhollow B	W Mockingbird	0.5	8.0
4/21/10	2238	DGNO	DGLMODA	1	7	W Mockingbird	Brookhollow B	0.5	4.0
4/22/10	0521	DGNO	DGLMODA	1	15	Brookhollow B	W Mockingbird	0.5	8.0
4/22/10	2306	DGNO	DGLMODA	1	16	W Mockingbird	Brookhollow B	0.5	8.5

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/23/10	0600	DGNO	DGLMODA	1	20	Brookhollow B	W Mockingbird	0.5	10.5
4/23/10	2307	DGNO	DGLMODA	1	12	W Mockingbird	Brookhollow B	0.5	6.5
4/26/10	2237	DGNO	DGLMODA	1	9	W Mockingbird	Brookhollow B	0.5	5.0
4/27/10	0742	DGNO	DGLMODA	1	26	Brookhollow B	W Mockingbird	0.5	13.5
4/27/10	2337	DGNO	DGLMODA	1	12	W Mockingbird	Brookhollow B	0.5	6.5
4/28/10	0601	DGNO	DGLMODA	1	18	Brookhollow B	W Mockingbird	0.5	9.5
4/28/10	0933	DGNO	DGYMOMO	1	2	W Mockingbird	Brookhollow B	0.5	1.5
4/28/10	1106	DGNO	DGYMOMO	1	1	Brookhollow B	W Mockingbird	0.5	1.0
4/28/10	2252	DGNO	DGLMODA	1	16	W Mockingbird	Brookhollow B	0.5	8.5
4/29/10	0532	DGNO	DGLMODA	1	12	Brookhollow B	W Mockingbird	0.5	6.5
4/29/10	1406	DGNO	DGXMODA	1	17	W Mockingbird	Brookhollow B	0.5	9.0
4/29/10	2034	DGNO	DGXMODA	1	6	Brookhollow B	W Mockingbird	0.5	3.5
4/29/10	2213	DGNO	DGLMODA	1	4	W Mockingbird	Brookhollow B	0.5	2.5
4/30/10	0637	DGNO	DGLMODA	1	19	Brookhollow B	W Mockingbird	0.5	10.0
4/30/10	2224	DGNO	DGLMODA	1	8	W Mockingbird	Brookhollow B	0.5	4.5
5/3/10	1346	DGNO	DGXMOMO	2	30	W Mockingbird	Brookhollow B	0.5	16.0
5/3/10	1851	DGNO	DGXMOMO	2	4	Brookhollow B	W Mockingbird	0.5	3.0
5/3/10	2202	DGNO	DGLMODA	1	1	W Mockingbird	Brookhollow B	0.5	1.0
5/4/10	0708	DGNO	DGLMODA	1	25	Brookhollow B	W Mockingbird	0.5	13.0
5/4/10	2236	DGNO	DGLMODA	1	5	W Mockingbird	Brookhollow B	0.5	3.0
5/5/10	0446	DGNO	DGLMODA	1	13	Brookhollow B	W Mockingbird	0.5	7.0
5/5/10	1814	DGNO	DGXMOMO	2	38	W Mockingbird	Brookhollow B	0.5	20.0
5/5/10	2322	DGNO	DGXMOMO	2	4	Brookhollow B	W Mockingbird	0.5	3.0
5/5/10	2332	DGNO	DGLMODA	1	5	W Mockingbird	Brookhollow B	0.5	3.0
5/6/10	0528	DGNO	DGLMODA	1	16	Brookhollow B	W Mockingbird	0.5	8.5
5/6/10	2235	DGNO	DGLMODA	1	8	W Mockingbird	Brookhollow B	0.5	4.5
5/7/10	0530	DGNO	DGLMODA	1	19	Brookhollow B	W Mockingbird	0.5	10.0
5/7/10	2236	DGNO	DGLMODA	1	4	W Mockingbird	Brookhollow B	0.5	2.5
5/10/10	1443	DGNO	DGXMODA	1	11	W Mockingbird	Brookhollow B	0.5	6.0
5/10/10	1751	DGNO	DGXMODA	1	0	Brookhollow B	W Mockingbird	0.5	0.5
5/10/10	2243	DGNO	DGLMODA	1	8	W Mockingbird	Brookhollow B	0.5	4.5
5/11/10	0644	DGNO	DGLMODA	1	22	Brookhollow B	W Mockingbird	0.5	11.5
5/11/10	2235	DGNO	DGLMODA	1	8	W Mockingbird	Brookhollow B	0.5	4.5
5/12/10	0637	DGNO	DGLMODA	1	20	Brookhollow B	W Mockingbird	0.5	10.5
5/12/10	2248	DGNO	DGLMODA	1	8	W Mockingbird	Brookhollow B	0.5	4.5
5/13/10	0708	DGNO	DGLMODA	1	19	Brookhollow B	W Mockingbird	0.5	10.0
5/14/10	0222	DGNO	DGLMODA	1	12	W Mockingbird	Brookhollow B	0.5	6.5
5/14/10	0334	DGNO	DGLMOIR	1	7	W Mockingbird	Brookhollow B	0.5	4.0

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5/14/10	0447	DGNO	DGLMOIR	1	3	Brookhollow B	W Mockingbird	0.5	2.0
5/14/10	0744	DGNO	DGLMODA	1	18	Brookhollow B	W Mockingbird	0.5	9.5
5/17/10	2316	DGNO	DGLMODA	1	2	W Mockingbird	Brookhollow B	0.5	1.5
5/18/10	1336	DGNO	DGYMOMO	1	30	Brookhollow B	W Mockingbird	0.5	15.5
5/18/10	2329	DGNO	DGLMODA	1	11	W Mockingbird	Brookhollow B	0.5	6.0
5/19/10	1435	DGNO	DGYMOMO	1	36	Brookhollow B	W Mockingbird	0.5	18.5
5/19/10	2328	DGNO	DGLMODA	1	12	W Mockingbird	Brookhollow B	0.5	6.5
5/20/10	0519	DGNO	DGLMODA	1	14	Brookhollow B	W Mockingbird	0.5	7.5
5/20/10	2239	DGNO	DGYMOMO	1	20	W Mockingbird	Brookhollow B	0.5	10.5
5/21/10	2030	DGNO	DGYMOMO	1	3	Brookhollow B	W Mockingbird	0.5	2.0
5/21/10	2326	DGNO	DGLMODA	1	18	W Mockingbird	Brookhollow B	0.5	9.5
5/25/10	0111	DGNO	DGLMODA	1	22	W Mockingbird	Brookhollow B	0.5	11.5
5/25/10	1213	DGNO	EXTRA	1	33	Brookhollow B	W Mockingbird	0.5	17.0
5/25/10	1614	DGNO	EXTRA	2	31	W Mockingbird	Brookhollow B	0.5	16.5
5/25/10	1931	DGNO	EXTRA	2	0	Brookhollow B	W Mockingbird	0.5	1.0
5/25/10	2147	DGNO	DGLMODA	1	8	W Mockingbird	Brookhollow B	0.5	4.5
5/26/10	0744	DGNO	DGLMODA	1	27	Brookhollow B	W Mockingbird	0.5	14.0
5/26/10	1847	DGNO	EXTRA	2	36	W Mockingbird	Brookhollow B	0.5	19.0
5/26/10	2302	DGNO	EXTRA	1	0	Brookhollow B	W Mockingbird	0.5	0.5
5/27/10	0332	DGNO	DGLMODA	1	18	Brookhollow B	W Mockingbird	0.5	9.5
5/27/10	1912	DGNO	DGLMOIR	1	0	W Mockingbird	Brookhollow B	0.5	0.5
5/27/10	2026	DGNO	DGLMOIR	1	2	Brookhollow B	W Mockingbird	0.5	1.5
5/27/10	2207	DGNO	DGLMODA	1	8	W Mockingbird	Brookhollow B	0.5	4.5
5/28/10	0614	DGNO	DGLMODA	1	20	Brookhollow B	W Mockingbird	0.5	10.5
5/28/10	2148	DGNO	DGLMODA	1	7	W Mockingbird	Brookhollow B	0.5	4.0
6/1/10	2312	DGNO	DGLMODA	1	13	W Mockingbird	Brookhollow B	0.5	7.0
6/2/10	0704	DGNO	DGLMODA	1	27	Brookhollow B	W Mockingbird	0.5	14.0
6/2/10	1832	DGNO	DGLMOIR	1	0	W Mockingbird	Brookhollow B	0.5	0.5
6/2/10	1926	DGNO	DGLMOIR	1	2	Brookhollow B	W Mockingbird	0.5	1.5
6/2/10	2327	DGNO	DGLMODA	1	24	W Mockingbird	Brookhollow B	0.5	12.5
6/3/10	0312	DGNO	DGRMODA	1	1	W Mockingbird	Brookhollow B	0.5	1.0
6/3/10	0359	DGNO	DGRMODA	1	3	Brookhollow B	W Mockingbird	0.5	2.0
6/3/10	0724	DGNO	DGLMODA	1	17	Brookhollow B	W Mockingbird	0.5	9.0
6/3/10	2003	DGNO	BROOKHOLLOW EX	1	60	W Mockingbird	Brookhollow B	0.5	30.5
6/4/10	0149	DGNO	EXTRA	1	0	Brookhollow B	W Mockingbird	0.5	0.5
6/4/10	0726	DGNO	DGYMOMO	1	23	Brookhollow B	W Mockingbird	0.5	12.0
6/4/10	2207	DGNO	DGLMODA	1	10	W Mockingbird	Brookhollow B	0.5	5.5

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6/8/10	0042	DGNO	DGLMODA	1	15	W Mockingbird	Brookhollow B	0.5	8.0
6/8/10	1214	DGNO	DGYMOMO	1	19	Brookhollow B	W Mockingbird	0.5	10.0
6/8/10	1845	DGNO	EXTRA	2	45	W Mockingbird	Brookhollow B	0.5	23.5
6/9/10	0115	DGNO	EXTRA	1	0	Brookhollow B	W Mockingbird	0.5	0.5
6/9/10	0704	DGNO	DGLMODA	1	27	Brookhollow B	W Mockingbird	0.5	14.0
6/9/10	2217	DGNO	DGLMODA	1	23	W Mockingbird	Brookhollow B	0.5	12.0
6/10/10	0636	DGNO	DGLMODA	1	15	Brookhollow B	W Mockingbird	0.5	8.0
6/10/10	1011	DGNO	DGYMOMO	2	16	W Mockingbird	Brookhollow B	0.5	9.0
6/10/10	1251	DGNO	DGYMOMO	2	5	Brookhollow B	W Mockingbird	0.5	3.5
6/10/10	2152	DGNO	DGLMODA	1	0	W Mockingbird	Brookhollow B	0.5	0.5
6/11/10	0533	DGNO	DGLMODA	1	20	Brookhollow B	W Mockingbird	0.5	10.5
6/11/10	2234	DGNO	DGLMODA	1	3	W Mockingbird	Brookhollow B	0.5	2.0
6/14/10	0837	DGNO	DGYMOMO	1	0	W Mockingbird	Brookhollow B	0.5	0.5
6/14/10	1019	DGNO	DGYMOMO	1	1	Brookhollow B	W Mockingbird	0.5	1.0
6/15/10	0030	DGNO	DGLMODA	1	16	W Mockingbird	Brookhollow B	0.5	8.5
6/15/10	1441	DGNO	DGYMOMO	1	0	W Mockingbird	EC Jct	0.5	0.5
6/16/10	0112	DGNO	DGLMODA	1	27	Brookhollow B	W Mockingbird	0.5	14.0
6/16/10	0158	DGNO	DGLMODA	1	16	W Mockingbird	Brookhollow B	0.5	8.5
6/16/10	0512	DGNO	DGLMODA	1	13	Brookhollow B	W Mockingbird	0.5	7.0
6/17/10	0043	DGNO	DGLMODA	1	15	W Mockingbird	Brookhollow B	0.5	8.0
6/17/10	0724	DGNO	DGLMODA	1	10	Brookhollow B	W Mockingbird	0.5	5.5
6/17/10	1006	DGNO	DGRMOMI	2	38	W Mockingbird	Brookhollow B	0.5	20.0
6/17/10	1551	DGNO	DGRMOMI	2	4	Brookhollow B	W Mockingbird	0.5	3.0
6/17/10	2236	DGNO	DGLMODA	1	7	W Mockingbird	Brookhollow B	0.5	4.0
6/18/10	0601	DGNO	DGLMODA	1	22	Brookhollow B	W Mockingbird	0.5	11.5
6/18/10	2207	DGNO	DGLMODA	1	1	W Mockingbird	Brookhollow B	0.5	1.0
6/21/10	2330	DGNO	DGLMODA	1	13	W Mockingbird	Brookhollow B	0.5	7.0
6/22/10	0604	DGNO	DGLMODA	1	21	Brookhollow B	W Mockingbird	0.5	11.0
6/23/10	0019	DGNO	DGLMODA	1	16	W Mockingbird	Brookhollow B	0.5	8.5
6/23/10	0941	DGNO	DGYMOMO	1	27	Brookhollow B	W Mockingbird	0.5	14.0
6/23/10	1004	DGNO	DGYMOMO	1	0	W Mockingbird	Brookhollow B	0.5	0.5
6/23/10	1428	DGNO	DGYMOMO	1	0	Brookhollow B	W Mockingbird	0.5	0.5
6/23/10	2327	DGNO	DGLMODA	1	10	W Mockingbird	Brookhollow B	0.5	5.5
6/24/10	0722	DGNO	DGLMODA	1	22	Brookhollow B	W Mockingbird	0.5	11.5
6/24/10	1226	DGNO	EXTRA	2	45	W Mockingbird	Brookhollow B	0.5	23.5
6/25/10	0451	DGNO	DGLMODA	2	27	Brookhollow B	W Mockingbird	0.5	14.5
6/25/10	2310	DGNO	DGLMODA	1	16	W Mockingbird	Brookhollow B	0.5	8.5
6/28/10	0856	DGNO	EXTRA	1	0	W Mockingbird	Brookhollow B	0.5	0.5

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/28/10	1224	DGNO	EXTRA	1	4	Brookhollow B	W Mockingbird	0.5	2.5
6/28/10	2217	DGNO	DGLMODA	1	9	W Mockingbird	Brookhollow B	0.5	5.0
6/29/10	0438	DGNO	DGLMODA	1	21	Brookhollow B	W Mockingbird	0.5	11.0
6/29/10	1107	DGNO	DGLMOMO	1	24	W Mockingbird	Brookhollow B	0.5	12.5
6/29/10	1604	DGNO	DGLMOMO	1	6	Brookhollow B	W Mockingbird	0.5	3.5
6/29/10	2303	DGNO	DGLMODA	1	3	W Mockingbird	Brookhollow B	0.5	2.0
6/30/10	0727	DGNO	DGLMODA	1	21	Brookhollow B	W Mockingbird	0.5	11.0
6/30/10	1957	DGNO	DGLMOIR	1	3	W Mockingbird	Brookhollow B	0.5	2.0
6/30/10	2031	DGNO	DGLMOIR	1	1	Brookhollow B	W Mockingbird	0.5	1.0
3/8/10	2209	DGNO	DGLMOIR	1	3	Wildwood	Brookhollow B	0.8	3.2
3/9/10	2254	DGNO	DGLMOIR	1	4	Brookhollow B	Wildwood	0.8	4.0
4/13/10	2346	DGNO	DGLMOIR	1	4	Wildwood	Brookhollow B	0.8	4.0
3/5/10	2135	DGNO	DGYMOMO	1	4	Wildwood	EC Jct	1.2	6.0
3/10/10	2050	DGNO	DGLMOIR	1	8	EC Jct	Wildwood	1.2	10.8
3/11/10	2342	DGNO	DGLMOIR	1	2	EC Jct	Wildwood	1.2	3.6
3/19/10	2305	DGNO	DGLMOIR	1	11	EC Jct	Wildwood	1.2	14.4
4/9/10	2216	DGNO	DGLMOIR	1	8	Wildwood	EC Jct	1.2	10.8
4/23/10	2305	DGNO	DGLMOIR	1	9	EC Jct	Wildwood	1.2	12.0
5/6/10	0006	DGNO	DGLMOIR	1	13	EC Jct	Wildwood	1.2	16.8
5/7/10	2310	DGNO	DGLMOIR	1	9	EC Jct	Wildwood	1.2	12.0
5/14/10	2214	DGNO	DGLMOIR	1	8	EC Jct	Wildwood	1.2	10.8
5/19/10	0056	DGNO	DGLMOIR	1	10	EC Jct	Wildwood	1.2	13.2
5/27/10	2326	DGNO	DGLMOIR	1	4	Wildwood	EC Jct	1.2	6.0
5/28/10	2203	DGNO	DGLMOIR	1	7	Wildwood	EC Jct	1.2	9.6
6/3/10	2157	DGNO	DGLMOIR	1	6	EC Jct	Wildwood	1.2	8.4
6/17/10	2224	DGNO	DGLMOIR	1	3	EC Jct	Wildwood	1.2	4.8
3/2/10	0058	DGNO	DGLMOIR	1	5	W Mockingbird	Wildwood	1.3	7.8
3/2/10	0235	DGNO	DGLMOIR	1	5	Wildwood	W Mockingbird	1.3	7.8
3/4/10	0008	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
3/4/10	0104	DGNO	DGLMOIR	1	4	Wildwood	W Mockingbird	1.3	6.5
3/4/10	2242	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
3/5/10	2044	DGNO	DGYMOMO	1	4	W Mockingbird	Wildwood	1.3	6.5
3/8/10	2053	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
3/9/10	2353	DGNO	DGLMOIR	1	6	Wildwood	W Mockingbird	1.3	9.1
3/10/10	2202	DGNO	DGLMOIR	1	9	Wildwood	W Mockingbird	1.3	13.0
3/12/10	1904	DGNO	DGLMOIR	1	2	W Mockingbird	Wildwood	1.3	3.9
3/15/10	2157	DGNO	DGLMOIR	1	2	W Mockingbird	Wildwood	1.3	3.9
3/15/10	2308	DGNO	DGLMOIR	1	5	Wildwood	W Mockingbird	1.3	7.8

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/17/10	0111	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
3/17/10	0232	DGNO	DGLMOIR	1	2	Wildwood	W Mockingbird	1.3	3.9
3/18/10	0017	DGNO	DGLMOIR	1	0	W Mockingbird	Wildwood	1.3	1.3
3/18/10	0058	DGNO	DGLMOIR	1	2	Wildwood	W Mockingbird	1.3	3.9
3/18/10	2212	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
3/22/10	0723	DGNO	DGYMOMO	1	1	W Mockingbird	Wildwood	1.3	2.6
3/22/10	0826	DGNO	DGYMOMO	1	4	Wildwood	W Mockingbird	1.3	6.5
3/23/10	0107	DGNO	DGLMOIR	1	6	W Mockingbird	Wildwood	1.3	9.1
3/23/10	0233	DGNO	DGLMOIR	1	1	Wildwood	W Mockingbird	1.3	2.6
3/23/10	2326	DGNO	DGLMOIR	1	1	W Mockingbird	Wildwood	1.3	2.6
3/24/10	0024	DGNO	DGLMOIR	1	2	Wildwood	W Mockingbird	1.3	3.9
3/24/10	2112	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
3/24/10	2248	DGNO	DGLMOIR	1	4	Wildwood	W Mockingbird	1.3	6.5
3/25/10	2258	DGNO	DGLMOIR	1	2	W Mockingbird	Wildwood	1.3	3.9
3/29/10	2237	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
3/30/10	0047	DGNO	DGLMOIR	1	3	Wildwood	W Mockingbird	1.3	5.2
3/31/10	0040	DGNO	DGLMOIR	1	2	W Mockingbird	Wildwood	1.3	3.9
3/31/10	0143	DGNO	DGLMOIR	1	2	Wildwood	W Mockingbird	1.3	3.9
3/31/10	2216	DGNO	DGLMOIR	1	1	W Mockingbird	Wildwood	1.3	2.6
3/31/10	2301	DGNO	DGLMOIR	1	1	Wildwood	W Mockingbird	1.3	2.6
4/1/10	2050	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
4/1/10	2156	DGNO	DGLMOIR	1	1	Wildwood	W Mockingbird	1.3	2.6
4/2/10	2107	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
4/2/10	2159	DGNO	DGLMOIR	1	1	Wildwood	W Mockingbird	1.3	2.6
4/5/10	2342	DGNO	DGLMOIR	1	2	W Mockingbird	Wildwood	1.3	3.9
4/6/10	0049	DGNO	DGLMOIR	1	4	Wildwood	W Mockingbird	1.3	6.5
4/7/10	0034	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
4/7/10	0158	DGNO	DGLMOIR	1	3	Wildwood	W Mockingbird	1.3	5.2
4/8/10	1355	DGNO	DGYMOMO	1	2	W Mockingbird	Wildwood	1.3	3.9
4/8/10	1537	DGNO	DGYMOMO	1	1	Wildwood	W Mockingbird	1.3	2.6
4/9/10	2104	DGNO	DGLMOIR	1	8	W Mockingbird	Wildwood	1.3	11.7
4/12/10	2121	DGNO	DGLMOIR	1	2	W Mockingbird	Wildwood	1.3	3.9
4/12/10	2236	DGNO	DGLMOIR	1	5	Wildwood	W Mockingbird	1.3	7.8
4/13/10	2236	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
4/15/10	0017	DGNO	DGLMOIR	1	7	W Mockingbird	Wildwood	1.3	10.4
4/16/10	0027	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
4/16/10	2342	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
4/19/10	2304	DGNO	DGLMOIR	1	1	W Mockingbird	Wildwood	1.3	2.6

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/20/10	0030	DGNO	DGLMOIR	1	2	Wildwood	W Mockingbird	1.3	3.9
4/20/10	2101	DGNO	DGLMOIR	1	2	W Mockingbird	Wildwood	1.3	3.9
4/20/10	2221	DGNO	DGLMOIR	1	0	Wildwood	W Mockingbird	1.3	1.3
4/22/10	0003	DGNO	DGLMOIR	1	1	W Mockingbird	Wildwood	1.3	2.6
4/22/10	0117	DGNO	DGLMOIR	1	1	Wildwood	W Mockingbird	1.3	2.6
4/22/10	2240	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
4/26/10	2325	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
4/27/10	0110	DGNO	DGLMOIR	1	4	Wildwood	W Mockingbird	1.3	6.5
4/28/10	0116	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
4/29/10	2259	DGNO	DGLMOIR	1	2	W Mockingbird	Wildwood	1.3	3.9
4/30/10	2346	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
5/3/10	2246	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
5/4/10	0002	DGNO	DGLMOIR	1	6	Wildwood	W Mockingbird	1.3	9.1
5/6/10	0138	DGNO	DGLMOIR	1	11	Wildwood	W Mockingbird	1.3	15.6
5/7/10	0001	DGNO	DGLMODA	1	2	W Mockingbird	Wildwood	1.3	3.9
5/11/10	0055	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
5/11/10	0227	DGNO	DGLMOIR	1	5	Wildwood	W Mockingbird	1.3	7.8
5/11/10	2241	DGNO	DGLMOIR	1	1	W Mockingbird	Wildwood	1.3	2.6
5/11/10	2335	DGNO	DGLMOIR	1	1	Wildwood	W Mockingbird	1.3	2.6
5/13/10	0112	DGNO	DGLMOIR	1	5	W Mockingbird	Wildwood	1.3	7.8
5/13/10	2033	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
5/13/10	2201	DGNO	DGLMOIR	1	3	Wildwood	W Mockingbird	1.3	5.2
5/14/10	2339	DGNO	DGLMOIR	1	9	Wildwood	W Mockingbird	1.3	13.0
5/17/10	2252	DGNO	DGLMOIR	1	13	W Mockingbird	Wildwood	1.3	18.2
5/18/10	0001	DGNO	DGLMOIR	1	2	Wildwood	W Mockingbird	1.3	3.9
5/19/10	0156	DGNO	DGLMOIR	1	15	Wildwood	W Mockingbird	1.3	20.8
5/19/10	0241	DGNO	DGLMOIR	1	6	W Mockingbird	Wildwood	1.3	9.1
5/19/10	0400	DGNO	DGLMOIR	1	1	Wildwood	W Mockingbird	1.3	2.6
5/20/10	0244	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
5/20/10	0439	DGNO	DGLMOIR	1	2	Wildwood	W Mockingbird	1.3	3.9
5/20/10	1916	DGNO	DGLMOIR	1	1	W Mockingbird	Wildwood	1.3	2.6
5/20/10	2031	DGNO	DGLMOIR	1	3	Wildwood	W Mockingbird	1.3	5.2
5/25/10	2310	DGNO	DGLMOIR	1	5	W Mockingbird	Wildwood	1.3	7.8
5/26/10	0034	DGNO	DGLMOIR	1	4	Wildwood	W Mockingbird	1.3	6.5
5/26/10	2250	DGNO	DGLMOIR	1	7	W Mockingbird	Wildwood	1.3	10.4
5/27/10	2156	DGNO	DGLMOIR	1	6	W Mockingbird	Wildwood	1.3	9.1
5/28/10	2036	DGNO	DGLMOIR	1	6	W Mockingbird	Wildwood	1.3	9.1
6/2/10	0040	DGNO	DGLMOIR	1	5	W Mockingbird	Wildwood	1.3	7.8

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/2/10	0239	DGNO	DGLMOIR	1	4	Wildwood	W Mockingbird	1.3	6.5
6/3/10	0001	DGNO	DGLMOIR	1	6	W Mockingbird	Wildwood	1.3	9.1
6/3/10	0144	DGNO	DGLMOIR	1	5	Wildwood	W Mockingbird	1.3	7.8
6/3/10	2325	DGNO	DGLMOIR	1	7	Wildwood	W Mockingbird	1.3	10.4
6/4/10	2330	DGNO	DGLMOIR	1	2	W Mockingbird	Wildwood	1.3	3.9
6/8/10	2102	DGNO	DGLMOIR	1	6	W Mockingbird	Wildwood	1.3	9.1
6/8/10	2258	DGNO	DGLMOIR	1	5	Wildwood	W Mockingbird	1.3	7.8
6/10/10	2220	DGNO	DGLMOIR	1	2	W Mockingbird	Wildwood	1.3	3.9
6/15/10	0040	DGNO	DGLMOIR	1	2	W Mockingbird	Wildwood	1.3	3.9
6/15/10	0154	DGNO	DGLMOIR	1	3	Wildwood	W Mockingbird	1.3	5.2
6/16/10	0038	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
6/16/10	0224	DGNO	DGLMOIR	1	5	Wildwood	W Mockingbird	1.3	7.8
6/17/10	0007	DGNO	DGLMOIR	1	2	Wildwood	W Mockingbird	1.3	3.9
6/18/10	0004	DGNO	DGLMOIR	1	7	Wildwood	W Mockingbird	1.3	10.4
6/22/10	0104	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
6/23/10	1912	DGNO	DGLMOIR	1	1	W Mockingbird	Wildwood	1.3	2.6
6/23/10	2025	DGNO	DGLMOIR	1	2	Wildwood	W Mockingbird	1.3	3.9
6/24/10	2135	DGNO	DGLMOIR	1	4	W Mockingbird	Wildwood	1.3	6.5
6/24/10	2253	DGNO	DGLMOIR	1	2	Wildwood	W Mockingbird	1.3	3.9
6/25/10	2322	DGNO	DGLMOIR	1	3	W Mockingbird	Wildwood	1.3	5.2
6/29/10	0431	DGNO	DGYMOMO	1	0	W Mockingbird	Wildwood	1.3	1.3
6/29/10	0510	DGNO	DGYMOMO	1	6	Wildwood	W Mockingbird	1.3	9.1
6/30/10	0340	DGNO	DGYMOMO	1	2	W Mockingbird	Wildwood	1.3	3.9
6/30/10	0435	DGNO	DGYMOMO	1	2	Wildwood	W Mockingbird	1.3	3.9
4/5/10	2300	DGNO	DGLMOIR	1	13	EC Jct	W Mockingbird	2.4	33.6
3/1/10	2043	DGNO	DGTCAMO	2	52	EC Jct	W Mockingbird	2.5	135.0
3/1/10	2106	DGNO	DGLMOIR	1	17	W Mockingbird	EC Jct	2.5	45.0
3/1/10	2328	DGNO	DGLMOIR	1	15	EC Jct	W Mockingbird	2.5	40.0
3/2/10	0213	DGNO	DGTCAMO	2	61	W Mockingbird	EC Jct	2.5	157.5
3/2/10	2031	DGNO	DGLMOIR	1	7	W Mockingbird	EC Jct	2.5	20.0
3/2/10	2125	DGNO	DGTCAMO	2	40	EC Jct	W Mockingbird	2.5	105.0
3/2/10	2158	DGNO	DGLMOIR	1	8	EC Jct	W Mockingbird	2.5	22.5
3/3/10	0009	DGNO	DGTCAMO	3	62	W Mockingbird	EC Jct	2.5	162.5
3/3/10	2206	DGNO	DGTCAMO	3	33	EC Jct	W Mockingbird	2.5	90.0
3/3/10	2222	DGNO	DGLMOIR	1	6	W Mockingbird	EC Jct	2.5	17.5
3/3/10	2322	DGNO	DGLMOIR	1	11	EC Jct	W Mockingbird	2.5	30.0
3/3/10	2347	DGNO	DGTCAMO	2	41	W Mockingbird	EC Jct	2.5	107.5
3/4/10	2009	DGNO	DGLMOIR	1	10	W Mockingbird	EC Jct	2.5	27.5

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3/4/10	2158	DGNO	DGLMOIR	1	8	EC Jct	W Mockingbird	2.5	22.5
3/4/10	2341	DGNO	DGTCAMO	3	55	W Mockingbird	EC Jct	2.5	145.0
3/5/10	1914	DGNO	DGTCAMO	3	40	EC Jct	W Mockingbird	2.5	107.5
3/5/10	2120	DGNO	DGTCAMO	3	43	W Mockingbird	EC Jct	2.5	115.0
3/5/10	2209	DGNO	DGYMOMO	1	6	EC Jct	W Mockingbird	2.5	17.5
3/8/10	1913	DGNO	DGLMOIR	1	6	W Mockingbird	EC Jct	2.5	17.5
3/8/10	2010	DGNO	DGLMOIR	1	6	EC Jct	W Mockingbird	2.5	17.5
3/8/10	2103	DGNO	DGTCAMO	2	20	EC Jct	W Mockingbird	2.5	55.0
3/8/10	2324	DGNO	DGTCAMO	3	32	W Mockingbird	EC Jct	2.5	87.5
3/9/10	2001	DGNO	DGLMOIR	1	12	W Mockingbird	EC Jct	2.5	32.5
3/9/10	2116	DGNO	DGLMOIR	1	6	EC Jct	W Mockingbird	2.5	17.5
3/9/10	2239	DGNO	DGTCAMO	2	64	EC Jct	W Mockingbird	2.5	165.0
3/10/10	0148	DGNO	DGTCAMO	2	39	W Mockingbird	EC Jct	2.5	102.5
3/10/10	1937	DGNO	DGLMOIR	1	9	W Mockingbird	EC Jct	2.5	25.0
3/10/10	2000	DGNO	DGTCAMO	1	5	EC Jct	W Mockingbird	2.5	15.0
3/11/10	0003	DGNO	DGTCAMO	1	6	W Mockingbird	EC Jct	2.5	17.5
3/11/10	1429	DGNO	DGRMODA	2	36	W Mockingbird	EC Jct	2.5	95.0
3/11/10	1627	DGNO	DGRMODA	2	38	EC Jct	W Mockingbird	2.5	100.0
3/11/10	1922	DGNO	DGLMOIR	1	6	W Mockingbird	EC Jct	2.5	17.5
3/11/10	2117	DGNO	DGLMOIR	1	13	EC Jct	W Mockingbird	2.5	35.0
3/11/10	2302	DGNO	DGLMOIR	1	25	W Mockingbird	EC Jct	2.5	65.0
3/12/10	2250	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0
3/12/10	2339	DGNO	DGLMOIR	1	5	EC Jct	W Mockingbird	2.5	15.0
3/16/10	0003	DGNO	DGLMOIR	1	13	W Mockingbird	EC Jct	2.5	35.0
3/16/10	0144	DGNO	DGLMOIR	1	13	EC Jct	W Mockingbird	2.5	35.0
3/16/10	0206	DGNO	DGTCAMO	2	48	W Mockingbird	EC Jct	2.5	125.0
3/16/10	1931	DGNO	DGTCAMO	2	51	EC Jct	W Mockingbird	2.5	132.5
3/16/10	2045	DGNO	DGLMOIR	1	8	W Mockingbird	EC Jct	2.5	22.5
3/16/10	2250	DGNO	DGLMOIR	1	10	EC Jct	W Mockingbird	2.5	27.5
3/17/10	0045	DGNO	DGTCAMO	2	40	W Mockingbird	EC Jct	2.5	105.0
3/17/10	2006	DGNO	DGTCAMO	2	26	EC Jct	W Mockingbird	2.5	70.0
3/17/10	2038	DGNO	DGLMOIR	1	7	W Mockingbird	EC Jct	2.5	20.0
3/17/10	2242	DGNO	DGLMOIR	1	6	EC Jct	W Mockingbird	2.5	17.5
3/18/10	0130	DGNO	DGTCAN	2	50	W Mockingbird	EC Jct	2.5	130.0
3/18/10	1913	DGNO	DGLMOIR	1	9	W Mockingbird	EC Jct	2.5	25.0
3/18/10	2047	DGNO	DGLMOIR	1	10	EC Jct	W Mockingbird	2.5	27.5
3/18/10	2338	DGNO	DGTCAMO	2	47	EC Jct	W Mockingbird	2.5	122.5
3/19/10	0113	DGNO	DGTCAMO	2	40	W Mockingbird	EC Jct	2.5	105.0

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/19/10	1916	DGNO	DGTCAMO	2	51	EC Jct	W Mockingbird	2.5	132.5
3/19/10	2100	DGNO	DGTCAMO	2	30	W Mockingbird	EC Jct	2.5	80.0
3/19/10	2138	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0
3/22/10	1921	DGNO	DGTCAMO	2	34	EC Jct	W Mockingbird	2.5	90.0
3/22/10	2104	DGNO	DGLMOIR	1	18	W Mockingbird	EC Jct	2.5	47.5
3/22/10	2115	DGNO	DGTCAMO	2	27	W Mockingbird	EC Jct	2.5	72.5
3/22/10	2301	DGNO	DGLMOIR	1	12	EC Jct	W Mockingbird	2.5	32.5
3/23/10	2026	DGNO	DGLMOIR	1	6	W Mockingbird	EC Jct	2.5	17.5
3/23/10	2152	DGNO	DGTCAMO	2	96	EC Jct	W Mockingbird	2.5	245.0
3/23/10	2243	DGNO	DGLMOIR	1	9	EC Jct	W Mockingbird	2.5	25.0
3/24/10	0040	DGNO	DGTCAMO	2	37	W Mockingbird	EC Jct	2.5	97.5
3/24/10	1858	DGNO	DGTCAMO	2	17	EC Jct	W Mockingbird	2.5	47.5
3/24/10	2325	DGNO	DGTCAMO	2	27	W Mockingbird	EC Jct	2.5	72.5
3/24/10	2339	DGNO	DGLMOIR	1	8	W Mockingbird	EC Jct	2.5	22.5
3/25/10	0106	DGNO	DGLMOIR	1	14	EC Jct	W Mockingbird	2.5	37.5
3/25/10	1913	DGNO	DGTCAMO	2	30	EC Jct	W Mockingbird	2.5	80.0
3/25/10	2028	DGNO	DGLMOIR	1	7	W Mockingbird	EC Jct	2.5	20.0
3/25/10	2109	DGNO	DGTCAMO	2	47	W Mockingbird	EC Jct	2.5	122.5
3/25/10	2159	DGNO	DGLMOIR	1	12	EC Jct	W Mockingbird	2.5	32.5
3/26/10	1656	DGNO	DGTCAMO	2	11	EC Jct	W Mockingbird	2.5	32.5
3/26/10	1823	DGNO	DGTCAMO	2	26	W Mockingbird	EC Jct	2.5	70.0
3/29/10	1129	DGNO	DGYMOMO	1	0	W Mockingbird	EC Jct	2.5	2.5
3/29/10	1202	DGNO	DGYMOMO	1	26	EC Jct	W Mockingbird	2.5	67.5
3/29/10	1914	DGNO	DGTCAMO	2	24	EC Jct	W Mockingbird	2.5	65.0
3/30/10	0102	DGNO	DGTCAMO	2	40	W Mockingbird	EC Jct	2.5	105.0
3/30/10	0123	DGNO	DGLMOIR	1	18	W Mockingbird	EC Jct	2.5	47.5
3/30/10	0215	DGNO	DGLMOIR	1	9	EC Jct	W Mockingbird	2.5	25.0
3/30/10	1920	DGNO	DGTCAMO	2	48	EC Jct	W Mockingbird	2.5	125.0
3/30/10	2103	DGNO	DGTCAMO	2	19	W Mockingbird	EC Jct	2.5	52.5
3/30/10	2218	DGNO	DGLMOIR	1	8	W Mockingbird	EC Jct	2.5	22.5
3/30/10	2323	DGNO	DGLMOIR	1	9	EC Jct	W Mockingbird	2.5	25.0
3/31/10	1916	DGNO	DGTCAMO	2	46	EC Jct	W Mockingbird	2.5	120.0
3/31/10	1939	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0
3/31/10	2113	DGNO	DGTCAMO	2	59	W Mockingbird	EC Jct	2.5	152.5
3/31/10	2137	DGNO	DGLMOIR	1	12	EC Jct	W Mockingbird	2.5	32.5
4/1/10	1923	DGNO	DGTCAMO	2	45	EC Jct	W Mockingbird	2.5	117.5
4/1/10	2137	DGNO	DGTCAMO	2	67	W Mockingbird	EC Jct	2.5	172.5
4/1/10	2331	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/2/10	1919	DGNO	DGTCAMO	2	22	EC Jct	W Mockingbird	2.5	60.0
4/2/10	2347	DGNO	DGLMOIR	1	10	W Mockingbird	EC Jct	2.5	27.5
4/5/10	2135	DGNO	DGLMOIR	1	8	W Mockingbird	EC Jct	2.5	22.5
4/6/10	0008	DGNO	DGTCAMO	2	16	W Mockingbird	EC Jct	2.5	45.0
4/6/10	2031	DGNO	DGTCAMO	2	39	EC Jct	W Mockingbird	2.5	102.5
4/6/10	2137	DGNO	DGLMOIR	1	8	W Mockingbird	EC Jct	2.5	22.5
4/6/10	2256	DGNO	DGLMOIR	1	9	EC Jct	W Mockingbird	2.5	25.0
4/7/10	0229	DGNO	DGTCAMO	2	39	W Mockingbird	EC Jct	2.5	102.5
4/7/10	2149	DGNO	DGTCAMO	2	40	EC Jct	W Mockingbird	2.5	105.0
4/8/10	0030	DGNO	DGTCAMO	2	46	W Mockingbird	EC Jct	2.5	120.0
4/8/10	0334	DGNO	DGYMOMO	1	8	W Mockingbird	EC Jct	2.5	22.5
4/8/10	0434	DGNO	DGYMOMO	1	5	EC Jct	W Mockingbird	2.5	15.0
4/8/10	2155	DGNO	DGTCAMO	3	60	EC Jct	W Mockingbird	2.5	157.5
4/8/10	2217	DGNO	DGLMOIR	1	10	W Mockingbird	EC Jct	2.5	27.5
4/9/10	0333	DGNO	DGTCAMO	3	44	W Mockingbird	EC Jct	2.5	117.5
4/9/10	2115	DGNO	DGTCAMO	2	33	EC Jct	W Mockingbird	2.5	87.5
4/9/10	2307	DGNO	DGTCAMO	2	36	W Mockingbird	EC Jct	2.5	95.0
4/9/10	2335	DGNO	DGLMOIR	1	9	EC Jct	W Mockingbird	2.5	25.0
4/12/10	2003	DGNO	DGTCAMO	2	28	EC Jct	W Mockingbird	2.5	75.0
4/12/10	2216	DGNO	DGTCAMO	2	52	W Mockingbird	EC Jct	2.5	135.0
4/13/10	0051	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0
4/13/10	0233	DGNO	DGLMOIR	1	6	EC Jct	W Mockingbird	2.5	17.5
4/13/10	1448	DGNO	DGYMOMO	1	0	W Mockingbird	EC Jct	2.5	2.5
4/13/10	1535	DGNO	DGYMOMO	1	8	EC Jct	W Mockingbird	2.5	22.5
4/13/10	1932	DGNO	DGLMOIR	1	5	W Mockingbird	EC Jct	2.5	15.0
4/13/10	2008	DGNO	DGTCAMO	2	25	EC Jct	N Jct	2.5	67.5
4/13/10	2103	DGNO	DGLMOIR	1	9	EC Jct	W Mockingbird	2.5	25.0
4/13/10	2157	DGNO	DGTCAMO	2	54	W Mockingbird	EC Jct	2.5	140.0
4/14/10	2005	DGNO	DGTCAMO	2	65	EC Jct	W Mockingbird	2.5	167.5
4/14/10	2138	DGNO	DGLMOIR	1	8	W Mockingbird	EC Jct	2.5	22.5
4/14/10	2307	DGNO	DGLMOIR	1	6	EC Jct	W Mockingbird	2.5	17.5
4/15/10	0251	DGNO	DGTCAMO	3	33	W Mockingbird	EC Jct	2.5	90.0
4/15/10	2037	DGNO	DGLMOIR	1	9	W Mockingbird	EC Jct	2.5	25.0
4/15/10	2228	DGNO	DGTCAMO	2	32	EC Jct	W Mockingbird	2.5	85.0
4/15/10	2258	DGNO	DGLMOIR	1	8	EC Jct	W Mockingbird	2.5	22.5
4/16/10	0050	DGNO	DGTCAMO	2	39	W Mockingbird	EC Jct	2.5	102.5
4/16/10	1938	DGNO	DGXMODA	1	15	W Mockingbird	EC Jct	2.5	40.0
4/16/10	2041	DGNO	DGLMOIR	1	7	W Mockingbird	EC Jct	2.5	20.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/16/10	2109	DGNO	DGXMODA	1	53	EC Jct	W Mockingbird	2.5	135.0
4/16/10	2226	DGNO	DGLMOIR	1	11	EC Jct	W Mockingbird	2.5	30.0
4/19/10	1654	DGNO	DGTCAMO	1	14	W Mockingbird	EC Jct	2.5	37.5
4/19/10	1957	DGNO	DGLMOIR	1	12	W Mockingbird	EC Jct	2.5	32.5
4/19/10	2145	DGNO	DGLMOIR	1	22	EC Jct	W Mockingbird	2.5	57.5
4/20/10	1327	DGNO	DGYMOMO	2	49	W Mockingbird	EC Jct	2.5	127.5
4/20/10	1452	DGNO	DGYMOMO	2	0	EC Jct	W Mockingbird	2.5	5.0
4/20/10	2211	DGNO	DGTCAMO	3	44	EC Jct	W Mockingbird	2.5	117.5
4/20/10	2322	DGNO	DGLMOIR	1	9	W Mockingbird	EC Jct	2.5	25.0
4/21/10	0055	DGNO	DGLMOIR	1	16	EC Jct	W Mockingbird	2.5	42.5
4/21/10	0212	DGNO	DGTCAMO	2	65	W Mockingbird	EC Jct	2.5	167.5
4/21/10	1629	DGNO	DGYMOMO	1	16	W Mockingbird	EC Jct	2.5	42.5
4/21/10	1759	DGNO	DGYMOMO	1	23	EC Jct	W Mockingbird	2.5	60.0
4/21/10	2115	DGNO	DGLMOIR	1	7	W Mockingbird	EC Jct	2.5	20.0
4/21/10	2214	DGNO	DGTCAMO	2	51	EC Jct	W Mockingbird	2.5	132.5
4/21/10	2306	DGNO	DGLMOIR	1	8	EC Jct	W Mockingbird	2.5	22.5
4/22/10	0106	DGNO	DGTCAMO	2	16	W Mockingbird	EC Jct	2.5	45.0
4/22/10	1958	DGNO	DGLMOIR	1	10	W Mockingbird	EC Jct	2.5	27.5
4/22/10	2137	DGNO	DGLMOIR	1	5	EC Jct	W Mockingbird	2.5	15.0
4/23/10	0008	DGNO	DGTCAMO	2	60	EC Jct	W Mockingbird	2.5	155.0
4/23/10	0222	DGNO	DGTCAMO	2	50	W Mockingbird	EC Jct	2.5	130.0
4/23/10	1940	DGNO	DGTCAMO	2	27	EC Jct	W Mockingbird	2.5	72.5
4/23/10	2142	DGNO	DGTCAMO	2	33	W Mockingbird	EC Jct	2.5	87.5
4/23/10	2157	DGNO	DGLMOIR	1	8	W Mockingbird	EC Jct	2.5	22.5
4/26/10	2028	DGNO	DGTCAMO	2	22	EC Jct	W Mockingbird	2.5	60.0
4/26/10	2055	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0
4/26/10	2203	DGNO	DGTCAMO	2	22	W Mockingbird	EC Jct	2.5	60.0
4/26/10	2240	DGNO	DGLMOIR	1	11	EC Jct	W Mockingbird	2.5	30.0
4/27/10	2121	DGNO	DGTCAMO	2	69	EC Jct	W Mockingbird	2.5	177.5
4/27/10	2206	DGNO	DGLMOIR	1	8	W Mockingbird	EC Jct	2.5	22.5
4/28/10	0003	DGNO	DGLMOIR	1	10	EC Jct	W Mockingbird	2.5	27.5
4/28/10	0055	DGNO	DGTCAMO	2	75	W Mockingbird	EC Jct	2.5	192.5
4/28/10	2250	DGNO	DGTCAMO	2	13	EC Jct	W Mockingbird	2.5	37.5
4/29/10	0056	DGNO	DGTCAMO	1	15	W Mockingbird	EC Jct	2.5	40.0
4/29/10	2013	DGNO	DGLMOIR	1	14	W Mockingbird	EC Jct	2.5	37.5
4/29/10	2219	DGNO	DGLMOIR	1	12	EC Jct	W Mockingbird	2.5	32.5
4/30/10	0015	DGNO	DGTCAMO	2	65	EC Jct	W Mockingbird	2.5	167.5
4/30/10	0236	DGNO	DGTCAMO	2	52	W Mockingbird	EC Jct	2.5	135.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/30/10	1607	DGNO	DGXMODA	1	32	W Mockingbird	EC Jct	2.5	82.5
4/30/10	1717	DGNO	DGXMODA	1	20	EC Jct	W Mockingbird	2.5	52.5
4/30/10	2021	DGNO	DGTCAMO	1	6	EC Jct	W Mockingbird	2.5	17.5
4/30/10	2124	DGNO	DGLMOIR	1	10	W Mockingbird	EC Jct	2.5	27.5
4/30/10	2359	DGNO	DGTCAMO	2	14	W Mockingbird	EC Jct	2.5	40.0
5/3/10	1352	DGNO	DGYMOMO	1	15	W Mockingbird	EC Jct	2.5	40.0
5/3/10	1535	DGNO	DGYMOMO	1	11	EC Jct	W Mockingbird	2.5	30.0
5/3/10	2046	DGNO	DGLMOIR	1	9	W Mockingbird	EC Jct	2.5	25.0
5/3/10	2213	DGNO	DGLMOIR	1	11	EC Jct	W Mockingbird	2.5	30.0
5/3/10	2330	DGNO	DGTCAMO	2	35	EC Jct	W Mockingbird	2.5	92.5
5/4/10	0412	DGNO	DGTCAMO	4	28	W Mockingbird	EC Jct	2.5	80.0
5/4/10	2037	DGNO	DGTCAMO	3	33	EC Jct	W Mockingbird	2.5	90.0
5/4/10	2205	DGNO	DGTCAMO	2	22	W Mockingbird	EC Jct	2.5	60.0
5/4/10	2158	DGNO	DGLMOIR	1	6	W Mockingbird	EC Jct	2.5	17.5
5/4/10	2308	DGNO	DGLMOIR	1	8	EC Jct	W Mockingbird	2.5	22.5
5/5/10	2142	DGNO	DGTCAMO	2	48	EC Jct	W Mockingbird	2.5	125.0
5/5/10	2241	DGNO	DGLMOIR	1	12	W Mockingbird	EC Jct	2.5	32.5
5/6/10	0221	DGNO	DGTCAMO	2	39	W Mockingbird	EC Jct	2.5	102.5
5/6/10	2027	DGNO	DGTCAMO	2	47	EC Jct	W Mockingbird	2.5	122.5
5/6/10	2156	DGNO	DGLMOIR	1	4	W Mockingbird	EC Jct	2.5	12.5
5/6/10	2300	DGNO	DGTCAMO	2	36	W Mockingbird	EC Jct	2.5	95.0
5/6/10	2330	DGNO	DGLMODA	1	9	EC Jct	W Mockingbird	2.5	25.0
5/7/10	2026	DGNO	DGTCAMO	2	34	EC Jct	W Mockingbird	2.5	90.0
5/7/10	2156	DGNO	DGLMOIR	1	9	W Mockingbird	EC Jct	2.5	25.0
5/10/10	2217	DGNO	DGTCAMO	2	54	EC Jct	W Mockingbird	2.5	140.0
5/10/10	2238	DGNO	DGLMOIR	1	18	W Mockingbird	EC Jct	2.5	47.5
5/11/10	0001	DGNO	DGLMOIR	1	8	EC Jct	W Mockingbird	2.5	22.5
5/11/10	0128	DGNO	DGTCAMO	3	42	W Mockingbird	EC Jct	2.5	112.5
5/11/10	1956	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0
5/11/10	2156	DGNO	DGTCAMO	3	45	EC Jct	W Mockingbird	2.5	120.0
5/11/10	2210	DGNO	DGLMOIR	1	11	EC Jct	W Mockingbird	2.5	30.0
5/12/10	0209	DGNO	DGTCAMO	3	45	W Mockingbird	EC Jct	2.5	120.0
5/12/10	2031	DGNO	DGTCAMO	3	43	EC Jct	W Mockingbird	2.5	115.0
5/12/10	2103	DGNO	DGLMOIR	1	7	W Mockingbird	EC Jct	2.5	20.0
5/12/10	2252	DGNO	DGLMOIR	1	11	EC Jct	W Mockingbird	2.5	30.0
5/12/10	2323	DGNO	DGTCAMO	3	29	W Mockingbird	EC Jct	2.5	80.0
5/13/10	1846	DGNO	DGTCAMO	2	61	EC Jct	W Mockingbird	2.5	157.5
5/13/10	2041	DGNO	DGTCAMO	2	4	W Mockingbird	EC Jct	2.5	15.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
5/13/10	2323	DGNO	DGLMOIR	1	10	W Mockingbird	EC Jct	2.5	27.5
5/14/10	0109	DGNO	DGLMOIR	1	9	EC Jct	W Mockingbird	2.5	25.0
5/14/10	2031	DGNO	DGLMOIR	1	12	W Mockingbird	EC Jct	2.5	32.5
5/17/10	1307	DGNO	DGYMOMO	1	40	W Mockingbird	EC Jct	2.5	102.5
5/17/10	1503	DGNO	DGYMOMO	1	41	EC Jct	W Mockingbird	2.5	105.0
5/17/10	2105	DGNO	DGLMOIR	1	13	W Mockingbird	EC Jct	2.5	35.0
5/17/10	2204	DGNO	DGLMOIR	1	9	EC Jct	W Mockingbird	2.5	25.0
5/17/10	2340	DGNO	DGTCAMO	2	20	W Mockingbird	EC Jct	2.5	55.0
5/18/10	2030	DGNO	DGTCAMO	3	45	EC Jct	W Mockingbird	2.5	120.0
5/18/10	2326	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0
5/19/10	0131	DGNO	DGTCAMO	2	56	W Mockingbird	EC Jct	2.5	145.0
5/19/10	2216	DGNO	DGTCAMO	2	53	EC Jct	W Mockingbird	2.5	137.5
5/20/10	0036	DGNO	DGLMOIR	1	6	W Mockingbird	EC Jct	2.5	17.5
5/20/10	0045	DGNO	DGTCAMO	2	38	W Mockingbird	EC Jct	2.5	100.0
5/20/10	0147	DGNO	DGLMOIR	1	7	EC Jct	W Mockingbird	2.5	20.0
5/21/10	0043	DGNO	DGLMOIR	1	9	W Mockingbird	EC Jct	2.5	25.0
5/21/10	0232	DGNO	DGLMOIR	1	5	EC Jct	W Mockingbird	2.5	15.0
5/21/10	2037	DGNO	DGTCAMO	3	35	EC Jct	W Mockingbird	2.5	95.0
5/24/10	2247	DGNO	DGTCAMO	2	27	EC Jct	W Mockingbird	2.5	72.5
5/24/10	2326	DGNO	DGLMOIR	1	12	W Mockingbird	EC Jct	2.5	32.5
5/25/10	0207	DGNO	DGLMOIR	1	15	EC Jct	W Mockingbird	2.5	40.0
5/25/10	0308	DGNO	DGTCAMO	2	57	W Mockingbird	EC Jct	2.5	147.5
5/25/10	2205	DGNO	DGLMOIR	1	5	EC Jct	W Mockingbird	2.5	15.0
5/25/10	2235	DGNO	DGTCAMO	2	6	W Mockingbird	EC Jct	2.5	20.0
5/25/10	2235	DGNO	DGTCAMO	2	6	W Mockingbird	EC Jct	2.5	20.0
5/26/10	1958	DGNO	DGTCAMO	2	18	EC Jct	W Mockingbird	2.5	50.0
5/26/10	2041	DGNO	DGLMOIR	1	12	W Mockingbird	EC Jct	2.5	32.5
5/26/10	2204	DGNO	DGLMOIR	1	8	EC Jct	W Mockingbird	2.5	22.5
5/27/10	0032	DGNO	DGTCAMO	3	15	W Mockingbird	EC Jct	2.5	45.0
5/27/10	0248	DGNO	DGYMOMO	2	51	W Mockingbird	EC Jct	2.5	132.5
5/27/10	0458	DGNO	DGYMOMO	2	40	EC Jct	W Mockingbird	2.5	105.0
5/27/10	1957	DGNO	DGTCAMO	2	21	EC Jct	W Mockingbird	2.5	57.5
5/27/10	2111	DGNO	DGTCAMO	1	33	W Mockingbird	EC Jct	2.5	85.0
5/28/10	0106	DGNO	DGLMOIR	1	11	EC Jct	W Mockingbird	2.5	30.0
5/28/10	1935	DGNO	DGLMOIR	1	19	EC Jct	W Mockingbird	2.5	50.0
5/28/10	1956	DGNO	DGTCAMO	1	14	EC Jct	W Mockingbird	2.5	37.5
5/28/10	2136	DGNO	DGTCAMO	2	38	W Mockingbird	EC Jct	2.5	100.0
5/28/10	2339	DGNO	DGLMOIR	1	8	EC Jct	W Mockingbird	2.5	22.5

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/1/10	2205	DGNO	DGTCAMO	2	55	EC Jct	W Mockingbird	2.5	142.5
6/1/10	2224	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0
6/1/10	2343	DGNO	DGLMOIR	1	10	EC Jct	W Mockingbird	2.5	27.5
6/2/10	0225	DGNO	DGTCAMO	2	50	W Mockingbird	EC Jct	2.5	130.0
6/2/10	2034	DGNO	DGLMOIR	1	7	W Mockingbird	EC Jct	2.5	20.0
6/2/10	2141	DGNO	DGTCAMO	3	68	EC Jct	W Mockingbird	2.5	177.5
6/2/10	2236	DGNO	DGLMOIR	1	7	EC Jct	W Mockingbird	2.5	20.0
6/3/10	0129	DGNO	DGTCAMO	2	44	W Mockingbird	EC Jct	2.5	115.0
6/3/10	2103	DGNO	DGLMOIR	1	5	W Mockingbird	EC Jct	2.5	15.0
6/3/10	2208	DGNO	DGTCAMO	2	36	W Mockingbird	EC Jct	2.5	95.0
6/4/10	2017	DGNO	DGLMOIR	1	14	W Mockingbird	EC Jct	2.5	37.5
6/4/10	2114	DGNO	DGTCAMO	2	34	EC Jct	W Mockingbird	2.5	90.0
6/4/10	2209	DGNO	DGLMOIR	1	11	EC Jct	W Mockingbird	2.5	30.0
6/4/10	2235	DGNO	DGTCAMO	2	37	W Mockingbird	EC Jct	2.5	97.5
6/7/10	2346	DGNO	DGTCAMO	3	40	EC Jct	W Mockingbird	2.5	107.5
6/8/10	0221	DGNO	DGTCAMO	2	36	W Mockingbird	EC Jct	2.5	95.0
6/8/10	0258	DGNO	DGYMOMO	1	14	W Mockingbird	EC Jct	2.5	37.5
6/8/10	0409	DGNO	DGYMOMO	1	7	EC Jct	W Mockingbird	2.5	20.0
6/8/10	2034	DGNO	DGTCAMO	2	53	EC Jct	W Mockingbird	2.5	137.5
6/8/10	2332	DGNO	DGTCAMO	2	43	W Mockingbird	EC Jct	2.5	112.5
6/9/10	0041	DGNO	DGLMOIR	1	6	W Mockingbird	EC Jct	2.5	17.5
6/9/10	0146	DGNO	DGLMOIR	1	4	EC Jct	W Mockingbird	2.5	12.5
6/9/10	2026	DGNO	DGTCAMO	3	21	EC Jct	W Mockingbird	2.5	60.0
6/9/10	2048	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0
6/9/10	2228	DGNO	DGLMOIR	1	15	EC Jct	W Mockingbird	2.5	40.0
6/9/10	2255	DGNO	DGTCAMO	2	33	W Mockingbird	EC Jct	2.5	87.5
6/10/10	1849	DGNO	DGTCAMO	2	35	EC Jct	W Mockingbird	2.5	92.5
6/10/10	1932	DGNO	DGLMOIR	1	4	W Mockingbird	EC Jct	2.5	12.5
6/10/10	2046	DGNO	DGTCAMO	4	35	W Mockingbird	EC Jct	2.5	97.5
6/10/10	2115	DGNO	DGLMOIR	1	8	EC Jct	W Mockingbird	2.5	22.5
6/11/10	2238	DGNO	DGLMOIR	1	10	W Mockingbird	EC Jct	2.5	27.5
6/14/10	2044	DGNO	DGTCAMO	2	16	EC Jct	W Mockingbird	2.5	45.0
6/14/10	2208	DGNO	DGLMOIR	1	17	W Mockingbird	EC Jct	2.5	45.0
6/15/10	0006	DGNO	DGTCAMO	1	2	W Mockingbird	EC Jct	2.5	7.5
6/15/10	1607	DGNO	DGYMOMO	1	41	EC Jct	W Mockingbird	2.5	105.0
6/15/10	2116	DGNO	DGTCAMO	2	32	EC Jct	W Mockingbird	2.5	85.0
6/15/10	2041	DGNO	DGLMOIR	1	8	W Mockingbird	EC Jct	2.5	22.5
6/15/10	2214	DGNO	DGLMOIR	1	12	EC Jct	W Mockingbird	2.5	32.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/16/10	0047	DGNO	DGTCAMO	2	45	W Mockingbird	EC Jct	2.5	117.5
6/16/10	2028	DGNO	DGTCAMO	2	83	EC Jct	W Mockingbird	2.5	212.5
6/16/10	2109	DGNO	DGLMOIR	1	7	W Mockingbird	EC Jct	2.5	20.0
6/16/10	2216	DGNO	DGLMOIR	1	6	EC Jct	W Mockingbird	2.5	17.5
6/16/10	2349	DGNO	DGTCAMO	2	65	W Mockingbird	EC Jct	2.5	167.5
6/17/10	2028	DGNO	DGLMOIR	1	9	W Mockingbird	EC Jct	2.5	25.0
6/17/10	2309	DGNO	DGTCAMO	2	25	EC Jct	W Mockingbird	2.5	67.5
6/18/10	0141	DGNO	DGTCAMO	2	46	W Mockingbird	EC Jct	2.5	120.0
6/18/10	2029	DGNO	DGTCAMO	2	28	EC Jct	W Mockingbird	2.5	75.0
6/18/10	2158	DGNO	DGLMOIR	1	14	W Mockingbird	EC Jct	2.5	37.5
6/18/10	2325	DGNO	DGLMOIR	1	9	EC Jct	W Mockingbird	2.5	25.0
6/21/10	2102	DGNO	DGTCAMO	2	20	EC Jct	W Mockingbird	2.5	55.0
6/21/10	2141	DGNO	DGLMOIR	1	17	W Mockingbird	EC Jct	2.5	45.0
6/21/10	2351	DGNO	DGLMOIR	1	19	EC Jct	W Mockingbird	2.5	50.0
6/22/10	0017	DGNO	DGTCAMO	2	20	W Mockingbird	EC Jct	2.5	55.0
6/23/10	0121	DGNO	DGTCAMO	2	48	EC Jct	W Mockingbird	2.5	125.0
6/23/10	0155	DGNO	DGLMOIR	1	8	W Mockingbird	EC Jct	2.5	22.5
6/23/10	0248	DGNO	DGTCAMO	2	28	W Mockingbird	EC Jct	2.5	75.0
6/23/10	0330	DGNO	DGLMOIR	1	12	EC Jct	W Mockingbird	2.5	32.5
6/24/10	0021	DGNO	DGLMOIR	1	10	EC Jct	W Mockingbird	2.5	27.5
6/24/10	0224	DGNO	DGTCAMO	2	39	W Mockingbird	EC Jct	2.5	102.5
6/24/10	2041	DGNO	DGTCAMO	3	43	EC Jct	W Mockingbird	2.5	115.0
6/24/10	2253	DGNO	DGTCAMO	3	39	W Mockingbird	EC Jct	2.5	105.0
6/25/10	0112	DGNO	DGLMOIR	1	9	W Mockingbird	EC Jct	2.5	25.0
6/25/10	2040	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0
6/25/10	2231	DGNO	DGLMOIR	1	7	EC Jct	W Mockingbird	2.5	20.0
6/28/10	2349	DGNO	DGTCAMO	2	54	EC Jct	W Mockingbird	2.5	140.0
6/29/10	0021	DGNO	DGLMOIR	1	13	W Mockingbird	EC Jct	2.5	35.0
6/29/10	0134	DGNO	DGLMOIR	1	20	EC Jct	W Mockingbird	2.5	52.5
6/29/10	0237	DGNO	DGTCAMO	2	56	W Mockingbird	EC Jct	2.5	145.0
6/29/10	2243	DGNO	DGTCAMO	3	47	EC Jct	W Mockingbird	2.5	125.0
6/29/10	2308	DGNO	DGLMOIR	1	10	W Mockingbird	EC Jct	2.5	27.5
6/30/10	0319	DGNO	DGTCAMO	2	74	W Mockingbird	EC Jct	2.5	190.0
6/30/10	0350	DGNO	DGLMOIR	1	6	EC Jct	W Mockingbird	2.5	17.5
6/30/10	2112	DGNO	DGTCAMO	2	11	EC Jct	W Mockingbird	2.5	32.5
6/30/10	2224	DGNO	DGLMOIR	1	11	W Mockingbird	EC Jct	2.5	30.0
5/25/10	1845	DGNO	DGLMOIR	1	0	W Mockingbird	EC Jct	3.6	3.6
5/25/10	1920	DGNO	DGLMOIR	1	16	EC Jct	W Mockingbird	3.6	61.2

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
5/25/10	2030	DGNO	DGLMOIR	1	7	W Mockingbird	EC Jct	3.6	28.8
5/28/10	1852	DGNO	DGLMOIR	1	0	W Mockingbird	WC Jct	3.6	3.6
3/15/10	2137	DGNO	DGTCAMO	2	24	EC Jct	E Mockingbird	3.9	101.4
5/17/10	2033	DGNO	DGTCAMO	2	41	EC Jct	E Mockingbird	3.9	167.7
5/25/10	2008	DGNO	DGTCAMO	2	33	EC Jct	E Mockingbird	3.9	136.5
6/3/10	1957	DGNO	DGTCAMO	2	9	EC Jct	E Mockingbird	3.9	42.9
6/23/10	2251	DGNO	DGTCAMO	2	39	EC Jct	E Mockingbird	3.9	159.9
3/1/10	1016	DGNO	DGRMOMI	1	13	E Mockingbird	N Jct	4.5	63.0
3/1/10	1309	DGNO	DGLMOIR	1	0	E Mockingbird	N Jct	4.5	4.5
3/1/10	1422	DGNO	DGRMOMI	2	29	N Jct	E Mockingbird	4.5	139.5
3/1/10	2202	DGNO	EXTRA	1	7	E Mockingbird	N Jct	4.5	36.0
3/2/10	0420	DGNO	EXTRA	1	13	N Jct	E Mockingbird	4.5	63.0
3/2/10	1242	DGNO	DGRMOMI	2	49	E Mockingbird	N Jct	4.5	229.5
3/2/10	1501	DGNO	DGRMODA	2	47	N Jct	E Mockingbird	4.5	220.5
3/2/10	1559	DGNO	DGRMOMI	2	52	N Jct	E Mockingbird	4.5	243.0
3/3/10	1044	DGNO	DGRMOMI	2	44	E Mockingbird	N Jct	4.5	207.0
3/3/10	1332	DGNO	DGRMODA	1	17	E Mockingbird	N Jct	4.5	81.0
3/3/10	1448	DGNO	DGRMOMI	2	23	N Jct	E Mockingbird	4.5	112.5
3/4/10	0239	DGNO	DGLMOIR	2	16	E Mockingbird	N Jct	4.5	81.0
3/4/10	0508	DGNO	DGLMOIR	1	25	N Jct	E Mockingbird	4.5	117.0
3/4/10	0933	DGNO	DGRMOMI	1	38	E Mockingbird	N Jct	4.5	175.5
3/4/10	1203	DGNO	DGRMODA	1	15	E Mockingbird	N Jct	4.5	72.0
3/4/10	1405	DGNO	DGRMOMI	1	40	N Jct	E Mockingbird	4.5	184.5
3/4/10	1602	DGNO	DGRMODA	1	12	N Jct	E Mockingbird	4.5	58.5
3/4/10	1957	DGNO	DGYMOMO	1	0	E Mockingbird	N Jct	4.5	4.5
3/4/10	2101	DGNO	DGYMOMO	2	28	N Jct	E Mockingbird	4.5	135.0
3/4/10	2343	DGNO	DGLMOIR	1	14	E Mockingbird	N Jct	4.5	67.5
3/5/10	0457	DGNO	DGLMOIR	1	6	N Jct	E Mockingbird	4.5	31.5
3/5/10	1036	DGNO	DGRMOMI	2	47	E Mockingbird	N Jct	4.5	220.5
3/5/10	1227	DGNO	DGRMODA	1	15	E Mockingbird	N Jct	4.5	72.0
3/5/10	1310	DGNO	DGRMOMI	2	17	N Jct	E Mockingbird	4.5	85.5
3/5/10	1942	DGNO	DGRMODA	1	16	N Jct	E Mockingbird	4.5	76.5
3/8/10	0939	DGNO	DGRMOMI	2	9	E Mockingbird	N Jct	4.5	49.5
3/8/10	1243	DGNO	DGLMOIR	1	13	E Mockingbird	N Jct	4.5	63.0
3/8/10	1333	DGNO	DGRMOMI	2	23	N Jct	E Mockingbird	4.5	112.5
3/8/10	2134	DGNO	DGYMOMO	1	8	E Mockingbird	WC Jct	4.5	40.5
3/8/10	2209	DGNO	DGLMOIR	1	10	N Jct	E Mockingbird	4.5	49.5
3/9/10	0303	DGNO	DGYMOMO	1	18	N Jct	E Mockingbird	4.5	85.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/9/10	1030	DGNO	DGRMOMI	2	41	E Mockingbird	N Jct	4.5	193.5
3/9/10	1438	DGNO	DGRMOMI	2	56	N Jct	E Mockingbird	4.5	261.0
3/9/10	1931	DGNO	DGRMODA	1	10	N Jct	E Mockingbird	4.5	49.5
3/10/10	0125	DGNO	DGYMOMO	1	11	E Mockingbird	N Jct	4.5	54.0
3/10/10	0418	DGNO	DGLMOIR	1	7	N Jct	E Mockingbird	4.5	36.0
3/10/10	1104	DGNO	DGRMOMI	2	44	E Mockingbird	N Jct	4.5	207.0
3/10/10	1211	DGNO	DGRMODA	1	14	E Mockingbird	N Jct	4.5	67.5
3/10/10	1440	DGNO	DGRMOMI	2	14	N Jct	E Mockingbird	4.5	72.0
3/10/10	1952	DGNO	DGRMODA	1	15	N Jct	E Mockingbird	4.5	72.0
3/10/10	2208	DGNO	DGYMOMO	1	8	E Mockingbird	N Jct	4.5	40.5
3/11/10	0137	DGNO	DGLMOIR	1	7	E Mockingbird	N Jct	4.5	36.0
3/11/10	0400	DGNO	DGLMOIR	1	27	N Jct	E Mockingbird	4.5	126.0
3/11/10	0528	DGNO	DGLMOIR	1	0	N Jct	E Mockingbird	4.5	4.5
3/11/10	1103	DGNO	DGRMOMI	2	34	E Mockingbird	N Jct	4.5	162.0
3/11/10	1610	DGNO	DGRMOMI	2	24	N Jct	E Mockingbird	4.5	117.0
3/11/10	2325	DGNO	DGYMOMO	1	17	E Mockingbird	N Jct	4.5	81.0
3/12/10	0221	DGNO	DGYMOMO	1	12	N Jct	E Mockingbird	4.5	58.5
3/12/10	0901	DGNO	DGRMOMI	2	31	E Mockingbird	N Jct	4.5	148.5
3/12/10	1204	DGNO	DGRMODA	1	17	E Mockingbird	N Jct	4.5	81.0
3/12/10	1221	DGNO	DGRMOMI	2	18	N Jct	E Mockingbird	4.5	90.0
3/12/10	1928	DGNO	DGRMODA	1	19	N Jct	E Mockingbird	4.5	90.0
3/12/10	2133	DGNO	DGYMOMO	1	3	E Mockingbird	N Jct	4.5	18.0
3/15/10	0916	DGNO	DGRMOMI	2	10	E Mockingbird	N Jct	4.5	54.0
3/15/10	1329	DGNO	DGRMOMI	2	39	N Jct	E Mockingbird	4.5	184.5
3/15/10	1404	DGNO	DGLMOIR	1	12	E Mockingbird	N Jct	4.5	58.5
3/15/10	2324	DGNO	DGYMOMO	1	16	E Mockingbird	N Jct	4.5	76.5
3/16/10	0529	DGNO	DGYMOMO	2	30	N Jct	E Mockingbird	4.5	144.0
3/16/10	1144	DGNO	DGRMOMI	2	30	E Mockingbird	N Jct	4.5	144.0
3/16/10	1414	DGNO	DGRMODA	1	8	E Mockingbird	N Jct	4.5	40.5
3/16/10	1557	DGNO	DGRMOMI	2	29	N Jct	E Mockingbird	4.5	139.5
3/16/10	1917	DGNO	DGRMODA	1	17	N Jct	E Mockingbird	4.5	81.0
3/17/10	0257	DGNO	DGLMOIR	2	32	E Mockingbird	N Jct	4.5	153.0
3/17/10	0925	DGNO	DGRMODA	2	7	N Jct	E Mockingbird	4.5	40.5
3/17/10	1204	DGNO	DGRMOMI	2	17	E Mockingbird	N Jct	4.5	85.5
3/17/10	1248	DGNO	DGRMODA	1	7	E Mockingbird	N Jct	4.5	36.0
3/17/10	1724	DGNO	DGRMOMI	2	15	N Jct	E Mockingbird	4.5	76.5
3/17/10	1948	DGNO	DGRMODA	1	13	N Jct	E Mockingbird	4.5	63.0
3/18/10	1104	DGNO	DGRMOMI	2	45	E Mockingbird	N Jct	4.5	211.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/18/10	1242	DGNO	DGRMODA	1	14	E Mockingbird	N Jct	4.5	67.5
3/18/10	1418	DGNO	DGRMOMI	2	52	N Jct	E Mockingbird	4.5	243.0
3/18/10	1912	DGNO	DGRMODA	1	16	N Jct	E Mockingbird	4.5	76.5
3/19/10	0113	DGNO	DGLMOIR	1	8	E Mockingbird	N Jct	4.5	40.5
3/19/10	0435	DGNO	DGLMOIR	1	8	N Jct	E Mockingbird	4.5	40.5
3/19/10	1147	DGNO	DGRMOMI	2	63	E Mockingbird	N Jct	4.5	292.5
3/19/10	1243	DGNO	DGRMODA	1	10	E Mockingbird	N Jct	4.5	49.5
3/19/10	1456	DGNO	DGRMOMI	2	30	N Jct	E Mockingbird	4.5	144.0
3/19/10	1538	DGNO	DGRMOMI	1	0	E Mockingbird	N Jct	4.5	4.5
3/19/10	2039	DGNO	DGRMODA	2	10	N Jct	E Mockingbird	4.5	54.0
3/22/10	1051	DGNO	DGRMOMI	2	19	E Mockingbird	N Jct	4.5	94.5
3/22/10	1324	DGNO	DGLMOIR	1	10	E Mockingbird	N Jct	4.5	49.5
3/22/10	1406	DGNO	DGRMOMI	2	22	N Jct	E Mockingbird	4.5	108.0
3/22/10	2136	DGNO	DGLMOIR	1	17	N Jct	E Mockingbird	4.5	81.0
3/23/10	0932	DGNO	DGRMOMI	2	34	E Mockingbird	N Jct	4.5	162.0
3/23/10	1158	DGNO	DGRMODA	1	0	E Mockingbird	N Jct	4.5	4.5
3/23/10	1231	DGNO	DGRMOMI	2	11	N Jct	E Mockingbird	4.5	58.5
3/23/10	1311	DGNO	DGYMOMO	1	8	E Mockingbird	N Jct	4.5	40.5
3/23/10	1334	DGNO	DGYMOMO	1	0	N Jct	E Mockingbird	4.5	4.5
3/23/10	1938	DGNO	DGRMODA	1	25	N Jct	E Mockingbird	4.5	117.0
3/24/10	1007	DGNO	DGYMOMO	1	16	E Mockingbird	N Jct	4.5	76.5
3/24/10	1105	DGNO	DGRMOMI	2	47	E Mockingbird	N Jct	4.5	220.5
3/24/10	1320	DGNO	DGRMODA	1	15	E Mockingbird	N Jct	4.5	72.0
3/24/10	1440	DGNO	DGYMOMO	2	31	N Jct	E Mockingbird	4.5	148.5
3/24/10	1607	DGNO	DGRMOMI	2	42	N Jct	E Mockingbird	4.5	198.0
3/24/10	1810	DGNO	DGRMODA	1	3	N Jct	E Mockingbird	4.5	18.0
3/24/10	2158	DGNO	DGXMODA	1	9	E Mockingbird	N Jct	4.5	45.0
3/25/10	0156	DGNO	DGXMODA	1	1	N Jct	E Mockingbird	4.5	9.0
3/25/10	1017	DGNO	DGRMOMI	2	58	E Mockingbird	N Jct	4.5	270.0
3/25/10	1324	DGNO	DGRMOMI	2	20	N Jct	E Mockingbird	4.5	99.0
3/25/10	1408	DGNO	DGRMODA	1	17	E Mockingbird	N Jct	4.5	81.0
3/25/10	1312	DGNO	DGRMODA	1	15	N Jct	E Mockingbird	4.5	72.0
3/25/10	2324	DGNO	DGYMOMO	1	32	EC Jct	N Jct	4.5	148.5
3/26/10	0321	DGNO	DGYMOMO	1	13	N Jct	E Mockingbird	4.5	63.0
3/26/10	1045	DGNO	DGRMOMI	2	43	E Mockingbird	N Jct	4.5	202.5
3/26/10	1201	DGNO	DGRMODA	1	13	E Mockingbird	N Jct	4.5	63.0
3/26/10	1439	DGNO	DGRMOMI	2	22	N Jct	E Mockingbird	4.5	108.0
3/26/10	1904	DGNO	DGRMODA	1	15	N Jct	E Mockingbird	4.5	72.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/26/10	2202	DGNO	DGYMOMO	1	24	E Mockingbird	N Jct	4.5	112.5
3/26/10	2354	DGNO	DGYMOMO	1	0	N Jct	E Mockingbird	4.5	4.5
3/29/10	0941	DGNO	DGRMOMI	2	0	E Mockingbird	N Jct	4.5	9.0
3/29/10	1246	DGNO	EXTRA	1	10	E Mockingbird	N Jct	4.5	49.5
3/29/10	1453	DGNO	DGRMOMI	2	63	N Jct	E Mockingbird	4.5	292.5
3/29/10	1941	DGNO	EXTRA	1	17	N Jct	E Mockingbird	4.5	81.0
3/29/10	2239	DGNO	DGYMOMO	1	9	E Mockingbird	N Jct	4.5	45.0
3/30/10	0435	DGNO	DGYMOMO	1	9	N Jct	E Mockingbird	4.5	45.0
3/30/10	1104	DGNO	DGRMOMI	2	51	E Mockingbird	N Jct	4.5	238.5
3/30/10	1202	DGNO	DGRMODA	1	12	E Mockingbird	N Jct	4.5	58.5
3/30/10	1420	DGNO	DGRMOMI	2	24	N Jct	E Mockingbird	4.5	117.0
3/30/10	2046	DGNO	DGRMODA	1	34	N Jct	E Mockingbird	4.5	157.5
3/30/10	2158	DGNO	DGYMOMO	1	9	E Mockingbird	N Jct	4.5	45.0
3/31/10	0118	DGNO	DGYMOMO	1	7	N Jct	E Mockingbird	4.5	36.0
3/31/10	1104	DGNO	DGRMOMI	2	52	E Mockingbird	N Jct	4.5	243.0
3/31/10	1149	DGNO	DGRMODA	1	12	E Mockingbird	N Jct	4.5	58.5
3/31/10	1604	DGNO	DGRMOMI	2	59	N Jct	E Mockingbird	4.5	274.5
4/1/10	0356	DGNO	DGYMOMO	1	16	N Jct	E Mockingbird	4.5	76.5
4/1/10	1031	DGNO	DGRMOMI	2	32	E Mockingbird	N Jct	4.5	153.0
4/1/10	1207	DGNO	DGRMODA	1	3	E Mockingbird	N Jct	4.5	18.0
4/1/10	1345	DGNO	DGRMOMI	2	11	N Jct	E Mockingbird	4.5	58.5
4/1/10	1910	DGNO	DGRMOMD	1	11	N Jct	E Mockingbird	4.5	54.0
4/1/10	2202	DGNO	DGYMOMO	1	12	E Mockingbird	N Jct	4.5	58.5
4/2/10	0151	DGNO	DGYMOMO	1	23	N Jct	E Mockingbird	4.5	108.0
4/2/10	0937	DGNO	DGRMOMI	2	42	E Mockingbird	N Jct	4.5	198.0
4/2/10	1228	DGNO	DGRMODA	1	0	E Mockingbird	N Jct	4.5	4.5
4/2/10	1340	DGNO	DGRMOMI	2	35	N Jct	E Mockingbird	4.5	166.5
4/2/10	1954	DGNO	DGRMODA	1	21	N Jct	E Mockingbird	4.5	99.0
4/2/10	2359	DGNO	DGYMOMO	1	18	E Mockingbird	N Jct	4.5	85.5
4/5/10	0900	DGNO	DGRMOMI	2	0	E Mockingbird	N Jct	4.5	9.0
4/5/10	1205	DGNO	DGRMOMI	2	41	N Jct	E Mockingbird	4.5	193.5
4/5/10	1320	DGNO	DGRMODA	1	9	E Mockingbird	N Jct	4.5	45.0
4/5/10	2034	DGNO	DGRMODA	1	12	N Jct	E Mockingbird	4.5	58.5
4/5/10	2235	DGNO	DGYMOMO	1	8	E Mockingbird	N Jct	4.5	40.5
4/6/10	0145	DGNO	DGYMOMO	1	10	N Jct	E Mockingbird	4.5	49.5
4/6/10	1032	DGNO	DGRMOMI	2	38	E Mockingbird	N Jct	4.5	180.0
4/6/10	1405	DGNO	DGRMODA	1	17	N Jct	E Mockingbird	4.5	81.0
4/6/10	1421	DGNO	DGRMOMI	2	49	N Jct	E Mockingbird	4.5	229.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/6/10	2128	DGNO	DGRMODA	1	16	N Jct	E Mockingbird	4.5	76.5
4/6/10	2250	DGNO	DGYMOMO	1	12	E Mockingbird	N Jct	4.5	58.5
4/7/10	0311	DGNO	DGYMOMO	1	20	N Jct	E Mockingbird	4.5	94.5
4/7/10	1112	DGNO	DGRMOMI	1	51	E Mockingbird	N Jct	4.5	234.0
4/7/10	1336	DGNO	DGRMODA	1	7	E Mockingbird	N Jct	4.5	36.0
4/7/10	1431	DGNO	DGRMOMI	1	17	N Jct	E Mockingbird	4.5	81.0
4/7/10	1913	DGNO	DGRMODA	1	2	N Jct	E Mockingbird	4.5	13.5
4/7/10	2245	DGNO	DGYMOMO	1	25	E Mockingbird	N Jct	4.5	117.0
4/8/10	0151	DGNO	DGYMOMO	1	8	N Jct	E Mockingbird	4.5	40.5
4/8/10	1144	DGNO	DGRMOMI	2	27	E Mockingbird	N Jct	4.5	130.5
4/8/10	1309	DGNO	DGRMODA	1	23	E Mockingbird	N Jct	4.5	108.0
4/8/10	1447	DGNO	DGRMOMI	2	42	N Jct	E Mockingbird	4.5	198.0
4/8/10	2041	DGNO	DGRMODA	1	17	N Jct	E Mockingbird	4.5	81.0
4/8/10	2159	DGNO	DGYMOMO	1	5	E Mockingbird	N Jct	4.5	27.0
4/9/10	0114	DGNO	DGYMOMO	1	18	N Jct	E Mockingbird	4.5	85.5
4/9/10	1104	DGNO	DGRMOMI	2	34	E Mockingbird	N Jct	4.5	162.0
4/9/10	1313	DGNO	DGRMODA	1	17	E Mockingbird	N Jct	4.5	81.0
4/9/10	1401	DGNO	DGRMOMI	2	22	N Jct	E Mockingbird	4.5	108.0
4/9/10	1939	DGNO	DGRMODA	1	16	N Jct	E Mockingbird	4.5	76.5
4/9/10	2132	DGNO	DGYMOMO	1	21	E Mockingbird	N Jct	4.5	99.0
4/12/10	0933	DGNO	DGYMOMO	1	5	E Mockingbird	N Jct	4.5	27.0
4/12/10	1046	DGNO	DGRMOMI	2	8	E Mockingbird	N Jct	4.5	45.0
4/12/10	1526	DGNO	DGYMOMO	1	9	N Jct	E Mockingbird	4.5	45.0
4/12/10	2019	DGNO	DGRMODA	1	12	N Jct	E Mockingbird	4.5	58.5
4/12/10	2118	DGNO	DGYMOMO	2	64	N Jct	E Mockingbird	4.5	297.0
4/13/10	1031	DGNO	EXTRA	2	0	E Mockingbird	N Jct	4.5	9.0
4/13/10	1213	DGNO	DGRMOMI	2	72	E Mockingbird	N Jct	4.5	333.0
4/13/10	1605	DGNO	DGRMOMI	2	23	N Jct	E Mockingbird	4.5	112.5
4/13/10	2217	DGNO	DGYMOMO	2	13	E Mockingbird	N Jct	4.5	67.5
4/14/10	0323	DGNO	DGYMOMO	3	21	N Jct	E Mockingbird	4.5	108.0
4/14/10	1010	DGNO	DGRMOMI	2	34	E Mockingbird	N Jct	4.5	162.0
4/14/10	1422	DGNO	DGRMOMI	2	46	N Jct	E Mockingbird	4.5	216.0
4/14/10	1452	DGNO	DGRMODA2	1	19	E Mockingbird	N Jct	4.5	90.0
4/14/10	2147	DGNO	DGRMODA	2	7	N Jct	E Mockingbird	4.5	40.5
4/15/10	0011	DGNO	DGYMOMO	1	8	E Mockingbird	N Jct	4.5	40.5
4/15/10	0307	DGNO	DGYMOMO	1	8	N Jct	E Mockingbird	4.5	40.5
4/15/10	1019	DGNO	DGRMOMI	2	43	E Mockingbird	N Jct	4.5	202.5
4/15/10	1244	DGNO	DGRMOMI	2	17	N Jct	E Mockingbird	4.5	85.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/15/10	1606	DGNO	DGRMODA	1	15	E Mockingbird	N Jct	4.5	72.0
4/15/10	2308	DGNO	DGRMODA	1	21	N Jct	E Mockingbird	4.5	99.0
4/16/10	1104	DGNO	DGRMOMI	2	34	E Mockingbird	N Jct	4.5	162.0
4/16/10	1407	DGNO	DGRMODA	1	16	E Mockingbird	N Jct	4.5	76.5
4/16/10	1433	DGNO	DGXMODA	1	17	E Mockingbird	N Jct	4.5	81.0
4/16/10	1528	DGNO	DGRMOMI	2	40	N Jct	E Mockingbird	4.5	189.0
4/16/10	1802	DGNO	DGXMODA	1	3	N Jct	E Mockingbird	4.5	18.0
4/16/10	2026	DGNO	DGRMODA	1	19	N Jct	E Mockingbird	4.5	90.0
4/16/10	2026	DGNO	DGRMODA	1	19	N Jct	E Mockingbird	4.5	90.0
4/16/10	2054	DGNO	DGYMOMO	1	8	E Mockingbird	N Jct	4.5	40.5
4/19/10	1015	DGNO	DGRMOMI	2	0	E Mockingbird	N Jct	4.5	9.0
4/19/10	1329	DGNO	DGRMODA	1	17	E Mockingbird	N Jct	4.5	81.0
4/19/10	1341	DGNO	DGRMOMI	2	14	N Jct	E Mockingbird	4.5	72.0
4/20/10	0030	DGNO	DGYMOMO	1	26	E Mockingbird	N Jct	4.5	121.5
4/20/10	0259	DGNO	DGLMOIR	1	28	N Jct	E Mockingbird	4.5	130.5
4/20/10	0548	DGNO	DGYMOMO	1	0	N Jct	E Mockingbird	4.5	4.5
4/20/10	1159	DGNO	DGRMOMI	2	41	E Mockingbird	N Jct	4.5	193.5
4/20/10	1314	DGNO	DGRMODA	1	0	E Mockingbird	N Jct	4.5	4.5
4/20/10	1510	DGNO	DGRMOMI	2	18	N Jct	E Mockingbird	4.5	90.0
4/20/10	2038	DGNO	DGRMODA	1	24	N Jct	E Mockingbird	4.5	112.5
4/20/10	2357	DGNO	DGYMOMO	1	14	E Mockingbird	N Jct	4.5	67.5
4/21/10	0517	DGNO	DGYMOMO	1	20	N Jct	E Mockingbird	4.5	94.5
4/21/10	1148	DGNO	DGRMOMI	3	43	E Mockingbird	N Jct	4.5	207.0
4/21/10	1346	DGNO	DGRMODA	1	12	E Mockingbird	N Jct	4.5	58.5
4/21/10	1513	DGNO	DGRMOMI	2	12	N Jct	E Mockingbird	4.5	63.0
4/21/10	2208	DGNO	DGTMODA	2	41	N Jct	E Mockingbird	4.5	193.5
4/22/10	0013	DGNO	DGYMOMO	1	10	E Mockingbird	N Jct	4.5	49.5
4/22/10	0303	DGNO	DGYMOMO	1	9	N Jct	E Mockingbird	4.5	45.0
4/22/10	1013	DGNO	DGRMOMI	2	76	E Mockingbird	N Jct	4.5	351.0
4/22/10	1140	DGNO	DGYMOMO	1	5	E Mockingbird	N Jct	4.5	27.0
4/22/10	1338	DGNO	DGRMOMI	2	42	N Jct	E Mockingbird	4.5	198.0
4/22/10	1404	DGNO	DGRMODA	1	13	E Mockingbird	N Jct	4.5	63.0
4/22/10	1514	DGNO	DGYMOMO	1	10	N Jct	E Mockingbird	4.5	49.5
4/22/10	1941	DGNO	DGRMODA	1	15	N Jct	E Mockingbird	4.5	72.0
4/22/10	2359	DGNO	DGYMOMO	1	7	E Mockingbird	N Jct	4.5	36.0
4/23/10	1135	DGNO	DGRMOMI	2	61	E Mockingbird	N Jct	4.5	283.5
4/23/10	1421	DGNO	DGRMOMI	2	19	N Jct	E Mockingbird	4.5	94.5
4/23/10	2102	DGNO	DGYMOMO	1	4	E Mockingbird	N Jct	4.5	22.5

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/26/10	1201	DGNO	DGRMOMI	2	34	E Mockingbird	N Jct	4.5	162.0
4/26/10	1321	DGNO	DGRMODA	1	10	E Mockingbird	N Jct	4.5	49.5
4/26/10	1439	DGNO	DGRMOMI	2	22	N Jct	E Mockingbird	4.5	108.0
4/26/10	2053	DGNO	DGRMODA	1	21	N Jct	E Mockingbird	4.5	99.0
4/27/10	0051	DGNO	DGYMOMO	1	14	E Mockingbird	N Jct	4.5	67.5
4/27/10	0550	DGNO	DGYMOMO	1	3	N Jct	E Mockingbird	4.5	18.0
4/27/10	1136	DGNO	DGRMOMI	2	39	E Mockingbird	N Jct	4.5	184.5
4/27/10	1339	DGNO	DGRMODA	1	8	E Mockingbird	N Jct	4.5	40.5
4/27/10	1804	DGNO	DGRMOMI	2	11	N Jct	E Mockingbird	4.5	58.5
4/27/10	1924	DGNO	DGRMODA	1	10	N Jct	E Mockingbird	4.5	49.5
4/27/10	2240	DGNO	DGYMOMO	1	17	E Mockingbird	N Jct	4.5	81.0
4/28/10	1017	DGNO	DGRMOMI	2	63	E Mockingbird	N Jct	4.5	292.5
4/28/10	1412	DGNO	DGRMODA	1	17	E Mockingbird	N Jct	4.5	81.0
4/28/10	1911	DGNO	DGRMODA	1	7	N Jct	E Mockingbird	4.5	36.0
4/28/10	2043	DGNO	DGRMOMI	3	72	N Jct	E Mockingbird	4.5	337.5
4/28/10	2323	DGNO	DGYMOMO	1	8	E Mockingbird	N Jct	4.5	40.5
4/29/10	0348	DGNO	DGYMOMO	1	25	N Jct	E Mockingbird	4.5	117.0
4/29/10	1104	DGNO	DGRMOMI	2	25	E Mockingbird	N Jct	4.5	121.5
4/29/10	1316	DGNO	DGRMODA	1	7	E Mockingbird	N Jct	4.5	36.0
4/29/10	1911	DGNO	DGRMODA	1	19	N Jct	E Mockingbird	4.5	90.0
4/29/10	2249	DGNO	DGYMOMO	1	14	E Mockingbird	N Jct	4.5	67.5
4/30/10	0252	DGNO	DGYMOMO	2	27	N Jct	E Mockingbird	4.5	130.5
4/30/10	1024	DGNO	DGRMOMI	2	61	E Mockingbird	N Jct	4.5	283.5
4/30/10	1435	DGNO	DGRMODA	1	14	E Mockingbird	N Jct	4.5	67.5
4/30/10	1602	DGNO	DGRMOMI	2	25	N Jct	E Mockingbird	4.5	121.5
4/30/10	1912	DGNO	DGRMODA	1	6	N Jct	E Mockingbird	4.5	31.5
5/3/10	1023	DGNO	DGRMOMI	2	12	E Mockingbird	N Jct	4.5	63.0
5/3/10	1244	DGNO	DGRMOMI	2	27	N Jct	E Mockingbird	4.5	130.5
5/3/10	1310	DGNO	DGRMODA	1	15	E Mockingbird	N Jct	4.5	72.0
5/3/10	2137	DGNO	DGRMODA	1	17	N Jct	E Mockingbird	4.5	81.0
5/4/10	0103	DGNO	DGYMOMO	1	16	E Mockingbird	N Jct	4.5	76.5
5/4/10	1106	DGNO	DGRMOMI	2	37	E Mockingbird	N Jct	4.5	175.5
5/4/10	2315	DGNO	DGYMOMO	1	27	N Jct	E Mockingbird	4.5	126.0
5/5/10	1312	DGNO	DGRMODA	1	1	E Mockingbird	N Jct	4.5	9.0
5/5/10	1457	DGNO	DGRMOMI	2	70	N Jct	E Mockingbird	4.5	324.0
5/5/10	2139	DGNO	DGRMODA	1	14	N Jct	E Mockingbird	4.5	67.5
5/6/10	0938	DGNO	DGRMOMI	2	80	E Mockingbird	N Jct	4.5	369.0
5/6/10	1404	DGNO	EXTRA	2	12	E Mockingbird	N Jct	4.5	63.0

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
5/6/10	1429	DGNO	DGRMOMI	2	31	N Jct	E Mockingbird	4.5	148.5
5/6/10	1502	DGNO	DGRMODA	1	24	E Mockingbird	N Jct	4.5	112.5
5/6/10	1803	DGNO	EXTRA	2	15	N Jct	E Mockingbird	4.5	76.5
5/7/10	0005	DGNO	DGYMOMO	1	7	N Jct	E Mockingbird	4.5	36.0
5/7/10	1017	DGNO	DGRMOMI	2	43	E Mockingbird	N Jct	4.5	202.5
5/7/10	1305	DGNO	DGYMOMO	1	2	E Mockingbird	N Jct	4.5	13.5
5/7/10	1436	DGNO	DGRMOMI	2	57	N Jct	E Mockingbird	4.5	265.5
5/7/10	1512	DGNO	DGRMODA	1	18	E Mockingbird	N Jct	4.5	85.5
5/7/10	1953	DGNO	DGRMODA	1	19	N Jct	E Mockingbird	4.5	90.0
5/10/10	1021	DGNO	DGRMOMI	3	27	E Mockingbird	N Jct	4.5	135.0
5/10/10	1357	DGNO	DGRMOMI	3	69	N Jct	E Mockingbird	4.5	324.0
5/10/10	1510	DGNO	DGRMODA	1	16	E Mockingbird	N Jct	4.5	76.5
5/10/10	2115	DGNO	DGRMODA	1	17	N Jct	E Mockingbird	4.5	81.0
5/10/10	2325	DGNO	DGYMOMO	1	15	E Mockingbird	N Jct	4.5	72.0
5/11/10	0300	DGNO	DGYMOMO	1	9	N Jct	E Mockingbird	4.5	45.0
5/11/10	1223	DGNO	DGRMOMI	2	56	E Mockingbird	N Jct	4.5	261.0
5/11/10	1404	DGNO	DGRMODA	1	14	E Mockingbird	N Jct	4.5	67.5
5/11/10	1605	DGNO	DGRMOMI	2	40	N Jct	E Mockingbird	4.5	189.0
5/11/10	1922	DGNO	DGRMODA	1	17	N Jct	E Mockingbird	4.5	81.0
5/12/10	0012	DGNO	DGYMOMO	1	25	E Mockingbird	N Jct	4.5	117.0
5/12/10	1248	DGNO	DGRMOMI	2	48	E Mockingbird	N Jct	4.5	225.0
5/12/10	1905	DGNO	DGRMOMI	2	62	N Jct	E Mockingbird	4.5	288.0
5/12/10	1924	DGNO	DGXCAMO	1	33	N Jct	E Mockingbird	4.5	153.0
5/12/10	1957	DGNO	DGRMODA	1	15	N Jct	E Mockingbird	4.5	72.0
5/13/10	1105	DGNO	DGRMOMI	2	43	E Mockingbird	N Jct	4.5	202.5
5/13/10	1425	DGNO	DGRMOMI	2	27	N Jct	E Mockingbird	4.5	130.5
5/13/10	1450	DGNO	EXTRA	1	18	E Mockingbird	N Jct	4.5	85.5
5/13/10	1459	DGNO	DGRMODA	1	19	E Mockingbird	N Jct	4.5	90.0
5/13/10	2058	DGNO	DGRMODA	1	0	N Jct	E Mockingbird	4.5	4.5
5/14/10	1011	DGNO	DGRMOMI	2	45	E Mockingbird	N Jct	4.5	211.5
5/14/10	1430	DGNO	DGRMODA	1	12	E Mockingbird	N Jct	4.5	58.5
5/14/10	1605	DGNO	DGRMOMI	2	12	N Jct	E Mockingbird	4.5	63.0
5/14/10	2005	DGNO	DGRMODA	1	15	N Jct	E Mockingbird	4.5	72.0
5/14/10	2340	DGNO	DGYMOMO	1	22	E Mockingbird	N Jct	4.5	103.5
5/17/10	0944	DGNO	DGRMOMI	3	0	E Mockingbird	N Jct	4.5	13.5
5/17/10	1422	DGNO	DGRMOMI	3	87	N Jct	E Mockingbird	4.5	405.0
5/17/10	1910	DGNO	DGRMODA	1	13	E Mockingbird	N Jct	4.5	63.0
5/18/10	0005	DGNO	DGYMOMO	1	16	E Mockingbird	N Jct	4.5	76.5

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
5/18/10	0051	DGNO	DGXMODA	2	16	N Jct	E Mockingbird	4.5	81.0
5/18/10	0447	DGNO	DGYMOMO	1	8	N Jct	E Mockingbird	4.5	40.5
5/18/10	1139	DGNO	DGRMOMI	1	68	E Mockingbird	N Jct	4.5	310.5
5/18/10	1422	DGNO	DGRMOMI	2	25	N Jct	E Mockingbird	4.5	121.5
5/18/10	1534	DGNO	DGRMODA	1	10	E Mockingbird	N Jct	4.5	49.5
5/18/10	2327	DGNO	DGYMOMO	1	19	E Mockingbird	N Jct	4.5	90.0
5/19/10	0412	DGNO	DGYMOMO	1	37	N Jct	E Mockingbird	4.5	171.0
5/19/10	1106	DGNO	DGRMOMI	2	62	E Mockingbird	N Jct	4.5	288.0
5/19/10	1349	DGNO	DGRMODA	1	13	E Mockingbird	N Jct	4.5	63.0
5/19/10	1602	DGNO	DGRMOMI	2	20	N Jct	E Mockingbird	4.5	99.0
5/19/10	2054	DGNO	DGRMODA	1	18	N Jct	E Mockingbird	4.5	85.5
5/20/10	0111	DGNO	DGYMOMO	1	16	E Mockingbird	N Jct	4.5	76.5
5/20/10	0435	DGNO	DGYMOMO	1	17	N Jct	E Mockingbird	4.5	81.0
5/20/10	1035	DGNO	DGRMOMI	2	45	E Mockingbird	N Jct	4.5	211.5
5/20/10	1557	DGNO	EXTRA	1	0	N Jct	E Mockingbird	4.5	4.5
5/20/10	1604	DGNO	DGRMODA	1	22	E Mockingbird	N Jct	4.5	103.5
5/20/10	1910	DGNO	DGRMOMI	2	31	N Jct	E Mockingbird	4.5	148.5
5/20/10	2124	DGNO	DGRMODA	1	9	N Jct	E Mockingbird	4.5	45.0
5/20/10	2209	DGNO	DGTCAMO	1	9	E Mockingbird	N Jct	4.5	45.0
5/21/10	0341	DGNO	DGTCAMO	1	27	N Jct	E Mockingbird	4.5	126.0
5/21/10	1118	DGNO	DGRMOMI	2	40	E Mockingbird	N Jct	4.5	189.0
5/21/10	1312	DGNO	DGRMODA	1	8	E Mockingbird	N Jct	4.5	40.5
5/21/10	2005	DGNO	DGLMOIR	2	40	N Jct	E Mockingbird	4.5	189.0
5/21/10	2056	DGNO	DGRMODA	1	12	N Jct	E Mockingbird	4.5	58.5
5/24/10	1011	DGNO	DGRMOMI	1	21	E Mockingbird	N Jct	4.5	99.0
5/24/10	1407	DGNO	DGRMOMI	1	20	N Jct	E Mockingbird	4.5	94.5
5/24/10	1429	DGNO	DGRMODA	1	13	E Mockingbird	N Jct	4.5	63.0
5/24/10	1606	DGNO	EXTRA	1	19	N Jct	E Mockingbird	4.5	90.0
5/24/10	2127	DGNO	DGRMODA	1	23	N Jct	E Mockingbird	4.5	108.0
5/24/10	2326	DGNO	DGYMOMO	1	24	E Mockingbird	N Jct	4.5	112.5
5/25/10	0315	DGNO	DGYMOMO	1	10	N Jct	E Mockingbird	4.5	49.5
5/25/10	1105	DGNO	DGRMOMI	2	50	E Mockingbird	N Jct	4.5	234.0
5/25/10	1605	DGNO	DGRMODA	1	13	E Mockingbird	N Jct	4.5	63.0
5/25/10	1804	DGNO	DGRMOMI	2	41	N Jct	E Mockingbird	4.5	193.5
5/25/10	2113	DGNO	DGRMOMI	1	12	N Jct	E Mockingbird	4.5	58.5
5/26/10	1032	DGNO	DGRMOMI	2	42	E Mockingbird	N Jct	4.5	198.0
5/26/10	1319	DGNO	EXTRA	1	18	N Jct	E Mockingbird	4.5	85.5
5/26/10	1404	DGNO	DGRMODA	1	9	E Mockingbird	N Jct	4.5	45.0

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
5/26/10	1449	DGNO	DGRMOMI	2	43	N Jct	E Mockingbird	4.5	202.5
5/26/10	1944	DGNO	DGRMODA	1	17	N Jct	E Mockingbird	4.5	81.0
5/27/10	1024	DGNO	DGRMOMI	2	45	E Mockingbird	N Jct	4.5	211.5
5/27/10	1341	DGNO	EXTRA	2	14	E Mockingbird	N Jct	4.5	72.0
5/27/10	1538	DGNO	DGRMOMI	2	10	N Jct	E Mockingbird	4.5	54.0
5/27/10	1954	DGNO	DGRMODA	1	23	E Mockingbird	N Jct	4.5	108.0
5/27/10	2216	DGNO	DGYMOMO	1	6	E Mockingbird	N Jct	4.5	31.5
5/28/10	0456	DGNO	DGYMOMO	2	34	N Jct	E Mockingbird	4.5	162.0
5/28/10	1032	DGNO	DGRMOMI	2	19	E Mockingbird	N Jct	4.5	94.5
5/28/10	1604	DGNO	DGRMOMI	2	60	N Jct	E Mockingbird	4.5	279.0
6/1/10	0910	DGNO	DGYMOMO	2	6	E Mockingbird	N Jct	4.5	36.0
6/1/10	1136	DGNO	DGRMOMI	2	30	E Mockingbird	N Jct	4.5	144.0
6/1/10	1337	DGNO	DGYMMOI	1	19	N Jct	E Mockingbird	4.5	90.0
6/1/10	1454	DGNO	DGRMODA	1	6	E Mockingbird	N Jct	4.5	31.5
6/1/10	1933	DGNO	DGLMOIR	2	80	N Jct	E Mockingbird	4.5	369.0
6/1/10	2014	DGNO	DGRMODA	1	17	N Jct	E Mockingbird	4.5	81.0
6/2/10	1104	DGNO	DGRMOMI	2	49	E Mockingbird	N Jct	4.5	229.5
6/2/10	1320	DGNO	DGRMODA	1	15	E Mockingbird	N Jct	4.5	72.0
6/2/10	1452	DGNO	DGRMOMI	2	25	N Jct	E Mockingbird	4.5	121.5
6/2/10	1924	DGNO	DGRMODA	1	42	N Jct	E Mockingbird	4.5	193.5
6/2/10	2137	DGNO	DGRMODA	1	13	E Mockingbird	N Jct	4.5	63.0
6/3/10	0048	DGNO	DGRMODA	1	6	N Jct	E Mockingbird	4.5	31.5
6/3/10	1021	DGNO	DGRMOMI	2	46	E Mockingbird	N Jct	4.5	216.0
6/3/10	1113	DGNO	DGYMOMO	1	5	E Mockingbird	N Jct	4.5	27.0
6/3/10	1349	DGNO	DGRMOMI	2	24	N Jct	E Mockingbird	4.5	117.0
6/3/10	1432	DGNO	DGRMODA	1	20	E Mockingbird	N Jct	4.5	94.5
6/3/10	2042	DGNO	DGRMODA	1	9	N Jct	E Mockingbird	4.5	45.0
6/4/10	0934	DGNO	DGRMOMI	2	58	E Mockingbird	N Jct	4.5	270.0
6/4/10	1323	DGNO	DGRMOMI	2	44	N Jct	EC Jct	4.5	207.0
6/4/10	1411	DGNO	DGRMODA	1	25	E Mockingbird	N Jct	4.5	117.0
6/4/10	1941	DGNO	DGRMODA	1	17	N Jct	E Mockingbird	4.5	81.0
6/7/10	1130	DGNO	DGRMOMI	2	65	E Mockingbird	N Jct	4.5	301.5
6/7/10	1429	DGNO	DGRMODA	1	13	E Mockingbird	N Jct	4.5	63.0
6/7/10	1606	DGNO	DGRMOMI	2	49	N Jct	E Mockingbird	4.5	229.5
6/7/10	2121	DGNO	DGRMODA	1	12	N Jct	E Mockingbird	4.5	58.5
6/7/10	2233	DGNO	DGYMOMO	1	4	E Mockingbird	N Jct	4.5	22.5
6/8/10	0121	DGNO	DGYMOMO	1	14	N Jct	E Mockingbird	4.5	67.5
6/8/10	1104	DGNO	DGRMOMI	2	43	E Mockingbird	N Jct	4.5	202.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/8/10	1430	DGNO	EXTRA	1	14	E Mockingbird	N Jct	4.5	67.5
6/8/10	1440	DGNO	DGRMOMI	2	16	N Jct	E Mockingbird	4.5	81.0
6/8/10	1534	DGNO	DGRMODA	1	21	E Mockingbird	N Jct	4.5	99.0
6/8/10	2049	DGNO	DGRMODA	1	17	N Jct	E Mockingbird	4.5	81.0
6/8/10	2234	DGNO	DGYMOMO	1	36	E Mockingbird	N Jct	4.5	166.5
6/9/10	0415	DGNO	DGYMOMO	2	11	N Jct	E Mockingbird	4.5	58.5
6/9/10	1033	DGNO	DGRMOMI	2	38	E Mockingbird	N Jct	4.5	180.0
6/9/10	1311	DGNO	DGRMOMI	2	28	N Jct	E Mockingbird	4.5	135.0
6/9/10	1430	DGNO	DGRMODA	1	8	E Mockingbird	N Jct	4.5	40.5
6/9/10	1915	DGNO	DGRMODA	1	11	N Jct	E Mockingbird	4.5	54.0
6/9/10	2201	DGNO	DGYMOMO	1	5	E Mockingbird	N Jct	4.5	27.0
6/9/10	2343	DGNO	DGYMOMO	1	30	N Jct	E Mockingbird	4.5	139.5
6/10/10	0933	DGNO	DGRMOMI	2	29	E. Mockingbird	N Jct	4.5	139.5
6/10/10	1307	DGNO	DGRMOMI	2	16	N Jct	E Mockingbird	4.5	81.0
6/10/10	1326	DGNO	DGRMODA	1	13	E Mockingbird	N Jct	4.5	63.0
6/10/10	1948	DGNO	DGRMODA	1	14	N Jct	E Mockingbird	4.5	67.5
6/11/10	1007	DGNO	DGYMOMO	1	8	E Mockingbird	N Jct	4.5	40.5
6/11/10	1038	DGNO	DGRMOMI	2	53	E Mockingbird	N Jct	4.5	247.5
6/11/10	1329	DGNO	DGYMOMO	1	7	N Jct	E Mockingbird	4.5	36.0
6/11/10	1420	DGNO	DGRMOMI	2	51	N Jct	E Mockingbird	4.5	238.5
6/11/10	1932	DGNO	DGRMODA	1	19	E Mockingbird	N Jct	4.5	90.0
6/14/10	0930	DGNO	DGRMOMI	2	0	E Mockingbird	N Jct	4.5	9.0
6/14/10	1310	DGNO	DGRMOMI	2	42	N Jct	E Mockingbird	4.5	198.0
6/14/10	1448	DGNO	DGRMODA	1	13	E Mockingbird	N Jct	4.5	63.0
6/14/10	2158	DGNO	DGYMOMO	1	13	E Mockingbird	N Jct	4.5	63.0
6/14/10	2240	DGNO	DGRMODA	1	19	N Jct	E Mockingbird	4.5	90.0
6/15/10	0333	DGNO	DGYMOMO	1	27	N Jct	E Mockingbird	4.5	126.0
6/15/10	1130	DGNO	DGRMOMI	2	60	E Mockingbird	N Jct	4.5	279.0
6/15/10	1407	DGNO	DGRMOMI	2	12	N Jct	E Mockingbird	4.5	63.0
6/15/10	1533	DGNO	DGRMODA	1	12	E Mockingbird	N Jct	4.5	58.5
6/15/10	2152	DGNO	DGRMODA	1	18	N Jct	E Mockingbird	4.5	85.5
6/15/10	2233	DGNO	DGYMOMO	1	28	E Mockingbird	N Jct	4.5	130.5
6/16/10	0321	DGNO	DGYMOMO	1	42	N Jct	E Mockingbird	4.5	193.5
6/16/10	1144	DGNO	DGRMOMI	2	54	E Mockingbird	N Jct	4.5	252.0
6/16/10	1440	DGNO	DGRMODA	1	14	E Mockingbird	N Jct	4.5	67.5
6/16/10	1603	DGNO	DGRMOMI	2	52	N Jct	E Mockingbird	4.5	243.0
6/16/10	2111	DGNO	DGRMODA	1	18	N Jct	E Mockingbird	4.5	85.5
6/17/10	0010	DGNO	DGYMOMO	1	21	E Mockingbird	N Jct	4.5	99.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/17/10	0410	DGNO	DGYMOMO	1	22	N Jct	E Mockingbird	4.5	103.5
6/17/10	1404	DGNO	DGRMODA	2	21	E Mockingbird	N Jct	4.5	103.5
6/17/10	1957	DGNO	DGRMOMI	1	12	N Jct	E Mockingbird	4.5	58.5
6/17/10	2358	DGNO	DGYMOMO	1	6	E Mockingbird	N Jct	4.5	31.5
6/18/10	1038	DGNO	DGRMOMI	2	73	E Mockingbird	N Jct	4.5	337.5
6/18/10	1354	DGNO	DGRMODA	1	6	E Mockingbird	N Jct	4.5	31.5
6/18/10	1604	DGNO	DGRMOMI	2	30	N Jct	E Mockingbird	4.5	144.0
6/18/10	2029	DGNO	DGRMODA	1	9	N Jct	E Mockingbird	4.5	45.0
6/21/10	1811	DGNO	DGRMODA	1	12	E Mockingbird	N Jct	4.5	58.5
6/21/10	2358	DGNO	DGYMOMO	1	28	E Mockingbird	N Jct	4.5	130.5
6/22/10	0332	DGNO	DGYMOMO	1	8	N Jct	E Mockingbird	4.5	40.5
6/22/10	1009	DGNO	DGYMOMO	1	18	E Mockingbird	N Jct	4.5	85.5
6/22/10	1313	DGNO	DGRMOMI	2	63	E Mockingbird	N Jct	4.5	292.5
6/22/10	1910	DGNO	DGRMOMI	2	64	N Jct	E Mockingbird	4.5	297.0
6/23/10	1336	DGNO	DGRMOMI	2	46	E Mockingbird	N Jct	4.5	216.0
6/23/10	1914	DGNO	DGRMOMI	2	38	N Jct	E Mockingbird	4.5	180.0
6/23/10	2105	DGNO	DGYMOMO	1	8	E Mockingbird	N Jct	4.5	40.5
6/23/10	2157	DGNO	DGRMODA	2	46	N Jct	E Mockingbird	4.5	216.0
6/23/10	2322	DGNO	DGLMOIR	1	9	W Mockingbird	EC Jct	4.5	45.0
6/24/10	0204	DGNO	DGYMOMO	1	7	N Jct	E Mockingbird	4.5	36.0
6/24/10	1104	DGNO	DGRMOMI	1	30	E Mockingbird	N Jct	4.5	139.5
6/24/10	1354	DGNO	DGRMODA	1	7	E Mockingbird	N Jct	4.5	36.0
6/24/10	1524	DGNO	DGRMOMI	1	9	N Jct	E Mockingbird	4.5	45.0
6/24/10	2045	DGNO	DGRMODA	1	19	N Jct	E Mockingbird	4.5	90.0
6/24/10	2358	DGNO	DGYMOMO	1	21	E Mockingbird	N Jct	4.5	99.0
6/25/10	0348	DGNO	DGYMOMO	1	9	N Jct	E Mockingbird	4.5	45.0
6/25/10	1033	DGNO	DGRMOMI	2	56	E Mockingbird	N Jct	4.5	261.0
6/25/10	1315	DGNO	DGRMOMI	2	13	N Jct	E Mockingbird	4.5	67.5
6/25/10	1339	DGNO	DGRMODA	1	22	E Mockingbird	N Jct	4.5	103.5
6/25/10	1938	DGNO	DGRMODA	1	18	N Jct	E Mockingbird	4.5	85.5
6/25/10	2103	DGNO	DGYMOMO	1	13	E Mockingbird	N Jct	4.5	63.0
6/25/10	2342	DGNO	DGYMOMO	1	6	N Jct	E Mockingbird	4.5	31.5
6/28/10	1105	DGNO	DGRMOMI	3	48	E Mockingbird	N Jct	4.5	229.5
6/28/10	1328	DGNO	DGRMODA	1	14	E Mockingbird	N Jct	4.5	67.5
6/28/10	1340	DGNO	EXTRA	1	7	E Mockingbird	N Jct	4.5	36.0
6/28/10	2004	DGNO	DGLMOIR	3	70	N Jct	E Mockingbird	4.5	328.5
6/28/10	2102	DGNO	DGRMODA	1	19	N Jct	E Mockingbird	4.5	90.0
6/28/10	2132	DGNO	DGYMOMO	1	8	E Mockingbird	N Jct	4.5	40.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/29/10	0102	DGNO	DGYMOMO	1	6	N Jct	E Mockingbird	4.5	31.5
6/29/10	1011	DGNO	DGRMOMI	2	55	E Mockingbird	N Jct	4.5	256.5
6/29/10	1403	DGNO	DGRMODA	1	21	E Mockingbird	N Jct	4.5	99.0
6/29/10	1602	DGNO	DGRMOMI	2	52	N Jct	E Mockingbird	4.5	243.0
6/30/10	1107	DGNO	DGRMOMI	2	28	E Mockingbird	N Jct	4.5	135.0
6/30/10	1504	DGNO	DGRMOMI	2	25	N Jct	E Mockingbird	4.5	121.5
6/30/10	2204	DGNO	EXTRA	1	14	E Mockingbird	N Jct	4.5	67.5
6/30/10	2255	DGNO	DGRMODA	2	41	N Jct	E Mockingbird	4.5	193.5
4/8/10	2351	DGNO	DGLMOIR	1	12	EC Jct	Centreport	5.6	72.8
6/25/10	0223	DGNO	DGLMOIR	1	7	EC Jct	Centreport	5.6	44.8
6/3/10	1341	DGNO	DGYMOMO	1	0	N Jct	W Mockingbird	5.9	5.9
6/18/10	0421	DGNO	DGYMOMO	1	2	N Jct	W Mockingbird	5.9	17.7
3/9/10	1227	DGNO	DGRMODA	1	0	W Mockingbird	N Jct	6.5	6.5
3/4/10	2359	DGNO	DGLMOIR	1	3	Wildwood	Centreport	6.8	27.2
3/12/10	0024	DGNO	DGLMOIR	1	3	Wildwood	Centreport	6.8	27.2
3/12/10	2035	DGNO	DGLMOIR	1	1	Wildwood	Centreport	6.8	13.6
3/18/10	2330	DGNO	DGLMOIR	1	2	Wildwood	Centreport	6.8	20.4
3/26/10	0010	DGNO	DGLMOIR	1	3	Wildwood	Centreport	6.8	27.2
4/2/10	0047	DGNO	DGLMOIR	1	8	EC Jct	Centreport	6.8	61.2
4/15/10	0146	DGNO	DGLMOIR	1	2	Wildwood	Centreport	6.8	20.4
4/16/10	0147	DGNO	DGLMOIR	1	3	Wildwood	Centreport	6.8	27.2
4/23/10	0038	DGNO	DGLMOIR	1	4	Wildwood	Centreport	6.8	34.0
4/28/10	0230	DGNO	DGLMOIR	1	4	Wildwood	Centreport	6.8	34.0
4/30/10	0052	DGNO	DGLMOIR	1	3	Wildwood	Centreport	6.8	27.2
5/7/10	0118	DGNO	DGLMODA	1	2	Wildwood	Centreport	6.8	20.4
5/13/10	0210	DGNO	DGLMOIR	1	5	Wildwood	Centreport	6.8	40.8
5/27/10	0055	DGNO	DGLMOIR	1	9	Wildwood	Centreport	6.8	68.0
6/10/10	2350	DGNO	DGLMOIR	1	2	Wildwood	Centreport	6.8	20.4
6/22/10	0219	DGNO	DGLMOIR	1	4	Brookhollow B	Centreport	6.8	34.0
3/2/10	2236	DGNO	DGLMOIR	1	1	W Mockingbird	Centreport	8.1	16.2
3/3/10	0030	DGNO	DGLMOIR	1	0	Centreport	W Mockingbird	8.1	8.1
3/5/10	0135	DGNO	DGLMOIR	1	4	Centreport	W Mockingbird	8.1	40.5
3/12/10	0143	DGNO	DGLMOIR	1	2	Centreport	W Mockingbird	8.1	24.3
3/12/10	2200	DGNO	DGLMOIR	1	2	Centreport	W Mockingbird	8.1	24.3
3/19/10	0040	DGNO	DGLMOIR	1	1	Centreport	W Mockingbird	8.1	16.2
3/22/10	2351	DGNO	DGYMOMO	1	0	W Mockingbird	Centreport	8.1	8.1
3/23/10	0102	DGNO	DGYMOMO	1	1	Centreport	W Mockingbird	8.1	16.2
3/26/10	0046	DGNO	DGLMOIR	1	2	Centreport	W Mockingbird	8.1	24.3

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/2/10	0209	DGNO	DGLMOIR	1	10	Centreport	W Mockingbird	8.1	89.1
4/9/10	0122	DGNO	DGKMOIR	1	12	Centreport	W Mockingbird	8.1	105.3
4/15/10	0243	DGNO	DGLMOIR	1	1	Centreport	W Mockingbird	8.1	16.2
4/16/10	0248	DGNO	DGLMOIR	1	4	Centreport	W Mockingbird	8.1	40.5
4/21/10	0123	DGNO	DGLMOIR	1	4	W Mockingbird	Centreport	8.1	40.5
4/21/10	0247	DGNO	DGLMOIR	1	1	Centreport	W Mockingbird	8.1	16.2
4/23/10	0146	DGNO	DGLMOIR	1	7	Centreport	W Mockingbird	8.1	64.8
4/28/10	0337	DGNO	DGLMOIR	1	1	Centreport	W Mockingbird	8.1	16.2
4/30/10	0243	DGNO	DGLMOIR	1	8	Centreport	W Mockingbird	8.1	72.9
5/7/10	0225	DGNO	DGLMODA	1	1	Centreport	W Mockingbird	8.1	16.2
5/13/10	0400	DGNO	DGLMOIR	1	2	Centreport	W Mockingbird	8.1	24.3
5/20/10	2106	DGNO	DGLMOIR	1	1	W Mockingbird	Centreport	8.1	16.2
5/20/10	2314	DGNO	DGLMOIR	1	3	Centreport	W Mockingbird	8.1	32.4
5/27/10	0235	DGNO	DGLMOIR	1	4	Centreport	W Mockingbird	8.1	40.5
5/28/10	0236	DGNO	DGLMOIR	1	6	Centreport	W Mockingbird	8.1	56.7
6/3/10	2347	DGNO	DGLMOIR	1	3	W Mockingbird	Centreport	8.1	32.4
6/4/10	0328	DGNO	DGLMOIR	1	0	Centreport	W Mockingbird	8.1	8.1
6/9/10	2324	DGNO	DGLMOIR	1	4	W Mockingbird	Centreport	8.1	40.5
6/10/10	0148	DGNO	DGLMOIR	1	5	Centreport	W Mockingbird	8.1	48.6
6/11/10	0133	DGNO	DGLMOIR	1	5	Centreport	W Mockingbird	8.1	48.6
6/22/10	0335	DGNO	DGLMOIR	1	3	Centreport	W Mockingbird	8.1	32.4
6/25/10	0336	DGNO	DGLMOIR	1	8	Centreport	W Mockingbird	8.1	72.9
1198	13.61	DGNO Freight moves per day							

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/5/10	1037	BNSF	TULTEA	2	100	EC Jct	N Jct	0.5	51.0
5/20/10	1918	BNSF	RTEX633	2	18	Purina Jct	WC Jct	2.5	50.0
5/20/10	2150	BNSF	RTEX633	2	8	WC Jct	West Tex	4.3	43.0
5/21/10	0154	BNSF	TULTSY	2	102	EC Jct	N Jct	4.5	468.0
3/23/10	0448	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.1	753.3
3/1/10	0149	BNSF	NYFTUL	5	135	EC Jct	N Jct	8.4	1,176.0
3/1/10	1209	BNSF	TULTSY	2	99	EC Jct	N Jct	8.4	848.4
3/2/10	0154	BNSF	CDMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
3/2/10	1115	BNSF	HOUTUL	2	69	N Jct	EC Jct	8.4	596.4
3/2/10	1155	BNSF	TULTEA	2	112	EC Jct	N Jct	8.4	957.6
3/2/10	1352	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
3/2/10	1923	BNSF	TULTSY	3	110	EC Jct	N Jct	8.4	949.2
3/3/10	0222	BNSF	TULTSY	2	108	EC Jct	N Jct	8.4	924.0
3/3/10	1210	BNSF	TULTEA	2	102	EC Jct	N Jct	8.4	873.6
3/3/10	2001	BNSF	BKMKBB	4	120	EC Jct	N Jct	8.4	1,041.6
3/3/10	2119	BNSF	TULTSY	2	106	EC Jct	N Jct	8.4	907.2
3/4/10	1017	BNSF	TULTEA	2	104	EC Jct	N Jct	8.4	890.4
3/4/10	2142	BNSF	TULTSY	3	92	EC Jct	N Jct	8.4	798.0
3/5/10	0256	BNSF	BNTCAK	3	90	N Jct	EC Jct	8.4	781.2
3/5/10	0843	BNSF	HOUTUL	2	107	N Jct	EC Jct	8.4	915.6
3/5/10	1134	BNSF	TULTSY	2	83	EC Jct	N Jct	8.4	714.0
3/5/10	2251	BNSF	TULTEA	3	102	EC Jct	N Jct	8.4	882.0
3/8/10	0316	BNSF	H TULTEA	2	106	EC Jct	N Jct	8.4	907.2
3/8/10	2039	BNSF	TULTSY	2	106	EC Jct	N Jct	8.4	907.2
3/8/10	0029	BNSF	U HOUTUL	2	91	N Jct	EC Jct	8.4	781.2
3/9/10	0843	BNSF	HOUTUL	2	101	N Jct	EC Jct	8.4	865.2
3/9/10	1100	BNSF	TULTSY	2	103	EC Jct	N Jct	8.4	882.0
3/9/10	2027	BNSF	TOMHTO	3	94	N Jct	EC Jct	8.4	814.8
3/9/10	2334	BNSF	H HOUTUL	2	136	N Jct	EC Jct	8.4	1,159.2
3/10/10	0351	BNSF	U BNTCAK	3	92	N Jct	EC Jct	8.4	798.0
3/10/10	1223	BNSF	TULTSY	3	98	EC Jct	N Jct	8.4	848.4
3/10/10	2349	BNSF	TULTSY	2	109	EC Jct	N Jct	8.4	932.4
3/11/10	0443	BNSF	HOUTUL	2	123	N Jct	EC Jct	8.4	1,050.0
3/11/10	1007	BNSF	TULTEA	2	109	EC Jct	N Jct	8.4	932.4
3/11/10	2011	BNSF	HTOARC	3	94	EC Jct	N Jct	8.4	814.8
3/11/10	2101	BNSF	TULTSY	2	105	EC Jct	N Jct	8.4	898.8
3/12/10	0255	BNSF	HOUTUL	2	92	N Jct	EC Jct	8.4	789.6
3/12/10	1012	BNSF	TULTEA	2	108	EC Jct	N Jct	8.4	924.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/12/10	1234	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
3/12/10	2154	BNSF	H TULTSY	3	105	EC Jct	N Jct	8.4	907.2
3/15/10	0329	BNSF	TULTEA	2	103	EC Jct	N Jct	8.4	882.0
3/15/10	1104	BNSF	BNTCAK	3	90	N Jct	EC Jct	8.4	781.2
3/15/10	2209	BNSF	TULTSY	2	97	EC Jct	N Jct	8.4	831.6
3/15/10	2345	BNSF	TULTSY	2	99	EC Jct	N Jct	8.4	848.4
3/16/10	1051	BNSF	DONMAO	2	64	N Jct	EC Jct	8.4	554.4
3/16/10	1111	BNSF	TULTEA	3	103	EC Jct	N Jct	8.4	890.4
3/16/10	2008	BNSF	TULTSY	2	86	EC Jct	N Jct	8.4	739.2
3/17/10	0221	BNSF	H TULTEA	3	98	EC Jct	N Jct	8.4	848.4
3/17/10	1008	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
3/17/10	2301	BNSF	H TULTSY	2	105	EC Jct	N Jct	8.4	898.8
3/18/10	0001	BNSF	H TULTSY	2	103	EC Jct	N Jct	8.4	882.0
3/18/10	0422	BNSF	H TULTEA	2	109	EC Jct	N Jct	8.4	932.4
3/18/10	1959	BNSF	TULTSY	2	106	EC Jct	N Jct	8.4	907.2
3/19/10	0051	BNSF	H TULTSY	2	105	EC Jct	N Jct	8.4	898.8
3/19/10	0349	BNSF	H TULTEA	2	114	EC Jct	N Jct	8.4	974.4
3/19/10	0859	BNSF	HTO CRS	3	90	EC Jct	N Jct	8.4	781.2
3/19/10	2015	BNSF	BNTCAK	2	90	N Jct	EC Jct	8.4	772.8
3/19/10	2029	BNSF	TULTSY	2	106	EC Jct	N Jct	8.4	907.2
3/22/10	1300	BNSF	TULTEA	2	107	EC Jct	N Jct	8.4	915.6
3/22/10	1934	BNSF	TULTSY	2	83	EC Jct	N Jct	8.4	714.0
3/23/10	0017	BNSF	CRSHTO	3	90	N Jct	EC Jct	8.4	781.2
3/23/10	0211	BNSF	TULTEA	2	96	EC Jct	N Jct	8.4	823.2
3/23/10	1308	BNSF	TULTSY	2	119	EC Jct	N Jct	8.4	1,016.4
3/23/10	2001	BNSF	CKMKBB	4	119	EC Jct	N Jct	8.4	1,033.2
3/23/10	2211	BNSF	TULTSY	2	105	EC Jct	N Jct	8.4	898.8
3/24/10	0336	BNSF	TULTEA	2	107	EC Jct	N Jct	8.4	915.6
3/24/10	1919	BNSF	E KBBCKM	2	119	N Jct	EC Jct	8.4	1,016.4
3/24/10	2035	BNSF	H TULTSY	2	89	EC Jct	N Jct	8.4	764.4
3/24/10	2221	BNSF	BKMKBB	4	120	EC Jct	N Jct	8.4	1,041.6
3/24/10	2304	BNSF	TULTSY	2	96	EC Jct	N Jct	8.4	823.2
3/25/10	0310	BNSF	MAODON	2	64	EC Jct	N Jct	8.4	554.4
3/25/10	1229	BNSF	TULTEA	2	105	EC Jct	N Jct	8.4	898.8
3/25/10	2219	BNSF	KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
3/25/10	2253	BNSF	BNTCAK	2	90	N Jct	EC Jct	8.4	772.8
3/26/10	0027	BNSF	TULTST	2	101	EC Jct	N Jct	8.4	865.2
3/26/10	0900	BNSF	DONMAO	2	65	N Jct	EC Jct	8.4	562.8

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/26/10	1131	BNSF	TULTSY	2	82	EC Jct	N Jct	8.4	705.6
3/29/10	0122	BNSF	E KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
3/29/10	0344	BNSF	H TULTEA	2	110	EC Jct	N Jct	8.4	940.8
3/29/10	1250	BNSF	TULTSY	2	99	EC Jct	N Jct	8.4	848.4
3/30/10	1320	BNSF	TULTSY	2	105	EC Jct	N Jct	8.4	898.8
3/30/10	1949	BNSF	TULTSY	2	98	EC Jct	N Jct	8.4	840.0
3/30/10	2344	BNSF	BNTCAK	3	90	N Jct	EC Jct	8.4	781.2
3/31/10	0306	BNSF	TULTEA	3	114	EC Jct	N Jct	8.4	982.8
3/31/10	1430	BNSF	TULTSY	2	105	EC Jct	N Jct	8.4	898.8
3/31/10	2050	BNSF	TULTSY	2	106	EC Jct	N Jct	8.4	907.2
4/1/10	0317	BNSF	TULTEA	2	102	EC Jct	N Jct	8.4	873.6
4/1/10	0425	BNSF	CKMKBB	4	134	EC Jct	N Jct	8.4	1,159.2
4/1/10	1129	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
4/1/10	1952	BNSF	TULTSY	2	105	EC Jct	N Jct	8.4	898.8
4/2/10	0242	BNSF	BKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
4/2/10	0451	BNSF	TULTEA	2	107	EC Jct	N Jct	8.4	915.6
4/2/10	2309	BNSF	KBBBKM	8	135	N Jct	EC Jct	8.4	1,201.2
4/5/10	0937	BNSF	BKMKBB	4	134	EC Jct	N Jct	8.4	1,159.2
4/5/10	1352	BNSF	TULTSY	2	95	EC Jct	N Jct	8.4	814.8
4/5/10	2042	BNSF	EKBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
4/6/10	0216	BNSF	H TULTEA	2	108	EC Jct	N Jct	8.4	924.0
4/6/10	2134	BNSF	E KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
4/6/10	2259	BNSF	E KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
4/7/10	0105	BNSF	H TULTSY	3	108	EC Jct	N Jct	8.4	932.4
4/7/10	0905	BNSF	BNTCAK	2	89	N Jct	EC Jct	8.4	764.4
4/7/10	1247	BNSF	MAODON	2	64	EC Jct	N Jct	8.4	554.4
4/7/10	2156	BNSF	H TULTSY	2	84	EC Jct	N Jct	8.4	722.4
4/8/10	0321	BNSF	H TULTEA	2	97	EC Jct	N Jct	8.4	831.6
4/8/10	2002	BNSF	TULTSY	2	107	EC Jct	N Jct	8.4	915.6
4/9/10	0012	BNSF	U DONMAO	2	64	N Jct	EC Jct	8.4	554.4
4/9/10	0028	BNSF	U CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
4/9/10	0312	BNSF	U HTOCRS	3	92	EC Jct	N Jct	8.4	798.0
4/9/10	1008	BNSF	TULTEA	2	109	EC Jct	N Jct	8.4	932.4
4/9/10	1123	BNSF	BKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
4/9/10	2030	BNSF	TULTSY	2	97	EC Jct	N Jct	8.4	831.6
4/12/10	0904	BNSF	EKBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
4/12/10	1130	BNSF	TULTEA	2	107	EC Jct	N Jct	8.4	915.6
4/12/10	1414	BNSF	TULTSY	2	113	EC Jct	N Jct	8.4	966.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/13/10	0220	BNSF	TULTEA	3	101	EC Jct	N Jct	8.4	873.6
4/13/10	0247	BNSF	TOMHTO	3	91	N Jct	EC Jct	8.4	789.6
4/13/10	0928	BNSF	EKBBBKM	8	135	N Jct	EC Jct	8.4	1,201.2
4/13/10	1301	BNSF	CEBMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
4/13/10	1417	BNSF	U CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
4/13/10	2019	BNSF	H TULTSY	2	105	EC Jct	N Jct	8.4	898.8
4/14/10	0907	BNSF	EKBBEBM	3	125	N Jct	EC Jct	8.4	1,075.2
4/14/10	1136	BNSF	TULTEA	3	96	EC Jct	N Jct	8.4	831.6
4/14/10	2035	BNSF	CEBMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
4/14/10	2119	BNSF	TULTSY	2	89	EC Jct	N Jct	8.4	764.4
4/15/10	0226	BNSF	TULTSY	2	94	EC Jct	N Jct	8.4	806.4
4/15/10	0908	BNSF	KBBEBM	4	135	N Jct	EC Jct	8.4	1,167.6
4/15/10	1137	BNSF	TULTEA	2	77	EC Jct	N Jct	8.4	663.6
4/15/10	2243	BNSF	H TULTSY	2	106	EC Jct	N Jct	8.4	907.2
4/15/10	2327	BNSF	E KBBEBM	4	135	N Jct	EC Jct	8.4	1,167.6
4/16/10	0203	BNSF	H TULTEA	2	104	EC Jct	N Jct	8.4	890.4
4/16/10	1254	BNSF	TULTSY	2	102	EC Jct	N Jct	8.4	873.6
4/16/10	1907	BNSF	BNTCAK	3	90	N Jct	EC Jct	8.4	781.2
4/19/10	0356	BNSF	H TULTEA	2	105	EC Jct	N Jct	8.4	898.8
4/19/10	0843	BNSF	KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
4/19/10	1206	BNSF	EBMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
4/19/10	1852	BNSF	TULTSY	2	83	EC Jct	N Jct	8.4	714.0
4/19/10	2359	BNSF	KBBEBM	4	135	N Jct	EC Jct	8.4	1,167.6
4/20/10	0300	BNSF	TULTEA	2	90	EC Jct	N Jct	8.4	772.8
4/20/10	1110	BNSF	TULTSY	2	87	EC Jct	N Jct	8.4	747.6
4/20/10	1910	BNSF	BNTCAK	2	90	N Jct	EC Jct	8.4	772.8
4/20/10	1955	BNSF	KBBEBM	4	135	N Jct	EC Jct	8.4	1,167.6
4/20/10	2025	BNSF	BKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
4/21/10	1038	BNSF	TULTEA	4	96	EC Jct	N Jct	8.4	840.0
4/21/10	1911	BNSF	KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
4/21/10	2100	BNSF	TULTSY	3	110	EC Jct	N Jct	8.4	949.2
4/22/10	1413	BNSF	EBMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
4/22/10	1933	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
4/22/10	2058	BNSF	TULTSY	2	109	EC Jct	N Jct	8.4	932.4
4/23/10	1141	BNSF	TULTEA	3	110	EC Jct	N Jct	8.4	949.2
4/23/10	1420	BNSF	HTO CRS	3	92	EC Jct	N Jct	8.4	798.0
4/23/10	1937	BNSF	E KBBEBM	3	135	N Jct	EC Jct	8.4	1,159.2
4/23/10	2116	BNSF	TULTSY	2	105	EC Jct	N Jct	8.4	898.8

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/26/10	0115	BNSF	U MAODON	2	64	EC Jct	N Jct	8.4	554.4
4/26/10	0233	BNSF	H TULTEA	2	74	EC Jct	N Jct	8.4	638.4
4/26/10	1028	BNSF	BKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
4/26/10	2143	BNSF	E KBBBKMO	4	135	N Jct	EC Jct	8.4	1,167.6
4/27/10	0000	BNSF	U DONMAO	2	64	N Jct	EC Jct	8.4	554.4
4/27/10	0417	BNSF	H TULTSY	3	71	EC Jct	N Jct	8.4	621.6
4/27/10	1010	BNSF	TULTEA	2	108	EC Jct	N Jct	8.4	924.0
4/27/10	1411	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
4/27/10	1928	BNSF	KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
4/27/10	2320	BNSF	C BKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
4/28/10	1122	BNSF	TULTEA	2	108	EC Jct	N Jct	8.4	924.0
4/28/10	2058	BNSF	TULTSY	2	106	EC Jct	N Jct	8.4	907.2
4/28/10	2239	BNSF	C BKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
4/29/10	0252	BNSF	H TULTSY	2	97	EC Jct	N Jct	8.4	831.6
4/29/10	0910	BNSF	KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
4/29/10	1147	BNSF	TULTEA	2	92	EC Jct	N Jct	8.4	789.6
4/29/10	1918	BNSF	KBBKBM	4	135	N Jct	EC Jct	8.4	1,167.6
4/29/10	1937	BNSF	BNTCAK	3	90	N Jct	EC Jct	8.4	781.2
4/29/10	2202	BNSF	TULTSY	2	101	EC Jct	N Jct	8.4	865.2
4/30/10	1239	BNSF	TULTEA	2	108	EC Jct	N Jct	8.4	924.0
4/30/10	1500	BNSF	TULTSY	2	91	EC Jct	N Jct	8.4	781.2
4/30/10	2001	BNSF	BKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
5/3/10	0325	BNSF	TULTEA	2	103	EC Jct	N Jct	8.4	882.0
5/3/10	1911	BNSF	U BNTCAK	3	90	N Jct	EC Jct	8.4	781.2
5/3/10	2033	BNSF	H TULTSY	2	95	EC Jct	N Jct	8.4	814.8
5/4/10	0119	BNSF	CRSHTO	3	92	N Jct	EC Jct	8.4	798.0
5/4/10	0335	BNSF	BKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
5/4/10	1153	BNSF	TULTEA	3	107	EC Jct	N Jct	8.4	924.0
5/4/10	2133	BNSF	TULTSY	2	101	EC Jct	N Jct	8.4	865.2
5/5/10	0234	BNSF	BKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
5/5/10	0434	BNSF	TULTEA	2	109	EC Jct	N Jct	8.4	932.4
5/5/10	2041	BNSF	TULTSY	2	105	EC Jct	N Jct	8.4	898.8
5/5/10	2231	BNSF	U HTOCRS	3	92	EC Jct	N Jct	8.4	798.0
5/6/10	0038	BNSF	U CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
5/6/10	0110	BNSF	C BKMKBB	4	124	EC Jct	N Jct	8.4	1,075.2
5/6/10	0201	BNSF	C BKMKBB	4	134	EC Jct	N Jct	8.4	1,159.2
5/6/10	1102	BNSF	KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
5/6/10	1320	BNSF	TULTEA	2	108	EC Jct	N Jct	8.4	924.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
5/7/10	0041	BNSF	U CRSHTO	3	92	N Jct	EC Jct	8.4	798.0
5/7/10	0128	BNSF	E KBBBKM	4	124	N Jct	EC Jct	8.4	1,075.2
5/7/10	0313	BNSF	H TULTSY	2	105	EC Jct	N Jct	8.4	898.8
5/7/10	0425	BNSF	C BKMKB	4	135	EC Jct	N Jct	8.4	1,167.6
5/7/10	1321	BNSF	TULTEA	3	70	EC Jct	N Jct	8.4	613.2
5/7/10	1357	BNSF	KBBBKM	4	134	N Jct	EC Jct	8.4	1,159.2
5/10/10	0932	BNSF	KBBBKM	4	125	N Jct	EC Jct	8.4	1,083.6
5/10/10	1222	BNSF	TULTEA	2	79	EC Jct	N Jct	8.4	680.4
5/10/10	1903	BNSF	TULTSY	2	108	EC Jct	N Jct	8.4	924.0
5/10/10	2014	BNSF	BKMKB	4	135	EC Jct	N Jct	8.4	1,167.6
5/11/10	1132	BNSF	TULTEA	2	106	EC Jct	N Jct	8.4	907.2
5/11/10	1928	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
5/11/10	2043	BNSF	TULTSY	2	94	EC Jct	N Jct	8.4	806.4
5/12/10	0051	BNSF	KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
5/12/10	1440	BNSF	TULTEA	4	103	EC Jct	N Jct	8.4	898.8
5/13/10	0042	BNSF	TULTSY	3	99	EC Jct	N Jct	8.4	856.8
5/13/10	1114	BNSF	TULTEA1	2	104	EC Jct	N Jct	8.4	890.4
5/13/10	1951	BNSF	C EBMKB	4	135	EC Jct	N Jct	8.4	1,167.6
5/13/10	2014	BNSF	H TULTSY	2	93	EC Jct	N Jct	8.4	798.0
5/13/10	2238	BNSF	SPMSVL	2	52	EC Jct	N Jct	8.4	453.6
5/14/10	1332	BNSF	H TULTEA	2	100	EC Jct	N Jct	8.4	856.8
5/14/10	1918	BNSF	H TULTSY	2	110	EC Jct	N Jct	8.4	940.8
5/14/10	2011	BNSF	C EBMKB	4	135	EC Jct	N Jct	8.4	1,167.6
5/17/10	1220	BNSF	TULTEA	2	102	EC Jct	N Jct	8.4	873.6
5/17/10	1958	BNSF	BKMKB	4	133	EC Jct	N Jct	8.4	1,150.8
5/18/10	1246	BNSF	TULTEA	2	63	EC Jct	N Jct	8.4	546.0
5/18/10	2016	BNSF	KBBBKM	2	135	N Jct	EC Jct	8.4	1,150.8
5/18/10	2122	BNSF	E KBBBKM	2	135	N Jct	EC Jct	8.4	1,150.8
5/18/10	2141	BNSF	U BNTCAK	4	90	N Jct	EC Jct	8.4	789.6
5/18/10	2250	BNSF	H TULTSY	2	59	EC Jct	N Jct	8.4	512.4
5/19/10	1244	BNSF	TULTEA	2	108	EC Jct	N Jct	8.4	924.0
5/19/10	2113	BNSF	TULTSY	2	86	EC Jct	N Jct	8.4	739.2
5/20/10	0318	BNSF	KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
5/20/10	1245	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
5/20/10	2221	BNSF	TULTEA	2	105	EC Jct	N Jct	8.4	898.8
5/21/10	1158	BNSF	TULTEA	2	91	EC Jct	N Jct	8.4	781.2
5/21/10	1939	BNSF	TULTSY	2	105	EC Jct	N Jct	8.4	898.8
5/24/10	1200	BNSF	TULTEA1	2	112	EC Jct	N Jct	8.4	957.6

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
5/24/10	1326	BNSF	H TULTSY	2	106	EC Jct	N Jct	8.4	907.2
5/24/10	2044	BNSF	C EBMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
5/24/10	2255	BNSF	KBBEBM	4	135	N Jct	EC Jct	8.4	1,167.6
5/25/10	1406	BNSF	TULTEA1	2	109	EC Jct	N Jct	8.4	932.4
5/25/10	1428	BNSF	TULTSY1	3	109	EC Jct	N Jct	8.4	940.8
5/26/10	0126	BNSF	E KBBEBM	4	135	N Jct	EC Jct	8.4	1,167.6
5/26/10	0158	BNSF	U CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
5/26/10	1213	BNSF	TULTEA	2	105	EC Jct	N Jct	8.4	898.8
5/26/10	1407	BNSF	MAOTEA	1	2	EC Jct	N Jct	8.4	25.2
5/26/10	2027	BNSF	TULTSY1	2	109	EC Jct	N Jct	8.4	932.4
5/26/10	2244	BNSF	H TULTSY	3	46	EC Jct	N Jct	8.4	411.6
5/26/10	2333	BNSF	C BKMKBB	4	131	EC Jct	N Jct	8.4	1,134.0
5/27/10	1257	BNSF	TULTEA	2	101	EC Jct	N Jct	8.4	865.2
5/27/10	2359	BNSF	E KBBBKM	4	135	N Jct	EC Jct	8.4	1,167.6
5/28/10	0155	BNSF	H TULTEA	2	103	EC Jct	N Jct	8.4	882.0
5/28/10	1114	BNSF	BKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
5/28/10	1444	BNSF	EBMKBB	4	132	EC Jct	N Jct	8.4	1,142.4
5/28/10	2325	BNSF	H TULTSY	2	72	EC Jct	N Jct	8.4	621.6
5/31/10	0123	BNSF	CKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
5/31/10	0710	BNSF	TULTEA	2	106	EC Jct	N Jct	8.4	907.2
5/31/10	1253	BNSF	TULTSY	2	114	EC Jct	N Jct	8.4	974.4
6/1/10	1430	BNSF	TULTEA	2	113	EC Jct	N Jct	8.4	966.0
6/2/10	0132	BNSF	EBMKBB	5	135	EC Jct	N Jct	8.4	1,176.0
6/2/10	0208	BNSF	TULTSY	2	92	EC Jct	N Jct	8.4	789.6
6/2/10	1433	BNSF	C BKMKBB	4	135	EC Jct	N Jct	8.4	1,167.6
6/2/10	1910	BNSF	H TULTEA	2	99	EC Jct	N Jct	8.4	848.4
6/2/10	2041	BNSF	U BNTCAK	2	90	N Jct	EC Jct	8.4	772.8
6/3/10	0208	BNSF	KBBEBM	5	135	N Jct	EC Jct	8.4	1,176.0
6/3/10	0300	BNSF	TULTSY	2	94	EC Jct	N Jct	8.4	806.4
6/3/10	0921	BNSF	TULTEA	2	106	EC Jct	N Jct	8.4	907.2
6/4/10	0045	BNSF	KBBBKM	2	135	N Jct	EC Jct	8.4	1,150.8
6/4/10	0121	BNSF	KBBCKM	2	135	N Jct	EC Jct	8.4	1,150.8
6/4/10	1304	BNSF	TULTSY	2	106	EC Jct	N Jct	8.4	907.2
6/7/10	0323	BNSF	H TULTEA	2	107	EC Jct	N Jct	8.4	915.6
6/7/10	1442	BNSF	TULTSY	3	109	EC Jct	N Jct	8.4	940.8
6/7/10	2104	BNSF	U BNTCAK	2	90	N Jct	EC Jct	8.4	772.8
6/8/10	0421	BNSF	H TULTEA	2	112	EC Jct	N Jct	8.4	957.6
6/8/10	1336	BNSF	EBMKBB	4	135	EC Jct	N Jct	8.4	1,167.6

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/9/10	0047	BNSF	KBBNAM	3	125	N Jct	EC Jct	8.4	1,075.2
6/9/10	0236	BNSF	TULTSY	2	109	EC Jct	N Jct	8.4	932.4
6/9/10	1102	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
6/9/10	1324	BNSF	TULTEA	2	102	EC Jct	N Jct	8.4	873.6
6/10/10	0330	BNSF	KBBEBM	4	125	N Jct	EC Jct	8.4	1,083.6
6/10/10	0407	BNSF	TULTSY	2	98	EC Jct	N Jct	8.4	840.0
6/10/10	1110	BNSF	TULTEA	2	113	EC Jct	N Jct	8.4	966.0
6/10/10	2245	BNSF	TULTSY	2	88	EC Jct	N Jct	8.4	756.0
6/11/10	1147	BNSF	TULTEA	2	87	EC Jct	N Jct	8.4	747.6
6/11/10	1911	BNSF	BNTCAK	2	90	N Jct	EC Jct	8.4	772.8
6/14/10	0053	BNSF	TULTEA	2	109	EC Jct	N Jct	8.4	932.4
6/15/10	2027	BNSF	TULTSY	2	108	EC Jct	N Jct	8.4	924.0
6/16/10	0028	BNSF	U MAODON	2	65	EC Jct	N Jct	8.4	562.8
6/16/10	0900	BNSF	KBBBKM	2	135	N Jct	EC Jct	8.4	1,150.8
6/16/10	0942	BNSF	KBBBKM	2	137	N Jct	EC Jct	8.4	1,167.6
6/16/10	1345	BNSF	CKMKBBO	4	135	EC Jct	N Jct	8.4	1,167.6
6/16/10	2302	BNSF	U BNTCAK	3	90	N Jct	EC Jct	8.4	781.2
6/16/10	2309	BNSF	H TULTEA	2	82	EC Jct	N Jct	8.4	705.6
6/17/10	0242	BNSF	H TULTSY	2	95	EC Jct	N Jct	8.4	814.8
6/17/10	1045	BNSF	DONMAO	2	65	N Jct	EC Jct	8.4	562.8
6/17/10	1119	BNSF	KBBCKM	4	135	N Jct	EC Jct	8.4	1,167.6
6/17/10	1906	BNSF	BKMKBBO	4	135	EC Jct	N Jct	8.4	1,167.6
6/17/10	2207	BNSF	H TULTEA	2	102	EC Jct	N Jct	8.4	873.6
6/18/10	1411	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.4	781.2
6/18/10	1455	BNSF	TULTEA	2	104	EC Jct	N Jct	8.4	890.4
6/18/10	1918	BNSF	TULTSY	3	103	EC Jct	N Jct	8.4	890.4
6/21/10	1008	BNSF	TULTEA	2	53	EC Jct	N Jct	8.4	462.0
6/22/10	0936	BNSF	TULTSY	2	87	EC Jct	N Jct	8.4	747.6
6/22/10	1152	BNSF	TULTEA	2	105	EC Jct	N Jct	8.4	898.8
6/22/10	1954	BNSF	KBBEBM	4	120	N Jct	EC Jct	8.4	1,041.6
6/22/10	2012	BNSF	BNTCAK	2	90	N Jct	EC Jct	8.4	772.8
6/22/10	2211	BNSF	TULTSY	2	107	EC Jct	N Jct	8.4	915.6
6/23/10	0925	BNSF	TULTEA	2	101	EC Jct	N Jct	8.4	865.2
6/23/10	1924	BNSF	TULTSY	2	92	EC Jct	N Jct	8.4	789.6
6/23/10	2308	BNSF	HTO CRS	3	92	EC Jct	N Jct	8.4	798.0
6/24/10	1009	BNSF	TULTEA	2	101	EC Jct	N Jct	8.4	865.2
6/24/10	1424	BNSF	TULTSY	2	110	EC Jct	N Jct	8.4	940.8
6/24/10	2117	BNSF	CAKBNT	3	90	EC Jct	N Jct	8.4	781.2

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/25/10	1118	BNSF	CRSHTO	3	92	N Jct	EC Jct	8.4	798.0
6/25/10	1128	BNSF	TULTEA	2	105	EC Jct	N Jct	8.4	898.8
6/25/10	1354	BNSF	CKMKBBO	4	134	EC Jct	N Jct	8.4	1,159.2
6/25/10	2217	BNSF	TULTSY	2	86	EC Jct	N Jct	8.4	739.2
6/28/10	0209	BNSF	TULTEA	2	74	EC Jct	N Jct	8.4	638.4
6/29/10	1026	BNSF	TULTEA	2	107	EC Jct	N Jct	8.4	915.6
6/29/10	2138	BNSF	TULTSY	3	104	EC Jct	N Jct	8.4	898.8
6/30/10	0259	BNSF	CAKBNT0	3	90	EC Jct	N Jct	8.4	781.2
6/30/10	1019	BNSF	TULTEA	2	102	EC Jct	N Jct	8.4	873.6
6/30/10	2339	BNSF	TULTSY	2	107	EC Jct	N Jct	8.4	915.6
313		3.56	BNSF Freight moves per day						

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
Irving - Fort Worth									
3/1/10	1835	UP	UEPLLS	2	0	Sixth St Jct	Calloway	14.4	28.8
3/1/10	2025	UP	UEPLLS	2	80	Calloway	Purina Jct	14.4	1,180.8
3/2/10	2301	UP	UEPLEY	3	81	Calloway	Purina Jct	14.4	1,209.6
3/4/10	2143	UP	UEPLLS	2	80	Calloway	Purina Jct	14.4	1,180.8
3/8/10	2306	UP	UEPLPM	3	82	Calloway	Purina Jct	14.4	1,224.0
3/10/10	2214	UP	UEPLLS	2	81	Calloway	Purina Jct	14.4	1,195.2
3/11/10	2146	UP	UEPLFW	2	37	Calloway	Purina Jct	14.4	561.6
3/16/10	2325	UP	UEPLWK	2	82	Calloway	Purina Jct	14.4	1,209.6
3/18/10	2048	UP	UEPLAE	4	81	Calloway	Purina Jct	14.4	1,224.0
3/18/10	2115	UP	UEPLAE	4	81	Calloway	Purina Jct	14.4	1,224.0
3/22/10	2221	UP	UEPLWK	2	81	Calloway	Purina Jct	14.4	1,195.2
3/25/10	0332	UP	UEPLLS	2	81	Calloway	Purina Jct	14.4	1,195.2
3/25/10	2114	UP	UEELPL	3	79	Purina Jct	Calloway	14.4	1,180.8
3/31/10	2248	UP	UEPLLS	2	80	Calloway	Purina Jct	14.4	1,180.8
4/8/10	0037	UP	UEWKPL	2	82	N Jct	Calloway	14.4	1,209.6
4/9/10	0917	UP	YFW92	2	0	Purina Jct	Calloway	14.4	28.8
4/9/10	1118	UP	YFW92	4	81	Calloway	Purina Jct	14.4	1,224.0
4/12/10	2115	UP	UEPLPL	2	80	Calloway	Purina Jct	14.4	1,180.8
4/14/10	0247	UP	UEPLLS	3	81	Calloway	Purina Jct	14.4	1,209.6
4/15/10	2300	UP	UEPLEB	3	81	Calloway	Purina Jct	14.4	1,209.6
4/20/10	2240	UP	UEPLDG	2	81	Calloway	Purina Jct	14.4	1,195.2
4/21/10	1931	UP	UEPLFW	2	21	Calloway	Purina Jct	14.4	331.2
4/22/10	2140	UP	UEPLLY	3	81	Calloway	Purina Jct	14.4	1,209.6
4/28/10	0040	UP	UEPLIH	2	82	Calloway	Purina Jct	14.4	1,209.6
4/30/10	2128	UP	UEPLCS	3	82	Calloway	Purina Jct	14.4	1,224.0
5/3/10	2207	UP	UEWKPL	3	82	Calloway	Purina Jct	14.4	1,224.0
5/10/10	2007	UP	UEIHPL	2	82	Purina Jct	Calloway	14.4	1,209.6
5/11/10	2357	UP	UEPLIH	2	82	Calloway	Purina Jct	14.4	1,209.6
5/14/10	2348	UP	UEPLEL	2	79	Calloway	Purina Jct	14.4	1,166.4
5/17/10	2200	UP	UEPLWK	3	82	Calloway	Purina Jct	14.4	1,224.0
5/20/10	2314	UP	UEPLIH	2	82	Calloway	Purina Jct	14.4	1,209.6
5/26/10	2313	UP	UEPLFE	3	82	Calloway	Purina Jct	14.4	1,224.0
5/28/10	2304	UP	UEPLDG	3	81	Calloway	Purina Jct	14.4	1,209.6
5/31/10	2327	UP	UEPLIH	3	82	Calloway	Purina Jct	14.4	1,224.0
6/1/10	2016	UP	UEPLFW	2	22	Calloway	Sixth St Jct	14.4	345.6
6/2/10	0220	UP	UEWCPL	3	82	Purina Jct	Calloway	14.4	1,224.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/4/10	0040	UP	UEPLWK	3	82	Calloway	Purina Jct	14.4	1,224.0
6/9/10	2208	UP	UEPLIH	2	80	Calloway	Purina Jct	14.4	1,180.8
6/11/10	2311	UP	UEPLWK	3	82	Calloway	Purina Jct	14.4	1,224.0
6/14/10	2307	UP	UEPLEB	3	81	Calloway	Purina Jct	14.4	1,209.6
6/17/10	2309	UP	UEPLFE	2	81	Calloway	Purina Jct	14.4	1,195.2
6/23/10	0012	UP	UEPLEL	3	79	Calloway	Purina Jct	14.4	1,180.8
6/25/10	2012	UP	UEPLFW	1	17	Calloway	Purina Jct	14.4	259.2
6/30/10	2034	UP	UEPLFW	1	11	Calloway	Purina Jct	14.4	172.8
4/5/10	2309	UP	UEPLIH	2	82	Calloway	Purina Jct	14.5	1,218.0
3/30/10	2321	UP	UEPLWK	2	81	Calloway	Purina Jct	14.6	1,211.8
3/30/10	0027	UP	YNY65	2	0	Purina Jct	Tarrant	15.1	30.2
3/30/10	0200	UP	YNY65	2	5	Tarrant	Sixth St Jct	15.1	105.7
48		0.55	UP Freight moves per day						

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/2/10	1925	BNSF	RTEX633	3	7	Purina Jct	Hurst	9.2	92.0
3/9/10	2031	BNSF	RTEX633	3	21	Purina Jct	Hurst	9.2	220.8
3/10/10	1917	BNSF	RTEX633	3	8	Purina Jct	Hurst	9.2	101.2
3/12/10	2017	BNSF	RTEX633	4	21	Purina Jct	Hurst	9.2	230.0
3/16/10	2035	BNSF	RTEX633	3	12	Purina Jct	Hurst	9.2	138.0
3/25/10	2048	BNSF	RTEX633	3	17	Purina Jct	Hurst	9.2	184.0
3/31/10	2053	BNSF	RTEX633	3	41	Purina Jct	Hurst	9.2	404.8
4/1/10	1914	BNSF	RTEX	3	17	Purina Jct	Hurst	9.2	184.0
4/7/10	1943	BNSF	RTEX633	2	40	Purina Jct	Hurst	9.2	386.4
4/9/10	2024	BNSF	RTEX633	2	21	Purina Jct	Hurst	9.2	211.6
4/14/10	1941	BNSF	RTEX633	2	19	Purina Jct	Hurst	9.2	193.2
4/21/10	2021	BNSF	RTEX633	2	22	Purina Jct	Hurst	9.2	220.8
4/22/10	2032	BNSF	RTEX633	3	34	Purina Jct	Hurst	9.2	340.4
4/28/10	1949	BNSF	RTEX633	2	24	Purina Jct	Hurst	9.2	239.2
4/30/10	1920	BNSF	RTEX633	2	20	Purina Jct	Hurst	9.2	202.4
5/5/10	1845	BNSF	RTEX633	2	2	Purina Jct	Hurst	9.2	36.8
5/5/10	1946	BNSF	RTEX633	2	0	Hurst	Purina Jct	9.2	18.4
5/7/10	1909	BNSF	RTEX633	3	19	Purina Jct	Hurst	9.2	202.4
5/12/10	1908	BNSF	RTEX633	3	25	Purina Jct	Hurst	9.2	257.6
5/14/10	1917	BNSF	RTEX633	2	4	Purina Jct	Hurst	9.2	55.2
5/19/10	2019	BNSF	RTEX633	4	32	Purina Jct	Hurst	9.2	331.2
5/21/10	1956	BNSF	RTEX633	2	20	Purina Jct	Hurst	9.2	202.4
5/26/10	1938	BNSF	RTEX6331	2	23	Purina Jct	Hurst	9.2	230.0
5/27/10	1951	BNSF	RTEX633	2	10	Purina Jct	Hurst	9.2	110.4
5/28/10	1929	BNSF	RTEX633	2	20	Purina Jct	Hurst	9.2	202.4
6/2/10	1907	BNSF	RTEX633	3	0	Purina Jct	Hurst	9.2	27.6
6/3/10	2000	BNSF	RTEX633	2	16	Purina Jct	Hurst	9.2	165.6
6/9/10	1928	BNSF	RTEX633	3	18	Purina Jct	Hurst	9.2	193.2
6/10/10	1902	BNSF	RTEX633	2	17	Purina Jct	Hurst	9.2	174.8
6/11/10	2000	BNSF	RTEX633	2	17	Purina Jct	Hurst	9.2	174.8
6/17/10	1954	BNSF	RTEX633	2	15	Purina Jct	Hurst	9.2	156.4
6/18/10	1850	BNSF	RTEX6331	2	7	Purina Jct	Hurst	9.2	82.8
6/23/10	1909	BNSF	RTEX633	2	25	Purina Jct	Hurst	9.2	248.4
6/24/10	1944	BNSF	RTEX633	2	13	Purina Jct	Hurst	9.2	138.0
6/25/10	1929	BNSF	RTEX633	2	14	Purina Jct	Hurst	9.2	147.2
6/29/10	1913	BNSF	RTEX633	4	10	Purina Jct	Hurst	9.2	128.8
6/30/10	1955	BNSF	RTEX633	2	12	Purina Jct	Hurst	9.2	128.8
3/2/10	2024	BNSF	RTEX633	3	6	Hurst	WC Jct	13.3	119.7

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/9/10	2111	BNSF	RTEX633	3	20	Hurst	WC Jct	13.3	305.9
3/10/10	2036	BNSF	RTEX633	3	9	Hurst	WC Jct	13.3	159.6
3/12/10	2115	BNSF	RTEX633	4		Hurst	WC Jct	13.3	53.2
3/16/10	2113	BNSF	RTEX633	2	16	Hurst	WC Jct	13.3	239.4
3/25/10	2122	BNSF	RTEX633	3	16	Hurst	WC Jct	13.3	252.7
3/31/10	2139	BNSF	RTEX633	3	40	Hurst	WC Jct	13.3	571.9
4/1/10	0020	BNSF	RTEX	3	20	Hurst	WC Jct	13.3	305.9
4/7/10	2050	BNSF	RTEX633	2	39	Hurst	WC Jct	13.3	545.3
4/9/10	2137	BNSF	RTEX633	2	22	Hurst	WC Jct	13.3	319.2
4/21/10	2116	BNSF	RTEX633	2	21	Hurst	WC Jct	13.3	305.9
4/22/10	2124	BNSF	RTEX633	3	39	Hurst	WC Jct	13.3	558.6
4/28/10	2038	BNSF	RTEX633	2	23	Hurst	WC Jct	13.3	332.5
4/30/10	2022	BNSF	RTEX633	2	22	Hurst	WC Jct	13.3	319.2
5/7/10	1947	BNSF	RTEX633	3	20	Hurst	WC Jct	13.3	305.9
5/12/10	2007	BNSF	RTEX633	3	27	Hurst	WC Jct	13.3	399.0
5/14/10	2032	BNSF	RTEX633	2	8	Hurst	WC Jct	13.3	133.0
5/19/10	2103	BNSF	RTEX633	4	29	Hurst	WC Jct	13.3	438.9
5/21/10	2034	BNSF	RTEX633	2	23	Hurst	WC Jct	13.3	332.5
5/26/10	2032	BNSF	RTEX6331	2	21	Hurst	WC Jct	13.3	305.9
5/27/10	2032	BNSF	RTEX633	2	9	Hurst	WC Jct	13.3	146.3
5/28/10	2032	BNSF	RTEX633	2	23	Hurst	WC Jct	13.3	332.5
6/2/10	1925	BNSF	RTEX633	3	0	Hurst	WC Jct	13.3	39.9
6/3/10	2112	BNSF	RTEX633	2	18	Hurst	WC Jct	13.3	266.0
6/9/10	2021	BNSF	RTEX633	3	16	Hurst	WC Jct	13.3	252.7
6/10/10	2021	BNSF	RTEX633	2	17	Hurst	WC Jct	13.3	252.7
6/11/10	2044	BNSF	RTEX633	2	16	Hurst	WC Jct	13.3	239.4
6/17/10	2030	BNSF	RTEX633	2	14	Hurst	WC Jct	13.3	212.8
6/18/10	1949	BNSF	RTEX6331	2	8	Hurst	WC Jct	13.3	133.0
6/23/10	1946	BNSF	RTEX633	2	25	Hurst	WC Jct	13.3	359.1
6/24/10	2024	BNSF	RTEX633	2	10	Hurst	WC Jct	13.3	159.6
6/25/10	2021	BNSF	RTEX633	2	18	Hurst	WC Jct	13.3	266.0
6/29/10	1949	BNSF	RTEX633	4	11	Hurst	WC Jct	13.3	199.5
6/30/10	2033	BNSF	RTEX633	2	11	Hurst	WC Jct	13.3	172.9
5/20/10	2248	BNSF	RTEX633	2	11	West Tex	Purina Jct	18.2	236.6
3/1/10	2044	BNSF	RTEX633	3	52	Purina Jct	WC Jct	22.5	1,237.5
3/1/10	2316	BNSF	RTEX633	3	0	WC Jct	Purina Jct	22.5	67.5
3/1/10	2343	BNSF	NYFTUL	3	81	Purina Jct	WC Jct	22.5	1,890.0
3/2/10	2243	BNSF	RTEX633	3	52	WC Jct	Purina Jct	22.5	1,237.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/3/10	0147	BNSF	NYFTUL	2	97	Purina Jct	WC Jct	22.5	2,227.5
3/4/10	0018	BNSF	NYFTUL	3	57	Purina Jct	WC Jct	22.5	1,350.0
3/4/10	0118	BNSF	HOUCAK	1	32	Sixth St Jct	WC Jct	22.5	742.5
3/4/10	1934	BNSF	RTEX633	3	38	Purina Jct	WC Jct	22.5	922.5
3/5/10	0145	BNSF	RTEX633	5	75	WC Jct	Purina Jct	22.5	1,800.0
3/5/10	0236	BNSF	NYFTUL	2	122	Purina Jct	WC Jct	22.5	2,790.0
3/5/10	2146	BNSF	RTEX633	4	8	Purina Jct	WC Jct	22.5	270.0
3/5/10	2205	BNSF	NYFTUL	3	95	Purina Jct	WC Jct	22.5	2,205.0
3/8/10	0225	BNSF	U PUEIRB	1	29	Purina Jct	WC Jct	22.5	675.0
3/9/10	0054	BNSF	RTEX633	4	82	Purina Jct	WC Jct	22.5	1,935.0
3/9/10	0311	BNSF	H NYFTUL	4	118	Purina Jct	WC Jct	22.5	2,745.0
3/9/10	0322	BNSF	RTEX633	4	24	WC Jct	Purina Jct	22.5	630.0
3/9/10	2301	BNSF	H NYFTUL	3	111	Purina Jct	WC Jct	22.5	2,565.0
3/10/10	0023	BNSF	RTEX633	3	63	WC Jct	Purina Jct	22.5	1,485.0
3/10/10	2311	BNSF	NYFTUL	4	103	Purina Jct	WC Jct	22.5	2,407.5
3/11/10	0112	BNSF	RTEX633	4	83	WC Jct	Purina Jct	22.5	1,957.5
3/11/10	2000	BNSF	RTEX633	2	9	Purina Jct	WC Jct	22.5	247.5
3/11/10	2318	BNSF	RTEX633	2	25	WC Jct	Purina Jct	22.5	607.5
3/11/10	2332	BNSF	NYFTUL	2	90	Purina Jct	WC Jct	22.5	2,070.0
3/12/10	2359	BNSF	H NYFTUL	2	62	Purina Jct	WC Jct	22.5	1,440.0
3/15/10	2021	BNSF	RTEX633	5	64	Purina Jct	WC Jct	22.5	1,552.5
3/16/10	0057	BNSF	NYFTUL	3	104	Purina Jct	WC Jct	22.5	2,407.5
3/16/10	0143	BNSF	RTEX633	5	61	WC Jct	Purina Jct	22.5	1,485.0
3/16/10	2320	BNSF	H NYFTUL	2	40	Purina Jct	WC Jct	22.5	945.0
3/16/10	2327	BNSF	RTEX633	3	6	WC Jct	Purina Jct	22.5	202.5
3/17/10	2011	BNSF	RTEX633	3	17	Purina Jct	WC Jct	22.5	450.0
3/17/10	2343	BNSF	H NYFTUL	2	58	Purina Jct	WC Jct	22.5	1,350.0
3/18/10	0111	BNSF	RTEX633	3	52	WC Jct	Purina Jct	22.5	1,237.5
3/18/10	1925	BNSF	RTEX633	3	22	Purina Jct	WC Jct	22.5	562.5
3/18/10	2246	BNSF	RTEX633	3	56	WC Jct	Purina Jct	22.5	1,327.5
3/19/10	1945	BNSF	RTEX633	2	16	Purina Jct	WC Jct	22.5	405.0
3/19/10	2152	BNSF	RTEX633	2	15	WC Jct	Purina Jct	22.5	382.5
3/22/10	2104	BNSF	RTEX633	3	56	Purina Jct	WC Jct	22.5	1,327.5
3/22/10	2347	BNSF	NYFTUL	2	97	Purina Jct	WC Jct	22.5	2,227.5
3/23/10	1228	BNSF	RTEX633	3	69	WC Jct	Purina Jct	22.5	1,620.0
3/23/10	1954	BNSF	RTEX633	3	11	Purina Jct	WC Jct	22.5	315.0
3/23/10	2323	BNSF	RTEX633	3	53	WC Jct	Purina Jct	22.5	1,260.0
3/23/10	2330	BNSF	NYFTUL	2	92	Purina Jct	WC Jct	22.5	2,115.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
3/24/10	1944	BNSF	RTEX633	3	7	Purina Jct	WC Jct	22.5	225.0
3/25/10	0042	BNSF	IRBSNY	3	93	WC Jct	Purina Jct	22.5	2,160.0
3/25/10	0208	BNSF	RTEX633	3	54	WC Jct	Purina Jct	22.5	1,282.5
3/25/10	0345	BNSF	NYFTUL	2	69	Purina Jct	WC Jct	22.5	1,597.5
3/25/10	2256	BNSF	RTEX633	3	5	WC Jct	Purina Jct	22.5	180.0
3/26/10	1905	BNSF	RTEX633	3	6	Purina Jct	WC Jct	22.5	202.5
3/26/10	2120	BNSF	H NYFTUL	3	130	Purina Jct	WC Jct	22.5	2,992.5
3/26/10	2317	BNSF	RTEX633	5	78	WC Jct	Purina Jct	22.5	1,867.5
3/29/10	2004	BNSF	RTEX633	3	76	Purina Jct	WC Jct	22.5	1,777.5
3/29/10	2159	BNSF	H NYFTUL	2	131	Purina Jct	WC Jct	22.5	2,992.5
3/30/10	0006	BNSF	RTEX633	3	32	WC Jct	Purina Jct	22.5	787.5
3/30/10	1903	BNSF	RTEX633	3	25	Purina Jct	WC Jct	22.5	630.0
3/30/10	2211	BNSF	RTEX633	3	19	WC Jct	Purina Jct	22.5	495.0
3/31/10	2224	BNSF	NYFTUL	2	121	Purina Jct	WC Jct	22.5	2,767.5
4/1/10	0011	BNSF	RTEX	3	25	WC Jct	Purina Jct	22.5	630.0
4/1/10	2217	BNSF	NYFTUL	2	84	Purina Jct	WC Jct	22.5	1,935.0
4/1/10	2243	BNSF	RTEX	3	22	WC Jct	Purina Jct	22.5	562.5
4/2/10	2013	BNSF	RTEX	2	22	Purina Jct	WC Jct	22.5	540.0
4/5/10	2329	BNSF	H NYFTUL	2	77	Purina Jct	WC Jct	22.5	1,777.5
4/6/10	1957	BNSF	RTEX633	2	46	Purina Jct	WC Jct	22.5	1,080.0
4/6/10	2149	BNSF	H NYFTUL	2	59	Purina Jct	WC Jct	22.5	1,372.5
4/7/10	0229	BNSF	RTEX633	2	49	WC Jct	Purina Jct	22.5	1,147.5
4/8/10	0008	BNSF	RTEX633	2	10	WC Jct	Purina Jct	22.5	270.0
4/8/10	0024	BNSF	H NTFTUL	2	105	Purina Jct	WC Jct	22.5	2,407.5
4/8/10	1947	BNSF	RTEX633	2	22	Purina Jct	WC Jct	22.5	540.0
4/8/10	2356	BNSF	H NYFTUL	2	83	Purina Jct	WC Jct	22.5	1,912.5
4/9/10	0014	BNSF	RTEX633	2	55	WC Jct	Purina Jct	22.5	1,282.5
4/9/10	2254	BNSF	NYFTUL	3	83	Purina Jct	WC Jct	22.5	1,935.0
4/12/10	2307	BNSF	NYFTUL	2	94	Purina Jct	WC Jct	22.5	2,160.0
4/13/10	2000	BNSF	RTEX633	3	84	Purina Jct	WC Jct	22.5	1,957.5
4/13/10	2311	BNSF	SWRCAK	3	51	Sixth St Jct	WC Jct	22.5	1,215.0
4/14/10	0030	BNSF	NYFTUL	4	46	Purina Jct	WC Jct	22.5	1,125.0
4/14/10	0247	BNSF	RTEX633	3	58	WC Jct	Purina Jct	22.5	1,372.5
4/14/10	2221	BNSF	NYFTUL	2	61	Purina Jct	WC Jct	22.5	1,417.5
4/15/10	0203	BNSF	RTEX633	2	56	WC Jct	Purina Jct	22.5	1,305.0
4/15/10	2212	BNSF	H NYFTUL	2	49	Purina Jct	WC Jct	22.5	1,147.5
4/15/10	2318	BNSF	RTEX633	2	13	WC Jct	Purina Jct	22.5	337.5
4/16/10	2300	BNSF	H NYFTUL	3	73	Purina Jct	WC Jct	22.5	1,710.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
4/19/10	2258	BNSF	NYFTUL	2	35	Purina Jct	WC Jct	22.5	832.5
4/20/10	2029	BNSF	RTEX633	2	52	Purina Jct	WC Jct	22.5	1,215.0
4/20/10	2324	BNSF	NYFTUL	2	116	Purina Jct	WC Jct	22.5	2,655.0
4/21/10	0111	BNSF	RTEX633	2	40	WC Jct	Purina Jct	22.5	945.0
4/21/10	1144	BNSF	VRDHTO	3	93	Sixth St Jct	WC Jct	22.5	2,160.0
4/21/10	2304	BNSF	NYFTUL	2	118	Purina Jct	WC Jct	22.5	2,700.0
4/22/10	0124	BNSF	RTEX633	3	75	WC Jct	Purina Jct	22.5	1,755.0
4/22/10	2324	BNSF	NYFTUL	2	119	Purina Jct	WC Jct	22.5	2,722.5
4/23/10	0125	BNSF	RTEX633	2	22	WC Jct	Purina Jct	22.5	540.0
4/23/10	2231	BNSF	RTEX633	3	16	Purina Jct	WC Jct	22.5	427.5
4/23/10	2335	BNSF	NYFTUL	2	131	Purina Jct	WC Jct	22.5	2,992.5
4/26/10	2326	BNSF	H NYFTUL	3	124	Purina Jct	WC Jct	22.5	2,857.5
4/27/10	2030	BNSF	RTEX633	3	61	Purina Jct	WC Jct	22.5	1,440.0
4/28/10	0006	BNSF	RTEX633	3	26	WC Jct	Purina Jct	22.5	652.5
4/28/10	0033	BNSF	H NYFTUL	10	120	Purina Jct	WC Jct	22.5	2,925.0
4/28/10	1358	BNSF	EAPTUL	2	65	Purina Jct	WC Jct	22.5	1,507.5
4/28/10	2307	BNSF	H NYFTUL	2	84	Purina Jct	WC Jct	22.5	1,935.0
4/29/10	0038	BNSF	RTEX633	2	26	WC Jct	Purina Jct	22.5	630.0
4/29/10	1228	BNSF	SNYIRB	3	92	Purina Jct	WC Jct	22.5	2,137.5
4/29/10	1939	BNSF	RTEX633	4	12	Purina Jct	WC Jct	22.5	360.0
4/29/10	2305	BNSF	NYFTUL	2	119	Purina Jct	WC Jct	22.5	2,722.5
4/30/10	0023	BNSF	RTEX633	4	67	WC Jct	Purina Jct	22.5	1,597.5
4/30/10	2347	BNSF	NYFTUL	3	73	Purina Jct	WC Jct	22.5	1,710.0
5/4/10	0003	BNSF	NYFTUL	8	64	Purina Jct	WC Jct	22.5	1,620.0
5/4/10	2109	BNSF	RTEX633	3	68	Purina Jct	WC Jct	22.5	1,597.5
5/4/10	2248	BNSF	NYFTUL	2	68	Purina Jct	WC Jct	22.5	1,575.0
5/5/10	0036	BNSF	RTEX633	3	34	WC Jct	Purina Jct	22.5	832.5
5/6/10	0827	BNSF	NYFTUL	2	60	Purina Jct	WC Jct	22.5	1,395.0
5/6/10	1952	BNSF	RTEX633	3	22	Purina Jct	WC Jct	22.5	562.5
5/6/10	2129	BNSF	H NYFTUL	3	116	Purina Jct	WC Jct	22.5	2,677.5
5/6/10	2319	BNSF	RTEX633	2	59	WC Jct	Purina Jct	22.5	1,372.5
5/7/10	1303	BNSF	TULNYF	2	73	WC Jct	Purina Jct	22.5	1,687.5
5/7/10	2155	BNSF	RTEX633	3	6	WC Jct	Purina Jct	22.5	202.5
5/7/10	2332	BNSF	H NYFTUL	3	105	Purina Jct	WC Jct	22.5	2,430.0
5/10/10	2326	BNSF	NYFTUL	2	106	Purina Jct	WC Jct	22.5	2,430.0
5/11/10	1949	BNSF	RTEX633	3	50	Purina Jct	WC Jct	22.5	1,192.5
5/11/10	2231	BNSF	NYFTUL	2	126	Purina Jct	WC Jct	22.5	2,880.0
5/12/10	0026	BNSF	RTEX633	3	60	WC Jct	Purina Jct	22.5	1,417.5

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
5/12/10	2020	BNSF	NYFTUL	2	70	Purina Jct	WC Jct	22.5	1,620.0
5/12/10	2152	BNSF	RTEX633	3	20	WC Jct	Purina Jct	22.5	517.5
5/13/10	0042	BNSF	NYFTUL	3	96	Purina Jct	WC Jct	22.5	2,227.5
5/13/10	2009	BNSF	RTEX633	2	22	Purina Jct	WC Jct	22.5	540.0
5/13/10	2300	BNSF	NYFTUL	2	71	Purina Jct	WC Jct	22.5	1,642.5
5/14/10	0009	BNSF	RTEX633	3	63	WC Jct	Purina Jct	22.5	1,485.0
5/14/10	2318	BNSF	RTEX633	2	56	WC Jct	Purina Jct	22.5	1,305.0
5/14/10	2335	BNSF	NYFTUL	3	122	Purina Jct	WC Jct	22.5	2,812.5
5/17/10	2255	BNSF	H NYFTUL	11	55	Purina Jct	WC Jct	22.5	1,485.0
5/18/10	2022	BNSF	RTEX633	3	69	Purina Jct	WC Jct	22.5	1,620.0
5/19/10	0125	BNSF	RTEX633	4	33	WC Jct	Purina Jct	22.5	832.5
5/19/10	0133	BNSF	H NYFTUL	2	125	Purina Jct	WC Jct	22.5	2,857.5
5/20/10	0010	BNSF	RTEX633	4	98	WC Jct	Purina Jct	22.5	2,295.0
5/20/10	0119	BNSF	NYFTUL	2	108	Purina Jct	WC Jct	22.5	2,475.0
5/20/10	2318	BNSF	NYFTUL	2	117	Purina Jct	WC Jct	22.5	2,677.5
5/21/10	2159	BNSF	NYFTUL	3	119	Purina Jct	WC Jct	22.5	2,745.0
5/21/10	2348	BNSF	RTEX633	2	35	WC Jct	Purina Jct	22.5	832.5
5/24/10	2324	BNSF	NYFTUL	4	111	Purina Jct	WC Jct	22.5	2,587.5
5/25/10	2033	BNSF	RTEX6331	5	105	Purina Jct	WC Jct	22.5	2,475.0
5/25/10	2346	BNSF	H NYFTUL	2	63	Purina Jct	WC Jct	22.5	1,462.5
5/26/10	0007	BNSF	RTEX633	5	58	WC Jct	Purina Jct	22.5	1,417.5
5/27/10	0247	BNSF	RTEX633	2	59	WC Jct	Purina Jct	22.5	1,372.5
5/27/10	2153	BNSF	RTEX633	2	19	WC Jct	Purina Jct	22.5	472.5
5/28/10	2350	BNSF	H NYFTUL	2	91	Purina Jct	WC Jct	22.5	2,092.5
6/1/10	0023	BNSF	NYFTUL	2	70	Purina Jct	WC Jct	22.5	1,620.0
6/1/10	2032	BNSF	RTEX633	2	57	Purina Jct	WC Jct	22.5	1,327.5
6/1/10	2245	BNSF	NYFTUL	2	50	Purina Jct	WC Jct	22.5	1,170.0
6/2/10	0223	BNSF	RTEX633	2	20	WC Jct	Purina Jct	22.5	495.0
6/2/10	2234	BNSF	NYFTUL	2	104	Purina Jct	WC Jct	22.5	2,385.0
6/3/10	1345	BNSF	RTEX633	3	73	WC Jct	Purina Jct	22.5	1,710.0
6/3/10	2247	BNSF	NYFTUL	2	98	Purina Jct	WC Jct	22.5	2,250.0
6/4/10	0006	BNSF	RTEX633	2	8	WC Jct	Purina Jct	22.5	225.0
6/7/10	2223	BNSF	H NYFTUL	2	96	Purina Jct	WC Jct	22.5	2,205.0
6/8/10	2030	BNSF	RTEX633	4	66	Purina Jct	WC Jct	22.5	1,575.0
6/8/10	2251	BNSF	NYFTUL	2	100	Purina Jct	WC Jct	22.5	2,295.0
6/9/10	0050	BNSF	RTEX633	4	27	WC Jct	Purina Jct	22.5	697.5
6/9/10	2242	BNSF	RTEX633	2	66	WC Jct	Purina Jct	22.5	1,530.0
6/10/10	0055	BNSF	NYFTUL	3	89	Purina Jct	WC Jct	22.5	2,070.0

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

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Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
6/10/10	2141	BNSF	RTEX633	2	16	WC Jct	Purina Jct	22.5	405.0
6/11/10	0044	BNSF	TULTSY	2	73	EC Jct	N Jct	22.5	1,687.5
6/11/10	0049	BNSF	NYFTUL	2	76	Purina Jct	WC Jct	22.5	1,755.0
6/11/10	2326	BNSF	RTEX633	2	48	WC Jct	Purina Jct	22.5	1,125.0
6/15/10	1947	BNSF	RTEX633	4	63	Purina Jct	WC Jct	22.5	1,507.5
6/15/10	2329	BNSF	RTEX633	4	18	WC Jct	Purina Jct	22.5	495.0
6/16/10	0055	BNSF	UVRDCAK	3	90	Sixth St Jct	WC Jct	22.5	2,092.5
6/16/10	0245	BNSF	H NYFTUL	2	127	Purina Jct	WC Jct	22.5	2,902.5
6/16/10	2004	BNSF	RTEX6331	2	32	Purina Jct	WC Jct	22.5	765.0
6/16/10	2154	BNSF	RTEX633	2	47	WC Jct	Purina Jct	22.5	1,102.5
6/16/10	2241	BNSF	H NYFTUL	2	88	Purina Jct	WC Jct	22.5	2,025.0
6/17/10	2323	BNSF	RTEX633	2	53	WC Jct	Purina Jct	22.5	1,237.5
6/18/10	1144	BNSF	NYFTUL	2	130	Purina Jct	WC Jct	22.5	2,970.0
6/18/10	2208	BNSF	RTEX633	2	11	WC Jct	Purina Jct	22.5	292.5
6/18/10	2300	BNSF	NYFTUL	2	114	Purina Jct	WC Jct	22.5	2,610.0
6/21/10	2215	BNSF	NYFTUL	2	63	Purina Jct	WC Jct	22.5	1,462.5
6/22/10	1957	BNSF	RTEX633	2	60	Purina Jct	WC Jct	22.5	1,395.0
6/22/10	2250	BNSF	NYFTUL	2	116	Purina Jct	WC Jct	22.5	2,655.0
6/23/10	0007	BNSF	RTEX633	2	24	WC Jct	Purina Jct	22.5	585.0
6/23/10	2309	BNSF	NYFTUL	2	51	Purina Jct	WC Jct	22.5	1,192.5
6/24/10	0006	BNSF	RTEX633	2	52	WC Jct	Purina Jct	22.5	1,215.0
6/24/10	2152	BNSF	RTEX633	2	8	WC Jct	Purina Jct	22.5	225.0
6/24/10	2323	BNSF	NYFTUL	2	85	Purina Jct	WC Jct	22.5	1,957.5
6/25/10	1300	BNSF	SPMSVL	2	50	WC Jct	Purina Jct	22.5	1,170.0
6/25/10	2319	BNSF	NYFTUL	2	85	Purina Jct	WC Jct	22.5	1,957.5
6/28/10	2329	BNSF	NYFTUL	2	67	Purina Jct	WC Jct	22.5	1,552.5
6/30/10	0001	BNSF	NYFTUL	2	52	Purina Jct	WC Jct	22.5	1,215.0
6/30/10	0006	BNSF	RTEX633	4	74	WC Jct	Purina Jct	22.5	1,755.0
6/30/10	2319	BNSF	RTEX633	2	71	WC Jct	Purina Jct	22.5	1,642.5
6/30/10	2326	BNSF	NYFTUL	2	95	Purina Jct	WC Jct	22.5	2,182.5
3/19/10	2126	BNSF	U SAGCRX	1	0	Purina Jct	EC Jct	23.6	23.6
3/31/10	1423	BNSF	DOTX219	1	1	WC Jct	T&P	23.7	47.4
260	2.95	BNSF Freight moves per day							

July 14, 2010 Average number of moves over different segments of track. March-June 2010, 88 weekdays

NOTE: Any moves with 6th St invariably fouls the mainline

Date	Time	Railroad	Train Symbol	# Engines	# Cars	Enter	Exit	# Miles Traveled	Car Miles
Entire Corridor									
3/1/10	2101	BNSF	KBBBKM	5	135	N Jct	Purina Jct	32	4,480.0
3/3/10	1017	BNSF	EKBBCDM	4	135	N Jct	Purina Jct	32	4,448.0
3/5/10	0940	BNSF	EKBBBKM	4	120	N Jct	Purina Jct	32	3,968.0
3/5/10	1920	BNSF	E KBBBCDM	4	120	N Jct	Purina Jct	32	3,968.0
3/9/10	2128	BNSF	E KBBBKM	4	125	N Jct	Purina Jct	32	4,128.0
3/10/10	2239	BNSF	KBBCDM	4	125	N Jct	Purina Jct	32	4,128.0
3/12/10	1918	BNSF	KBEBEM	4	128	N Jct	Purina Jct	32	4,224.0
3/17/10	1118	BNSF	KBBBKM	4	120	N Jct	Purina Jct	32	3,968.0
4/2/10	2155	BNSF	AMSTEA	2	68	Purina Jct	N Jct	32	2,240.0
4/6/10	1156	BNSF	BKMDOL	4	120	Purina Jct	N Jct	32	3,968.0
4/26/10	2312	BNSF	U CRSSNY	3	92	N Jct	Purina Jct	32	3,040.0
5/4/10	1943	BNSF	C EBMDOL	4	120	Purina Jct	N Jct	32	3,968.0
5/5/10	2032	BNSF	EKBBBKM	4	135	N Jct	Purina Jct	32	4,448.0
5/11/10	1252	BNSF	AMSTEA1	3	113	Purina Jct	N Jct	32	3,712.0
5/14/10	0927	BNSF	AMSTEA1	2	109	Purina Jct	N Jct	32	3,552.0
5/19/10	2144	BNSF	CRSSNY	1	92	N Jct	Purina Jct	32	2,976.0
5/31/10	2209	BNSF	KBBCKM	4	142	N Jct	Purina Jct	32	4,672.0
6/28/10	1912	BNSF	KBBBKM	4	120	N Jct	Purina Jct	32	3,968.0
6/29/10	2042	BNSF	KBBBKM	4	120	N Jct	Purina Jct	32	3,968.0
4/15/10	1610	BNSF	BNTTOP	1	7	N Jct	Share Track	33	264.0
20		0.23		BNSF Freight moves per day					