



Tupelo Mississippi
Planning & Environmental Study
Railroad Relocation

FINAL

APPENDIX D

**Current Railroad Operations
Technical Memorandum**

May 2006

Prepared for:



Prepared by:



Subject: BNSF and KCS Current Operations and 2030 Projected Traffic Technical Memo	
Client: Mississippi Department of Transportation	
Project: Tupelo Rail Relocation EIS	OP No:
Meeting Date: 11/09/05 and 11/10/05	Meeting Location: Tupelo, MS
Notes by: Lawrence S. Romaine	

BNSF Railway Company (BNSF) Current Operations New Albany to Amory, MS

The current operations of the BNSF Railway were examined from New Albany, MS to Amory, MS. This railroad is part of the Birmingham Subdivision of the Springfield Division of the BNSF Railway. The Birmingham Subdivision runs from Memphis, TN (m.p. 496.4) to Birmingham, AL (m.p. 734.8). It has an intermediate crew change point at Amory, MS which is the away from home terminal for both crew districts. While geographically running from the northwest to the southeast, the subdivision is considered to be a north – south railroad operation. The method of operation on this subdivision is Centralized Traffic Control (CTC), with the Train Dispatcher located in the BNSF Centralized Dispatching Center in Fort Worth, TX. Overall the main line infrastructure appears to be well maintained. It consists of a mixture of 132#, 136#, and 141# continuously welded rail (CWR) on wood crossties with concrete ties in curves over 3 degrees. The concrete ties were installed in the late 80's and are experiencing rail seat abrasion problems. Most of the passing sidings have number 15 turnouts with a few equipped with number 20 turnouts. The industry turnouts are all number 10's. Line speed on the subdivision is 60 miles per hour. There are defective equipment (hot bearing and dragging equipment) detectors spaced approximately every 20 miles. Currently the Birmingham Subdivision averages 20 to 25 trains per day totalling 65 to 75 million gross tons (MGT) annually. The average daily traffic consists of 1 local, 4 automobile trains, 2 intermodal trains, 2 double stack trains, 6 merchandise trains, 8 loaded and empty coal trains, and 1 taconite train. Most trains are restricted to 7,500 feet in length however the coal trains operate with 135 cars and five locomotives (approximately 7,800 feet). This restriction is in place due to the length of the sidings on the subdivision.



BNSF Hot Bearing and Dragging Equip.
Detector at mp 597.8

New Albany is mile post 563 on the Birmingham Subdivision. At New Albany there are several yard tracks including a siding that is approximately 3,400 feet long. This siding is mostly used for interchange with the Mississippi and Tennessee Railroad, a short line operating former Kansas City Southern Railway (KCS) trackage out of New Albany. Interchange traffic with the short line averages 6 cars per day but can be as low as 3 to 4 cars per week. The siding at New Albany has control points at each end but is not equipped with power operated turnouts. The BNSF also maintains a small depot at New Albany which serves as a headquarters for Maintenance of Way and Signal staff. From New Albany to Tupelo the railroad follows an undulating terrain with one percent grades common. From Tupelo to Amory the railroad traverses through bottom lands, crossing numerous creeks, the Tombigbee River, and the Tennessee Tombigbee Waterway as it enters Amory.

The first siding south of New Albany is Reese at mile post 571.4. This siding is 7,480 feet long and is signaled. There is a short house track off the south end of the siding that serves as a set-off location for bad-ordered cars and a clearing location for Maintenance of Way equipment. Continuing south there are several industries located at mile post 576 including Morris Scrap which receives approximately 3 cars per week and

a TVA power facility that receives only occasional transformers, etc. Sherman is the next station south, located at mile post 577.2. There is a single side track at Sherman with one active customer. This industry is Koppers, who loads 10 to 15 cars of green crossties per week. The Koppers facility is strictly for loading. They have a very small office at Sherman but the crossties are cut elsewhere and trucked to Sherman for loading.

The next siding south is the Belden siding located at mile post 582.4, just northwest of Tupelo. This siding is 7,094 feet long and has a busy road crossing at grade located approximately 750 feet from the north end. This is Endville Road and it is equipped with flashing lights and gates. There is also a house track located at the north end that is mostly used by Maintenance of Way equipment.

The next station location south on the BNSF is Tupelo, located at mile post 587.5. There are approximately fifteen road crossings in the Tupelo area and only two, Greene Street and Eason Blvd. have flashing lights and gates. The remainder have flashing lights or cross bucks. There is a 20 mph permanent speed restriction through the downtown area of Tupelo. The restriction starts at mile post 587.4 and extends to milepost 588.6. This restriction is in part due to the lack of electric lock switches in the downtown Tupelo area. This speed restriction extends through Crosstown, the major road crossing and intersection in Tupelo. The road crossing at Crosstown passes diagonally through the intersection of Gloucester Street and Main Street and is equipped with flashing lights. There are three active industries in the Tupelo area plus the interchange with the KCS. The KCS interchange at Tupelo averages 10 to 15 cars per day but can be as many as 30 to 40 cars in a day. The interchange takes place five day per week.



BNSF North End Belden Siding

Summerville Ties is the busiest industry for BNSF in the Tupelo area shipping an average 35 car loads per week of green crossties. Summerville's operation in Tupelo is strictly a loading operation with minimal facilities at the site. The crossties are cut elsewhere and trucked to Tupelo for loading and shipment to destination. The other two industries on the BNSF in the Tupelo area are both foam producers for the furniture industry in the Tupelo area. Both of these industries are located on the southeast side of town in the Tupelo Industrial Center off Eason Blvd. Both of these industries (Vita-Foam and Inter-Pac, Inc.) receive 5 to 10 loads per week of chemicals and plastics.

The next siding south is the Plantersville siding which is 8,135 feet long. This siding is limited to 10 mile per hour and loaded coal trains are not permitted to operate in it due to rail condition. There are two road crossings within the limits of this siding. Poplar Street is the northern of the two and is equipped with cross-bucks only and Central Street is equipped with flashing lights and gates. There are no current shippers at Plantersville, however there is a short house track off of the siding which can be used by the scrap dealer at that location.



North End Arjay Siding

Continuing south from Plantersville the railroad traverses through farmlands with very little in the way of grade changes. The next town encountered is Nettleton. There are four at grade road crossings in Nettleton, three of which are equipped with flashing lights and gates and the fourth has flashing lights. About a mile and a half south of Nettleton is the Arjay Siding which is 6,904 feet long. There is a private road crossing 1,776 feet north of the south end of this siding and another grade crossing just north of the north end. This crossing, Metts Road, is equipped with flashing lights and gates.

The next station south is Amory. As mentioned above, Amory is the crew change point for trains operating on the Birmingham Subdivision. Amory is the away from home terminal for the train crews on both crew districts. The BNSF Amory Subdivision to Columbus, MS also comes into Amory and trains from the Alabama and Gulf Coast Railway utilize this

subdivision to interchange with the BNSF at Amory. Amory Yard consists of ten yard tracks, three of which are approximately 7,500 feet long. One local a day originates from Amory in each direction and there are four yard jobs that work the yard on a daily basis. Two yard jobs work on first shift, one on second, and one on third.

Kansas City Southern Railway Company (KCS) Current Operations Baldwin, MS to Okolona, MS

The current operations of the KCS were examined between Baldwin and Okolona, MS. This railroad is part of the Artesia Subdivision of the Kansas City Southern Railway Company. The Artesia Subdivision runs from Meridian, MS (mile post 135.2) to Corinth, MS (mile post 328.9) and has an intermediate crew change point at Artesia, MS (mile post 219.2). Both Artesia and Corinth are home terminals for the crews on this district with one crew home based at each location. This subdivision is timetable north and south and runs geographically north and south as well. The method of operation on this subdivision is Direct Traffic Control (DTC) with yard limits in the Tupelo and Sattilo areas. DTC is a method of operation where the rail segment is divided into blocks. The Train Dispatcher out of Shreveport, LA issues verbal authority for trains or track cars to operate in those blocks. The territory examined has a line speed of 40 mph south of Tupelo and 25 mph from Tupelo to Corinth. The territory from Tupelo to Corinth is currently slow ordered to 10 mph due to track conditions. There are hot bearing and dragging equipment detectors spaced approximately every 20 miles south of Tupelo. There are no detectors north of Tupelo. The mainline track structure consists of 115 pound CWR on wood crossties south of Tupelo and 90 pound jointed rail on wood crossties north of Tupelo. The line is restricted to four axle locomotives and 268K pound car loads. Current train traffic in the Tupelo area consists of one through freight train per day totalling 2 to 3 MGT annually. The train operates north one day, south the next, etc. This train usually passes through Tupelo during the middle of the night and usually sets off and picks up cars there as well. This train averages 65 to 95 cars in length. The only other traffic for KCS in the Tupelo area is the local which operates out of Tupelo and works between Okolona and Baldwin. This train works south from Tupelo on Monday, Wednesday, and Friday and north of town on Tuesday and Thursday. This train averages 10 to 25 cars in length.

Baldwyn is mile post 299 on the Artesia Subdivision. Currently there is one active industry in Baldwin with another under construction. Both of these industries (Southern Diversified and Flexible Foam) are foam producers for the furniture industry. Southern Diversified currently receives 4 to 6 cars (covered hoppers of plastics) per week. Flexible Foam is a new customer whose track was under construction at the time of the field work. Business levels from this industry are expected to be on the same order as for Southern Diversified. There is also a track at the former Baldwin Furniture plant at mile post 297.9 that is used to pull the local's engine into to then roll the cars by to allow the train to reverse direction back to Tupelo.

The next station south is Guntown at mile post 292. There are two industries and an additional house track in this area. The largest industry is Norbord a particle board manufacturer. This industry loads approximately 25 to 35 cars per week and receives occasional shipments of glue in tank cars. The other industry in the Guntown area is PGI a manufacturer of a synthetic rope. They receive only 3 or 4 cars per year of plastics. The house track is located at mile post 292.3 and is only used by Maintenance of Way to tie up equipment.

At Sattillo, MS at mile post 286, there is a siding capable of holding 110 cars and one active industry. The industry is Stone Container Corporation which receives 8 to 10 cars per week and ships some outbound loads as well. The business is all paper products.



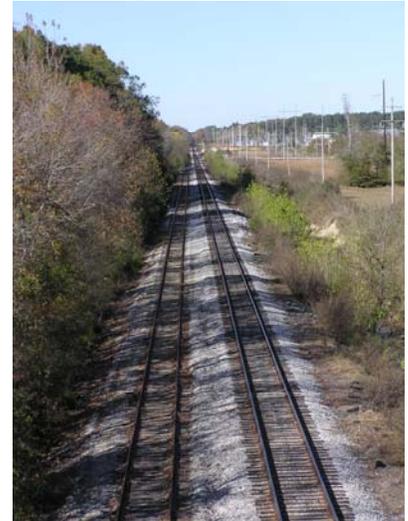
KCS MP 280.1 Looking North
at IMC Fert. Turnout

The next station location south is Tupelo. There is a considerable amount of industry in the Tupelo area on the KCS. Additionally the KCS has a small yard and depot at this location. As mentioned above, the local goes on duty at the Tupelo depot and there is a section force and a signal maintainer headquartered at this facility as well. As you head south into Tupelo, the first industry encountered is IMC Fertilizer located at mile post 280.1. The industry receives loads of ammonia and potash seasonally. The next industry is Cooper Tire. This industry receives approximately 6 to 8 cars per week. These consist mostly of covered hoppers of

carbon black and tank cars of other raw materials. About one time per year this industry will load box cars of tires outbound. The next industry south is Sunshine Mills. This industry receives approximately 10 to 12 cars loads per week with occasional loads outbound. The next industrial area is the Verona Industrial Lead located at mile post 273. There are five active industries on this lead including FoamEX, ER Carpenter, Hickory Springs, Heritage and Brice Thermal Finishing. The first three industries all produce foam for the furniture industry and receive covered hoppers and tank cars of raw materials. The last two industries receive loads of plastics. The total loads per week for this industrial lead is 35 to 45 cars. There are two other sidings at Verona. The first of which serves Action Industries however, they are currently trucking all of their products. The other siding serves Bryce Togo (or Thermal finishings). This industry receives 2 to 3 cars of plastics per week. One major issue with the industry and block swap work at Tupelo is the blocking of Eason Boulevard. This major road provides direct access to the major medical facilities for northeast Mississippi.

The next station south is Glen, MS which is located at mile post 271. There is a siding at Glen capable of holding 85 cars and is sometimes used for the Tupelo set-off and pick-up when traffic is heavy. One advantage of using Glen for this purpose is that the car exchange can be made without blocking Eason Boulevard. The Eljer Lead comes off the north end of the Glen Siding but at this time the industries located on the lead are out of business.

The next station area south is Okolona, MS. There is one active industry at Okolona, that being Carnathan Brothers. This facility ships out soy beans and corn seasonally in 12 to 15 car blocks. There is also a siding at Okolona capable of holding over 90 cars and a run-around track off the siding.



KCS Glen Siding Looking North

Forecast 2030 Rail Traffic Levels

Railroads are often asked to provide communities with growth projections for next 20 to 25 years. This is a valid request that enables communities to plan their future with some degree of assurance that the railroads don't or won't upset these plans.

However, the railroads are reluctant to provide a forecast much beyond a two to four year horizon and many railroads cap their projections at five years. This can frustrate those communities that truly need to know what the railroad industry has in mind. Why the impasse?

There are several reasons why the railroads have difficulty in providing 20 - 25 year forecasts. One is that they don't often control their own future. These seems hard to believe but if their railroad is suddenly merged with another railroad then traffic on a particular route can just as quickly drop to nothing at all or expand to triple previous volumes. A second consideration is that, because railroads deal in volume, one customer needing rail service could decide to locate on a particular railroad and suddenly the rail volume may grow.

A third consideration is the efficiencies that the railroad industry strives to incorporate in their operation. Trains can get longer, each rail car can handle more tonnage and as a result, growth is "absorbed".

However, there are some tools that can be employed in order to address the needs of the community while at a minimum honoring the uncertainties of the rail industry. Long term trends in rail volume tend to mirror the growth in GNP. This figure is generally in the 2% range.

Consequently, we recommend the following methodology when a community is attempting to ascertain anticipated train volumes 20 to 25 years into the future. First we obtain what is known about traffic volumes for the rail segment in question. Second, we ask the railroad for their best guess on rail growth. Building from this information, we extrapolate into the future using a 2% annual growth projection for the planning horizon to satisfy the request of the community.

With the above in mind the BNSF 2030 traffic levels are estimated to be between 38 and 41 trains per day. It can also be safely assumed that the average train length on the BNSF will increase during this time frame. BNSF is exploring the option of extending some of the passing sidings between Memphis and Birmingham to 10,000 feet to accommodate expected traffic growth. Therefore it can be assumed that the average train length on this territory will increase from the current level of 7,500 – 7,600 feet to the 8,500 to 9,000 foot range. This assumes that the unit trains (coal, grain, and iron ore) will maintain at their current length and that the remainder of the trains will increase to close to 10,000 feet in length.

The 2030 projected traffic levels on the KCS are estimated to be between 3 and 5 trains per day. This would include a local operating in each direction. The average train length would also increase on the KCS with the through trains averaging close to 6,000 feet in length.

PROJECT LOCATION	Tupelo, MS	DOT	Mississippi DOT
NAME	Rail Relocation EIS	DATE	November 9, 2005



BNSF New Albany Looking North



BNSF New Albany Looking South



Looking South on M&T at New Albany, MS



Looking North on M&T at New Albany, MS



BNSF - Sherman, MS Koppers Tie Yard



BNSF Sherman, MS - Main Street Crossing

REMARKS

FIELD INSPECTOR

L. S. Romaine

Phone 904-598-8918

lawrence.romaine@hdrinc.com

PROJECT LOCATION	Tupelo, MS	DOT	Mississippi DOT
NAME	Rail Relocation EIS	DATE	November 9, 2005



BNSF Crossing @ 570.3 North of Reese



BNSF 570.3 Looking North



BNSF 570.3 Looking South @ NE of Reese



BNSF North End Belden Siding



BNSF Endville Road - MP 581.9



BNSF Natchez Traces Overpass MP 585.8

REMARKS			
FIELD INSPECTOR	L. S. Romaine	Phone	904-598-8918 lawrence.romaine@hdrinc.com

PROJECT LOCATION	Tupelo, MS	DOT	Mississippi DOT
NAME	Rail Relocation EIS	DATE	November 10, 2005



BNSF Depot in Tupelo



BNSF/KCS Diamond in Tupelo



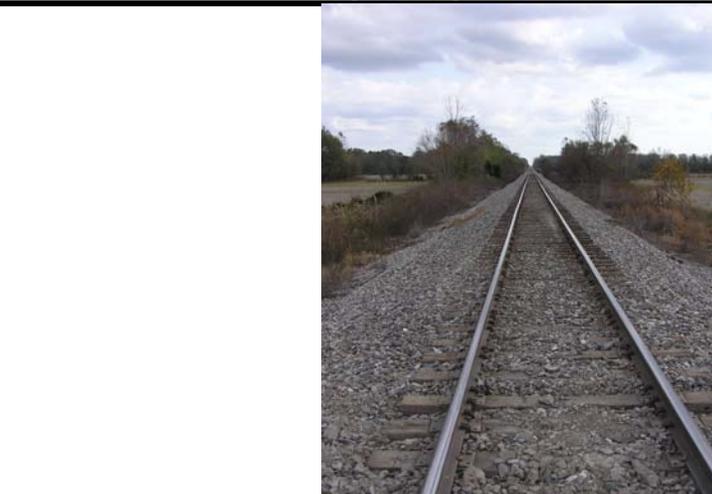
BNSF Vetrans Blvd. Looking North MP 590.32



BNSF Plantersville Siding Looking North MP 591.4



BNSF DED at MP 597.8 Looking North



BNSF MP 597.8 Looking South

REMARKS			
FIELD INSPECTOR	L. S. Romaine	Phone	904 598 8918
			lawrence.romaine@hdrinc.com

PROJECT LOCATION	Tupelo, MS	DOT	Mississippi DOT
NAME	Rail Relocation EIS	DATE	November 10, 2005



BNSF Main Street Nettleton MP 600.5



BNSF Metts Road MP 601.7



BNSF NE Arjay Siding Looking South



BNSF Bigbee Road MP 608.4



BNSF MP 608.4 Looking North



BNSF MP 608.4 Looking South

REMARKS

FIELD INSPECTOR

L. S. Romaine

Phone 904 598 8918

lawrence.romaine@hdrinc.com

PROJECT LOCATION	Tupelo, MS	DOT	Mississippi DOT
NAME	Rail Relocation EIS	DATE	November 10, 2005



KCS Carnathan Brothers @ Okolona MP 262



KCS Okolona MP 262 Looking North



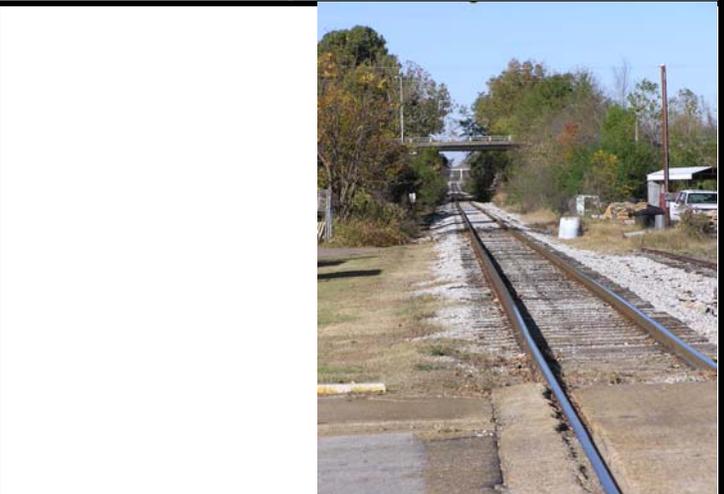
KCS Glen Siding Looking North MP 271.5



KCS MP 276 Looking North From Green St Overpass



KCS Tupelo E. Jefferson Street Looking South



KCS Looking North From E. Jefferson Street

REMARKS	
FIELD INSPECTOR	L. S. Romaine
Phone	904 598 8918
	lawrence.romaine@hdrinc.com

PROJECT LOCATION	Tupelo, MS	DOT	Mississippi DOT
NAME	Rail Relocation EIS	DATE	November 10, 2005



KCS MP 280.1 Tupelo Looking North @ IMC Fert. Turnout

--	--

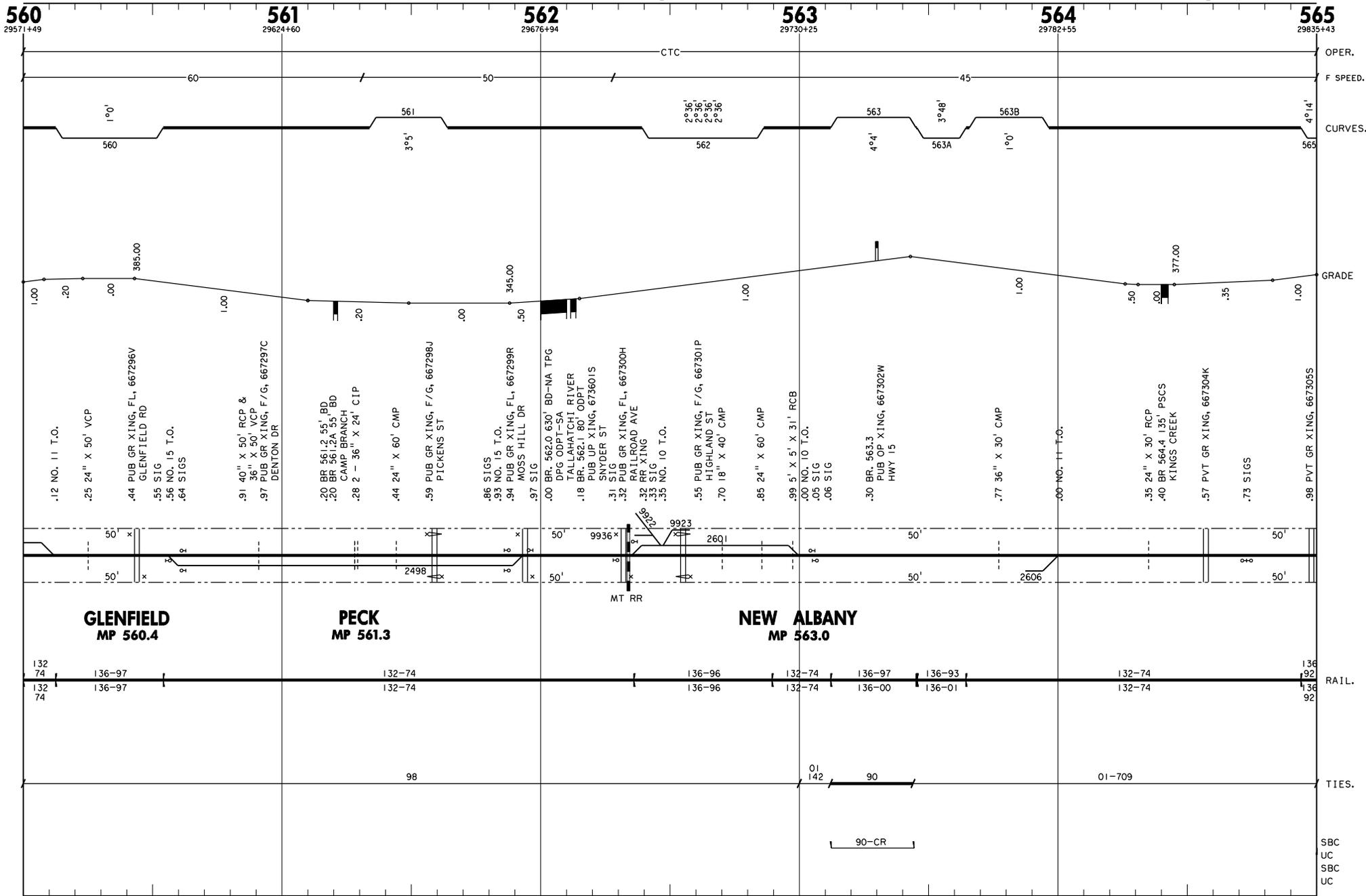
--	--

REMARKS			
FIELD INSPECTOR	L. S. Romaine	Phone	904 598 8918
			lawrence.romaine@hdrinc.com

Tennessee Yard, TN

Line Segment 1001

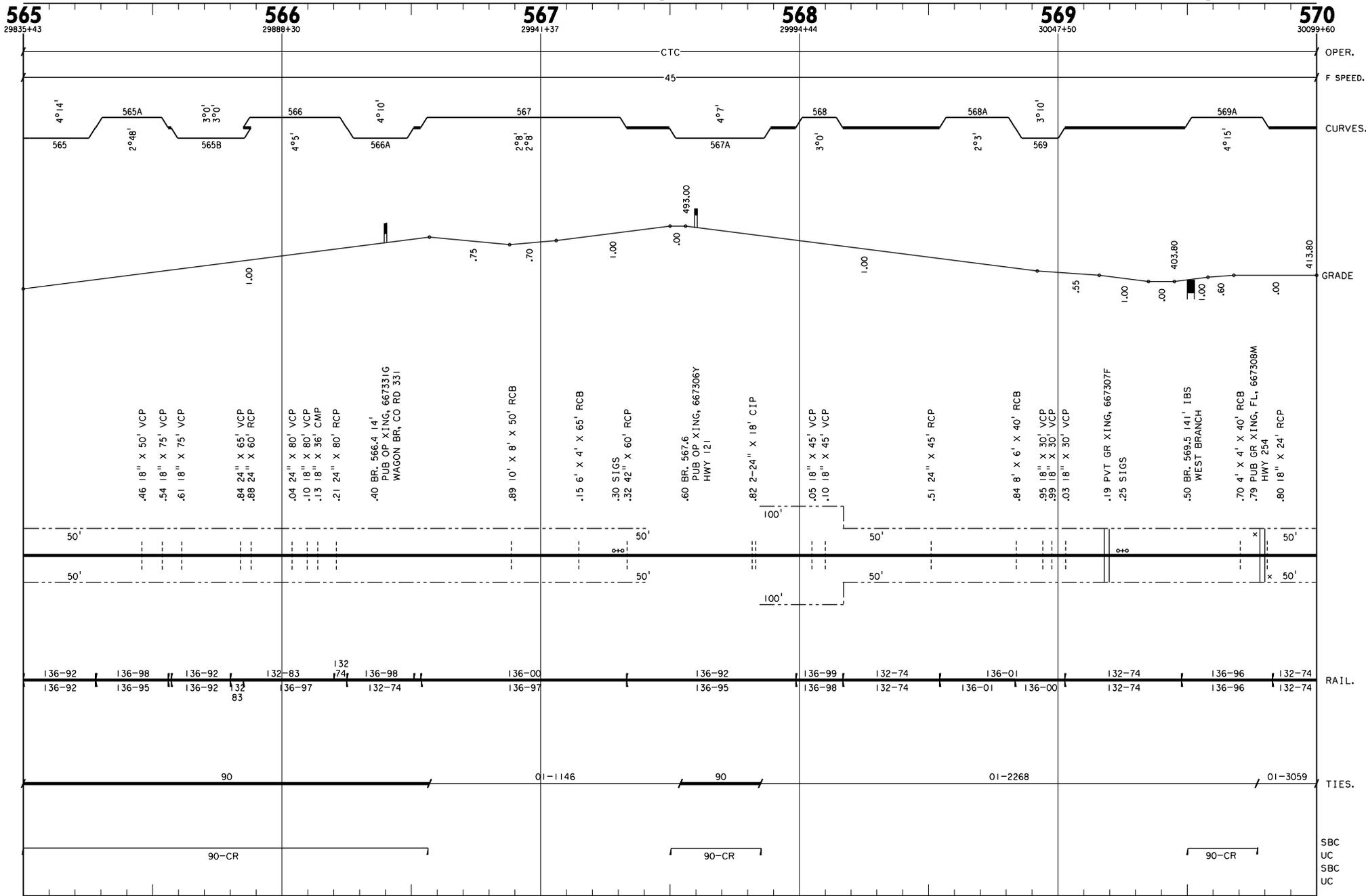
Birmingham, AL



Tennessee Yard, TN

Line Segment 1001

Birmingham, AL



Burlington Northern and Santa Fe Railway Company

BIR015.DGN

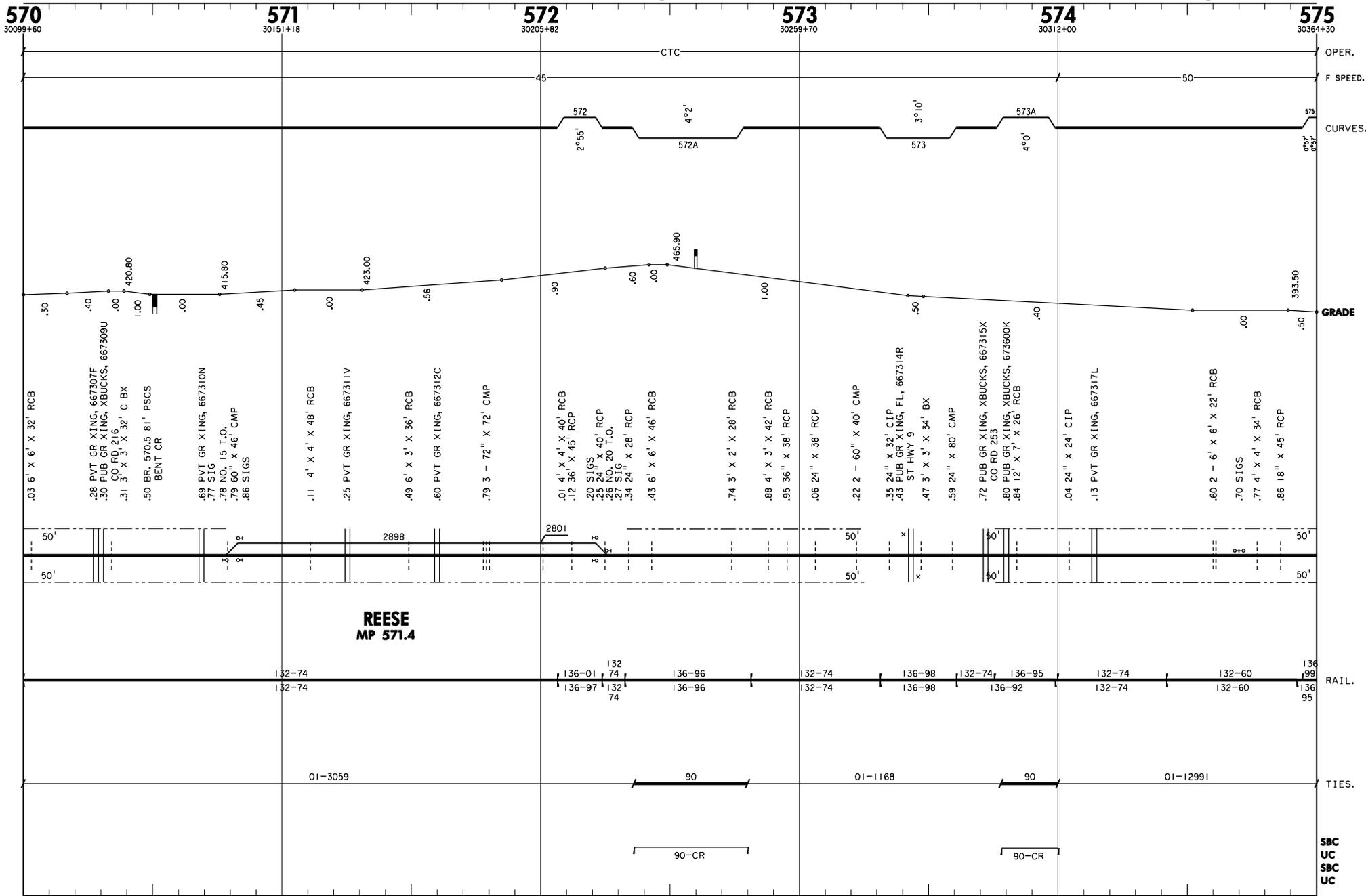
Revised: 06/06/2001

Birmingham Subdivision

Tennessee Yard, TN

Line Segment 1001

Birmingham, AL



Burlington Northern and Santa Fe Railway Company

BIR016.DGN

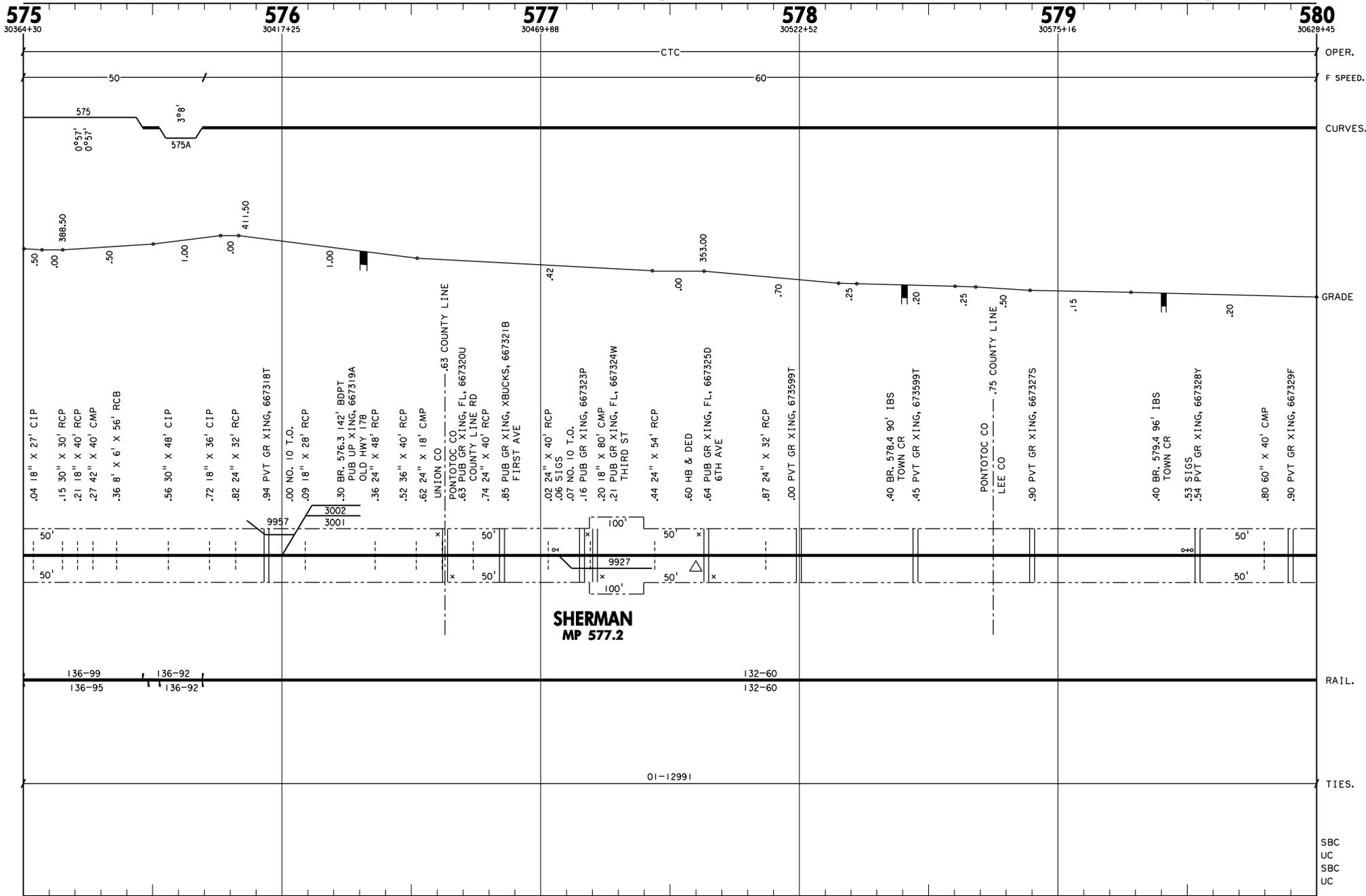
Revised: 06/06/2001

Birmingham Subdivision

Tennessee Yard, TN

Line Segment 1001

Birmingham, AL



Burlington Northern and Santa Fe Railway Company

BIR017.DGN

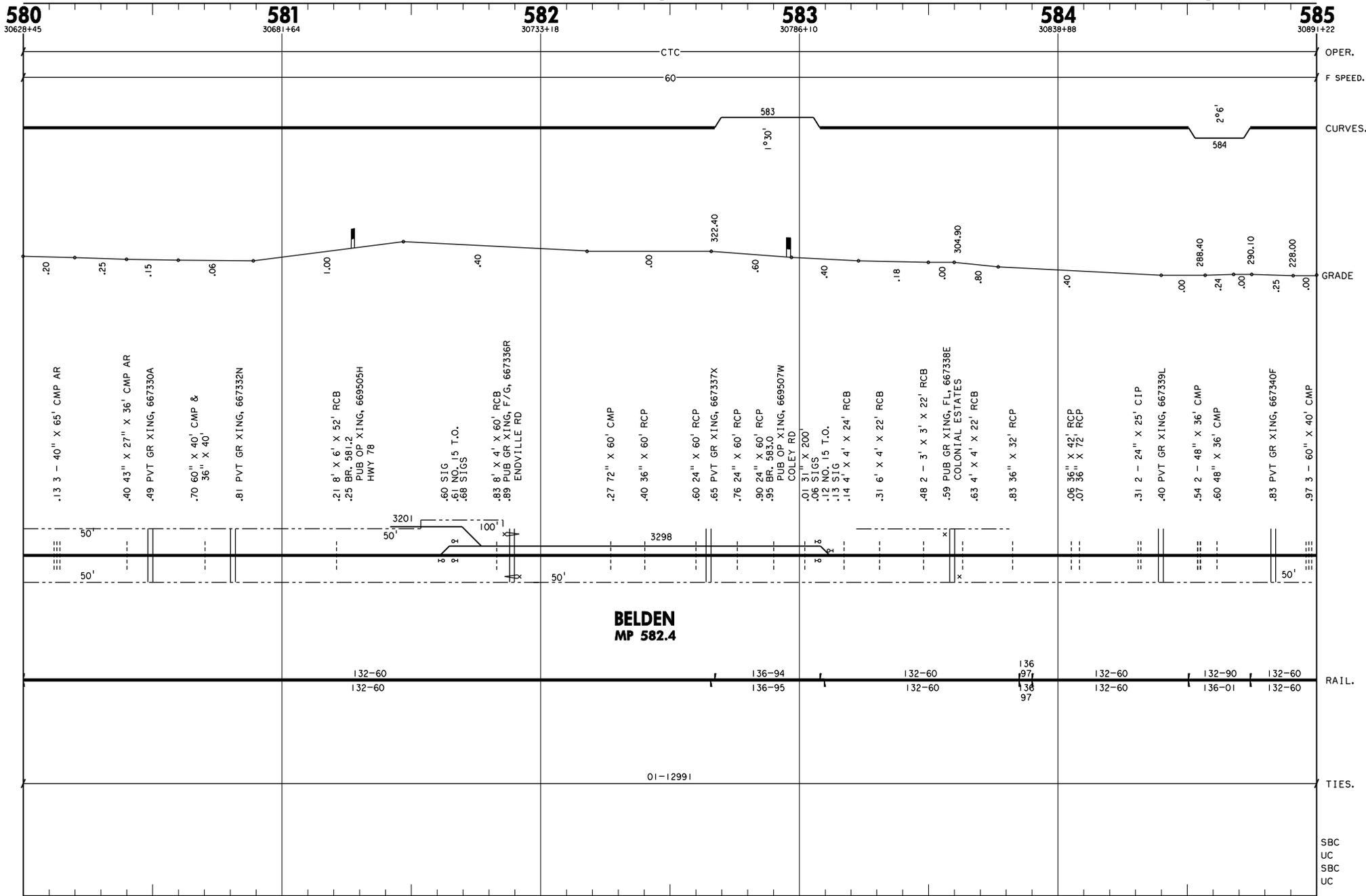
Revised: 06/06/2001

Birmingham Subdivision

Tennessee Yard, TN

Line Segment 1001

Birmingham, AL



Burlington Northern and Santa Fe Railway Company

BIR018.DGN

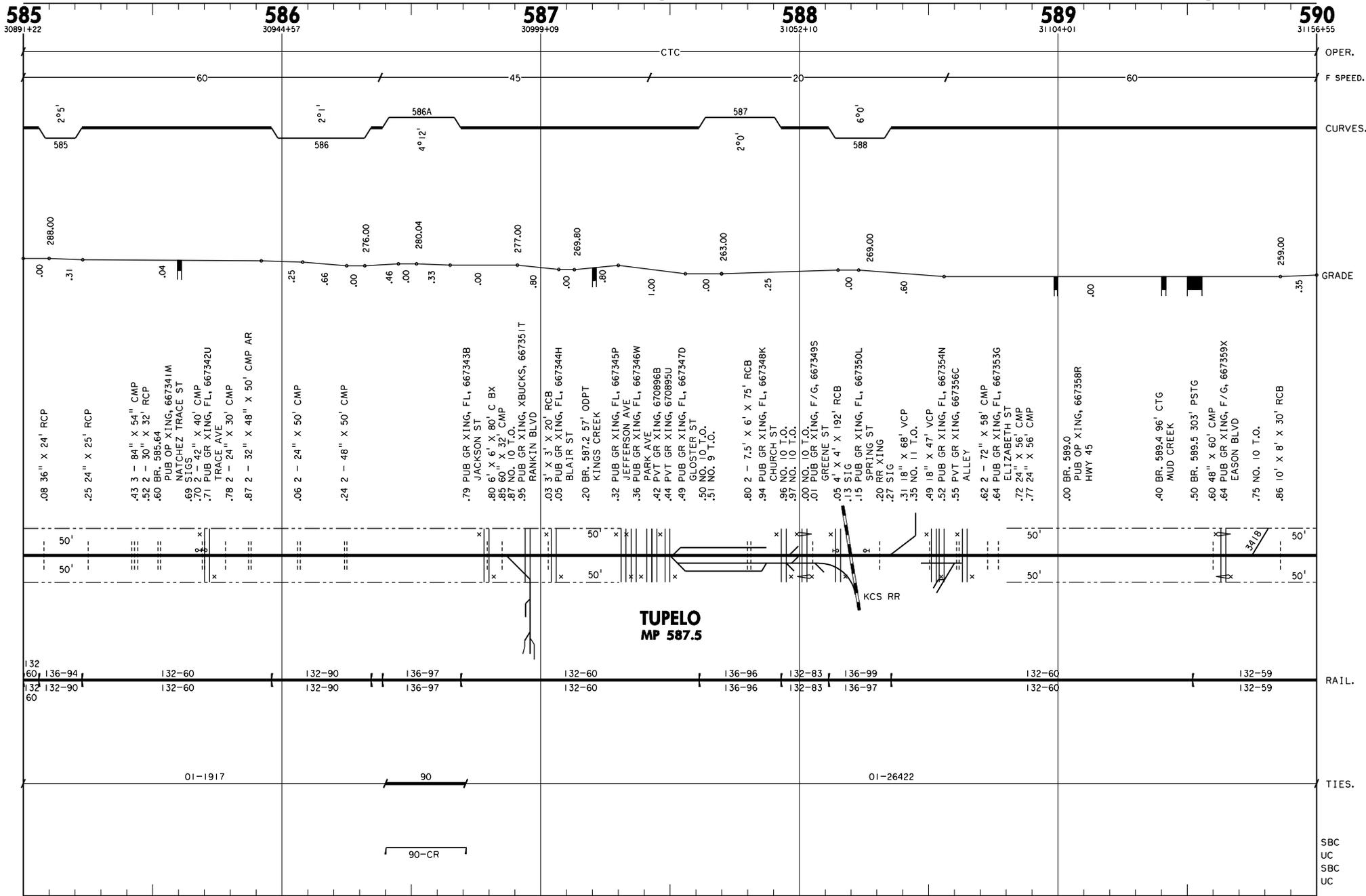
Revised: 06/06/2001

Birmingham Subdivision

Tennessee Yard, TN

Line Segment 1001

Birmingham, AL

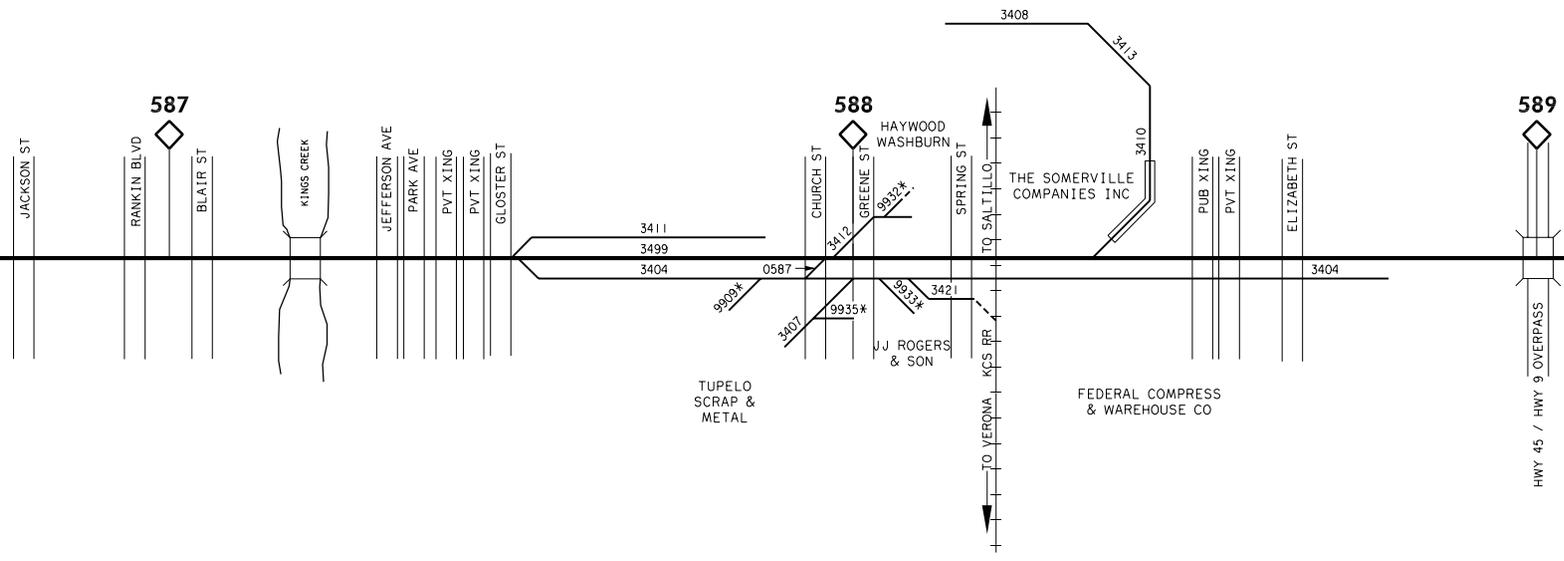


Burlington Northern and Santa Fe Railway Company

BIR019.DGN

Revised: 06/06/2001

Birmingham Subdivision



KCS, MS



- BNSF OWNED & MAINT
- INDUSTRY OWNED & BNSF MAINT
- IND OWNED & MAINT
- LEASE
- TRACKAGE RIGHTS
- FOREIGN TRACK
- JOINT FACILITIES

* UNKNOWN TRACK NUMBER

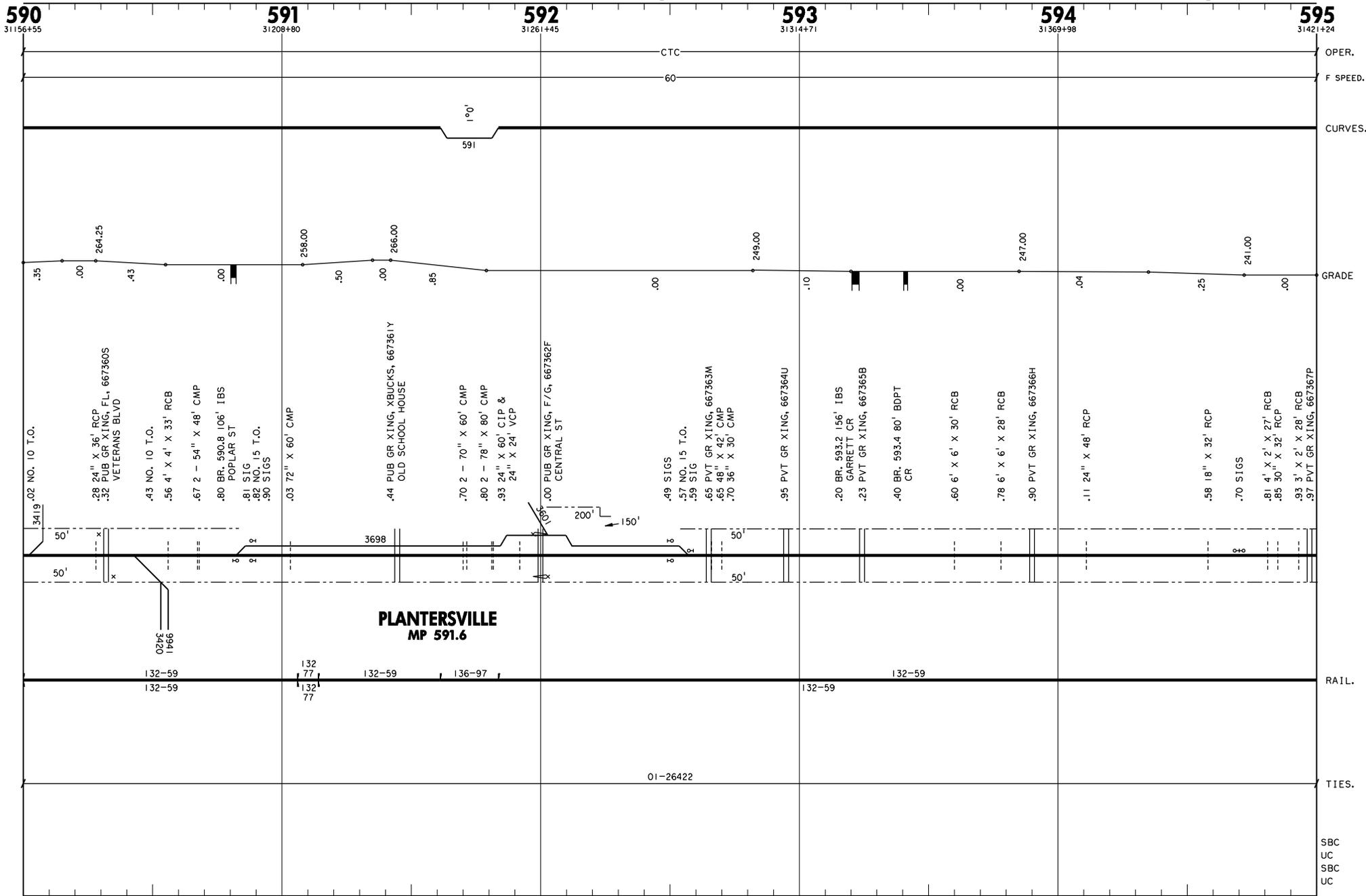
TUPELO, MS Birmingham Subdivision

YARD SEGMENT: ###	REVISED: 05/05/2003
STATION ABBR: TUPELO	TRK CHT: BIR019A-T.DGN
FSAC: 93588	TEAM: TUPE34053.DGN
ZONE: 34	

Tennessee Yard, TN

Line Segment 1001

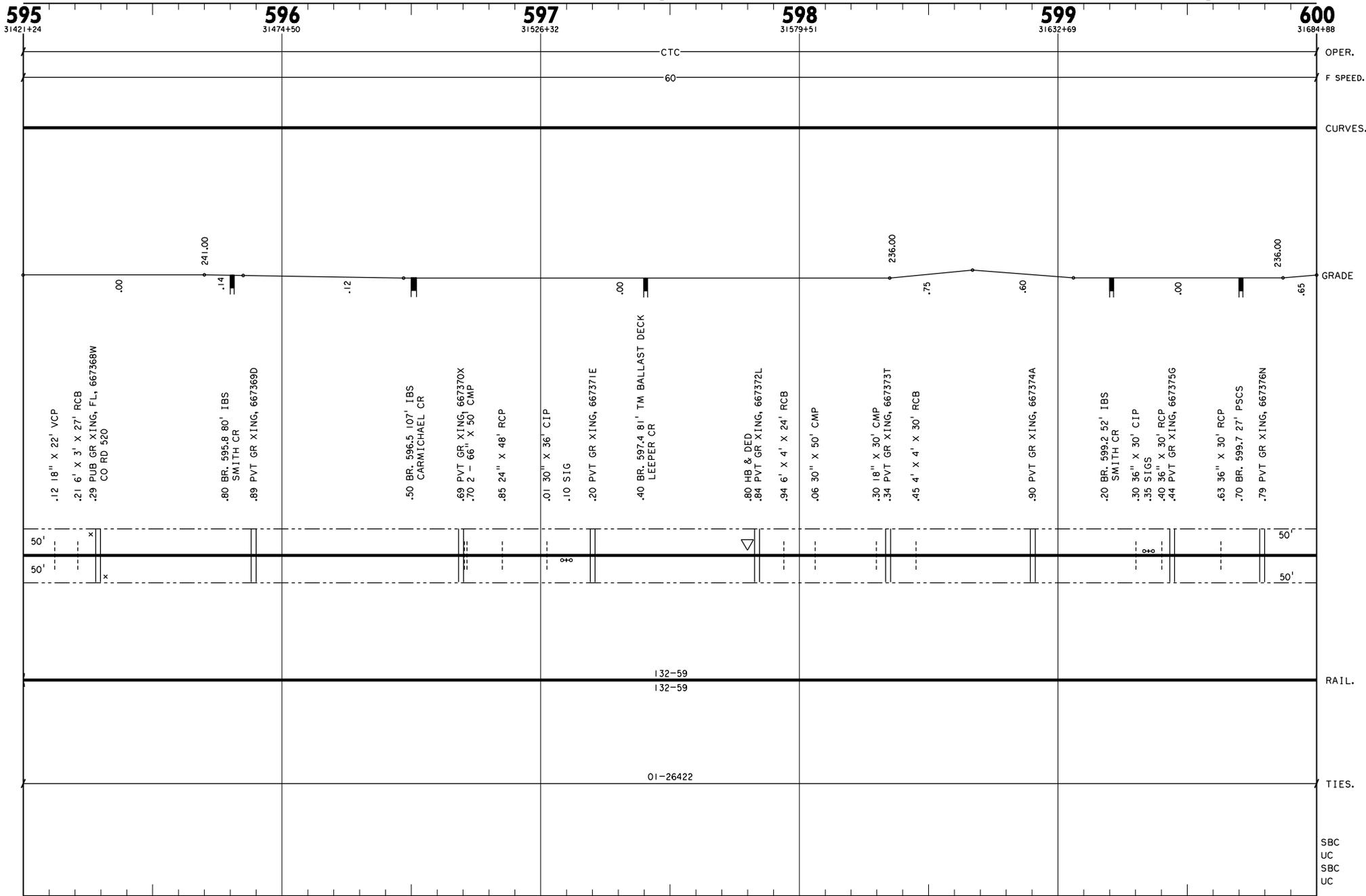
Birmingham, AL



Tennessee Yard, TN

Line Segment 1001

Birmingham, AL

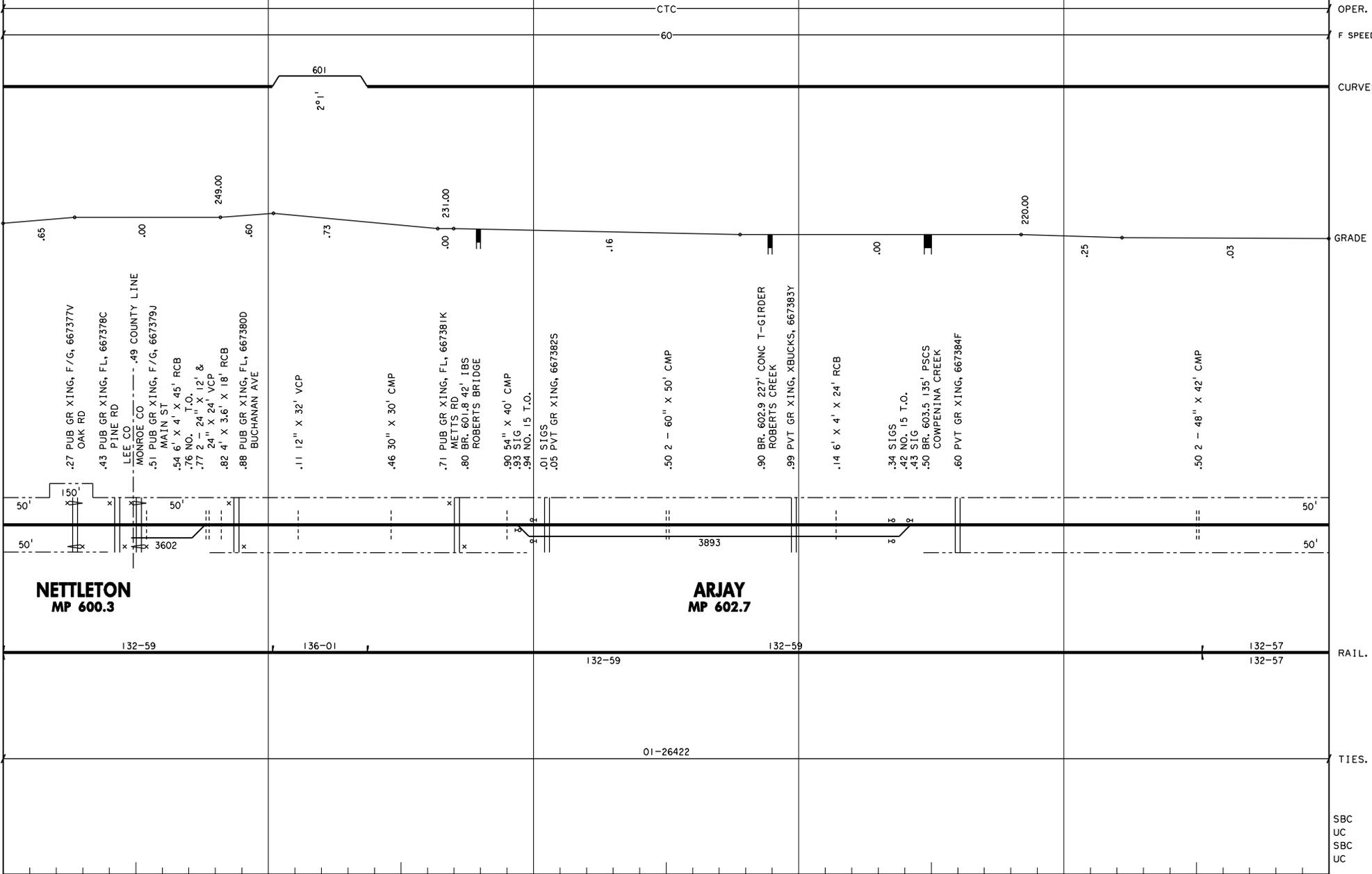


Tennessee Yard, TN

Line Segment 1001

Birmingham, AL

600 31684+88 601 31737+07 602 31790+04 603 31843+00 604 31895+77 605 31949+93



NETTLETON
MP 600.3

ARJAY
MP 602.7

Burlington Northern and Santa Fe Railway Company

BIR022.DGN

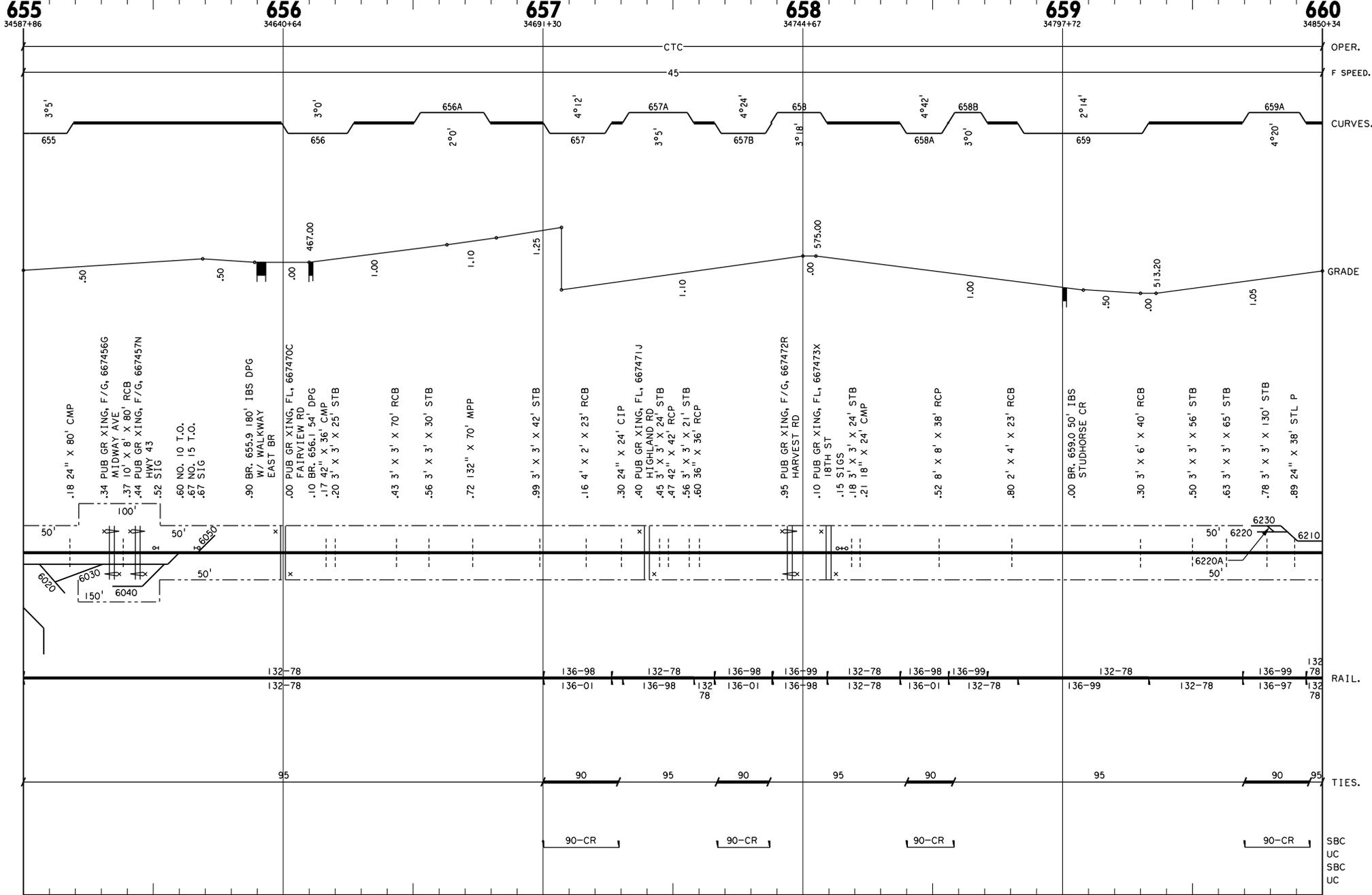
Revised: 01/10/2003

Birmingham Subdivision

Tennessee Yard, TN

Line Segment 1001

Birmingham, AL



Burlington Northern and Santa Fe Railway Company

BIR033.DGN

Revised: 06/06/2001

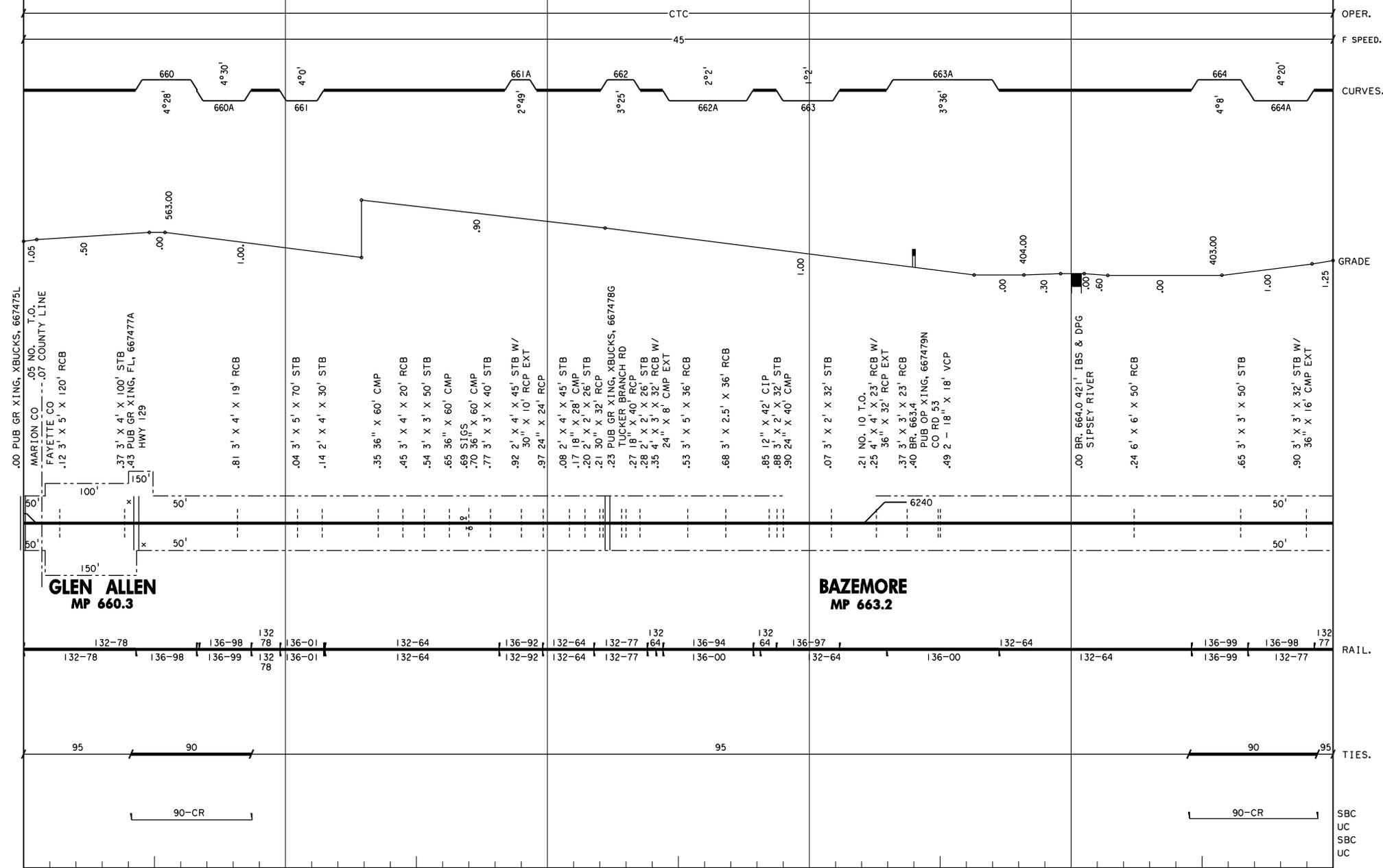
Birmingham Subdivision

Tennessee Yard, TN

Line Segment 1001

Birmingham, AL

660 34850+34 661 34904+96 662 34959+15 663 35009+07 664 35062+66 665 35114+72



Burlington Northern and Santa Fe Railway Company

BIR034.DGN

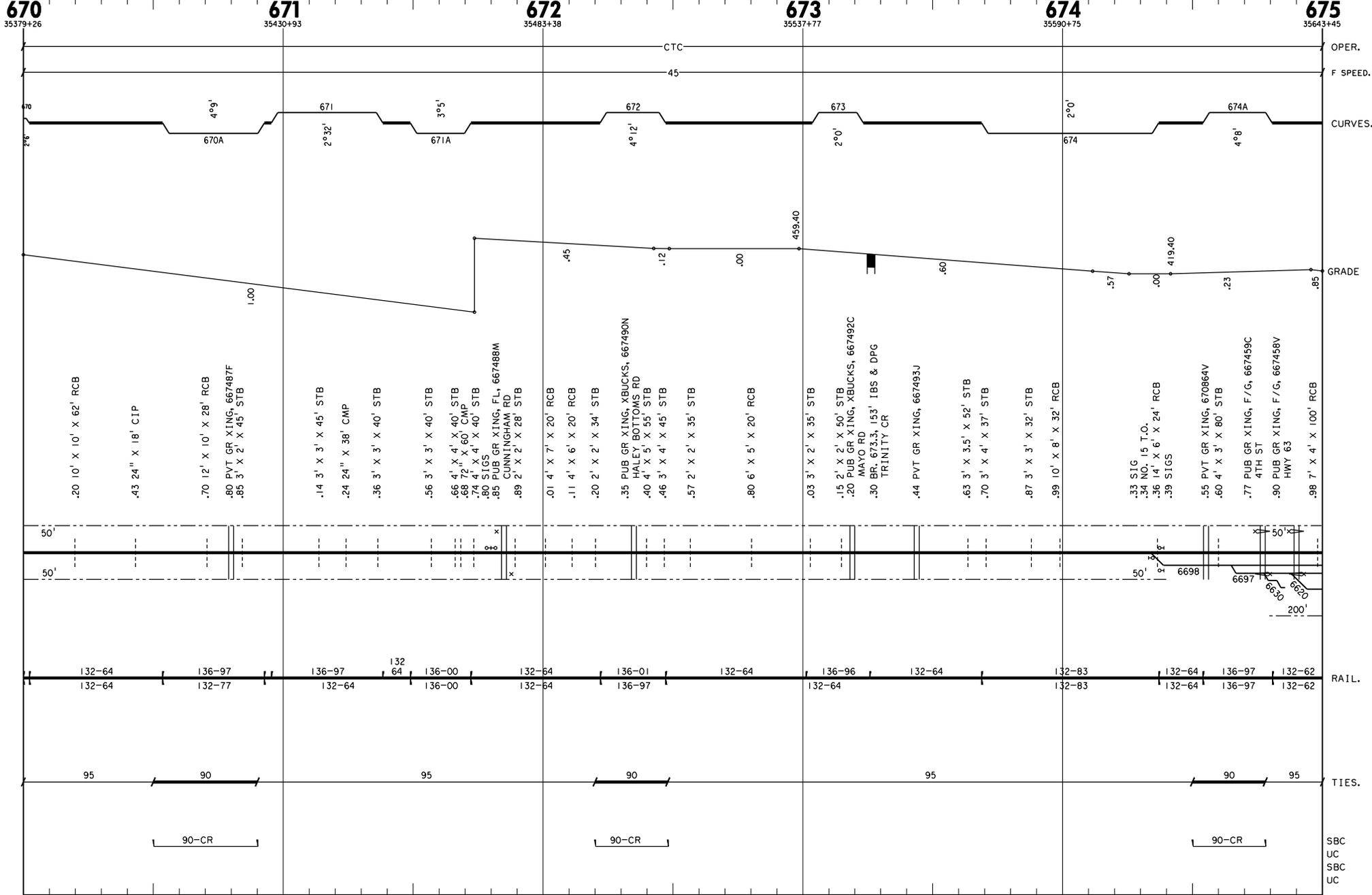
Revised: 06/06/2001

Birmingham Subdivision

Tennessee Yard, TN

Line Segment 1001

Birmingham, AL



Burlington Northern and Santa Fe Railway Company

BIR036.DGN

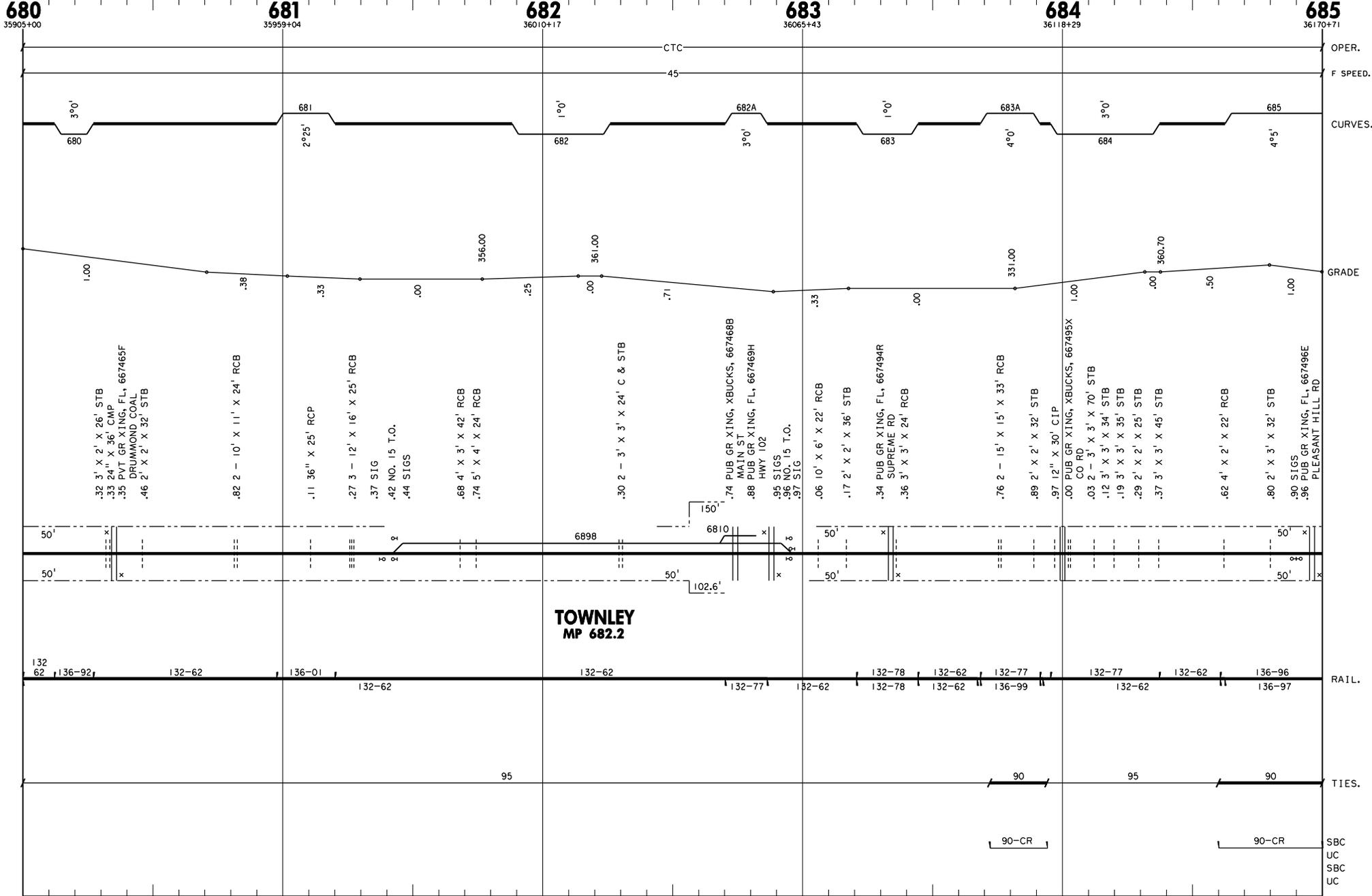
Revised: 06/06/2001

Birmingham Subdivision

Tennessee Yard, TN

Line Segment 1001

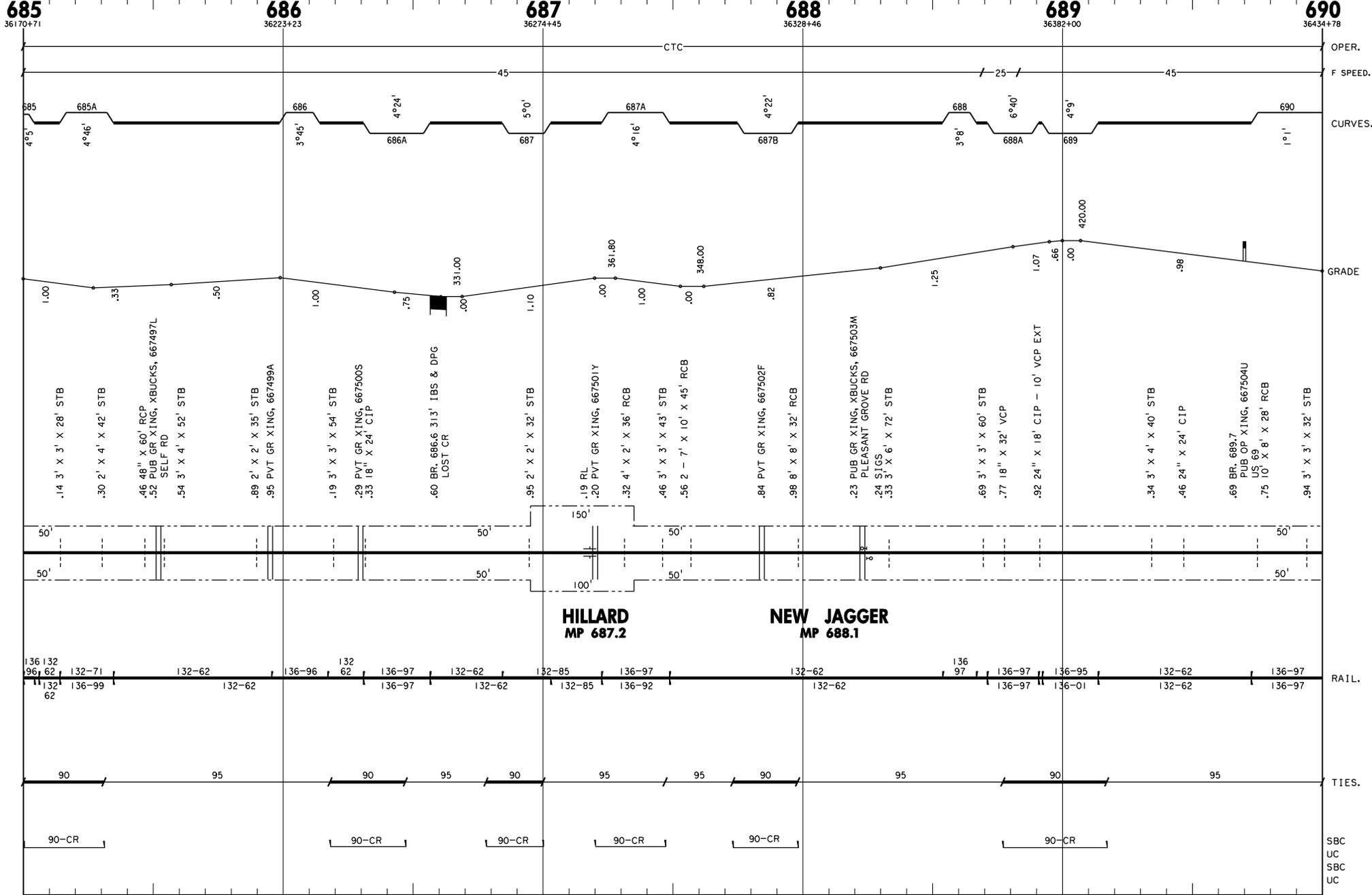
Birmingham, AL



Tennessee Yard, TN

Line Segment 1001

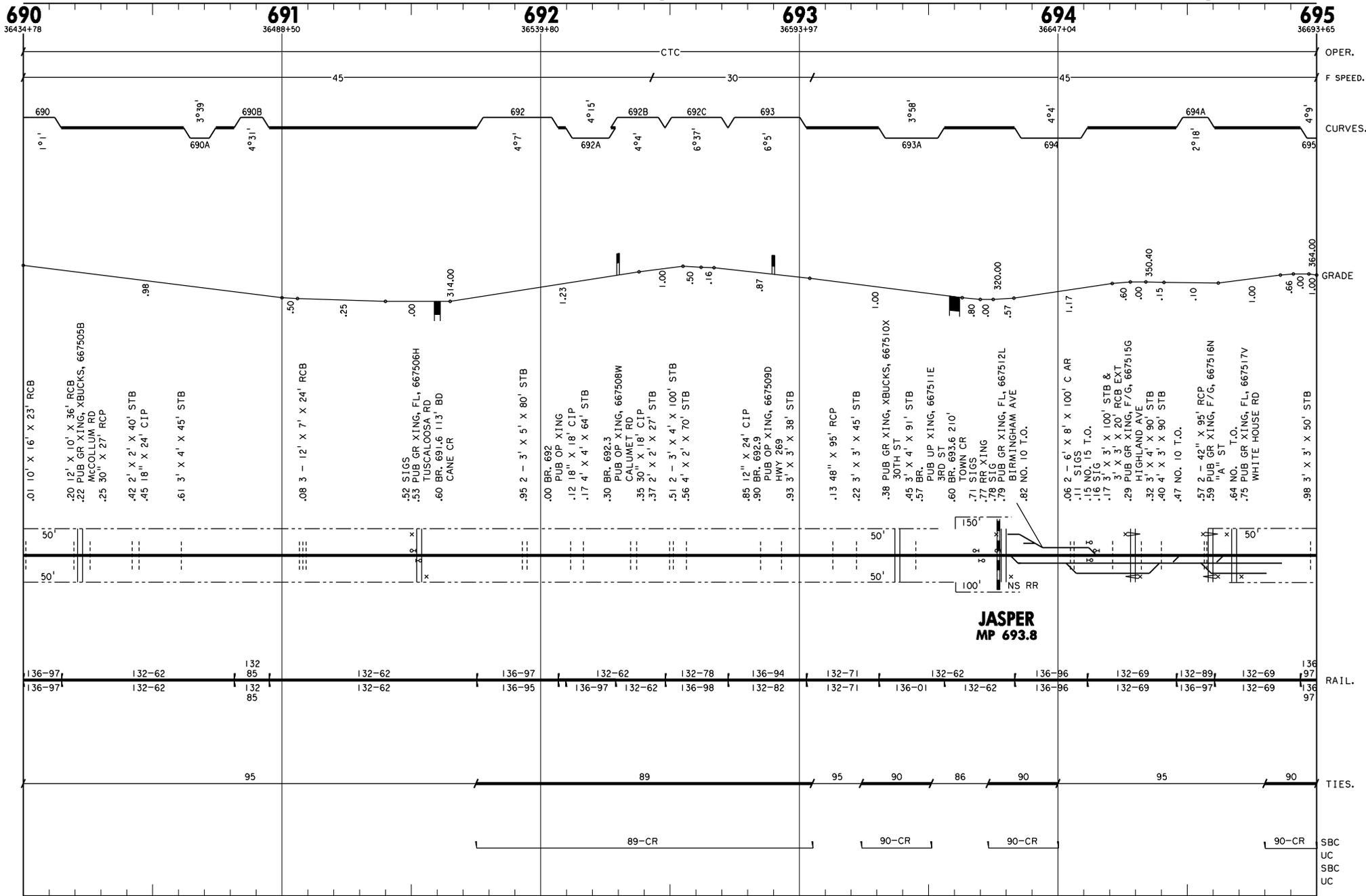
Birmingham, AL



Tennessee Yard, TN

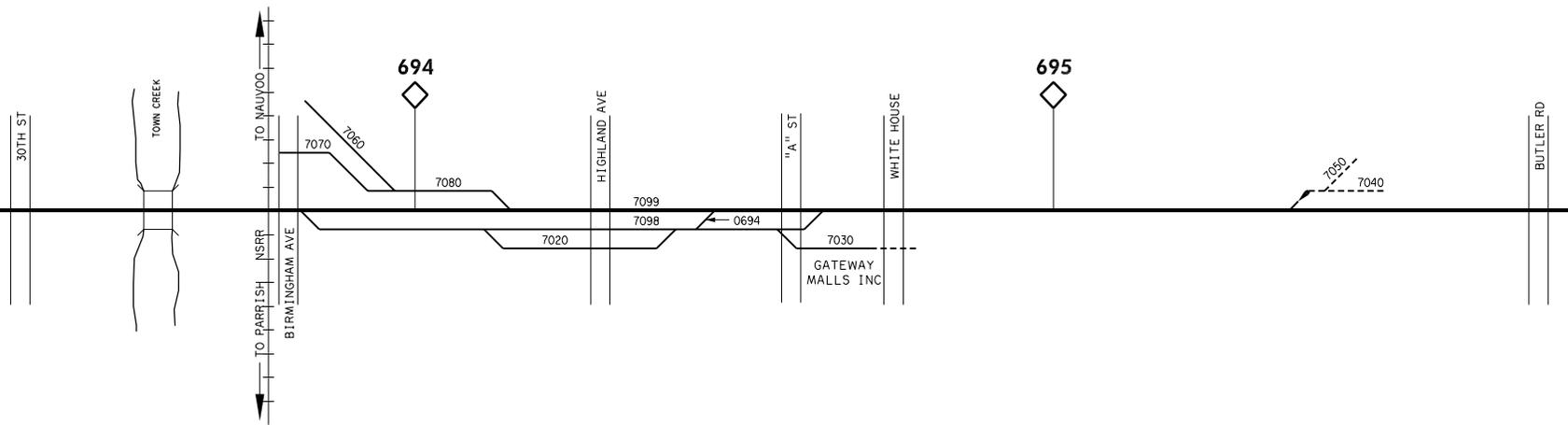
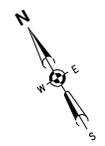
Line Segment 1001

Birmingham, AL



150'
100'
NS RR

**JASPER
MP 693.8**



-  BNSF OWNED & MAINT
-  INDUSTRY OWNED & BNSF MAINT
-  IND OWNED & MAINT
-  LEASE
-  TRACKAGE RIGHTS
-  FOREIGN TRACK
-  JOINT FACILITIES

* UNKNOWN TRACK NUMBER

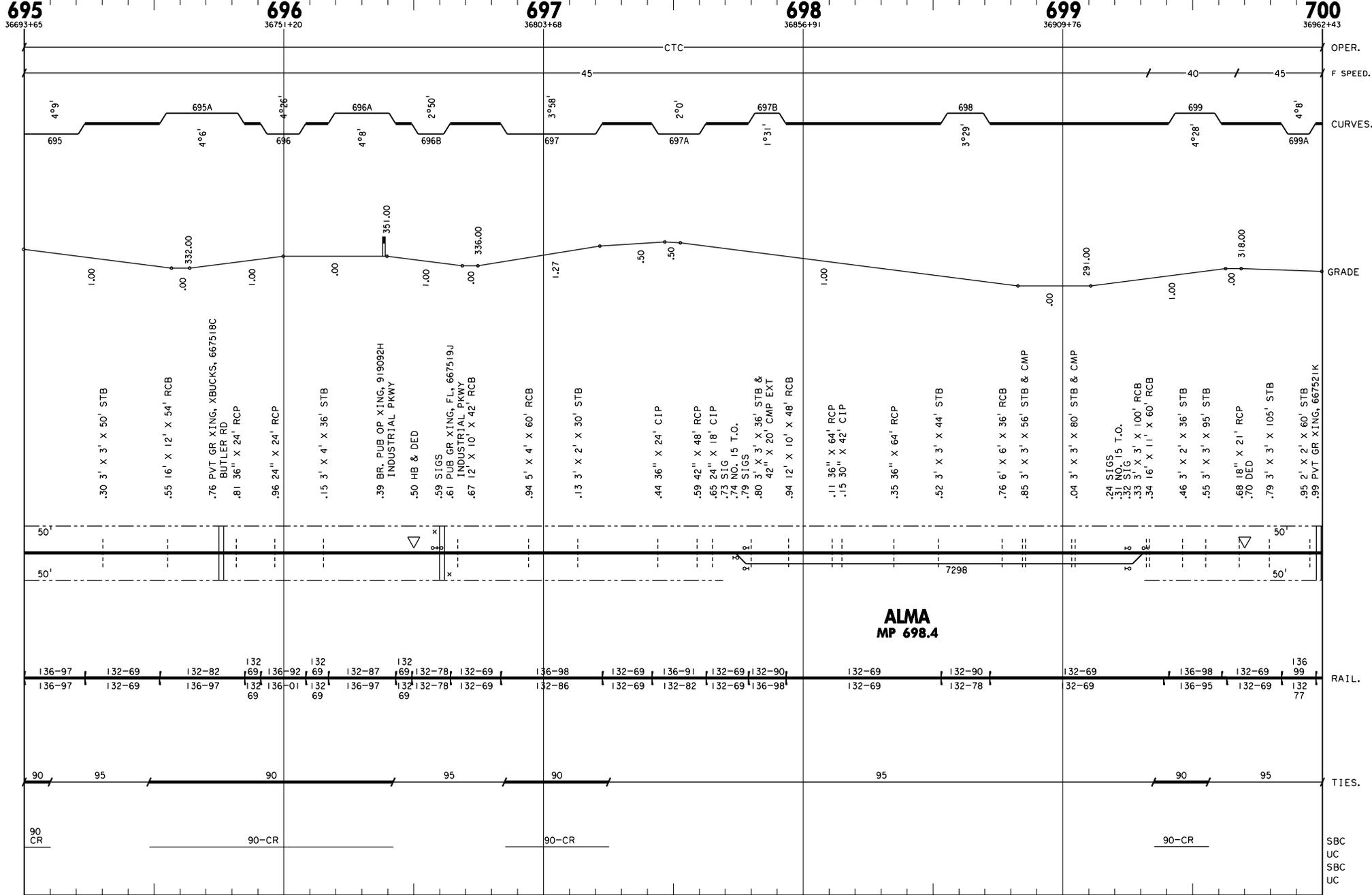
JASPER, AL
Birmingham Subdivision

YARD SEGMENT: ###	REVISED: 05/05/2003
STATION ABBR: JASPAL	TRK CHT: BIR040A-T.DGN
FSAC: 93694	TEAM: JASP70087.DGN
ZONE: 70	

Tennessee Yard, TN

Line Segment 1001

Birmingham, AL



Burlington Northern and Santa Fe Railway Company

BIR041.DGN

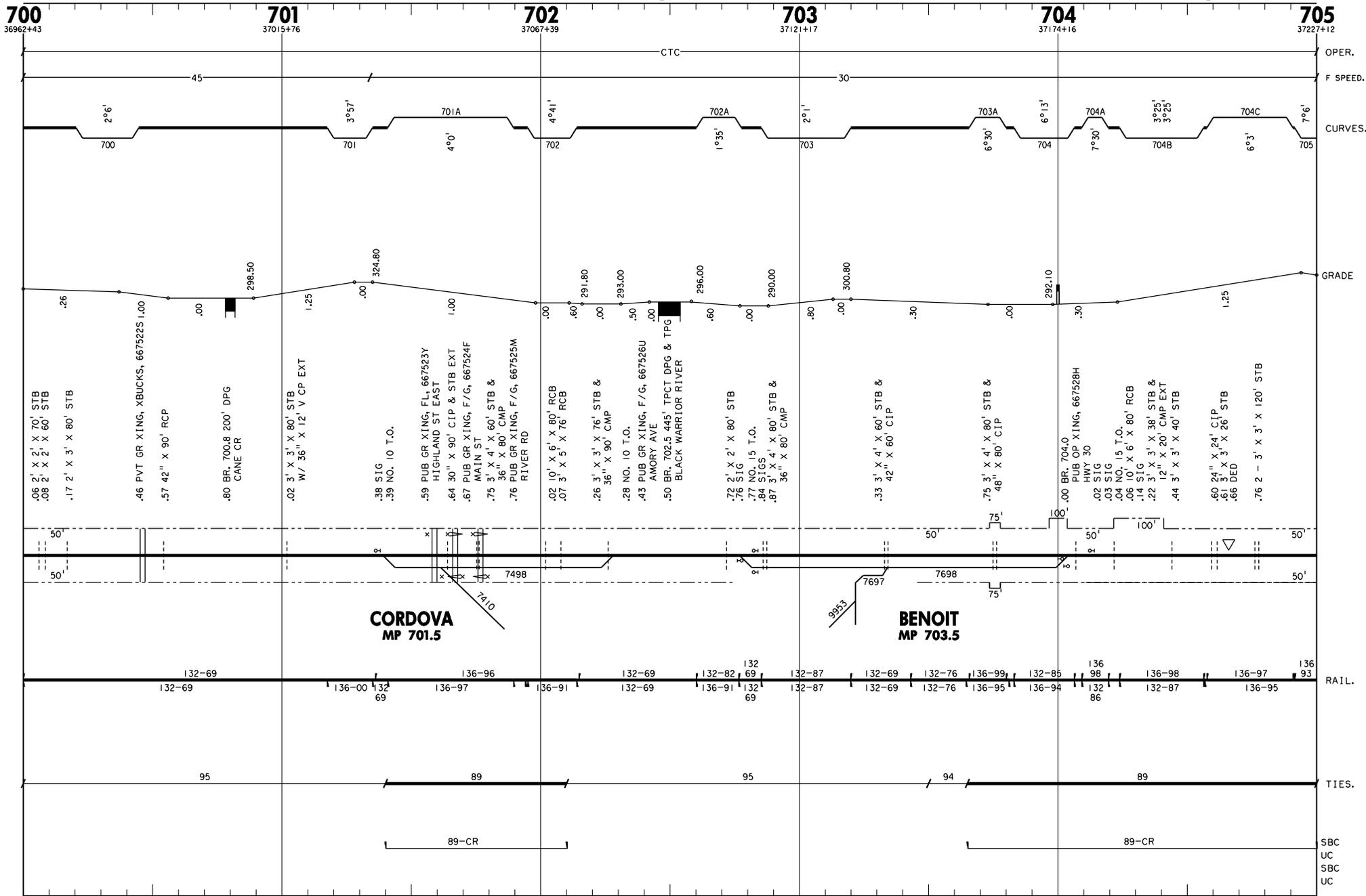
Revised: 01/10/2003

Birmingham Subdivision

Tennessee Yard, TN

Line Segment 1001

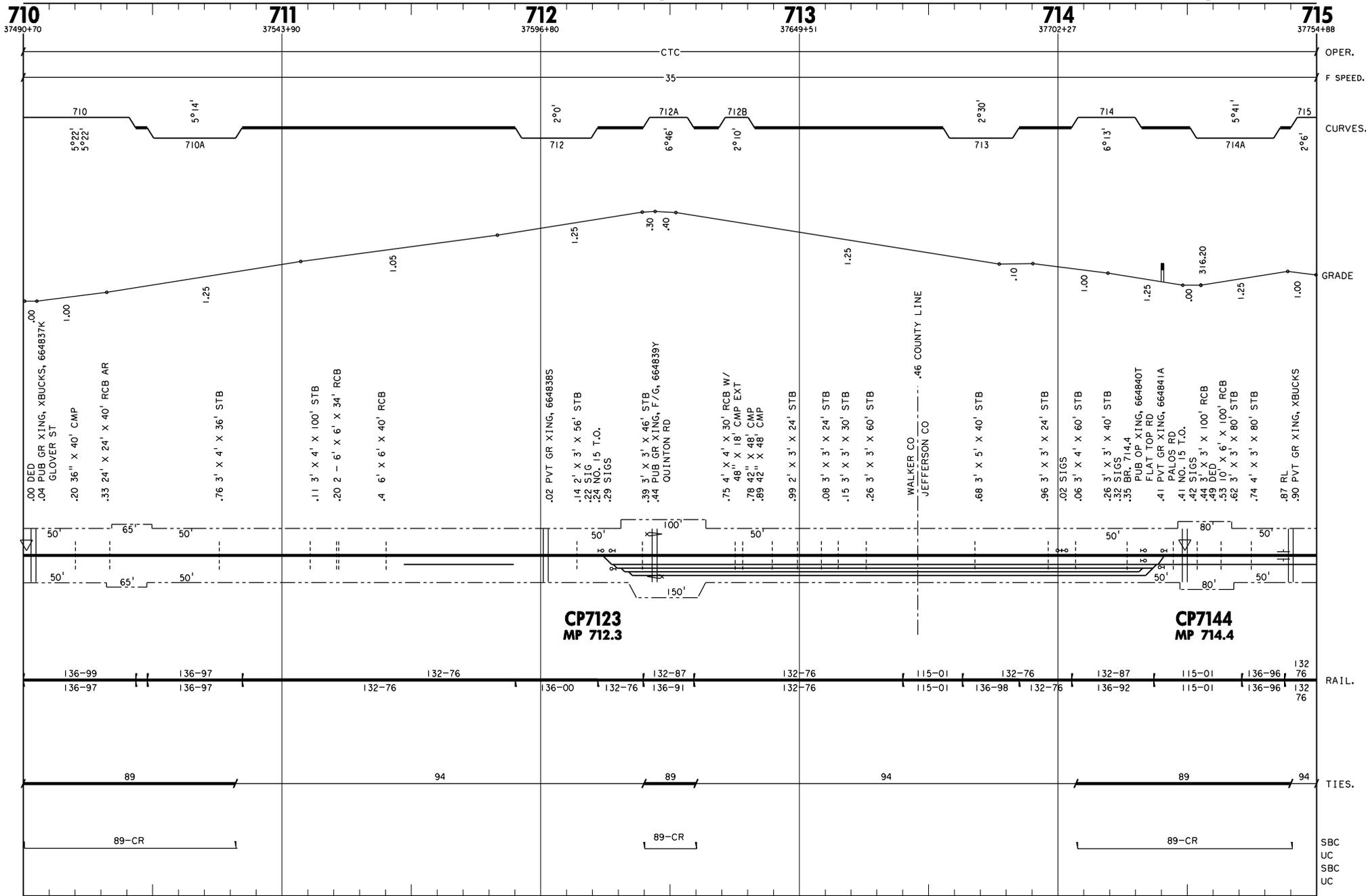
Birmingham, AL



Tennessee Yard, TN

Line Segment 1001

Birmingham, AL



Burlington Northern and Santa Fe Railway Company

BIR044.DGN

Revised: 06/06/2001

Birmingham Subdivision

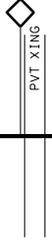
CP7123
MP 712.3

CP7144
MP 714.4

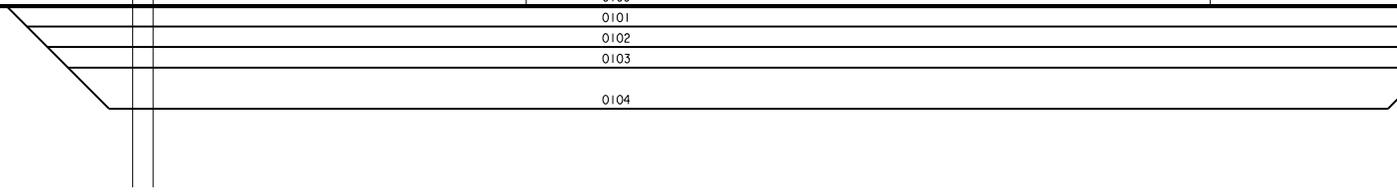
OPER.
F SPEED.
CURVES.
GRADE
RAIL.
TIES.
SBC
UC
SBC
UC



712



QUINTON RD



713



714



FLAT TOP RD

PALOS RD

OVERPASS

0714

REFUELING STATION

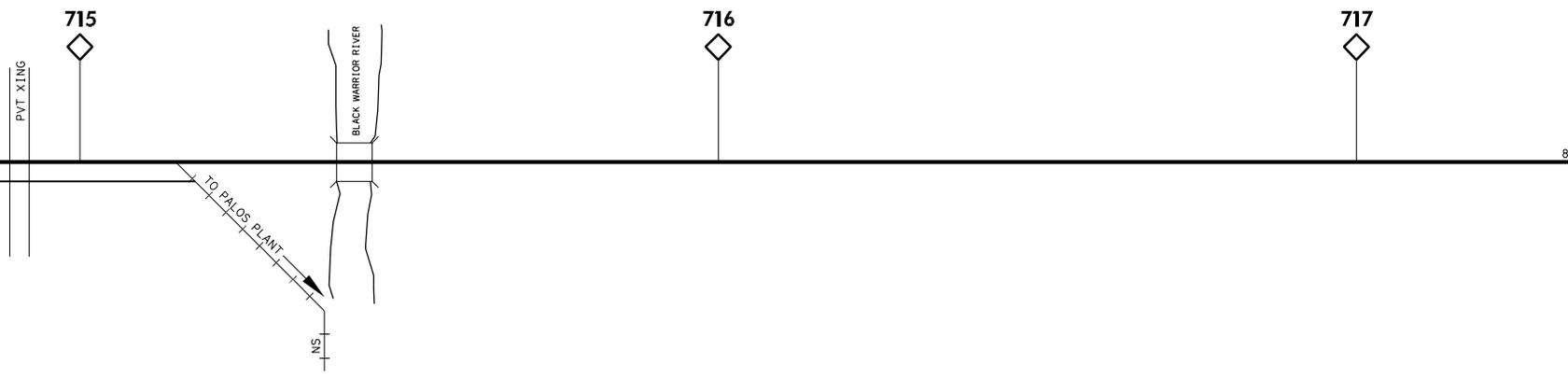
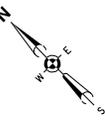


-  BNSF OWNED & MAINT
-  INDUSTRY OWNED & BNSF MAINT
-  IND OWNED & MAINT
-  LEASE
-  TRACKAGE RIGHTS
-  FOREIGN TRACK
-  JOINT FACILITIES

* UNKNOWN TRACK NUMBER

QUINTON, AL Birmingham Subdivision

YARD SEGMENT: ###	REVISED: 05/05/2003
STATION ABBR: QUINTO	TRK CHT: BIR044A-T.DGN
FSAC: 93713	TEAM: QUIN01097.DGN
ZONE: 01	



LINDBERGH, AL



-  BNSF OWNED & MAINT
-  INDUSTRY OWNED & BNSF MAINT
-  IND OWNED & MAINT
-  LEASE
-  TRACKAGE RIGHTS
-  FOREIGN TRACK
-  JOINT FACILITIES

* UNKNOWN TRACK NUMBER

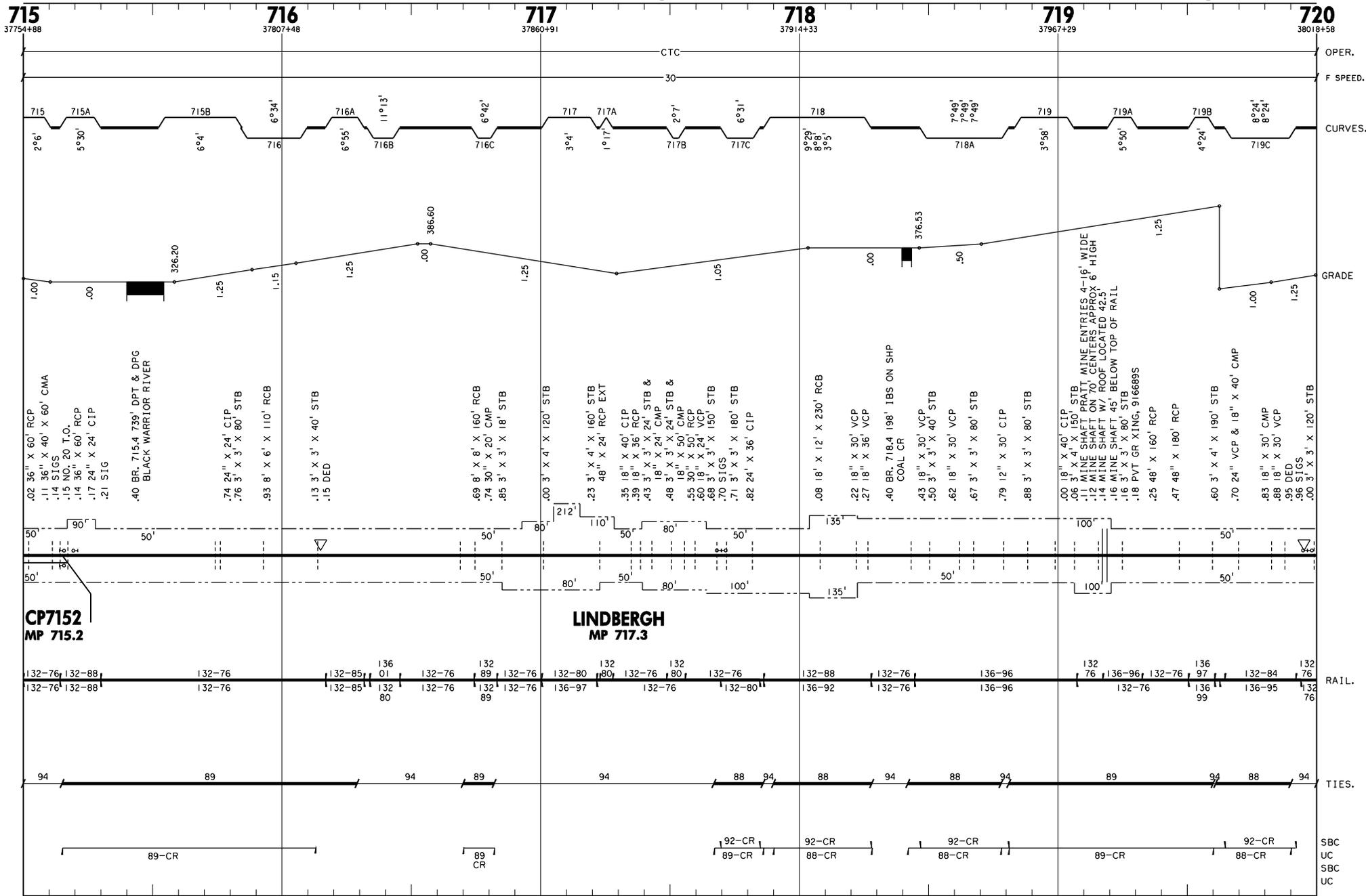
PALOS, AL
Birmingham Subdivision

YARD SEGMENT: ###	REVISED: 05/05/2003
STATION ABBR: PALOS	TRK CHT: BIR044B-T.DGN
FSAC: 93715	TEAM: PAL001099.DGN
ZONE: 01, 86	

Tennessee Yard, TN

Line Segment 1001

Birmingham, AL



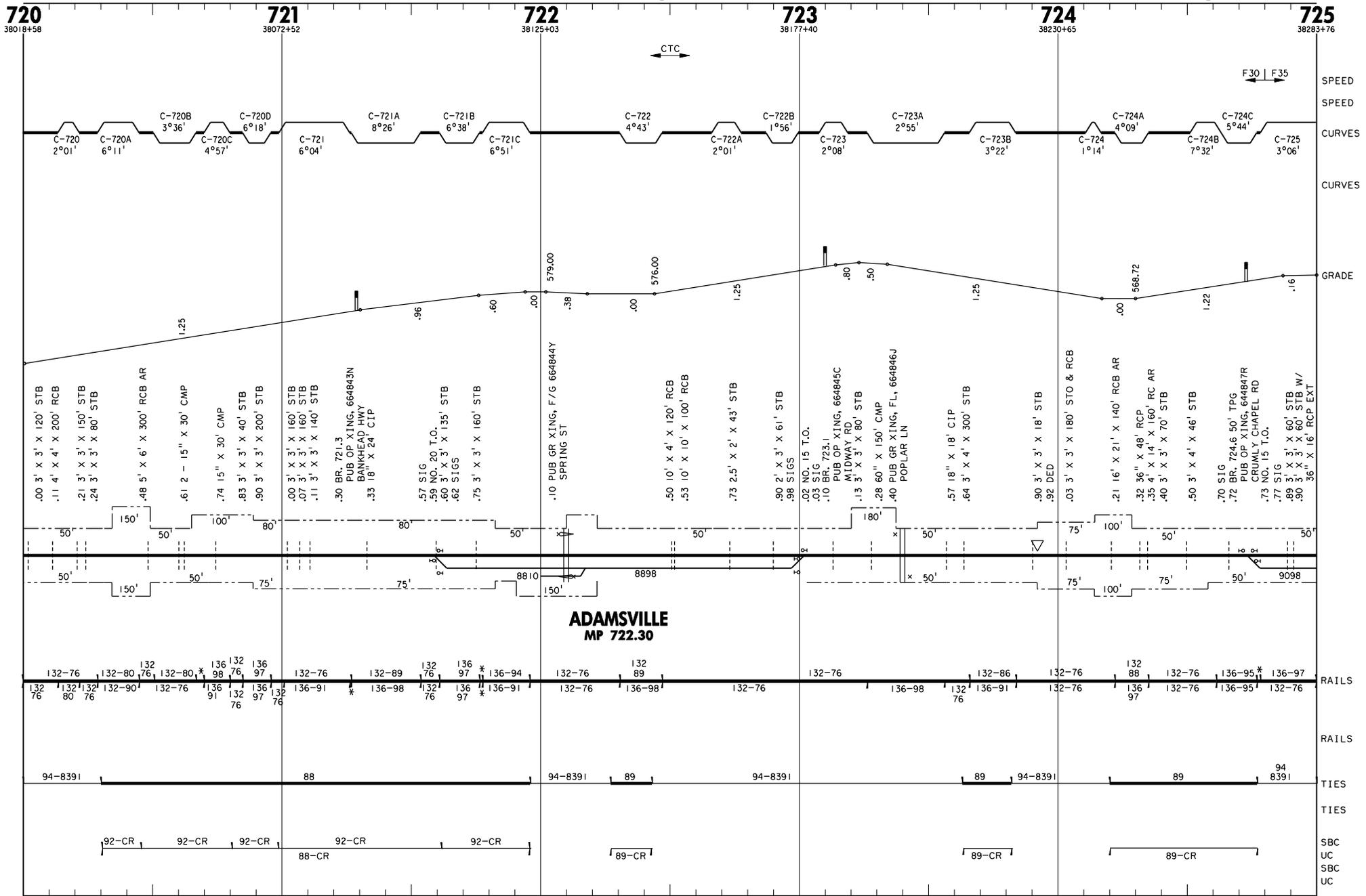
CP7152
MP 715.2

LINDBERGH
MP 717.3

Tennessee Yard, TN

Line Segment 1001

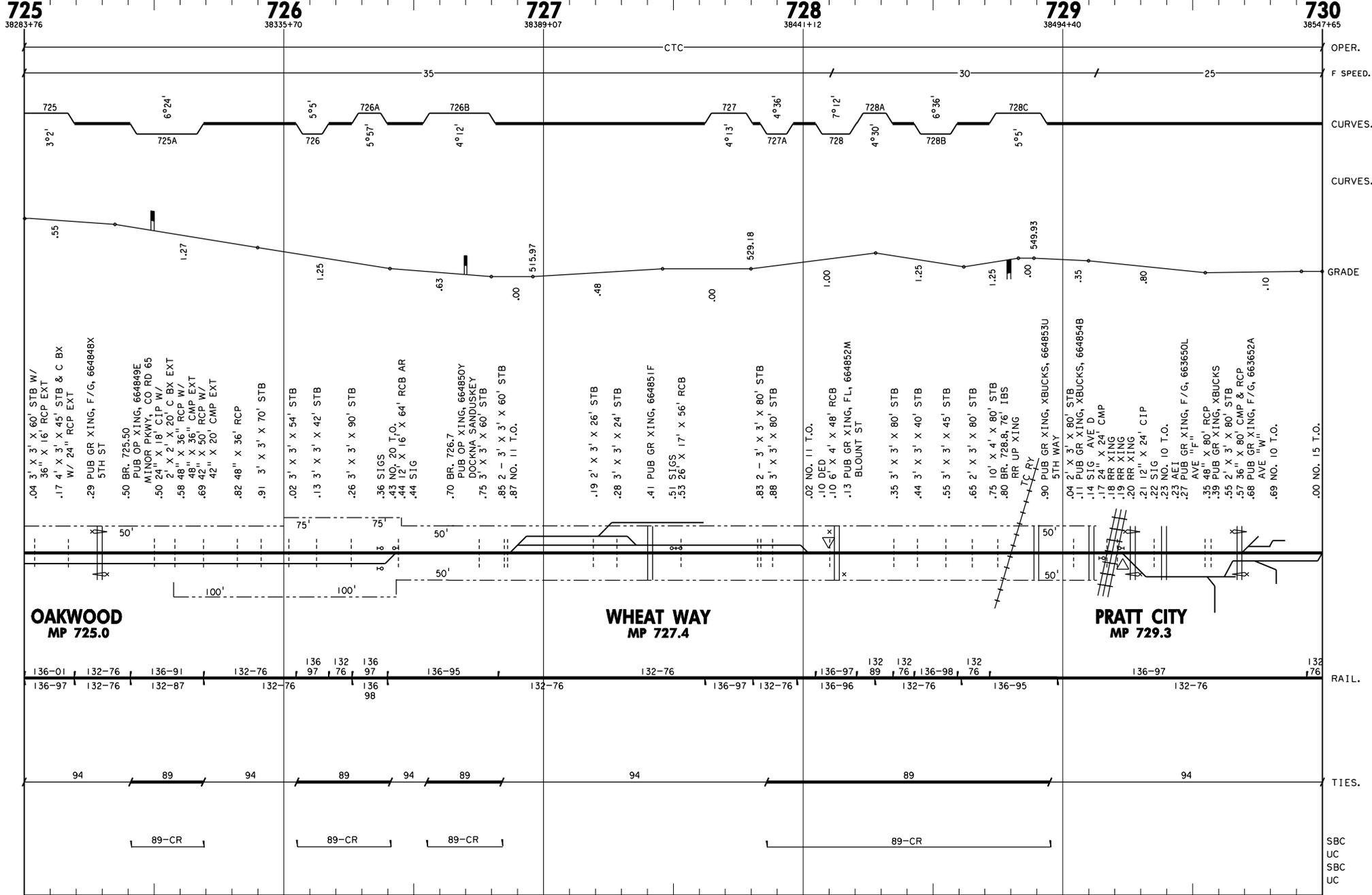
Birmingham, AL



Tennessee Yard, TN

Line Segment 1001

Birmingham, AL

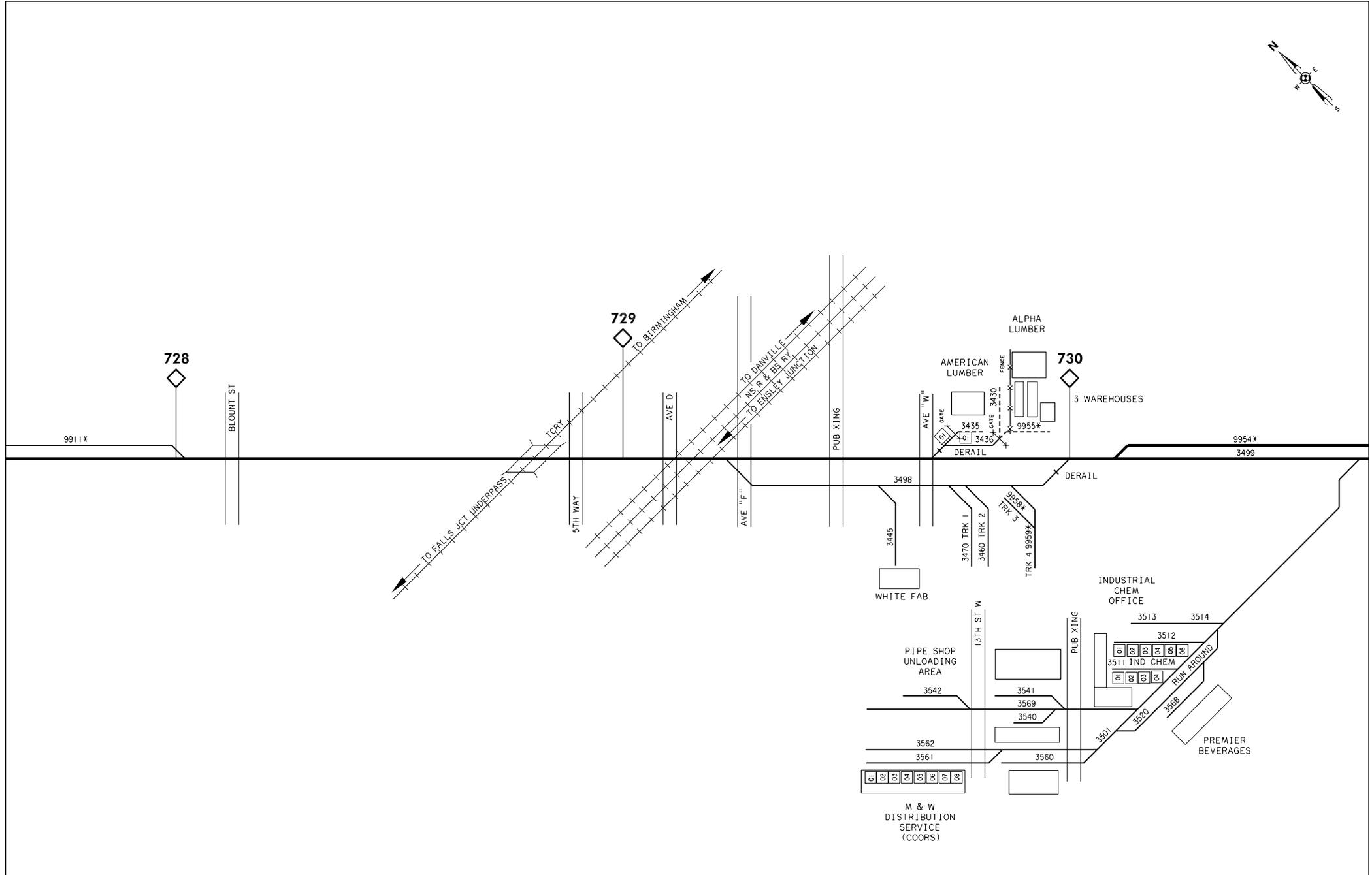
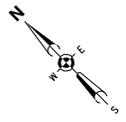


Burlington Northern and Santa Fe Railway Company

BIR047.DGN

Revised: 01/10/2003

Birmingham Subdivision



- BNSF OWNED & MAINT
- INDUSTRY OWNED & BNSF MAINT
- IND OWNED & MAINT
- LEASE
- TRACKAGE RIGHTS
- FOREIGN TRACK
- JOINT FACILITIES

* UNKNOWN TRACK NUMBER

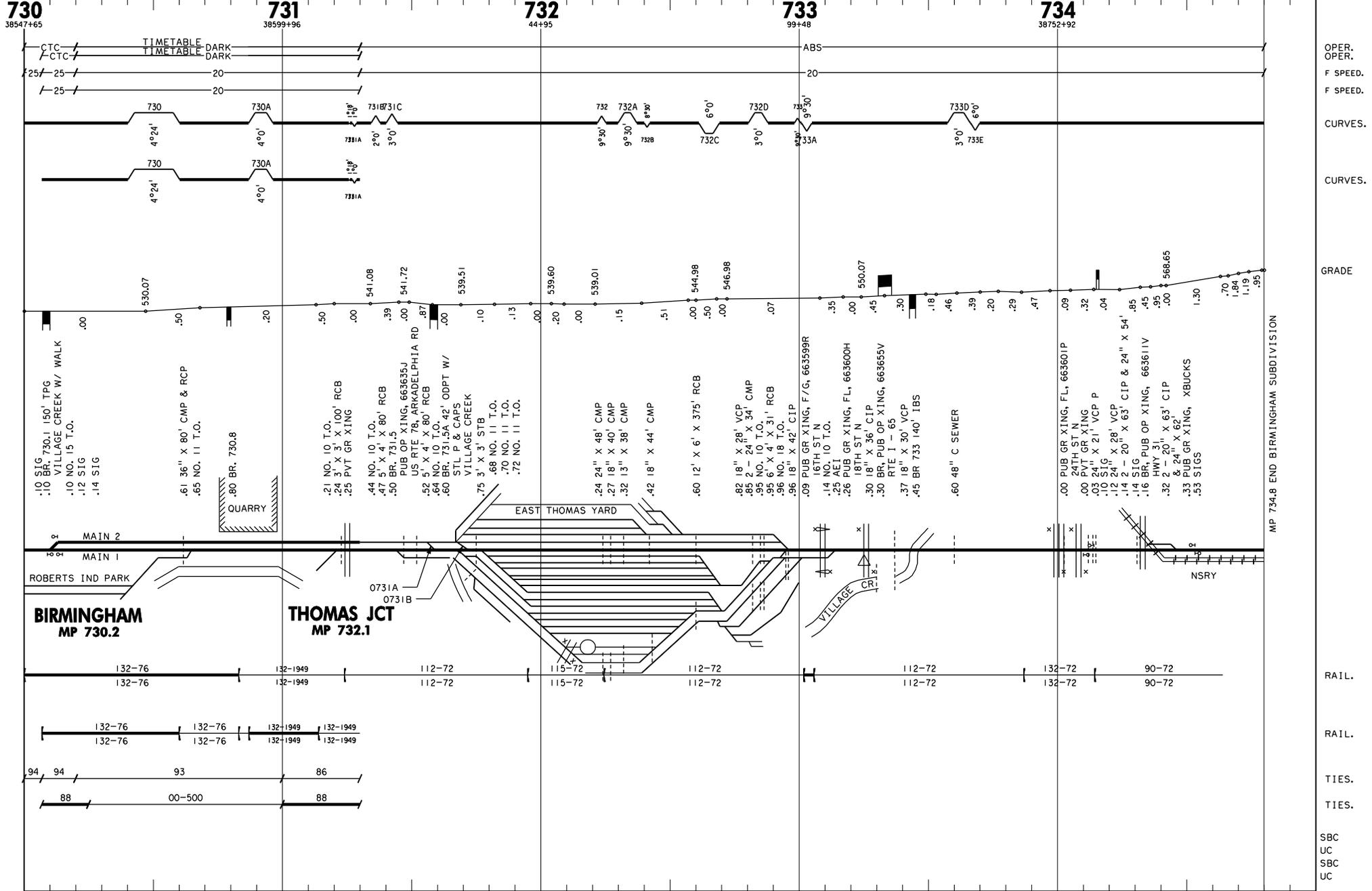
PRATT CITY, AL
Birmingham Subdivision

YARD SEGMENT: ###	REVISED: 05/05/2003
STATION ABBR: PRACAL	TRK CHT: BIR047A-T.DGN
FSAC: 93729	TEAM: PRAT34105.DGN
ZONE: 34, 35	

Tennessee Yard, TN

Line Segment 1001

Birmingham, AL



Burlington Northern and Santa Fe Railway Company

BIR048.DGN

Revised: 01/10/2003

Birmingham Subdivision

OPER.
OPER.

F SPEED.
F SPEED.

CURVES.
CURVES.

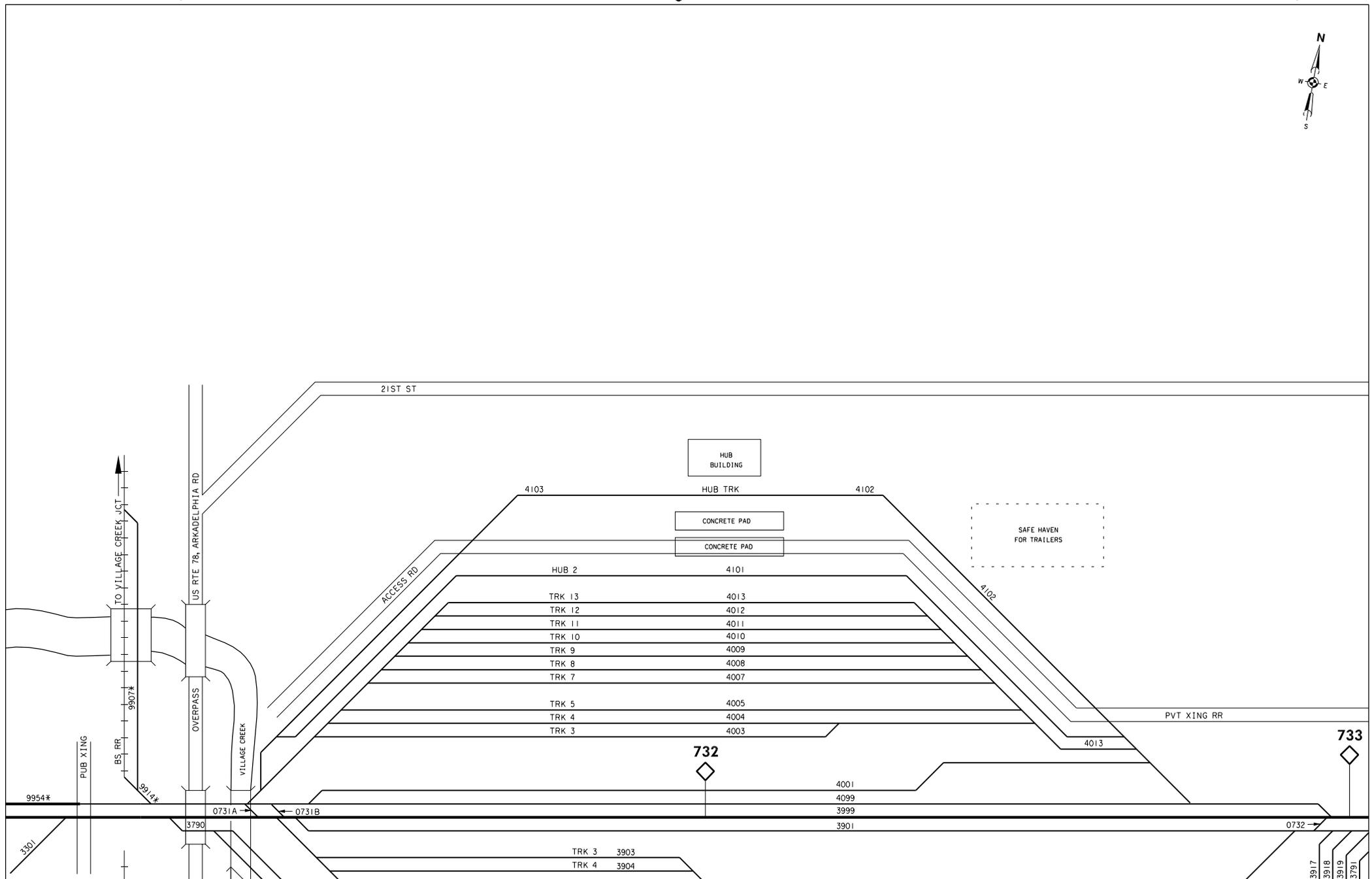
GRADE

RAIL.
RAIL.

TIES.
TIES.

SBC
UC
SBC
UC

MP 734.8 END BIRMINGHAM SUBDIVISION



- BNSF OWNED & MAINT
- INDUSTRY OWNED & BNSF MAINT
- IND OWNED & MAINT
- LEASE
- TRACKAGE RIGHTS
- FOREIGN TRACK
- JOINT FACILITIES

* UNKNOWN TRACK NUMBER

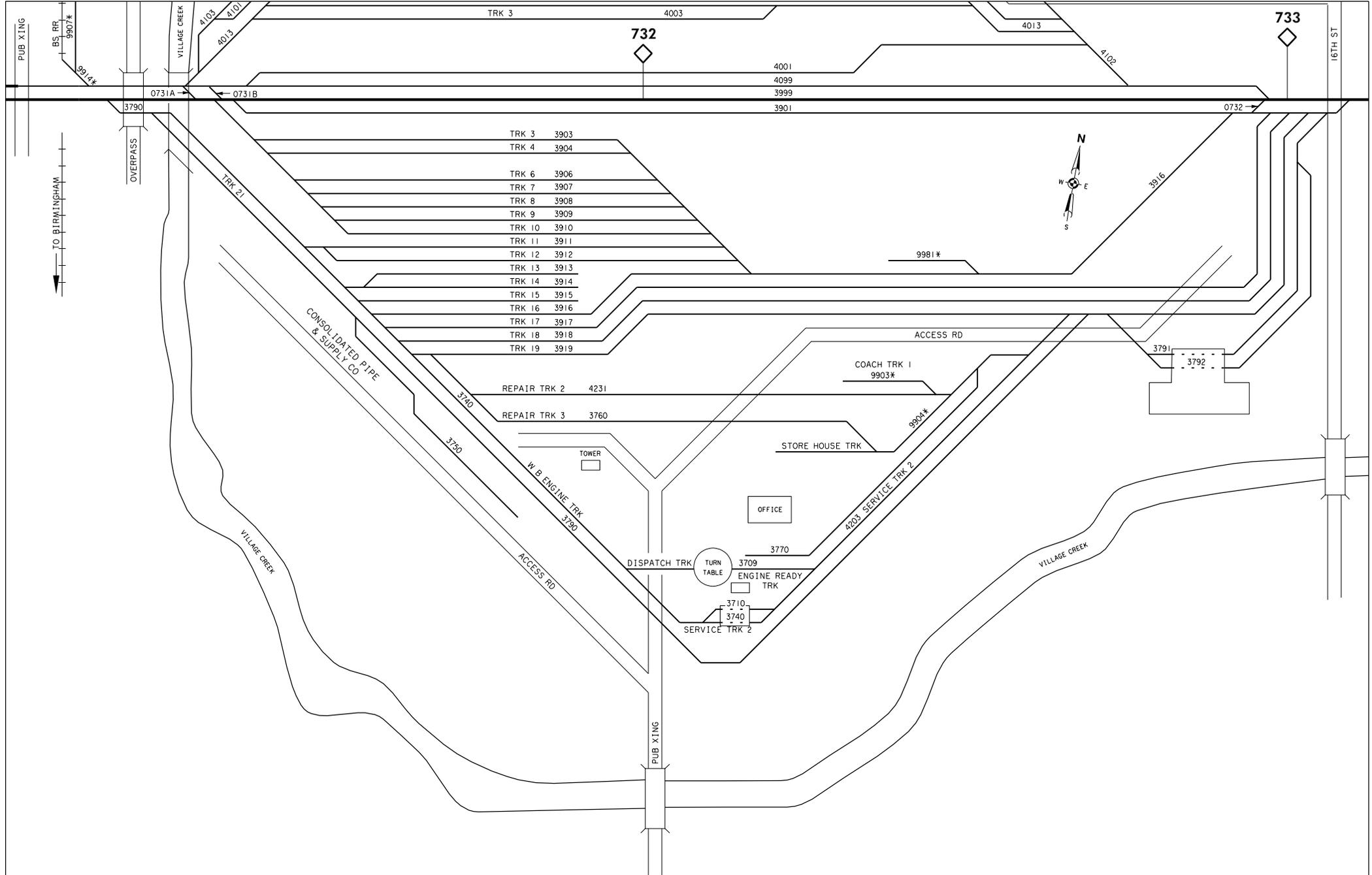
BIRMINGHAM, AL Birmingham Subdivision

YARD SEGMENT: 1124	REVISED: 05/05/2003
STATION ABBR: BIRMAL	TRK CHT: BIR048A-T.DGN
FSAC: 93732	TEAM: BIRM33107.DGN
ZONE: 33, 37, 39, 40, 41	

Tennessee Yard, TN

Line Segment 1001

Irondale, AL



- BNSF OWNED & MAINT
- INDUSTRY OWNED & BNSF MAINT
- IND OWNED & MAINT
- LEASE
- TRACKAGE RIGHTS
- FOREIGN TRACK
- JOINT FACILITIES

* UNKNOWN TRACK NUMBER

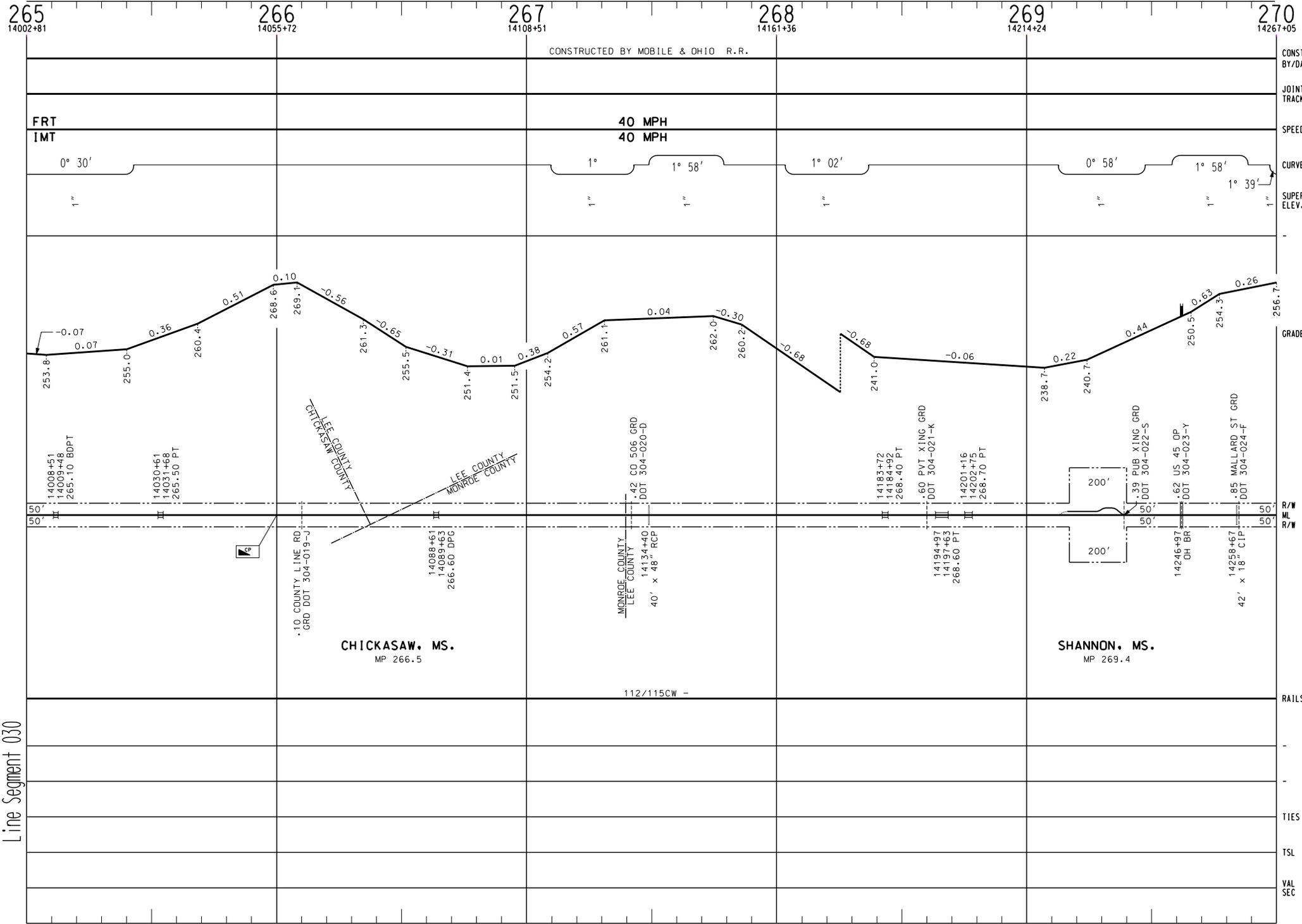
BIRMINGHAM, AL
Birmingham Subdivision

YARD SEGMENT: 1124	REVISED: 05/05/2003
STATION ABBR: BIRMAL	TRK CHT: BIR048B-T.DGN
FSAC: 93732	TEAM: BIRM37109.DGN
ZONE: 37, 39, 40, 41, 42	



← Meridian, MS

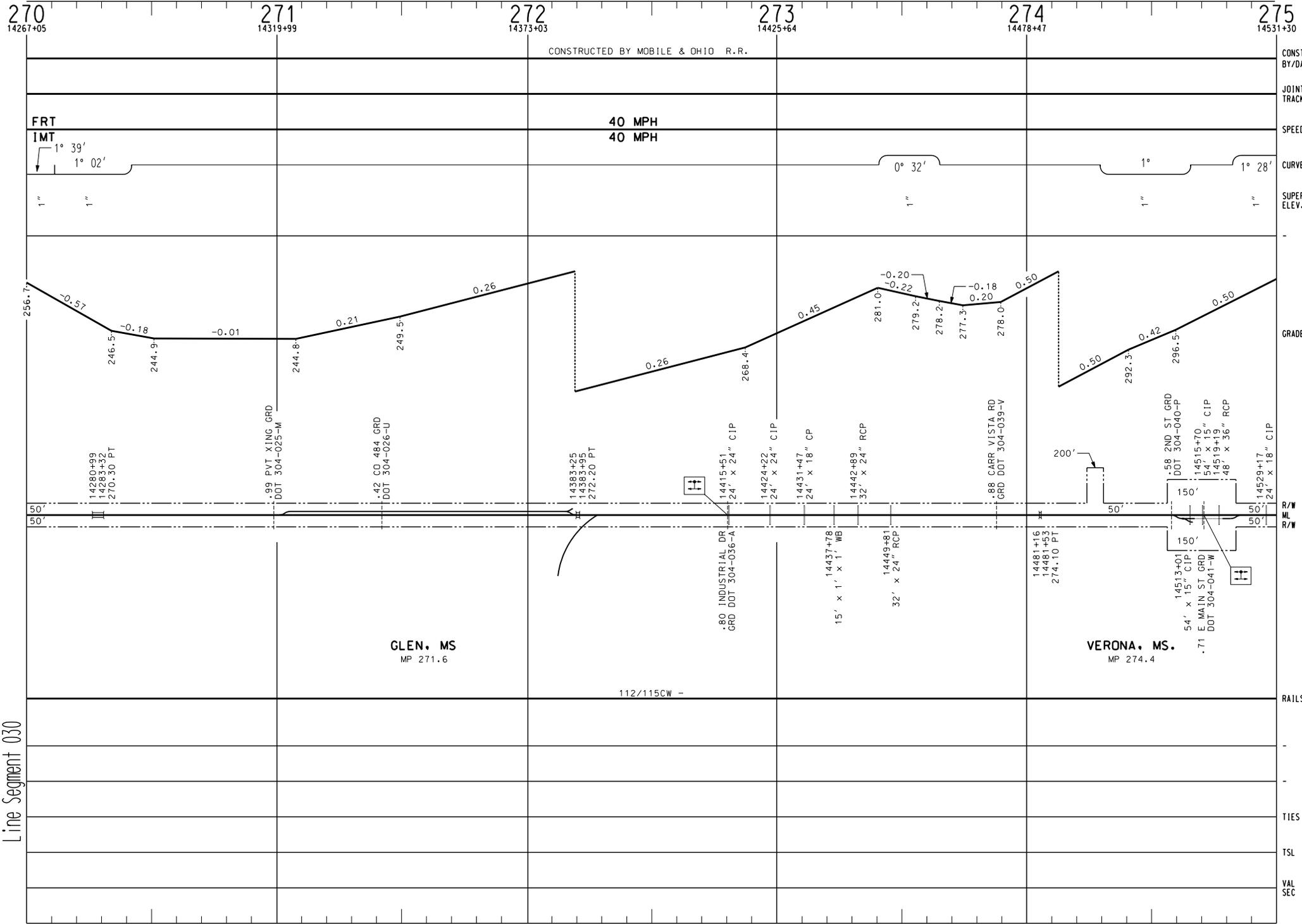
Ruslor Jct., MS →



Line Segment 030

← Meridian, MS

Ruslor Jct., MS →



Line Segment 030

270
14267+05

271
14319+99

272
14373+03

273
14425+64

274
14478+47

275
14531+30

CONSTRUCTED BY MOBILE & OHIO R.R.

40 MPH
40 MPH

FRT
IMT
1° 39'
1° 02'
1"
1"

0° 32'
1"

1°
1"
1° 28'
1"

CONST. BY/DATE

JOINT TRACK

SPEED

CURVES

SUPER ELEV.

GRADE

R/W

ML

R/W

RAILS

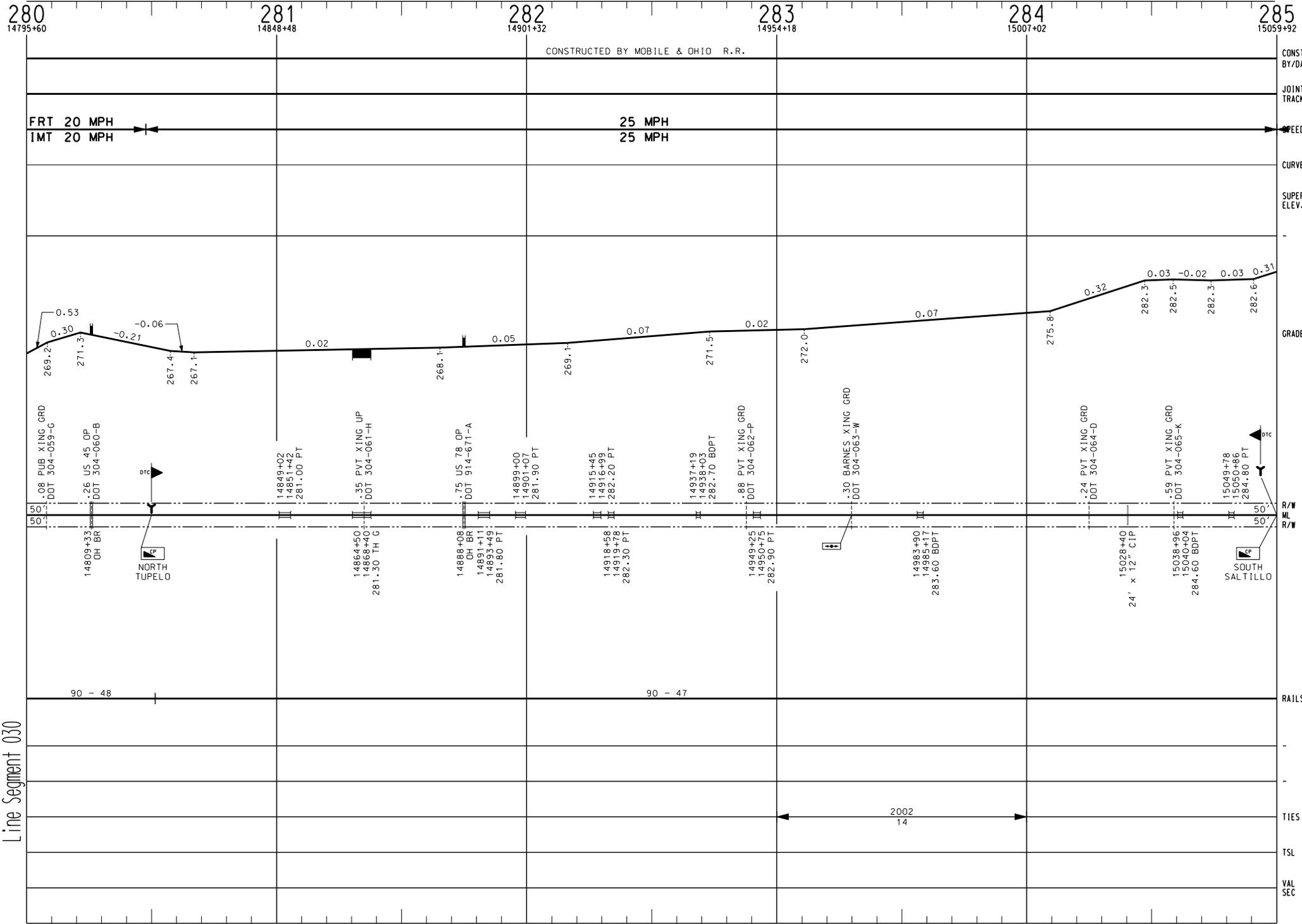
TIES

TSL

VAL SEC

← Meridian, MS

Ruslor Jct., MS →



Line Segment 030

280
14795+60

281
14848+48

282
14901+32

283
14954+18

284
15007+02

285
15059+92

CONSTRUCTED BY MOBILE & OHIO R.R.

FRT 20 MPH
IMT 20 MPH

25 MPH
25 MPH

CONST.
BY/DATE

JOINT
TRACK

PEED

CURVES

SUPER
ELEV.

GRADE

R/W
ML
R/W

RAILS

TIES

TSL

VAL
SEC

2002
14

14809+37
OH BR
26 US 45 OP
DOT 304-060-B
NORTH
TUPELO

14864+50
14868+40
281.30 TH G
35 PVT XING UP
DOT 304-061-H

14888+08
OH BR
14893+49
14893+49
281.60 PT
75 US 78 OP
DOT 914-671-A

14918+58
14919+78
282.30 PT
14915+45
14916+99
282.20 PT

14937+19
14938+03
282.70 BDPT
88 PVT XING GRD
DOT 304-062-P
282.90 PT

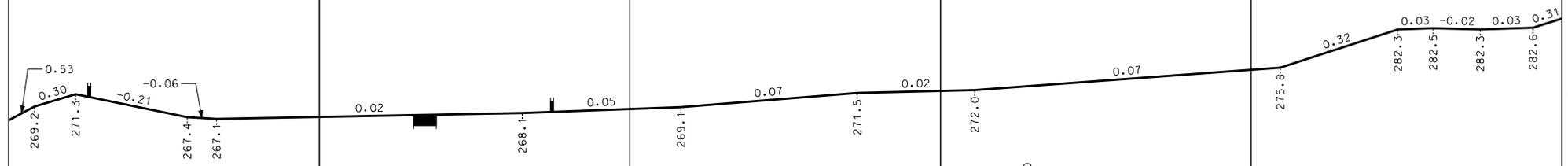
30 BARNES XING GRD
DOT 304-063-W

14983+90
14985+17
283.60 BDPT

15028+40
24' x 12" CIP

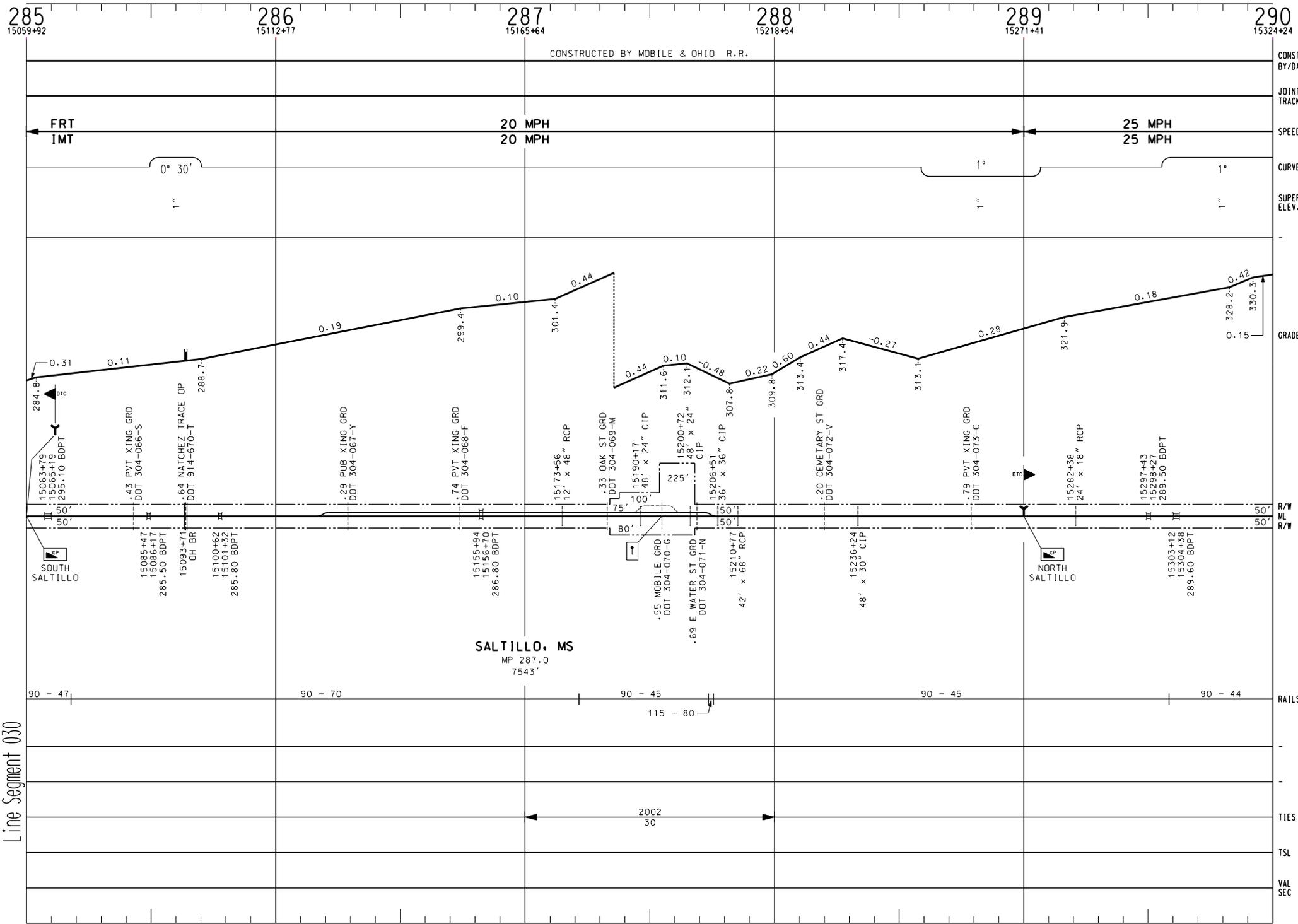
15038+96
15040+04
284.60 BDPT
59 PVT XING GRD
DOT 304-065-K

15049+78
15050+86
284.60 PT
SOUTH
SALTILLO



Meridian, MS ←

Rustlor Jct., MS →



Line Segment 030