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Arkansas High-Speed Passenger Rail Study

Little Rock to Memphis

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Evaluation of Passenger Rail Service in Arkansas: South Central High-Speed Rail Corridor Including Evaluation of Possible Extension from Little Rock, Arkansas to Memphis, Tennessee

Arkansas Department of Transportation
In cooperation with the Federal Highway Administration

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1 Introduction

This Service Development Plan (SDP) for improved intercity passenger rail service in Arkansas describes enhancements to the existing South Central High-Speed Rail Corridor (SCHSRC) between Little Rock, Arkansas and Texarkana, Arkansas and the proposed passenger rail service between Little Rock and Memphis, Tennessee. This SDP describes the operational improvements to the Arkansas portion of the SCHSRC and identifies candidate rail infrastructure needed to support growth and deliver improved operations for the existing corridor and to provide new service to Memphis. Additionally, the SDP presents the rationale for improved general intercity passenger rail service within Arkansas. Preparation of the SDP required coordination with the Federal Railroad Administration (FRA), Arkansas Department of Transportation (ARDOT), Texas Department of Transportation (TxDOT), the Tennessee Department of Transportation (TDOT), and the Memphis Metropolitan Planning Organization.

The SDP represents FRA's commitment to developing new and enhanced intercity passenger transportation service between Arkansas cities and nearby major metropolitan areas. The SDP provides a planning framework for passenger transportation service between Arkansas cities and nearby major metropolitan areas. It identifies improvements required to initiate new and enhanced services in the corridor. Furthermore, it offers sufficient project detail for investment decision making.

Proposed Methodology

Methodology for Service Development Plan

A Phase I Alternatives Analysis (Phase I AA, provided as Appendix A) examined the operational and financial feasibility of extending passenger rail service between Little Rock and Memphis. The Phase I AA recommended an alignment between Little Rock and Memphis through Bald Knob, Arkansas. The methodology for the SDP includes the examination of three service alternatives between Memphis, Little Rock, and Dallas/Fort Worth, including a No-Build Alternative which consists of the existing transportation infrastructure and service. The two Service Alternatives include Service Alternative 1, which includes infrastructure and service improvements operating at a maximum speed of 79 miles per hour (mph); and Service Alternative 2, which includes infrastructure and service improvements operating at a maximum speed of 110 mph. The SDP methodology includes the following components:

- Ridership;
- Operating costs and associated revenue;
- Operational impacts;
- Capital improvements required and associated capital cost;
- Public benefits analysis; and
- Potential environmental impacts.

Background

The South Central High-Speed Rail Corridor is one of 11 federally-designated high-speed rail corridors in the United States. The SCHSRC's Arkansas segment extends from Little Rock to Texarkana. This potential High-Speed Rail development corridor was designated in 2000, and follows the Texas Eagle Route between Little Rock and San Antonio, Texas, totaling 372 miles. The western branch extends between Tulsa, Oklahoma City and Dallas/Fort Worth. The eastern branch connects Little Rock and Texarkana to Dallas/Fort Worth.

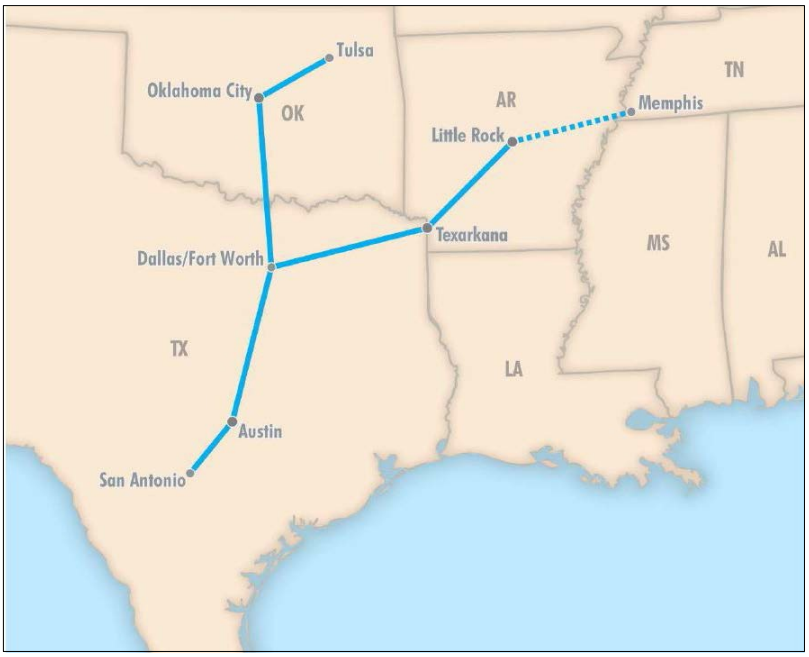

Figure 1: South Central High-Speed Rail Corridor with Extension to Memphis
Source: *2015 Arkansas State Rail Plan*

Amtrak is the sole intercity passenger rail service provider in Arkansas. Its Texas Eagle service in Arkansas operates along a rail line owned by Union Pacific Railroad (UP).

The Texas Eagle operates one daily round trip between Los Angeles, San Antonio, and Chicago. Between San Antonio and Chicago, the major intermediate stops are in Austin, Dallas/Fort Worth, Texarkana, Little Rock, and St. Louis. The Texas Eagle stops at six stations on the UP line through Arkansas: Walnut Ridge, Little Rock, Malvern, Arkadelphia, Hope, and Texarkana. Data from the 2015 Arkansas State Rail Plan show that Texas Eagle trains within Arkansas are subject to inconvenient arrival and departure times, which ultimately have a negative impact on ridership.

According to the *2015 Arkansas State Rail Plan*, the 2008 Railroad Safety Enhancement Act initiated a study to examine the feasibility of extending the SCHSRC from Little Rock to Memphis. The 2008 Passenger Rail Investment and Improvement Act (PRIIA) implemented a funding program to develop the 11 federally-designated high-speed rail corridors for intercity passenger rail services, including the SCHSRC in Arkansas. Corridors that are designated as High-speed Rail (HSR) are able to receive funding through FRA's High-Speed Intercity Passenger Rail (HSIPR) program. In 2012, FRA awarded funds to

ARDOT to develop a feasibility study of an extension of the SCHSRC between Little Rock and Memphis and a SDP for corridor improvements between Memphis and Texarkana. For the purpose of this study, ridership estimates assume continuous passenger rail service between Memphis and Dallas/Fort Worth.

The Alternatives Analysis study area for improvements is shown in Figure 2. The corridor-specific improvements and new service extension will enhance mobility and connectivity within the State and provide new passenger service between Memphis and Dallas/Fort Worth. While the State of Arkansas is considering rail improvements within Arkansas and the river crossing to Memphis, service to Dallas/Fort Worth is viewed as essential to project success. The travel distance between Little Rock and Dallas/Fort Worth is comparable to other similar rail services in the United States. The inclusion of Dallas/Fort Worth in the service assumptions makes the corridor's population comparable to peer U.S. passenger rail corridors. Coordination with the State of Texas and the State of Tennessee will be required to establish necessary corridor improvements within Texas and Tennessee.

Additional potential benefits of the project include mitigating existing roadway congestion and providing additional transportation options within the I-40 and I-30 corridors. While ridership on the Amtrak Texas Eagle has increased over the past 14 years, providing more frequent and more attractive service could potentially improve ridership on this line and facilitate greater connectivity between Memphis, Little Rock, Texarkana, and Dallas/Fort Worth.

The project team reviewed two different alternatives for the SDP using passenger rail technologies that yield maximum allowable operating speeds of 79 mph (Service Alternative 1) and 110 mph (Service Alternative 2). Service Alternative 1, the 79 mph option, was selected for initial consideration. This alternative provides two daily round trips between Memphis and Dallas/Fort Worth via Little Rock, in addition to the existing daily Texas Eagle service between Little Rock and Dallas/Fort Worth.

A service extension to Memphis would occur via the Bald Knob alignment, which follows the UP and Amtrak Texas Eagle alignment through the town of Bald Knob. The service extension then deviates via a separate UP Subdivision to West Memphis, Arkansas. The route then crosses the Mississippi River and proceeds north to a terminus at Memphis Central Station. The extension alignment distance is approximately 150 track miles or 135 highway miles.

New passenger rail services in the SCHSRC would be integrated with the national and state passenger rail system. This service integration would benefit metropolitan areas in Arkansas and the Mid-South region.

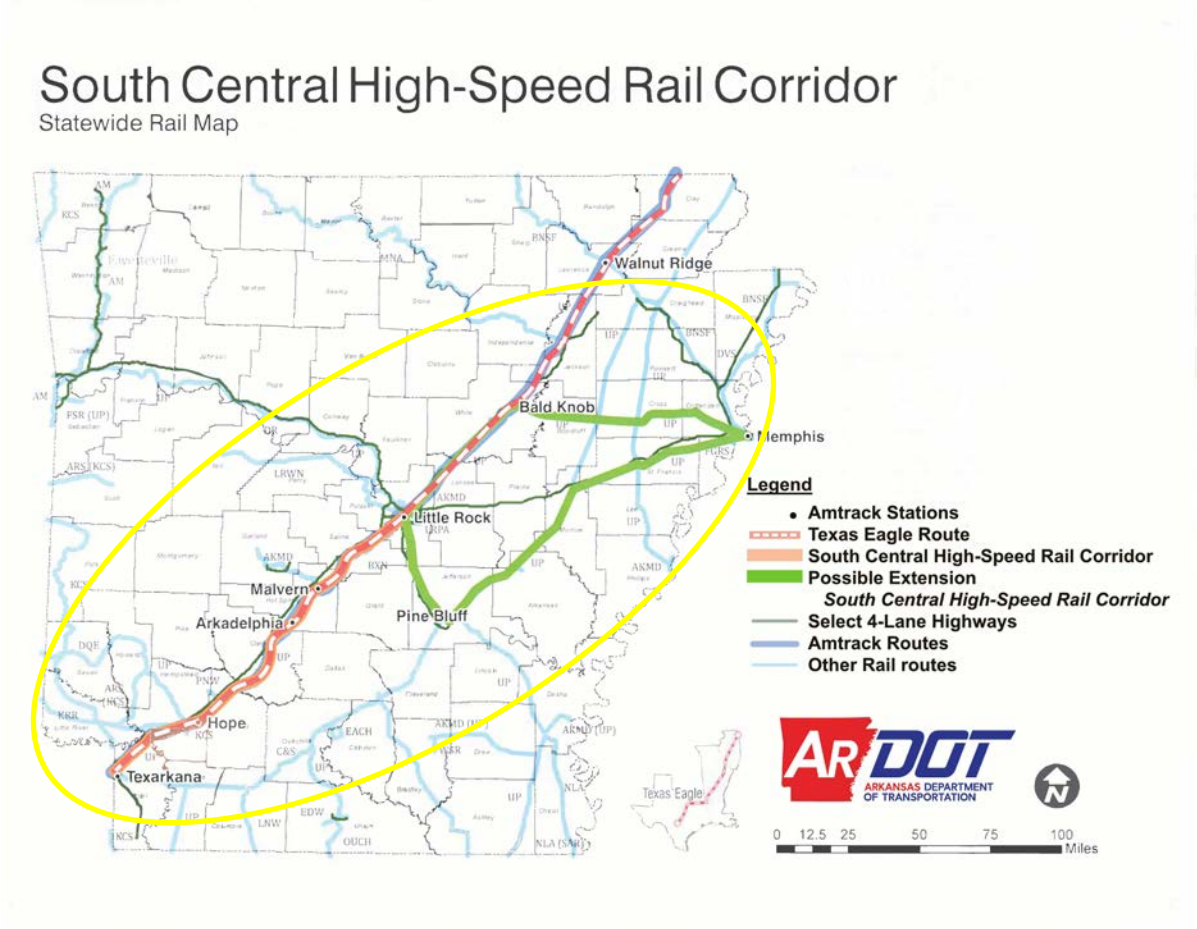

Figure 2: Alternative Analysis Region with Existing and Potential Passenger Rail Service in Arkansas

Source: ARDOT (Note-the Texas Eagle insert shows a portion of the corridor between Chicago and San Antonio, but not the thrice-weekly extension to Los Angeles).

Figure 3: Texas Eagle Route Map

Source: Amtrak

Previous Planning in the Study Area

Plans consulted for the SDP include the following:

- *Arkansas State Rail Plan (2015)* which includes a description of this Arkansas Intercity Passenger Rail Service Feasibility Study and the potential for passenger rail service between Memphis, Little Rock and Texas. It also describes proposed Amtrak service enhancements in the Texas Eagle corridor between Chicago and Los Angeles, station improvements in the State to comply with the 1990 Americans with Disabilities Act (ADA), and other station enhancements. The State Rail Plan also identifies other potential service corridors identified through public outreach, including passenger rail service between central Arkansas and northwest Arkansas, a line between Little Rock and Hot Springs, and rail service in northwest Arkansas.
- Metroplan (Metropolitan Planning Organization for central Arkansas) documents: L*ong-Range Plan (2014)* and *Imagine Central Arkansas: Blueprint for a Sustainable Region (2014).*

Both plans include completion of five identified railroad-grade separations by 2020 and construction of higher-speed rail connecting Little Rock with Dallas, Memphis, and St. Louis.

- *Arkansas Intercity Passenger Rail Service Feasibility Study - Phase I Alternatives Analysis Memorandum*: This study identifies alternative for consideration of extending the federally designated South Central High-Speed Rail Corridor from Little Rock to Memphis, a distance of approximately 150 track miles or 135 highway miles. Passenger rail in this corridor would connect Little Rock to Memphis, Little Rock's nearest major metropolitan area (Appendix A).
- *Operations Modeling Report* evaluating the scheduling and timing feasibility of adding passenger service from Texarkana, Arkansas to Memphis, Tennessee (Appendix B).

2 Purpose and Need

The purpose of the proposed improvements to the Arkansas Intercity Passenger Rail Service and provision of new passenger rail service to Memphis is to develop an efficient, reliable, and cost-effective transportation option. This service would be integrated with the National Passenger Rail System, also known as Amtrak, to improve intercity and regional passenger rail travel within and connecting to Arkansas. The SCHSRC Memphis extension contributes to the viability of the existing SCHSRC route by expanding the market area and provides connectivity to local transit systems.

The Purpose and Need Statement is intended to provide the basis for the Arkansas Intercity Passenger Rail Service planning efforts through defining the need for and evaluation of passenger rail service alternatives through the SDP process. The SDP study effort further identifies and evaluates passenger rail improvements to help relieve the capacity constraints in rail service, address demand for intercity passenger rail service between Texarkana and Little Rock, and provide an additional modal choice between Little Rock and Memphis.

This Chapter documents the existing service productivity statistics in the corridor to demonstrate which services are operating at or near capacity and summarizes planned service enhancements to demonstrate future levels of service that can be provided with planned infrastructure improvements. The proposed provision of service to Memphis enhances connectivity between rail corridors, thus strengthening the passenger transportation network.

The Texarkana-Little Rock-Memphis corridor includes air, highway, and rail service. In terms of commercial air service, Clinton National Airport in Little Rock is Arkansas' largest commercial service airport with nonstop flights to 14 cities as of July 2019. Highway service is provided by Interstate 30 (I-30), which connects Texarkana to Little Rock; and by I-40, which connects Little Rock to Memphis. The interstate highways in Arkansas serve as the backbone of the State's roadway network. Commercial bus lines serve all three cities while the *Texas Eagle* offers intercity passenger rail service between Texarkana and Little Rock.

In the corridor, travel demand for intercity passenger rail service between Texarkana and Little Rock will continue to rise as two of the region's significant corridors, I-40 and 1-30, reach and exceed capacity. As highway congestion intensifies along the region's major corridors, travel delays are expected to increase, negatively affecting travel reliability and making rail an increasingly attractive option for personal, business, and goods movement travel. Data shows that the *Texas Eagle* is currently slower than automobile travel and thus less attractive. As a result, there are new opportunities to expand rail service in the corridor and to implement improvements that will increase rail capacity to serve the growing need.

Purpose

The main purpose of the SDP is to discuss different options and to recommend service on the South Central High-Speed Rail Corridor among three distinct alternatives: No-Build, Service Alternative 1 (conventional rail service at 79 mph), and Service Alternative 2 (higher-speed rail at 110 mph). The

emphasis of the SDP evaluation is on the Texarkana-Little Rock-Memphis section, and the alternatives assume a western terminus in Dallas/Fort Worth. The SDP seeks to support the development of an efficient, reliable, and cost-effective passenger rail transportation system that is integrated with the National Passenger Rail System. Project goals include:

- Improving intercity and regional passenger travel between Texarkana, Little Rock, and Memphis.
- Addressing growing vehicle congestion along the I-30 and I-40 corridors.
- Supporting the implementation of passenger rail improvements in the South Central Corridor between Little Rock and Dallas/Fort Worth.
- Determining the feasibility of extending South Central High-Speed Rail Corridor passenger rail service from Little Rock to Memphis.
- Maintaining freight-rail performance.

Need

The need for enhanced passenger rail improvements within the Arkansas branch of the SCHSRC, as well as the proposed SCHSRC extension to Memphis was established through an analysis of the corridor's existing and future population, travel markets, employment trends, and corridor rail system trip purpose.

The existing transportation infrastructure is inadequate for continued growth of business and commerce. Improvements to passenger rail service between Little Rock and Dallas/Fort Worth will make it a more attractive location, and the addition of passenger rail service between Little Rock and Memphis will provide a new travel option. The need for improved Arkansas Intercity Passenger Rail service in this corridor is demonstrated by:

- Increasing intercity demand and regional travel demand.
- Absence of direct passenger rail connectivity between Little Rock and Memphis.
- Limited rail system capacity that causes conflicts between freight and passenger rail services.
- Identified need to reduce congestion between on the I-30 and I-40 corridors.

Corridor Transportation Market Challenges

Arkansas' I-30 and I-40 corridors currently experience intermittent congestion. Population and employment forecasts and projected growth in freight flows indicate the existing facilities will exhibit a decline in level of service and travel reliability. Improved and new passenger rail service can provide a more attractive transportation alternative, meeting the travel needs of the corridor's existing and future population. The need for improved Arkansas Intercity Passenger Rail Service in this corridor is demonstrated by the following corridor challenges:

- Growing demand for intercity passenger rail service between Texarkana and Little Rock.
- Lack of modal options between Little Rock and Memphis, two areas of major anticipated growth.
- Need for improved safety and operations in the corridors.
- Growing conflicts between freight and passenger rail service due to limited capacity.
- Growing transportation needs to support the region's potential for economic development.

Population projections indicate Little Rock and Memphis are growing metropolitan areas. The Little Rock metropolitan area's population is forecasted to grow by 42 percent and the Memphis metropolitan area's population is expected to grow by 29 percent prior by 2040.

Employment growth is expected to keep pace with population growth. According to the Arkansas Long- Range Intermodal Transportation Plan, total employment in the State is projected to grow from just over 1.2 million jobs in 2010 to over 1.8 million jobs by 2040, a roughly 50 percent increase. The Little Rock and Memphis metropolitan areas are projected to grow at comparable rates: 51 and 52 percent increases in employment between 2010 and 2040, respectively. Table 1 shows the projected changes in population and employment for the Little Rock and Memphis metropolitan areas.

Table 1: Population and Employment Growth in the Central Arkansas and Memphis Metropolitan Areas

County/ Area	2010 Population	2010 Employment	2040 Population	2040 Employment	Percent Change: Population	Percent Change: Employment
Central Arkansas	1,342,918	707,866	1,902,558	1,067,500	42%	51%
Memphis Metro	1,316,100	638,082	1,701,986	970,635	29%	52%

Source: ARTDM Data and *Livability 2040 Regional Transportation Plan, Memphis MPO, 2015.*

Lack of Modal Choice between Little Rock and Memphis, Tennessee

There are few transportation options between Little Rock and Memphis. The primary mode of passenger transportation for travel between these two cities is by private automobile. Average annual daily traffic (AADT) volumes on I-40 between Little Rock and Memphis in 2015 ranged between 40,000 and 58,000 vehicles. According to projections from ARDOT's statewide travel demand model, year 2040 traffic volume is projected to increase on those segments from 25 to 57 percent.

Table 2: Existing and Projected Traffic Volumes between North Little Rock and West Memphis

Count Location (Station ID)	2015 AADT	2040 AADT Projection	Percent Increase
I-30: West of Benton 620202	61,000	96,000	57%
I-40: East of I-440 600238	43,000	67,000	56%
I-40: West of Lonoke 430035	40,000	50,000	25%
I-40: Between 7th Street and Ingram 190205Expressway	58,000	79,000	36%

Source: ARDOT Systems Information and Research Division and ARTDM.

According to *Imagine Central Arkansas*, the Long Range Transportation Plan for the Little Rock urbanized area; several interstate segments currently experience extreme congestion. These include I-40 between Highway 107 and US 67/167; and I-430 between I-630 and Rodney Parham Road and between Highway 300 and Shackelford Road. Travel time analyses performed for the I-40 Tolling Study reveals the average travel time on I-40 between Little Rock and West Memphis is approximately 55 miles per hour, representing an average delay of approximately 14 minutes assuming a 65 mph posted speed.

Interstate 40 connecting Memphis and central Arkansas is a significant freight corridor. Over 50 percent of the traffic volume is represented by trucks in some sections of I-40. Truck average daily traffic (ADT) is forecast to grow 40 percent by 2040, further increasing congestion and delay in the corridor.

Corridor Transportation Market Opportunities

New and improved passenger rail service between Dallas/Fort Worth, Texarkana, Little Rock, and Memphis can produce economic benefits such as new employment and commerce derived from increased accessibility and connectivity. Additionally, proposed stations between Little Rock and Memphis could spur economic development locally as well as link the workforce from surrounding rural communities to the corridor's destinations and activity centers, such as Little Rock, Bald Knob, and Texarkana.[1]

Corridor Capacity Constraints

Interstate travel and existing patterns of population and employment have resulted in weekday and weekend congestion along I-30 and 1-40. Continued growth in population and employment in the future is expected to generate increased travel demand in the corridor. A majority of the travel demand is anticipated to be met by automobile travel resulting in increased highway congestion that impacts both passenger and freight movements.

[1] Federal Railroad Administration, Arkansas High Speed Rail Grant Application.

Significant Highway Congestion in Urban Areas

Data from ARDOT show that average daily traffic volumes are highest near the urban areas of Little Rock and in West Memphis. **Figure 4** shows the daily traffic volumes by metropolitan area for both corridors, respectively. The presence of trucks along the I-40 remains consistently high as shown in **Figure 5**. Data from the *Arkansas State Highway and Transportation Department I-40 Toll Study* indicate that truck volumes on the corridor hover above 15,000 trucks per day. Trends in truck traffic in the I-40 corridor suggest that most of the trucks are making long-distance trips.[2] According to the *Arkansas State Rail Plan*, total delay in Little Rock around the I-40 and I-30 corridors has increased by 75 percent from 2001 to 2012.[3]

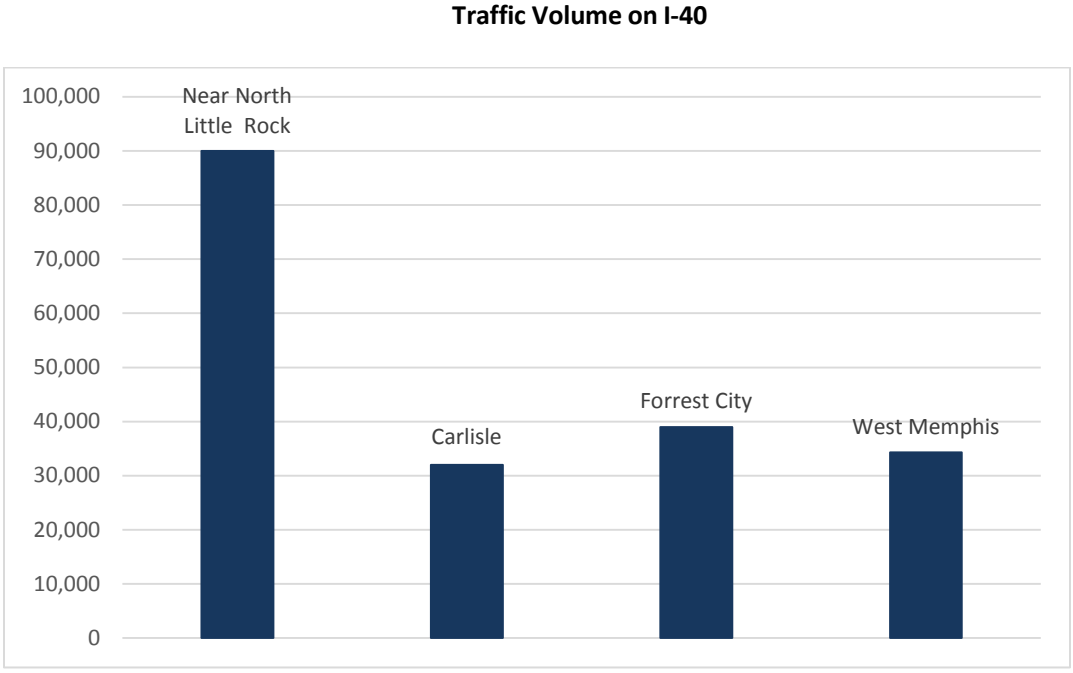

Figure 4: Average Daily Volumes throughout the Corridor, 2016

Source: Arkansas Department of Transportation.

[2] ARDOT Interstate 40 Toll Feasibility Study.
[3] *2015 Arkansas State Rail Plan.*

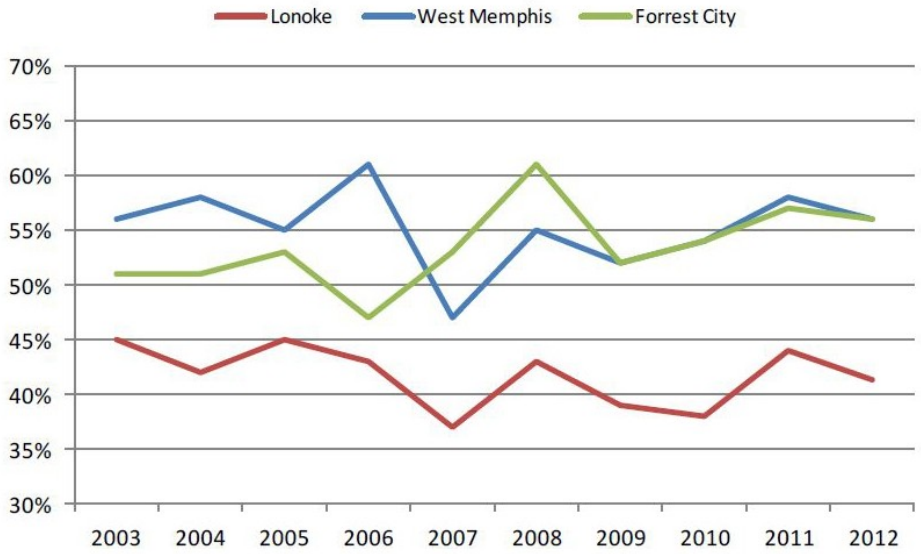

Figure 5: Truck Percentage of Average Daily Traffic on Interstate 40, 2003–2012
Source: Arkansas Department of Transportation.

Scope and Objectives

Scope

The scope of the SDP includes choosing a service alternative for the SCHSRC corridor between Texarkana, Little Rock, and Memphis that assumes continuous service between those destinations and Dallas/Fort Worth.

Objectives

The 2015 *Arkansas State Rail Plan* overall objectives and policies for intercity rail service improvements are:

- Advance viable opportunities to link Arkansas population centers with intercity passenger rail service.
- Advance viable opportunities for commuter rail service in Arkansas urban areas.
- Support improvements to the existing *Texas Eagle* service for Arkansas.
- Advance options for enhancing transportation in Arkansas through high-quality and higher-speed passenger rail service along the *Texas Eagle* corridor, with connections to Memphis.
- Foster additional travel capacity and transportation alternatives in the I-30, I-40, and airport service travel corridors;
- Create new opportunities for economic growth in communities with rail stations.
- Establish a path toward improved quality of life and ecology for Arkansas residents, visitors and stakeholders through transportation enhancements.

Rationale

Enhanced passenger rail for the SCHSRC Little Rock-Texarkana Corridor with a Little Rock-Memphis extension would serve a vital function by providing new and improved rail services in the corridor. Improved intercity rail service in Arkansas would provide operational and environmental benefits, particularly in the Little Rock region. Investments needed to expand passenger service and improve passenger service performance objectives will also benefit goods movement in the State by enhancing the capacity and reliability of the route.

3 Outreach

Outreach activities to support the SDP occurred as part of the preceding Alternatives Analysis. The activities include coordination with affected agencies, a questionnaire and public meetings. Additionally, a Stakeholder Coordination Plan was developed to guide the review of this SDP.

Agency Involvement

Several agencies were involved in the review and discussion of the Alternatives Analysis. Coordination began in 2011 between ARDOT and FRA to fund the project. In addition, railroad agreements have been sent to the following railroad organizations:

Amtrak

- Letter sent on April 11, 2013. Phone conversation with Mike Franke in May 2013, no issues with the study.

BNSF Railway

- Letter sent on April 11, 2013 to BNSF.
- BNSF requested additional information on the study scope; meeting/telephone call was scheduled for week of May 20, 2013.
- Phone conversation with DJ Mitchell in May 2013; no issues with the study.

Canadian National Railway (CN)

- Letter sent on April 11, 2013.
- CN requested additional information on the study scope; meeting took place on May 13, 2013 to discuss scope of the study.
- Met with Paul LaDue on May 13, 2013 in Homewood, Illinois. CN would insist on additional track on their property.

CSX Transportation

- Letter sent on April 11, 2013.
- CSX requested additional information on the study scope; conference call took place to provide additional information on the scope of the study.
- Phone conversation with Jay Westbrook in May 2013; no issues with study.

Union Pacific Railroad

- Letter sent on April 11, 2013.
- Call on May 8, 2013 took place to discuss UP's involvement in the study.
- UP requested meeting with ARDOT in Omaha, NE to discuss the project further.
- Met with Simon Hjelm and Mark Bristol on June 27, 2013 in Omaha, NE. ARDOT requested train data to facilitate modeling to determine required infrastructure. The Union Pacific would not provide the data.

Public Involvement

As part of the Alternatives Analysis in 2014, two public meeting presentations were given to summarize the goals, process, and schedule for evaluation of the enhanced passenger service along the Arkansas portion of the SCHSRC and extension to Memphis. A stakeholder meeting for the Evaluation of Passenger Rail Service in Arkansas (the Project) was held on in September 2014 in North Little Rock. An overview presentation was made to 14 attendees, where comments and feedback were solicited on the

Purpose and Need and the Screening Criteria. Later that day, a public open house for the State Rail Plan and Passenger Rail Study took place at the same location with 26 attendees. The open house presentation included an overview of the Project, the study process and timeline, the Purpose and Need and Screening Criteria. These meetings included various Arkansas agencies, stakeholders, rail corridor committees, and railroads. A questionnaire was deployed as part of the meetings.

SDP Stakeholder Coordination Plan

The process for coordinating review of this SDP includes:

- Submit the draft SDP to the following stakeholders: Tennessee and Texas DOTs, Memphis MPO, Amtrak, and Union Pacific Railroad. Reviewing agencies provided two weeks to comment on the SDP;
- Consultant team solicits feedback from reviewing agencies;
- Consultant team coordinates a call with the ARDOT and the reviewing agencies to discuss any significant edits or comments on the draft SDP;
- Consultant team will amend the draft SDP with any significant feedback received through coordination efforts; and
- All coordination with stakeholder agencies will be documented.

4 Stations and Access Analysis

This Chapter addresses stations served by the proposed service, how they will accommodate the proposed service, and how they will be integrated with other modes of transportation. The analysis addresses the following stations: Texarkana, Hope, Arkadelphia, Malvern, Little Rock, and the proposed station in either Kensett/Searcy or Bald Knob northeast of Little Rock. Only stations located in Arkansas were analyzed for the SDP. Although not analyzed as part of the SDP, a connection of the proposed service would connect to the existing Amtrak station in Memphis, just south of downtown, was assumed.

Methodology

The methodology to evaluate the stations along the SCHSRC included a review of the existing stations along the Amtrak Texas Eagle route within Arkansas to determine key improvements for the stations. The general station services (i.e., parking and staffing) and multimodal access were studied to identify which stations require additional amenities as a result of increased ridership forecasted for the SCHSRC. Criteria addressing station location include the following:

- General operating characteristics of existing stations, including Americans with Disabilities Act-compliant accessibility.[4]
- Multimodal services, including bus, transportation network companies (TNC), taxis, and access to bike infrastructure.[5]
- The extent of areas/access for non-programed operations, such as charter tour bus service, taxi service, bike kiosks, etc., for existing and planned stations.
- Proposed additional service will use existing stations (Texarkana, Hope, Arkadelphia, Malvern, and Little Rock). The analysis focuses on necessary capacity increases in the stations themselves or in connecting bus and rail transit service.
- The extent of alternatives for potential station locations northeast of Little Rock (Kensett/Searcy or Bald Knob), adequacy of station capacity, intermodal connectivity, and access options.

Table 3 describes the existing conditions for the Arkansas stations, station amenities, multimodal connections, and recommended improvements to accommodate new train service. Station staffing is presented as an optional service where station utilization demands it and resources are available to support staffing.

[4] According to Arkansas's Long Range Intermodal Transportation Plan "Over the next five years Amtrak plans to make upgrades at stations around the Nation to ensure a path of travel from the public right-of- way through stations to trains that is compliant with the Americans with Disabilities Act (ADA). This work will include Arkansas stations that are not publicly owned."

[5] TNCs, also known as mobility service providers (MSP) are organizations that align passengers with drivers either through websites or mobile applications.

Table 3: Passenger Station Analysis

Little Rock – 1400 West Markham Street; Little Rock, AR 72201 (downtown Little Rock)				
Depot Hours: 10:30 PM – 8:00 AM	• Station building with waiting room • Enclosed waiting area	• Ticket Office • Restrooms • Pay Phone • ADA Accessible	• Short and Long Term Parking available	• Checked Baggage Storage • Baggage Assistance • Baggage Carts
Projected Daily Passengers: 158	Modal connections via Rock Region Transit and Uber. The station is located adjacent to two-lane arterials with access to Interstate 630. There are bicycle facilities within ½ mile.			
Potential Enhancements: Relocate the Rock Region bus stop to the train station enabling easier transit access. Install wayfinding devices to orient passengers to major destination in the region.				
Malvern – 200 East 1st Street; Malvern, Arkansas AR 72104 (north of downtown Malvern)				
Depot Hours: Unstaffed Flag Stop	• Platform with shelter • No enclosed waiting area	• Pay Phone • ADA Accessible	• No parking available	• No Baggage Service
Projected Daily Passengers: 81	Modal connections via South Central Arkansas Transit (paratransit) and Uber. Several routes provide vehicle access to the Malvern station. There are no bicycle facilities adjacent or near the station.			
Potential Enhancements: Install wayfinding devices to orient passengers upon arrival at the station; Provide information for local transit, paratransit, and taxi services; Partner with local community to add parking.				
Arkadelphia – 798 South Fifth Street; Arkadelphia, AR 71923 (southeast of town, along Highway 67)				
Depot Hours: 5:18 AM – 9:25 PM Flag Stop	• Platform with shelter • No enclosed waiting area	• Pay Phone	• Short and Long Term Parking available	• No Baggage Service
Projected Daily Passengers: 23	Modal connections via South Central Arkansas Transit (paratransit). The station is located adjacent to Highway 67. There are no bicycle facilities adjacent or near the station.			
Potential Enhancements: Install wayfinding devices to orient passengers upon arrival at the station; Provide information for local transit, paratransit, and taxi services.				
Hope – 100 East Division Street; Hope, AR 71801 (downtown Hope, southwest Arkansas)				
Depot Hours: Unstaffed	• Station building with waiting room • Enclosed waiting area	• ADA Accessible	• Short and Long Term Parking available	• No Baggage Service
Projected Daily Passengers: 27	No public transit connections. Uber is available. The station is located within two blocks of Highway 67. There are no bicycle facilities adjacent or near the station. Pedestrian facilities include a striped crosswalk at the station entrance.			
Potential Enhancements: Provide an optional staff person/station agent to peak hours. Install wayfinding devices to orient passengers upon arrival at the station; Provide information for local transit, paratransit, and taxi services; Partner with local community to add parking.				

Texarkana – 100 East Front Street, Texarkana, AR 71854 (south of downtown Texarkana)				
Depot Hours: 5:00 – 8:00 AM 7:00 – 10:00 PM	• Station building with waiting room • Enclosed waiting area	• Ticket Office • Restrooms • Pay Phone • Partially ADA Accessible	• Short and Long Term Parking available	• Checked Baggage Storage • Baggage Assistance
Projected Daily Passengers: 100	Modal connections via Texarkana Urban Transit, Uber, and Lyft. Located within two miles of Highway 67 and Highway 71. There are no bicycle facilities adjacent or near the station			
Potential Enhancements: Work to ensure ADA accessibility; provide a bus shelter with signage and relevant wayfinding devices.				
Alternate Station Location **Bald Knob – northeast Arkansas, White County (proposed between Hickory and Elm Streets)**				
Depot Hours: N/A	• Station – N/A	• Amenities – N/A	• Parking – N/A	• Baggage - N/A
Projected Daily Passengers: 45	There are no modal connections available. There are no bicycle facilities adjacent or near the station.			
Potential Enhancements: Provide a station platform, shelter, warming/cooling hut, passenger drop off/pick up area and station parking. Other amenities to be added at the discretion of the local community.				
Alternate Station Location **Kensett/Searcy – northeast Arkansas, White County (along Highway 36 or Highway 385, Kensett)**				
Depot Hours: N/A	• Station – N/A	• Amenities – N/A	• Parking – N/A	• Baggage - N/A
Projected Daily Passengers: N/A	Modal connections via Uber and Lyft. There are no bicycle facilities adjacent or near the station.			
Potential Enhancements: Provide a station platform, shelter, warming/cooling hut, passenger drop off/pick up area and station parking. Other amenities to be added at the discretion of the local community.				

5 Service Alternatives Identification

Chapter 5 identifies and evaluates service alternatives for enhanced passenger rail travel along the Texas to Arkansas branch of the SCHSRC and extension east to Memphis. As described in Chapter 2 Purpose and Need, a service extension from the SCHSRC to Memphis presents a compelling opportunity to link Arkansas cities and metropolitan areas with Memphis to the east and ultimately Dallas/Fort Worth to the west. This builds on the Alternatives Analysis (AA) that preceded the SDP, which analyzes and selects a recommended alternative between Memphis and Dallas/Fort Worth via Little Rock and other Arkansas cities. The AA is divided into two phases:

- Phase I - Evaluate service alternatives using the following criteria: ridership, revenue potential, connectivity and accessibility, and anticipated capital costs to determine the feasibility of extending the federally designated South Central High-Speed Rail Corridor from Little Rock to Memphis, a distance of approximately 150 track miles or 135 highway miles. Passenger rail in this corridor would connect Little Rock to Memphis, Little Rock's nearest major metropolitan area (Appendix A).
- Phase II is this Service Development Plan, evaluating service alternatives for enhanced passenger rail along the Texas to Arkansas branch of the SCHSRC, which extends from San Antonio to Little Rock via Austin and Dallas/Fort Worth. The analysis will focus on potential investments, including an extension of the SCHSRC between Little Rock and Memphis s well as evaluation of train scheduling and timing related to enhancing existing and adding new passenger service in Arkansas.

Project Background and Review of Phase I Alternatives Analysis

Findings from the Phase I Alternatives Analysis indicate that it is feasible to extend passenger rail service consistent with the SCHSRC between Little Rock and Memphis. The Phase I AA also recommends that service alternatives be evaluated for the Memphis to Dallas/Fort Worth corridor via Little Rock and Texarkana. For both service alternatives, proposed capital improvements and rough order-of-magnitude cost estimates were prepared. Opportunities in the Arkansas portion of the corridor are identified and evaluated in the SDP.

The new service will be integrated with the Texas Eagle, and will share the SCHSRC between Little Rock, Texarkana, and Dallas/Fort Worth.

Transportation Technologies

Several passenger transportation technologies are conceivably feasible for Memphis to Dallas/Fort Worth service via Little Rock and other Arkansas cities. In addition to conventional passenger rail, these technologies would include modes such as highway motor coach, European and Asian-style very high-speed rail, unconventional and rare rail technologies (such as MagLev), and emerging and unproven

technologies (such as Hyperloop). For the purpose of this analysis, rail technology for similar rail services in the United States was considered. High-speed and very high capacity services (such as the electrified Northeast Corridor Acela Express, Regional, and Keystone services, and the emerging California High Speed Rail program) were not included as comparable peer services. Rail operations over 110 mph require FRA Track Class 7 conditions, which would add considerable expense to the program and do not appear justified. For this reason, operating speeds higher than 110 mph have not been evaluated for the Arkansas portions of the SCHSRC.

Air travel modes are generally excluded due to their inability to offer intermediate stops serving Arkansas communities.

Chapter 2 (Purpose and Need) identifies passenger rail as the specified mode. The existing Amtrak Texas Eagle service currently operates between Arkansas cities (including Little Rock), Dallas, Fort Worth, Austin and San Antonio, but does not connect Little Rock and Memphis. An expansion of highway motor coach service was initially included in the service evaluation, but it was determined not to meet the project Purpose and Need.

Ridership modeling has been performed for the recommended alternative as part of the SDP. To support the selection of a preferred service type, a market assessment based on comparable services was performed. This peer comparison and assessment is provided in Chapter 5 (Service Alternatives Identification) Market Assessment.

Market Assessment through Peer Passenger Rail Corridor Comparison

Eight passenger rail corridors have been identified as comparable peers for a Memphis, Little Rock, and Texarkana corridor. These peer corridors feature rail services averaging roughly 300 miles in length with multiple daily round trips. Each of the peer corridors currently are operated by Amtrak. The emergence of privatized passenger rail operations, such as the new Brightline corridor in South Florida, may add additional comparable corridors for future review. The corridors are described according to:

- The size of the major metropolitan areas served
- Distance and travel duration
- Passenger rail service levels
- Ridership

Corridors with very high frequency, such as the Northeast Corridor and southern California's LOSSAN Corridor, are not likely to be comparable corridors and are not included in the peer passenger rail corridor comparison.

Comparisons of the peer corridors result in a peer average population served of 11.1 million, or 9.2 million when New York City is excluded. The peer average corridor length is 293 miles, with 3.4 round trips, an average trip time of nearly six hours (5:53), and 519,000 annual boardings. The peer corridors require state participation An additional comparison of the peer corridors is provided in Table 5: Average Annual Riders per Round Trip.

Table 4: Matrix of Peer Passenger Rail Corridors

<table>
<tr><td colspan="4">South Central High Speed Rail Corridor: Memphis – Little Rock – Dallas/Fort Worth
South Central Region: Serving the Memphis-Little Rock-Texarkana-Dallas/Fort Worth metropolitan areas</td></tr>
<tr><td>Metropolitan Population[6]:
2.4 million
(8.9 million including Dallas/Fort Worth)</td><td>No Sponsor</td><td colspan="2">2 Daily Round Trips
(plus existing Texas Eagle service)</td></tr>
<tr><td>Distance[7]:
294 miles (Memphis –Texarkana)
510 miles (Memphis – Fort Worth)</td><td colspan="3">Trip Time[8]:
4:43-5:21 (Memphis to Texarkana)
12:13 – 12:51 (Memphis to Fort Worth)</td></tr>
<tr><td>Annual Boardings[9]:
New Service 89,000-130,000 (not including Texas boardings and alightings)</td><td colspan="3">Notes: The distances between Memphis and Texarkana (294 miles) and between Little Rock and Fort Worth (350 miles) approximate the average length of the peer corridors (293 miles).</td></tr>
<tr><td colspan="4">Cascades (Seattle – Vancouver, BC)
Pacific Northwest Region: Serving Vancouver, British Columbia and Seattle metropolitan areas with some trains extending to southwest Washington and Portland</td></tr>
<tr><td>Metropolitan Population[6]: 8.8 million
Sponsor: State of Washington</td><td colspan="3">2 Daily Round Trips
(one of which extends to Portland)</td></tr>
<tr><td>Distance[7]: 145 miles</td><td colspan="2">Trip Time: 4:30</td><td>Annual Boardings[10]: 251,000</td></tr>
<tr><td colspan="4">Notes: Includes a border crossing and customs.</td></tr>
<tr><td colspan="4">Cascades (Seattle, Portland, Eugene)
Pacific Northwest Region: Serving the Seattle, Southern Puget Sound SW Washington, Portland, Willamette Valley metropolitan areas</td></tr>
<tr><td>Metropolitan Population[6]: 7.2 million
Sponsor: States of Washington and Oregon</td><td colspan="3">4 Daily Round Trips – Seattle to Portland (2 extending to Eugene)</td></tr>
<tr><td>Distance[7]: 285 miles</td><td colspan="2">Trip Time: 6:30</td><td>Annual Boardings[9]: 553,000</td></tr>
<tr><td colspan="4">Notes: Seattle - Portland core is 175 miles (3:40 trip time). There are frequency, speed, and reliability advantages over the corridor to Vancouver, BC.</td></tr>
</table>

[6] Combined population of major metropolitan statistical areas, US Census 2010 or 2016 estimates, rounded to 100,000.

[7] Based on driving distances between the stations, rounded to 5-mile increments. Source: Google Maps.

[8] Travel times between Texarkana and Fort Worth assume the existing *Texas Eagle* travel time.

[9] Except as otherwise noted, Amtrak FY16 Ridership & Revenue Fact Sheet, retrieved 7/29/2017 at http://media.amtrak.com/wp-content/uploads/2015/Amtrak-FY16-Ridership-and-Revenue-Fact-Sheet-4_17_17-mm-edits.pdf. For the proposed SCHSRC service, ridership at Arkansas stations and in Memphis is included, with the assumption these stations are connected to Dallas/Fort Worth. Ridership at Texas stations is not included.

[10] Washington State Department of Transportation (WSDOT) Cascades 2016 Annual Performance Report, retrieved 7/27/17 at http://www.wsdot.wa.gov/NR/rdonlyres/84643D66-E8F5-4529-9937-A842791EB5A8/0/AmtrakCascadesAnnualPerformanceReport2016.pdf.

San Joaquin (Oakland – Bakersfield) Central California, Bay Area: Serving East Bay (with connections to San Francisco and South Bay, North Bay)		
Metropolitan Population[6]:7.4 million Sponsor: State of California	5 Daily Round Trips (7 trips in the shared corridor between Modesto and Bakersfield)	
Distance[7]: 325 miles	Trip Time: 6:14	Annual Boardings[11]: 800,000
Notes: Timed bus connections available to San Francisco, Los Angeles, Sacramento, Las Vegas, and North Bay. Partially duplicated by California High-Speed Rail (under construction).		
San Joaquin (Sacramento – Bakersfield) Central California: Serving the Sacramento ad Central Valley metropolitan areas		
Metropolitan Population[6]: 4.9 million Sponsor: State of California	2 Daily Round Trips (7 trips in the shared corridor between Modesto and Bakersfield)	
Distance[7]: 300 miles	Trip Time: 5:25	Annual Boardings[11]: 320,000
Notes: Timed bus connections available to San Francisco, Los Angeles, Sacramento, Las Vegas, and North Bay. Partially duplicated by California High-Speed Rail (under construction).		
Wolverine Great Lakes Region: Serving the Chicago, Northern Indiana, Southern Michigan, and Detroit metropolitan areas		
Metropolitan Population[6]: 15.8 million Sponsor: State of Michigan	3 Daily Round Trips	
Distance[7]:325 miles	Trip Time: 6:00	Annual Boardings[9]: 412,000
Notes: Recent track and signal improvements in Michigan have improved speed and reliability. These have not addressed needs in the north Indiana and Chicago portions of the corridor, where speeds and reliability are low.		
Lincoln Midwest Region: Serving the Chicago, Central Illinois, and St. Louis metropolitan areas		
Metropolitan Population[6]: 12.7 million Sponsor: State of Illinois	4 Daily Round Trips (plus one daily parallel *Texas Eagle* round trip)	
Distance[7]: 285 miles	Trip Time: 5:40	Annual Boardings[9]: 549.000
Notes: Ongoing improvements expected to reduce trip times by one hour in 2017.		
Heartland Flyer Southern Plains Region: Serving the Oklahoma City and Fort Worth metropolitan areas		
Metropolitan Population[6]: 7.8 million Sponsor: States of Texas and Oklahoma	1 Daily Round Trip	
Distance[7]: 205 miles	Trip Time: 4:00	Annual Boardings[9]: 66,100
Notes: Modest State-supported startup with multiple extension proposals; connects with *Texas Eagle.*		

[11] Extrapolation: corridor ridership divided evenly per service train. FY 2016 ridership; 1.12 boardings.

Empire New York State: Serving the New York City, Albany, Syracuse, Rochester, Buffalo, and Niagara Falls metropolitan areas		
Metropolitan Population[6]: 24.5 million (4.3 million excluding New York City)	4 Daily Round Trips (one extends to Toronto, one additional long-distance train)	
Sponsor: State of New York		
Distance[7]: 475 miles	Trip Time: 9:20	Annual Boardings[12]: 1.2 million (with roughly 1 million of those in the Albany – New York City corridor)
Notes: Daily *Lake Shore Limited* long-distance train shares the corridor between Buffalo and New York City.		

Table 5: Average Annual Riders per Round Trip

Corridor	Annual Boardings	Round Trips	Annual Riders per Round Trip
Cascades (Seattle-Vancouver BC)	251,000	2	125,500
Cascades (Seattle-Portland-Eugene)	553,000	4	138,250
San Joaquin (Oakland-Bakersfield)	800,000	5	160,000
San Joaquin (Sacramento-Bakersfield)	320,000	2	160,000
Wolverine	412,000	3	137,333
Lincoln	549,000	4	137,250
Heartland Flyer	66100	1	66,100
Empire	519,000	4	129,750
AVERAGE			131,773

National trends show rail services with state participation experienced ridership peaks in 2013. Modest declines since then are widely attributed to reduced fuel prices and the relative competitiveness of automobile travel. In general, scheduled travel times for these corridors are comparable to or a bit slower than point- to-point automobile travel times, assuming uncongested roadway conditions. As a rule, passenger rail schedules are less susceptible to delay than peak-hour auto travel. Rail schedule reliability increases as passenger trains are further separated from freight rail movements. It should be noted that rail travel time can provide time for work, rest or recreation. The following sections briefly describe the peer rail corridors.

Cascades

- The Cascades corridor serves the rapidly growing Cascadia region. The corridor name emerged in the 1990s as a unification of passenger services in the Portland-Seattle-Vancouver, BC corridor and followed a four-year trial operation with tilting trainsets. The name change coincided with the 1998 introduction of new, specially branded, tilting trainsets by Spanish manufacturer Talgo built in the Pacific Northwest. Tilting trains make the most of the corridor's

[12] Ratio of riders between Albany and New York City is taken from the ratio identified for previous years and published in New York State Department of Transportation (2014), High Speed Rail Empire Corridor Tier 1 Draft Environmental Impact Statement. Retrieved 7/28/17 at https://www.fra.dot.gov/eLib/Details/L04924.

current 79 mph maximum authorized speed (MAS) and curvilinear layout. Ongoing investments will enable speeds up to 110 mph, primarily in the Seattle- Portland corridor.

- The Seattle-Vancouver corridor is one of the most scenic passenger corridors in the U.S. Much of its path follows rocky shorelines and track bends that cannot easily be straightened. By contrast, the Seattle- Portland-Eugene corridor is primarily inland with more tangent track. Track geometry enables faster speeds in the Seattle-Portland corridor. Ongoing improvements will soon reduce trip times along this segment to 3 hours 30 minutes (an hour less than the shorter Seattle-Vancouver corridor). Additional planned improvements would reduce travel times both north and south of Seattle by roughly an additional hour.
- Washington State recently commenced a market assessment for next-generation, very high-speed train service in the corridor. This global standard service would require extensive right-of-way and a new inland alignment for the Seattle-Vancouver, BC route.

San Joaquin

- This state-supported service was introduced in 1979 with twice-daily round trips between Oakland and Bakersfield and 160,000 boardings in its first full year. A portion of this corridor is shared by the high- ridership Capitol Corridor between San Jose and Sacramento. A Sacramento-Bakersfield San Joaquin service branch was introduced in 1999. Both ridership and service have grown steadily, with the network reaching a peak of 1.2 million boardings in 2013–2014.[13] The highest travel volumes are not between the large endpoints (Los Angeles and San Francisco, via express bus connections), but rather between Central Valley cities.

Wolverine

- The State of Michigan-supported Wolverine service is the beneficiary of a roughly $400 million capital investment in the past decade. Much of the corridor in Michigan can now operate at top speeds of 110 mph where the track geometry enables higher speeds. In 2012, the state used a federal grant to purchase roughly 135 miles of the alignment between Dearborn and Kalamazoo, thus gaining operating control from freight railroads through much of the state. The state has subsequently led a planning study identifying needs to increase service on the line from 3 to 10 daily round trips. Many of the needed improvements for this service increase within Michigan are complete. Substantial investments will be required in Illinois and Indiana to add line capacity, increase speeds, and avoid conflicts with freight operations. Needed improvements outside Michigan currently are unfunded.
- Unique conditions are limiting the line's ridership potential. The primary restrictor is speed and reliability in and out of Chicago, where freight rail-associated delays are commonplace. Another factor is curtailed customer access at the corridor's eastern end. While metro Detroit has the 12th largest combined Metropolitan Statistical Area population in the U.S., it ranks among the lowest for public transit connectivity. This condition limits the region's access to rail in comparison to peer regions such as the San Francisco Bay Area, Philadelphia, and Dallas/Fort Worth.

[13] 2017 San Joaquin Joint Powers Authority Business Plan Update, retrieved July 27, 2017 at http://www.sjjpa.com/getattachment/Documents/2017-SJJPA-Bus-Plan-Update-Final-Version-For-Website.pdf.

Lincoln

- The State of Illinois-sponsored Lincoln service between Chicago and St. Louis is similar in length to Chicago-Detroit. Illinois Department of Transportation (IDOT) published Lincoln ridership figures between 2007 and 2013 show an 88.1 percent growth in riders.[14] IDOT anticipates that ongoing higher-speed rail improvements will ease corridor congestion and reduce corridor travel times by an hour within the next year. These improvements, supported by a $1.4 billion federal grant, include additional double track and upgrades for 110 mph MAS along the majority of the corridor. The improvements will make the Lincoln service among the most competitive of the peer corridors with automobile travel. An unfunded future vision would provide full double track in the corridor to further reduce conflicts with freight trains and enable more service.

Heartland Flyer

- The Heartland Flyer follows one branch of the SCHSRC between Fort Worth and Oklahoma City, including a stop near the University of Oklahoma in Norman. It does not include the SCHSRC continuation to Tulsa, a segment owned by the State of Oklahoma. The Eastern Flyer Passenger Rail Initiative would extend service to Tulsa. Flyer service commenced in 1999 as a partnership between the State of Oklahoma and Amtrak, reintroducing passenger rail in the State that had been discontinued in 1979. Service grew steadily from years 2000 to 2011 (65,500 to 84,000 annual boardings).[15] Ridership has since decreased, with 66,100 riders in FY 2016.
- Cities in Oklahoma and Kansas have passed resolutions in recent years in support of an extension to Wichita and Newton, Kansas, where a connection could be made to the Amtrak Southwest Chief long-distance service (Los Angeles-Kansas City-Chicago). As of 2016, Thruway bus service connects the Flyer with the Southwest Chief.

Empire Corridor

- The Empire Corridor is by far the longest of the peer corridors, traversing the entirety of New York State. According to an Environmental Impact Statement (EIS) for service enhancements, the corridor has three distinct segments:
  - "Empire Corridor South, extending 142 miles north from Penn Station to just north of Albany- Rensselaer Station"
  - "Empire Corridor West, extending 294 miles west from (Albany) to just east of the Buffalo-Exchange Street Station"
  - "Niagara Branch, extending 27 miles west from (Buffalo) to Niagara Falls"[16]
- Most of the Empire Corridor's population resides in metropolitan New York City. When combined with multi-state trains sharing Empire Corridor South, 13 daily round trips operate between Albany and NYC. Of note, the 150-mile distance from Albany to midtown Manhattan is comparable to the 210-mile distance between Texarkana and Fort Worth, via Dallas and the DFW Airport vicinity. Based on the number of train trips, the Albany-NYC corridor can be viewed

[14] Illinois Amtrak corridor ridership trends, updated July 2014. Retrieved July 28, 2017 at http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Maps-&-Charts/Statistical/RailStats7%2014%2014.pdf.

[15] Oklahoma Department of Transportation (2012).

[16] New York State Department of Transportation (2014), page 1-1.

as long-distance commuter rail, with a 2 hour, 35 minute trip time. Metro North commuter trains share most of the southern half of the Empire Corridor South alignment.

- Four daily round trips connect Niagara Falls/Buffalo with NYC. One of these trips extends across the border and operates express between Niagara Falls and Toronto, a 3-hour, 45-minute extension. The corridor segment between Albany and Niagara Falls is most comparable with the other peer corridors in service level and distance: 4 daily round trips, 330 miles.
- According to the EIS, Empire Corridor ridership grew steadily through the 2000s, with approximately 1.4 million boardings in 2011. The majority of those boardings, over one million, occurred between NYC and Albany. Total corridor ridership has decreased to 1.15 million as of FY2016.
- The New York State Department of Transportation (NYSDOT) received $154 million in federal high-speed rail grant funding for the Empire Corridor. According to Amtrak, the program combined with state funding "will design and construct approximately $200 million…of infrastructure improvements," including:
  - "Albany-to-Schenectady Double Track—17 miles of second main track and upgraded signals"
  - A fourth track at Albany-Rensselaer station
  - A new platform at Schenectady station
  - Underground cabling
  - "Upgrading of three at-grade public rail crossings"[17]

Summary

When the South Central High-Speed Rail Corridor does not include Dallas/Fort Worth, its service area population is well below average, which raises questions about the viability of a state-supported rail service with a Texarkana western terminus. However, adding Dallas/Fort Worth, the corridor population is roughly average (when New York City is excluded as an outlier). A Memphis-Fort Worth corridor, at about 510 miles, is longer than any of the peer corridors (293 is the average peer corridor length). If the SCHSRC is considered in segments, these segments look much like peer operations in length:

- Memphis-Texarkana: 294 miles.
- Little Rock-Dallas/Fort Worth: 350 miles.

Initial Screening of Technologies and Service Alternatives

FRA groups intercity passenger rail services into three categories: Emerging, Regional, and Core Express. These service categories are defined as follows:

- Emerging: "relatively frequent service to connect smaller communities, with speeds up to 90 mph, on tracks shared by freight, commuter, and intercity passenger rail";
- Regional: "relatively frequent service to connect midsized urban areas, with speeds between 90 and 125 mph, on tracks that may be shared by freight, commuter, and intercity passenger rail or on tracks dedicated for passenger rail"; and

[17] Amtrak Fact Sheet, FY-2012, retrieved July 28, 2017 at https://www.amtrak.com/pdf/factsheets/ NEWYORK12.pdf.

- Core Express: "frequent service to connect large urban areas, with speeds between 125 and 250 mph or more, on tracks dedicated for intercity passenger rail."[18]

The majority of the peer corridors identified in the Market Assessment match the definition of Emerging corridors. The Lincoln and Wolverine corridors are undergoing improvements matching the Regional definition. The San Joaquin corridors operate in a parallel corridor to the in-construction California High-Speed Rail project. Upon completion, San Joaquin services are expected to share infrastructure and complement Core Express services in the planned 400+ mile high-speed corridor. The Washington State DOT recently commenced a market analysis for next-generation high-speed rail linking Seattle to Portland and Vancouver, BC. Of the remaining corridors, only the Empire Corridor segment between Albany and New York City appears to be a near-term candidate for Core Express service.

The 2014 High-Speed Rail Empire Corridor Program Tier 1 Draft EIS offers insight on the level of investment required to achieve the three FRA service definitions:

- 79 mph MAS could be achieved with current track standards and in-cab signaling capacity under conditions that are similar to the SCHSRC.
- 90 mph MAS represents the next step up in track standards and in-cab signaling train control. The Empire EIS assumed conventional U.S. passenger rail technology with the possibility of advanced train sets (such as the Cascades tilting train sets).
- 110 mph MAS represents another step up in track standards. New track must meet FRA standards for higher-speed operation and requirements of the owning railroad (typically a freight railroad). These upgrades factor tie, rail, bridge and track surface conditions. Additional upgrades to signal systems and at-grade crossings also are required.
- 125 mph MAS is generally accepted as the threshold for electrically powered trains, requiring an electrical contact system (typically an overhead wire) and traction power substations.[19] Northeast Corridor Regional service is the primary U.S. example.
- 160 mph MAS currently is the maximum for trainsets sharing track with conventional freight, passenger and commuter trains. This speed requires tilting trainsets and the elimination of grade crossings. The U.S. example is Northeast Corridor Acela Express, the current premier high-speed rail service in North America.
- MAS higher than 160 mph requires an exclusive alignment for passenger service, European/Asian lightweight high-speed trainsets, or emerging rail technologies. The U.S. example currently under construction is California High-Speed Rail. These corridors typically link very large metro areas in megaregions and require investments in the tens of billions of dollars.

The market assessment identified peer corridors as conventional rail corridors with MAS up to 110 mph. US high-speed rail corridors (125 mph and above) were not included as peers because existing examples connect very large metropolitan areas at high service frequencies over dedicated passenger track. Electrified railways in the U.S. meeting MAS 125 mph offer more round trips than the peer average of between three and four round trips. Given recent trends in both federal and state funding for

[18] Federal Railroad Administration passenger rail service definitions, as presented in New York State Department of Transportation (2014), High Speed Rail Empire Corridor Program Tier 1 Draft EIS. January 2014, Executive Summary, pages ES-7 and E S-8.

[19] New York State Department of Transportation (2014), page ES-8.

high-speed rail, US public investments in passenger rail exceeding 125 mph is only occurring in very large markets that are not included among the peer corridors. With these funding trends, the peer comparison indicates that SCHSRC demand is currently insufficient for fundable, very high-speed technologies in exclusive rights-of-way. For these reasons, technologies enabling MAS of 125 mph or greater have been eliminated from further analysis.

The peer comparison indicates that a corridor limited to Memphis-Texarkana has a low combined metro area population compared to its peers, lending credence to a highway motor coach alternative. Motor coach, however, does not meet the project Purpose and Need. Also, a partnership with the State of Texas enabling Arkansas passenger trains to reach Dallas/Fort Worth would raise the corridor's metro area population to the peer average. Advanced alternatives are defined in Chapter 5 (Service Alternatives Identification) Potential Service Alternatives.

Potential Service Alternatives

This section defines the service alternatives advanced for further consideration. For the purpose of this analysis , the service area is defined as Memphis to Dallas and Fort Worth. Continuing through the Dallas metropolitan area to Fort Worth is the recommended alternative to serve the entire metropolitan area and provide a connection to DFW Airport and the Heartland Flyer at Fort Worth. Capital improvements required to extend service between Texarkana and Fort Worth have not been identified.

Both service alternatives follow the same alignment in Arkansas: the UP and Amtrak Texas Eagle alignment between Texarkana, Little Rock, and Bald Knob. At Bald Knob, the alignment continues east following a separate UP line to West Memphis, Arkansas. The route then crosses the Mississippi River and continues north to a terminus at Memphis' Central Station. An alternate alignment between Little Rock and Memphis via Pine Bluff was evaluated in the Phase I alternatives analysis, but was not recommended for further consideration.

Candidate locations for a new station between Little Rock and Memphis include Bald Knob and Kensett/Searcy. The alignment distance for capital improvements is 294 miles, while the full service corridor between Fort Worth and Memphis is roughly 510 miles.

Stops are assumed in the following cities at a minimum:

- Memphis
- Kensett/Searcy or Bald Knob (new station)
- Little Rock
- Malvern
- Arkadelphia
- Hope
- Texarkana
- Dallas
- DFW Airport vicinity
- Fort Worth

The review of comparable corridors indicates that two daily round trips is a reasonable starting point for intercity corridor service linking major U.S. metropolitan areas. This service level matches the Cascades Seattle-Vancouver, BC service and the San Joaquin Sacramento-Bakersfield service. It exceeds the Heartland Flyer, and it provides one fewer trip than the Wolverine. These trips would supplement the existing daily Texas Eagle round trip between Little Rock and Dallas/Fort Worth, just as the Lincoln service supplements the Texas Eagle in Illinois.

No-Build

The No-Build Alternative consists of the existing transportation infrastructure and services currently in use and any transportation projects programmed in Metroplan's 2040 plan. The Texas Eagle passenger rail service is operated by Amtrak. The existing Texas Eagle operates daily between Chicago, San Antonio, and Los Angeles (combined with the Sunset Limited between San Antonio and Los Angeles), with a southbound train arriving in Little Rock at 3:10 a.m. and a northbound train arriving in Little Rock at 11:39 p.m. each day. Under this alternative, no rail service would be provided to Memphis and no improvements to the Arkansas portion of the South Central High-Speed Rail Corridor would occur. Commercial bus service (Greyhound) is assumed to provide the passenger linkage between Little Rock and Memphis.

Service Alternative 1: Conventional Rail

This alternative provides two daily new round trips between Memphis and Dallas/Fort Worth in addition to the existing daily Texas Eagle service between Little Rock and Dallas/Fort Worth. Trains in this alternative operate up to 79 mph MAS, matching the FRA definition of Emerging service.

Service Alternative 2: Higher-Speed Rail

This alternative provides two daily new round trips between Memphis and Dallas/Fort Worth in addition to the existing daily Texas Eagle service between Little Rock and Dallas/Fort Worth. Trains in this alternative operate up to 110 mph MAS, matching the FRA definition of Regional service.

Travel Time Comparison

The anticipated travel times for the Service Alternatives are displayed in Table 6. Travel times include allowance for acceleration and deceleration, speed restrictions due to civil limitations, station dwell times, and a 5% operator allowance.

Table 6: Service Alternative Travel Time Comparison

	Anticipated Travel Time (Hours: Minutes)	
Termini	Service Alternative 1: Conventional Rail	Service Alternative 2: Higher-Speed Rail
Memphis-Little Rock (per Appendix B, Table 5)	2:56	2:33
Little Rock – Texarkana (per Appendix B, Table 6)	2:26	2:10
Texarkana – Fort Worth (assumed to match *Texas Eagle* schedule)	7:30	7:30
TOTAL	**5:21 Memphis – Texarkana**	**4:43 Memphis – Texarkana**
	12:51 Memphis – Fort Worth	**12:13 Memphis – Fort Worth**

Evaluation Methodology

The evaluation methodology to identify a recommended service alternative includes the following:

- **Ridership forecasts.** Year 2040 ridership projections are developed for the Bald Knob alignment, including separate projections for 79 and 110 mph options corresponding to the Service Alternatives. The ridership forecasts are prepared using the ARDOT National County-Level Long-Distance Travel Model (Long-Distance Travel Model).
- **Operating costs and associated revenue.** Costs to operate each Service Alternative are developed using unit cost assumptions derived from comparable service. Associated fare revenue is also estimated.
- **Operational impacts.** Service along the corridor between Memphis and Texarkana was simulated to assess the operational impact of added service and associated improvements. The operations simulation software Rail Traffic Controller© (RTC) by Berkeley Simulation Software, LLC was utilized to complete the modeling effort.
- **Capital improvements required and associated capital costs.** Each discrete project is identified that will be necessary to implement the planned new or improved services, such as construction of specific stations, individual sections of additional or upgraded track, and locomotive and rolling stock purchases. The project cost estimates are provided, including documentation of methodology and assumptions used in developing the estimates. As part of validating the cost estimates from the various sources, typical year 2016 unit cost ranges were developed for the improvement projects.
- **Public Benefits Analysis.** The methodology to identify public benefits includes assessing passenger and freight rail benefits whether operational, transportation output-related (increase in rail ridership and reductions is personal automobile travel), or economic in nature, with particular focus on job creation and retention, “green” environmental outcomes, potential energy savings, and effects on community livability.
- **Potential Environmental Impacts.** The methodology includes the identification of environmental concerns and sustainability impacts.

Recommended Service Alternative

Service Alternative 2 offers clear time savings advantages. These advantages, however, require a higher level of capital investment. Each of the peer corridors in the market assessment either began as a conventional speed service or continues to operate at speeds less than 110 mph. An initial capital investment to enable corridor passenger rail service with a MAS of 79 mph is recommended. Once the corridor's success is demonstrated, it can be positioned for additional capital investments to enable higher speeds and shorter travel times. Service Alternative 1 is recommended for further definition in the SDP. Also Kensett/Searcy is the recommended location for a station between Little Rock and Memphis. Kensett/Searcy offers a larger population and higher concentration of activity centers near a station than does Bald Knob. These activity centers include Harding University and the White County Medical Center.

Intermodal Connectivity

Integration of Non-program Operations and Services

New passenger rail service between Little Rock and Memphis could potentially open new travel markets in the surrounding regions, requiring cooperation and integration of all transportation modes. Currently, inadequate modal connections along the Texas Eagle route in Arkansas make it difficult for passengers to connect with other modes of regional significance, including airports or bus terminals. Local bus service currently connects little Rock Union Station with Little Rock Bill and Hillary Clinton National Airport (transfer required), the Greyhound terminal (transfer required), and the River Cities Travel Center during daytime hours. Taxi and rideshare options offer the most efficient existing station-to-major transportation center connections in Arkansas.

Local bus options are available to connect Amtrak's Memphis station with Memphis International Airport and require a transfer. The Memphis Greyhound and intercity bus depot is located near the airport and similarly requires a local bus transfer to connect with Amtrak. Taxi and rideshare options offer the most efficient existing station-to-major transportation center connections in Memphis.

Light rail transit provides a convenient connection between Dallas Union Station and Dallas/Fort Worth International Airport. The Trinity Railway Express commuter rail service connects the Dallas and Fort Worth Amtrak stations with a station near the Dallas/Fort Worth International Airport and operates at 30- minute headways through most of the day. A shuttle bus meets the train to complete the trip to the airport.

6 Ridership Demand and Revenue Forecast

This chapter addresses the methodology, assumptions, and results of the travel demand forecasts, and the expected revenue from the Service Alternatives. The modeling methodology used to forecast the passenger rail demand is documented.

The assumptions and data used to quantify the existing travel market and forecast year travel market are described. The travel demand model structure, including specific travel network and service characteristics, is provided; and the model calibration and validation are explained.

Proposed Forecasting Methodology

The model forecasts 2040 ridership for the Bald Knob alignment, including speed options for 79 and 110 mph consistent with Service Alternatives 1 and 2. The ridership described in this section focuses on the segment between Memphis and Texarkana and assumes continuous service between Memphis and Dallas/Fort Worth. The forecast does not include potential corridor service west of Texarkana, including Dallas / Ft. Worth. Further coordination with the State of Texas will be necessary to supplement Texas Eagle service west of Texarkana.

Demand Rail Forecast

Methodology and Approach

The 2040 ridership forecasts were prepared by Alliance Transportation Group (ATG) using the ARDOT National County-Level Long Distance Travel Model (Long-Distance Travel Model) developed by ATG for the Alternatives Analysis. The Long-Distance Travel Model is used with ARDOT's Statewide Travel Demand Model (AR TDM), Phase II. The models are used together in studies that include passenger rail lines that serve both long distance and commute trips.[20]

Data Sources and Assumptions

The Long-Distance Travel Model is a county-level model that focuses on long-distance trips and uses a highway network and transit network for the analysis of travel demand. The highway network used in the Long-Distance Travel Model is based on the highway network from the Arkansas statewide travel demand model. The highway network also includes future roadway projects in the State of Arkansas. The transit network used in the Long-Distance Travel Model includes air, Amtrak (intercity rail and Thruway bus), intercity bus, and proposed high-speed rail services. The Long-Distance Travel Model is based on three major data sources at the national level:

[20] Arkansas Transportation State Highway and Transportation Department County-Level Long Distance Travel Model. DRAFT Model Development and Validation Report. 2015.

- 1995 American Travel Survey (ATS);
- 2001 National Household Travel Survey (NHTS); and,
- 2009 NHTS.

Long-distance trip-making behavior is influenced by three factors that include land-use patterns, household characteristics, and employment. Modal service characteristics represent the key independent variables in forecasting the shares of travel captured by each mode of travel. These characteristics, often referred to as impedances, include:

- Travel time (minutes);
- Travel cost (dollars); and,
- Frequency of service.

Travel Demand Model

Structure

The Long-Distance Travel Model utilizes a nested logit model structure and accounts for business and nonbusiness trip purposes. Independent variables considered in the nested mode choice model include travel cost, travel time, and reliability measures.

Network and Service Characteristics

Detailed rail service inputs were developed for two future-year (2040) Service Alternatives:

- Service Alternative 1: Twice daily round trip service from Texarkana to Memphis with a top speed of 79 mph via the Bald Knob alignment.
- Service Alternative 2: Twice daily round trip service from Texarkana to Memphis with a top speed of 110 mph via the Bald Knob alignment.

Calibration and Validation

The objective of the calibration process is to provide a useful policy analysis tool based on available data. The model calibration includes Amtrak rail ridership data, Federal Aviation Administration (FAA) airline origin-destination survey data, and FAA's air carrier survey T-100 domestic data.

Validation of the Long-Distance Travel Model uses the calibrated model to determine travel for the base year and compares the model's outputs to observed travel data.[21] The validation of the Long-Distance Travel Model focuses on Amtrak routes in the same vicinity of the SCHSRC and on air travel. The results from the validation process provide valuable information to perform travel forecasts.

[21] Ibid.

Base and Forecast Year Ridership

Using the ATG Long-Distance model, ridership and ticket revenue forecasts were prepared for 2040 future-year service scenarios. Table 7 summarizes these results for the 79 mph and the 110 mph proposed Build rail service options.

Table 7: 2040 Annual Forecast Boardings and Ticket Revenue for Intercity Passenger Rail Service between Texarkana and Memphis

Alternative	Annual Boardings	Ticket Revenue
Service Alternative 1: 79 mph	89,000	$4,272,000
Service Alternative 2: 110 mph	130,000	$6,240,000

Revenue Forecast

Revenue includes the projected ticket revenue associated with fares paid by train riders.

Ticket Revenue Forecast

Ticket revenue forecasts are the product of the ridership forecasts for the two rail Service Alternatives described above, and the average fares by station pair market. An average one-way fare of $48, between Texarkana and Memphis, is assumed for both rail service alternatives. This assumed fare was based on the Amtrak one-way "value" fare on the Texas Eagle between Little Rock and Texarkana, as of April 2015. That fare was $24. As the trip between Texarkana and Memphis is roughly twice as long, a one- way fare of $48 was assumed. The actual fare offered for a future service will reflect market demand, potential operations subsidies, and operator fare policies.

Table 8 in the previous section summarizes the forecasted ticket revenue for the proposed new service between Texarkana and Memphis. All ticket revenue forecasts are expressed in 2012 dollars and are consistent with the latest near-term forecasts developed by Amtrak and ARDOT for state-supported intercity passenger rail services within Arkansas.

Ridership forecasts for the 110 mph maximum rail speed alternative show a total of 130,000 annual boardings as displayed in Table 8. Ticket revenue for this alternative is projected to yield $6.24 million on an annual basis. As expected, the 110 mph Bald Knob alternative shows higher ridership and ticket revenue than the 79 mph maximum rail speed alternative, which is offered at the same average fare of $48. The corresponding ridership projection for the 79 mph alternative is 89,000 annual rail trips with a corresponding revenue forecast of about $4.3 million.

Table 8 breaks down the projected station boardings and alightings for the 79 mph and 110 mph maximum rail Service Alternatives 1 and 2, respectively. Under both scenarios the boardings and alightings are concentrated in the Memphis, Little Rock, and Texarkana rail stations with a high level of ridership activity also projected for the Malvern station. The ridership estimates assumed a station in Bald Knob; ridership is expected to be slightly higher for a Kensett/Searcy station.

Table 8: Annual Boardings by Station in 2040

Station	Service Alternative 1 (79 mph)	Service Alternative 2 (110 mph)
Texarkana	13,100	20,900
Hope	3,500	5,100
Arkadelphia	3,700	4,300
Malvern	10,600	14,900
Little Rock	20,600	28,200
Bald Knob	5,900	7,500
Memphis	32,200	49,200
TOTAL BOARDINGS	**89,000**	**130,000**

7 Operations Simulation Modeling

The methods for modeling service along the corridor between Little Rock and Memphis were described in the Phase I Alternatives Analysis. For this Service Development Plan, service along the corridor between Memphis and Texarkana was also modeled to assess the operational impact of the proposed passenger service and associated infrastructure improvements.

The software Rail Traffic Controller© (RTC) was utilized to complete the modeling effort for the entire corridor. RTC is a powerful computer program that simulates the operation of trains over a railroad network. RTC is used by North American Class I railroads and many transit and commuter railroads for evaluation and planning of their operations and capital expenditures. For the segment between Little Rock and Memphis, freight train data was gathered in the field for 14 hours/day (6 a.m. to 8 p.m.) for two weeks through video recording at wayside. For the Little Rock to Texarkana segment, established train slots were extended using available crossing count and track chart data. Details associated with simulation modeling are provided in Appendix B (Operations Modeling Report).

Simulation Modeling Methodology

Service Network Analysis

The RTC modeling effort included four cases, plus variations to assess the impacts of the proposed passenger service on existing and proposed infrastructure. The cases were evaluated for both alignment alternatives that were developed between Little Rock and Memphis during the Phase I Alternatives Analysis. For the corridor segment between Little Rock and Memphis, modeling was performed for both the Bald Knob and Pine Bluff routing alternatives, prior to selection of the alignment through Bald Knob as preferred. Variations a and b assume the Pine Bluff alignment between Little Rock and Memphis at top speeds of 79 and 110 mph, respectively. Variations c and d assume the Bald Knob alignment between Little Rock and Memphis at top speeds of 79 and 110 mph, respectively.

The corridor between Texarkana and Little Rock is included in variations a and b only, for maximum speeds of 79 and 110 mph, respectively. The modeling cases are:

- Case 1: Existing Freight Traffic with Existing Infrastructure. The purpose of Case 1 is to establish the existing freight schedule according to the recorded train arrival times and measure the existing freight train performance.
- Case 2a, b, c, and d: Existing Freight Traffic + Proposed Passenger Service with Existing Infrastructure: The purpose of the Case 2 options is to determine the impact of the passenger service with no infrastructure improvement. Track improvements are needed, subject to civil limitations, to increase passenger train speed limits to 79 and 110 mph.
- Case 3a, b, c, and d: Existing Freight Traffic + Proposed Passenger Service with Additional Infrastructure: The purpose of the Case 3 options is to determine the required infrastructure to

support the proposed passenger service while reasonably maintaining the Case 1 freight performance. These are included in the results section of Appendix B.

- Case 3c, Bald Knob Alignment, 79 mph includes:
  - Upgrading superelevation for 4 curves between Mile Post 333.3 – 334.8 in Hoxie Subdivision.
  - Crossing upgrade at Mile Post 333.93 and 334.60 in Memphis Subdivision.
  - Extend siding between Mile Post 345.2 – 347.5 in Memphis Subdivision.
  - New 2nd main track between Mile Post 349.1 – 359.6 in Memphis Subdivision.
  - Connect siding between Mile Post 361.5 – 363.6 in Memphis Subdivision.
  - Upgrading siding speed limit to 30 mph between Mile Post 363.6 – 369 in Memphis Subdivision.
  - Upgrading superelevation for 1 curve between Mile Post 333.2 – 333.5 in Hoxie Subdivision.
  - Crossing upgrades at Mile Post 292.18, 292.53, 322.8, 322.92, 323.00, 323.06 in Hoxie Subdivision.
- Case 3d, Bald Knob Alignment, 110 mph includes:
  - New 2nd main track between Mile Post 288.9 – 294.2 in Memphis Subdivision.
  - Upgrading superelevation for 4 curves between Mile Post 333.3 – 334.8 in Hoxie Subdivision.
  - Crossing upgrade at Mile Post 333.93 and 334.60 in Memphis Subdivision.
  - Extend siding between Mile Post 345.2 – 347.5 in Memphis Subdivision.
  - New 2nd main track between Mile Post 349.1 – 359.6 in Memphis Subdivision.
  - Upgrade siding to 2nd main track between Mile Point 359.6 – 361.5 in Memphis Subdivision.
  - New 2nd main track between Mile Post 361.5 – 363.6 in Memphis Subdivision.
  - Upgrade siding to 2nd main track between Mile Post 363.6 – 369.0 in Memphis Subdivision.
  - Upgrade 6 turnouts to 30 mph between Mile Post 363.6 – 369 in Memphis Subdivision.
  - Upgrading superelevation for 1 curve between Mile Post 333.2 – 333.5 in Hoxie Subdivision.
  - Crossing upgrades at Mile Post 292.18, 292.53, 322.8, 322.92, 323.00, 323.06 in Hoxie Subdivision.
- Case 4a, b, c, and d: Existing Freight Traffic + Proposed Passenger Service with Limited Infrastructure Upgrades: The purpose of Case 4 is to determine the effect of limited infrastructure improvements on freight performance and passenger service. The objective was to determine if Case 4 provided sufficient capacity for both freight and the proposed passenger service in the corridor with limited infrastructure improvements. In this case, freight performance was expected to show slight improvement over Case 2, but not necessarily a return to the Case 1 performance level. The following infrastructure upgrades were included:
  - For 79 mph service, no sidings were upgraded and no extra mainline track was added. Only crossings and superelevations were improved to the same degree as the 79 mph service in Case 3.
  - For 110 mph service, only the infrastructure additions and improvements for the 79 mph service in Case 3 were used.

Model Outputs and Recommended Improvements

No-Build Alternative

The No-Build Alternative consists of the existing transportation infrastructure and services currently in use and any transportation projects programmed in Metroplan's 2040 plan. The Texas Eagle passenger rail service is operated through the project corridor by Amtrak. The existing Texas Eagle operates daily between Chicago and San Antonio (Los Angeles 3 days/week) with a southbound train arriving in Little Rock at 3:10 a.m. and a northbound train arriving in Little Rock at 11:39 p.m. each day. Under this alternative, no rail service would be provided to Memphis and no improvements to the Arkansas portion of the South Central High-Speed Rail Corridor would occur. Commercial bus service is assumed to provide the passenger linkage between Little Rock and Memphis. Existing bus service between Memphis, Little Rock, Texarkana and Dallas/Fort Worth currently is provided by Greyhound and Megabus.

Service Alternative 1: Conventional Rail

For this analysis of alternatives between Memphis and Dallas/Fort Worth, ridership and capital improvements were considered only within Arkansas (Memphis to Texarkana). Twice-daily rounds trips are assumed.

For Little Rock-Memphis corridor:

79 mph service: Additional track may be required to reduce freight delays to an acceptable level, future studies will determine if double tracking is required to mitigate freight service. On-Time Performance (OTP), or on time arrival at corridor stations for passenger service, was above the acceptable limit of 90 percent without additional track. This means that a passenger train arrives 90 percent of the time within 6 minutes of its scheduled time. For passenger train performance, the study has adopted a 90 percent OTP as an acceptable level of service. Superelevation and crossing upgrades had a negligible effect on freight delay and passenger OTP. It is, therefore, recommended that no infrastructure improvements be implemented other than track improvements identified in Chapter 7 (Operations Simulation Modeling) Service Network Analysis per Case 2c.

For Texarkana-Little Rock Corridor:

79 mph service: Additional double tracking on the Texarkana-Little Rock corridor is required to reduce freight delays to within 3 minutes per 100 train miles (minutes per 100 train miles as a measure of delay) of their original level. However, OTP for passenger service was above the acceptable limit of 90 percent without additional track. It is, therefore, recommended that no infrastructure improvements be implemented other than track improvements identified in Chapter 7 (Operations Simulation Modeling) Service Network Analysis per Case 2a.

Service Alternative 2: Higher-Speed Rail

For Little Rock—Memphis corridor, assuming twice-daily round trips:

110 mph service: With no infrastructure improvements and with limited infrastructure improvements, passenger service OTP was well below the acceptable limit of 90 percent. It is, therefore, recommended that full infrastructure improvements be implemented other than those

identified in Chapter 7 (Operations Simulation Modeling) Service Network Analysis per Case 3d, including:

- 2.3 miles of siding extension (30 mph
- 17.9 miles of 2nd main track (new track)
- 7.3 miles of 2nd main track (siding upgrade)
- Upgrade 6 turnouts to 30 mph
- Superelevation upgrade for 5 curves
- 8 crossing upgrades
- Upgrading overall passenger train speed limit to 110 mph within the corridor

For Texarkana-Little Rock Corridor:

110 mph service: Extensive infrastructure improvements are required in order for passenger service OTP to be above the acceptable limit of 90 percent. Double track on the entire Texarkana—Little Rock corridor was required to reduce freight delays to within 2 minutes per 100 train miles of their original level. However, sidings may provide sufficient capacity to support freight performance, future studies will determine the amount of track required to mitigate freight delays. OTP for passenger service was above the acceptable limit of 90 percent without additional track. It is therefore recommended that no infrastructure improvements be implemented other than track improvements identified in Chapter 7 (Operations Simulation Modeling) Service Network Analysis per Case 2b.

Infrastructure Improvement Recommendations

For each of these cases, passenger trains stopping at Memphis Central Station and Little Rock Union Station are assumed to dwell off the mainline track at the terminal stations. However, passenger trains will utilize the mainline track at intermediate stations. When either passenger and/or freight performance criteria were not met, infrastructure upgrades were provided, including but not limited to additional sidings, speed limit increases, switch upgrades, additional track, additional signals and similar improvements. Due to an increase in frequency or speed of passenger trains in a corridor and the need to allow safe interaction of highway and rail traffic, crossing warning devices for 79 mph service will be provided. The following infrastructure upgrades were assumed:

- For both 79 mph and 110 mph service alternatives, the corridor between Little Rock and Texarkana may require double tracking. It is also possible that sidings may be able to support both passenger and freight services to acceptable levels of performance. Future analysis including updated railroad activity data will determine the amount of track required to maintain capacity for UP's bidirectional operations along this segment of the corridor.
- For 79 mph service alternative, no sidings were upgraded and no extra mainline track was added east of Bald Knob.
- Crossings and superelevations (79 mph only) were improved in Case 3.
- For 110 mph service, only the infrastructure additions and improvements for the 79 mph service in Case 3 were used.
- Superelevation upgrades at strategic locations (seven total miles of curved alignment within the right- of-way) for increased travel speed through curves.

- A minimum of 10 percent of all existing at-grade crossings will be closed, if possible; this is a goal included in the general development of new passenger corridors or expansion of existing passenger corridors. Closing of at-grade crossings will eliminate the need to make significant changes to the signal system (at-grade crossing warning system), which would be necessary to protect any highway crossings that remain in the corridor.
- All existing crossings with flashers and conventional dual gates will be upgraded by adding constant warning time. Constant Warning is a feature included in grade crossing warning systems in situations of a high variability in train speeds, such as slow freight trains interacting with high-speed passenger service. Flashing lights and gates are activated for a time period that matches the demand of the train service type.
- The entire route will be prepared for the service by performing surfacing and 30 percent tie replacement, along with patch continuous welded rail (CRW) replacement for 30 percent of the existing rail.
- All existing public and private crossings with no crossing warning devices or passive warning only will be upgraded to flashers, constant warning time and conventional dual gates.
- All existing crossings with flashers only will be upgraded to flashers and conventional dual gates with constant warning time.
- All existing crossings with flashers and conventional dual gates will be upgraded to flashers and quad gates with constant warning time.

For 110 mph service, in general:

- All existing culverts will be extended where a second main track or siding extension is constructed; this is required to maintain existing drainage in and around the railroad right-of-way.
- Existing open deck bridges will be converted to ballast deck bridges or replaced with ballast deck bridges. This is preferred due to the effect of increased speed at the transition from ballasted track to bridge where track elasticity is reduced because the track is directly affixed to the bridge structure.
- The tracks must meet the standards set forth by law in 49 CFR 213.307 for FRA Class 6 Track. The extent of the route where passenger trains will travel in excess of 79 mph will be prepared for service by surfacing and aligning track to meet Class 6 standards.
- In existing track, wood ties will be replaced with concrete ties, along with continuously welded rail replacement of 50 percent of existing rail. While not required for higher-speed operations, the concrete ties would provide the tighter maintenance tolerances required for Class 6 speeds without the need to perform track maintenance as frequently as with wood ties.
- The maximum allowable curvature for 110 mph train speed is 1.25 degree.
- To access Memphis Central Station under existing conditions, trains on UP would need to move eastward across the CN diamonds to clear the interlocking. The train would then stop and make a reverse move northbound through an existing connecting track to the CN main that leads to the existing Memphis Central Station. This move would conflict with and cause delays to north/south movements on CN as well as east/west movements on UP. Improvements are needed to reduce conflicts. In order to reduce the conflicts and potential delays associated with Memphis Central Station access in the near term, track and signal improvements are assumed at the existing diamonds and connection track. For start-up conditions, these improvements would require a backing movement either to enter or exit Memphis Station. In the longer term, the

construction of a direct connection west of the CN diamonds and a new track between the connection and the passenger station would reduce travel times and the complexity of train movements.

- Further analysis is required to determine the impacts of new housing construction at 9 East Carolina Avenue in Memphis on options for a direct connection to the station not requiring reverse movements. The connection would allow trains to divert northward onto CN from the active UP tracks approaching the CN diamonds at Kentucky Street. The new track is intended to provide a pathway between the connection and the passenger station allowing passenger traffic to operate without interference to CN's existing freight traffic in this area. There are significant challenges to constructing the wye track, which is immediately adjacent to a new apartment complex. The need for remediation of property impacts is likely. A direct connection is assumed in the project cost estimate. A contingency cost for remediation also was included in the estimate.
- Since work to implement FRA mandated Positive Train Control (PTC) systems currently is underway, the UP lines being suggested here are assumed to have the requirement fulfilled by the time the proposed passenger service between Little Rock and Memphis becomes a reality. PTC is an advanced system designed to automatically stop a train before certain accidents occur. In particular, PTC is designed to prevent train-to-train collisions and derailments caused by excessive train speed. The signal system and PTC overlay in place at that time will have to be modified for the proposed higher speeds and modified sidings.

8 Operating and Maintenance Costs

This chapter includes operating and financial projections for each phase of the proposed passenger service. The methods, assumptions, and outputs for operating expenses are addressed. Information covers maintenance-of-way, maintenance-of-equipment, transportation (train movement), passenger traffic and services (marketing, reservations/information, station, and on-board services), and general/administrative expenses.

A profit-and-loss forecast is provided based on revenue and operating cost forecasts. Details are provided for additional capital costs, beyond those incurred in the initial implementation of the recommended service alternative that are anticipated to be required due to lifecycle replacement or other factors through the planning horizon.

Proposed Methodology

Operating costs for 13 peer state-supported routes are provided, including financial and service information related to their passenger rail services. Unit cost estimates were then derived for both proposed intercity rail speeds of 79 mph and 110 mph, respectively.

Costing Methodologies and Assumptions

The operating and maintenance (O&M) cost estimates were derived from the cost per train-mile and applying the resulting unit cost to the number of train miles in one year. The unit cost per train mile was calculated based on a comparative analysis of operating cost per train mile of 13 peer state-supported routes.

The O&M cost per train mile that was derived from the 13 peer routes includes the total expenses for train services, including rail operations, maintenance of way, maintenance of equipment, transportation (Train movement) marketing and information, station and on-board services and general administration expenses. The unit O&M cost per train mile is the share of the total annual O&M expenses divided by the number of annual train miles. The expenses that are listed are averaged over the past fiscal year (2016) to determine the unit O&M cost of $61.30 per train mile. Costs not reflected include additional capacity enhancements that may be demanded by host railroads (which elected not to participate in this study) and costs for securing operating access to host railroads.

Operating Costs Summary

The O&M cost analysis was developed for the new passenger service route between Memphis, Little Rock and Texarkana. The new route would be 294 miles long and would see two daily round trips, generating a total of 438,000 train miles per year. This service would supplement the existing Texas Eagle service. Two service scenarios for the new trains have been developed. One assumes a MAS on the route of 79 mph (Service Alternative 1). The other assumes MAS of 110 mph (Service Alternative 2).

Operating Cost Estimate for a Maximum 79 mph Operation

To develop a conceptual-level operating cost estimate for the new service with a MAS of 79 mph, a comparative analysis of operating costs per train mile of state-sponsored corridor routes with similar frequency and length was conducted. Thirteen peer state-supported routes, operated by Amtrak, were selected. Their route miles, frequencies and train miles are shown in Table 9.

Table 9: Train Miles for State-Supported Intercity Service and FY2016 Cost per Train Mile of Service

Service Route	Route Miles	Daily Round Trips	Train Miles (Route X Daily # X 2 X 365)	Operating Costs (X $million)	Cost per Train Mile
Lincoln	284	4	829,280	$33.4	$40
Wolverine	304	3	665,760	$84.9	$128
Heartland Flyer	206	1	150,380	$7.4	$49
Blue Water	319	1	232,870	$15.2	$65
Adirondack	381	1	278,130	$13.5	$49
Missouri River Runner	283	2	413,180	$14.3	$35
Pere Marquette	176	1	128,480	$7.7	$60
Carolinian	704	1	513,920	$18.9	$37
Piedmont	173	2	252,580	$7.2	$29
Maple Leaf	545	1	397,850	$51.3	$129
Pennsylvanian	444	1	324,120	$16.3	$50
Illinois Zephyr*	258	2	376,680	$17.2	$46
Illini**	309	2	451,140	$19.8	$44
Notes: *Includes the Carl Sandburg **Includes the Saluki					

O&M costs in FY 2016 for the 13 services were obtained from Amtrak's Monthly Performance Report for September, 2016.[22] Per the aforesaid report, the operating costs represent total expenses adjusted for depreciation, project-related costs covered by capital funding, the non-cash portion of other post-employment benefits, and costs related to the Inspector General's office.

In order to develop a per-train-mile cost for the proposed Memphis-Little Rock-Texarkana service, the per-train-mile costs for the 13 select services are averaged. The result is $56 per train mile. By weighing the 13 per-train-mile costs by the total annual train miles for each service, the weighted average is $61 miles per train mile. This is a high-level cost estimate that will be refined to reflect the specific operating requirements of the proposed passenger service in a future study.

[22] Amtrak operations and financial reporting is done per the Federal fiscal year, from October 1 through September 30, available as of June 1, 2018 at https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/monthlyperformancereports/Amtrak-Monthly-Performance-Report-September-2016-Final-Audited.pdf.

For the purpose of developing a conservative, conceptual-level operating cost estimate for the proposed service operating at a maximum 79 mph speed, this analysis assumes the higher figure of $61 per train mile. That figure is multiplied by the annual train miles for the service, i.e., 438,000 train miles. The resulting estimated annual operating expenses for the new service is $26.7 million in today's dollars, excluding factors such as depreciation following Amtrak's operating and financial performance reporting.

Operating Cost Estimate for a Maximum 110 MPH Operation

As train speeds increase, so do operating costs. The primary driver of higher costs for faster trains is higher fuel consumption and higher track maintenance costs. These cost increases are mitigated, in part but not completely, by savings that are largely related to reduced labor costs for engineers, conductors, and onboard service personnel.

Accordingly, this analysis assumes an increase of 40 percent to reflect the increase from 79 mph to 110 mph and to adjust the aforementioned $61 operating-cost-per-train-mile figure to reflect higher costs for the 110 mph maximum speed operations. The increase calculates to about $85 per train mile for a maximum 110 mph operation. Multiplying the cost of $85 per train mile by 438,000 train miles equals an annual operating cost estimate of about $37.2 million in today's dollars for the higher-speed service.

Capital Replacement Costs

Capital replacement costs are defined as the costs of replacing an existing piece of equipment/infrastructure with an identical asset or modern equivalent. Capital replacement costs are expected as a result of general depreciation and length of useful life. Key capital costs include station renovation or replacement, signal system upgrades and rolling stock rehabilitation and replacement, and track renewal.

Capital replacement should be included as a potential expense on an annual basis as it is essential to maintain the infrastructure to ensure the safety and reliability of the operation over time. Local communities may contribute to station and station access improvements on a case-by-case basis. The Texas Eagle fleet is owned by Amtrak, and freight railroads are responsible for funding their own operations and maintenance as well as upgrades to rail lines and equipment.[23]

According to Amtrak's Fleet Strategy, "new equipment is a vital-requisite to the improved passenger rail service envisioned by PRIIA, and replacement equipment investments must be made if the service is to be both sustained and grown." Rebuilding aging equipment is always a temporary solution and does not save money in the long term. If passenger rail service is to be sustained and grown, equipment investment must be accepted as part of the process.

[23] 2015 Arkansas State Rail Plan.

Generally, funding for track renewal and bridge maintenance is paid for by host railroads which will then seek a capital maintenance contribution by the passenger service sponsor. Rolling stock is another major capital replacement cost and should be included in annual budgets for consideration.

9 Conceptual Engineering and Capital Programming

Chapter 9 describes the rail equipment and infrastructure improvements required for each service implementation phase. Estimated capital costs for projects and project groups, with documentation of assumptions and methods, also are presented for the two alternatives at 79 mph (Service Alternative 1) and 110 mph (Service Alternative 2), respectively. Each discrete improvement needed to implement the new services, such as individual sections of additional or upgraded track and locomotive and rolling stock purchases, is identified.

The project cost estimates are provided, including documentation of methodology and assumptions used in developing the estimates. Please note that these costs reflect a reasonable review of track capacity enhancements within the State of Arkansas (without comment provided by the host railroads). Not included are additional non-railroad capacity associated capital costs, including but not limited to:

- Capacity enhancements in Texas and Tennessee required for a full Memphis-Dallas / Fort Worth corridor
- Trainsets and equipment
- Station and terminal improvements, and a new station at Kennett/Searcy or Bald Knob
- Additional capacity enhancements required by host railroads prior to obtaining access to operate on these railroads.

Methodology

Rail Equipment and Infrastructure Improvements

The primary infrastructure improvements for the SCHSRC extension to Memphis (which includes Texarkana to Little Rock and Little Rock to Memphis) are displayed in the following section, Project Cost Estimates. These improvements, which do not extend west of Texarkana toward Dallas / Ft. Worth, include the following types of projects:

- New track construction
- Track and signal improvements
- Turnouts and crossovers
- Site work related to track construction
- Land acquisition
  - Rural
  - Urban
- Crossings
- Allocations for special elements
- Professional services and environmental
- Structures
  - Bridges undergrade
  - Bridges overhead
  - Culvert extension

In addition to the above improvement projects, improvements include a new station at Kensett/Searcy or Bald Knob.

Project Cost Estimates

Methodology and Assumptions

The section includes a summary of the estimated costs of the infrastructure improvements and identification of rail equipment for the two alternatives. The costs are shown in 2016 dollars.

The costs are planning level estimates and will require detailed engineering to confirm the project cost. For 110 mph services, existing open deck bridges will be converted to ballast deck or replaced. This is necessary due to the need to adjust the track alignment to accommodate the higher design speed. This track adjustment will require the repositioning of the tracks on the bridges. The existing open deck bridges do not provide the flexibility of moving the track alignment that a ballasted deck bridge offers. All existing culverts will be extended where the second main track or siding extension is constructed. If possible ten percent or more of public highway rail at-grade crossings will be closed. The presence of at-grade crossings along a high-speed rail alignment presents challenges from a safety and a capital construction cost standpoint. Closing of at-grade crossings will eliminate the need to make significant changes to the signal system (at-grade crossing warning system), which would be necessary to protect any highway crossings that remain in the corridor. For the 110 mph service, the maximum allowable curvature is 1 degree. This is based on 4-inch underbalance (imbalanced) with 4 ½-inch actual superelevation.

Cost Estimates and Documentation

As part of validating the cost estimates from the various sources, typical Year 2016 unit cost ranges were developed for the improvement projects listed below. The rationale for establishing unit costs in the engineering and construction industry is a very common practice, particularly for work items that are repetitive. Establishing unit costs allows all costs associated with a particular unit into one item cost, which greatly simplifies the cost estimating procedure. RSMeans is a nationally recognized firm that publishes an annual update of unit costs for all of the construction industry and is accepted industry wide. The unit costs as presented are sourced from RSMeans.[24]

The cost estimates reflect a high-level planning analysis of required capacity enhancements. They are based on the modeling results for the 79 mph and 110 mph MAS passenger operations plus freight operations. The model outputs influenced a project team recommendation to implement extensive new track and double tracking for the project between Little Rock and Memphis. However, the outputs indicate that double tracking may not be required in the segment between Little Rock and Texarkana. Additional analysis and design will be necessary to determine if additional capacity enhancements will be needed to implement the project. No funding has been identified for any of the improvements.

Costs associated with these enhancements do not reflect the full cost of implementing new passenger services. Further analysis will be required to determine the feasibility of the recommended improvements and other required elements and enhancements. Funding for such improvements may be available from a variety of sources (federal, state, local and private). A non-exhaustive set of

[24] RSMeans unit costs are available on a proprietary basis at https://www.rsmeansonline.com/.

improvements that may be necessary to implement the new services, but is not included in the cost estimate, may include:

- Improvements in Texas and Tennessee necessary for full Memphis-Dallas/Fort Worth corridor operations,
- New station elements and station capacity enhancements,
- Railroad equipment,
- Potential grade separations,
- Potential upgrading of remaining at-grade crossings to provide additional safety enhancements,
- Additional enhancements to existing track and / or double tracking,
- Railroad access agreements, and
- Yard and facility enhancements and other maintenance provisions.

A base-level capacity infrastructure unit cost estimates are summarized in the following tables. Tables 10-13 show estimated capacity enhancements for the Texarkana to Little Rock and Little Rock to Memphis segments of the proposed intercity passenger rail service. The infrastructure investments are presented separately for 79 mph and 110 mph maximum operable speeds. Table 14 shows the estimated cumulative costs of all infrastructure-related improvements in the full 294-mile corridor between Texarkana and Memphis. Corridor modeling indicated a demand for extensive corridor upgrades between Bald Knob and Memphis, including double tracking for 110 mph operations. For the estimates displayed below, the costs are presented for capacity requirements identified by modeling. They do not reflect the full cost of implementing new service.

Table 10: Estimated Infrastructure Improvements for 79 MPH Maximum Speed Service: Texarkana to Little Rock (2016 Dollars)

Item	Description	Unit	2016 Unit Cost	Quantity	Amount
2.3.3	# 20 Turnout Timber (upgrade #14/#16)	Each	$183,000	6	$1,098,000
2.3.5	# 10 Turnout Timber	Each	$105,000	16	$1,680,000
2.4.1	Timber & Surface w/ 33% Tie replacement	Mile	$251,000	24.3	$6,099,300
2.4.3	Replace Existing Rail w 136#/141# CWR (30%)	Mile	$400,000	24.3	$9,720,000
3.2.10	Convert open deck bridge to ballast desk (single track)	LF	$5,300	108	$572,400
5.2.1	Crossing Closure	Each	$94,000	15	$1,410,000
Sub-Total Construction Costs					$20,579,700
7.0	Professional Services and Environmental	25%			$5,144,900
Sub-Total Construction and PSE Costs					$25,724,600
8.0	Contingency	30%			$7,717,400
Total Estimated Costs					$33,442,000

Table 11: Estimated Infrastructure Improvements for 110 MPH Maximum Speed Service: Texarkana to Little Rock (2016 Dollars)

Item	*Description*	*Unit*	*2016 Unit Cost*	*Quantity*	*Amount*
2.3.3	# 20 Turnout Timber (upgrade #14/#16)	Each	$183,000	6	$1,098,000
2.3.5	# 10 Turnout Timber	Each	$105,000	16	$1,680,000
2.4.1	Timber & Surface w/ 66% Tie replacement[1]	Mile	$374,000	24.3	$9,088,200
2.4.3	Replace Existing Rail w 136#/141# CWR (30%)	Mile	$400,000	24.3	$9,720,000
3.2.10	Convert open deck bridge to ballast desk (single track)	LF	$5,300	108	$572,400
5.2.1	Crossing Closure	Each	$94,000	15	$1,410,000
Sub-Total Construction Costs					$23,568,600
7.0	Professional Services and Environmental	25%			$5,892,200
Sub-Total Construction and PSE Costs					$29,460,800
8.0	Contingency	30%			$8,838,200
Total Estimated Costs					$38,299,000

[1] Required for 110 MPH operations.

Table 12: Estimated Infrastructure Improvements for 79 MPH Maximum Speed Service: Little Rock to Memphis (2016 Dollars)

Item	Description	Unit	2016 Unit Cost	Quantity	Amount
2.4.1	Timber & Surface w/ 33% Tie replacement	Mile	$251,000	215.3	$54,040,300
2.4.2	Timber & Surface w/ 66% Tie replacement	Mile	$374,000	7.4	$2,767,600
2.4.3	Replace Existing Rail w 136#/141# CWR (30% of existing rail)	Mile	$400,000	30	$12,000,000
2.4.4	Adjust curve elevations	Mile	$66,000	5	$330,000
4.2.4	Electric Lock for industry Turnout	Each	$116,000	6	$696,000
5.2.1	Crossing Closure	Each	$94,000	13	$1,222,000
5.2.4	Convert Dual Gates to Quad Gates	Each	$170,000	8	$1,360,000
5.2.10	Precast Panels without Roadway Improvements	Each	$90,000	8	$720,000
6.2.1	Memphis, TN Connection from UPRR to CN for access to Memphis Station	LS	$8,500,000	1	$8,500,000
6.2.2	Memphis, TN: New Track & Signals on CN property from New Connection to Existing Amtrak Station	LS	$2,800,000	1	$2,800,000
	Sub-Total Construction Costs				$84,435,900
7.0	Professional Services and Environmental	25%			$21,109,000
	Sub-Total Construction and PSE Costs				$105,544,900
8.0	Contingency	30%			$31,663,500
	Total Estimated Costs				$137,208,400

Table 13: Estimated Infrastructure Improvements for 110 MPH Maximum Speed Service: Little Rock to Memphis (2016 Dollars)

Item	*Description*	*Unit*	*2016 Unit Cost*	*Quantity*	*Amount*
2.2.2	TRACK-COMPLETE on New Roadbed[1]	Mile	$1,379,000	20.1	$27,717,900
2.3.4	#15 Turnout – Timber[1]	Each	$147,000	6	$882,000
2.4.1	Timber & Surface w/ 33% Tie replacement	Mile	$251,000	7.3	$1,832,300
2.4.2	Timber & Surface w/ 66% Tie replacement[1]	Mile	$374,000	215.3	$80,522,200
2.4.3	Replace Existing Rail with 136#/ 141# CWR (30% of existing rail) [1]	Mile	$400,000	110.3	$44,120,000
2.4.4	Adjust curve elevations	Mile	$66,000	5	$330,000
3.2.3	Two Lane Highway Structure[1]	TF	$9,000	4,200	$37,800,000
3.2.9	Rehab for Highway Passenger Speeds (90-110 MPH) [1]	LF	$1,578	4,200	$6,627,600
3.2.10	Convert open deck bridge to ballast deck (single track) [1]	LF	$5,283	158	$834,700
3.2.11	Convert open deck bridge to ballast deck (double track) [1]	LF	$10,565	74	$781,800
3.4.1	Culvert Extension[1]	Mile	$58,000	5.2	$301,600
4.2.1	Install CTC System (Single Track) [1]	Mile	$207,000	5.28	$1,093,000
4.2.3	Install PTC System[1]	Mile	$177,000	5.20	$920,400
4.2.4	Electric Lock for industry Turnout	Each	$116,000	6	$696,000
4.2.9	Signal work to add Crossover to CP[1]	Each	$791,000	1	$791,000
5.2.1	Crossing Closure	Each	$94,000	13	$1,222,000
5.2.3	Four Quadrant Gates with Trapped Vehicle Detector[1]	Each	$556,000	8	$4,448,000
5.2.11	Precast panels with Roadway Improvements[1]	Each	$169,000	8	$1,352,000
6.2.1	Memphis, TN Connection from UPRR to CN for access to Memphis Station	LS	$8,500,000	1	$8,500,000
6.2.2	Memphis, TN: New Track & Signals on CN property from New Connection to Existing Amtrak Station	LS	$2,800,000	1	$2,800,000
	Sub-Total Construction Costs				$223,572,500
7.0	Professional Services and Environmental Contingency	25%			$55,893,100
	Sub-Total Construction and PSE Costs				$279,465,600
8.0	Contingency	30%			$83,839,700
	Total Estimated Costs				$363,305,300

[1] Required for 110 MPH operations.

Table 14: Estimated Route Costs for Capacity Enhancements: Texarkana to Memphis (79 and 110 MPH), Rounded

Service Speed	*Track Segments*	*Total Route Cost*	*Average Route Cost/Mile*	*Route Miles*
79 MPH	Texarkana to Little Rock	$33,442,000	$231,100	144.7
110 MPH	Little Rock to Memphis	$137,208,000	$920,900	149.0
Texarkana to Memphis (79 MPH)		$170,650,000	$581,000	293.7
110 MPH	Texarkana to Little Rock	$38,299,000	$264,700	144.7
110 MPH	Little Rock to Memphis	$363,305,000	$2,438,300	149.0
Texarkana to Memphis (79 MPH)		$401,604,000	$1,367,400	293.7

Project Schedule and Prioritization

Currently there are no planned projects or a project schedule for the SCHSRC extension to Memphis. If a dedicated funding source is identified for rail services, a conceptual phased approach should be considered., a conceptual phased approach is recommended. Potential project schedules include:

- Phase I: Develop initial service from Memphis to Texarkana, including necessary track upgrades and improvements to existing stations plus a new station in Kennett/Searcy or Bald Knob.
- Phase II: Coordinate with TxDOT and operators in the Dallas-Fort Worth metropolitan area to extend state-supported service west of Texarkana into Texas.
- Phase III: Pursue potential public-private opportunities, similar to the *Brightline* in Florida, to provide expanded service offerings in the analysis corridor and new service to destinations beyond the corridor.[25]

[25] 2015 Arkansas State Rail Plan.

10 Public Benefits Analysis

This chapter provides a description of benefits, whether operational, transportation output related, or economic in nature, with particular focus on job creation and retention, "green" environmental outcomes, potential energy savings, and effects on community livability. Operational and transportation output benefits, user and nonuser economic benefits, and benefits by rail service type are identified and analyzed.

Operational and Transportation Output Benefits

Operational Benefits

The development of conventional or higher-speed rail will result in operational benefits to both passenger and freight service in the corridor. A lack of adequate track infrastructure creates capacity constraints, leading to conflicts between freight and passenger rail operations. These conflicts often result in delays.

Proposed improvements, including track upgrades, double tracking, and signal systems upgrades will significantly improve rail operations in the corridor. Operations modeling estimates that proposed infrastructure improvements will improve capacity and reliability.

Transportation Output Benefits

The addition of two daily round trips between Memphis, Little Rock and Texarkana (and ultimately Dallas/Fort Worth) will yield many transportation benefits. First, the service would establish a new travel choice between Little Rock and Memphis with benefits and amenities not offered in existing bus, air and personal vehicle travel modes. The new service would efficiently connect the central business districts of these cities, offering a productive work environment and comfortable, relaxing setting during travel. Passenger rail ridership increases arise from travelers diverting from personal vehicles, other forms of transportation or from taking entirely new trips ("induced travel").

The ridership analysis was developed after considering the number of trips traveling between Memphis, Little Rock, Texarkana, and ultimately Dallas/Fort Worth found in the ARDTM in additional to examination of other existing travel patterns (average dauly traffic, bus boards, and flight information). The study estimates up to 89,000 passenger trips annually for conventional rail service and up to 130,000 trips annually for higher-speed service. Many of these trips are diverted from personal vehicles, resulting in reductions in vehicle miles and vehicle hours traveled.

User Benefits

Intercity Passenger-Generated Benefits

Improved rail service generates significant passenger benefits. For travelers between Little Rock and Texarkana, the recommended alternative will introduce two additional round trips per day and decrease Amtrak Texas Eagle travel times by up to 46 minutes for higher-speed rail and 30 minutes for conventional rail (the current travel time between Little Rock and Texarkana via the Amtrak Texas Eagle service is 2 hours and 48 minutes southbound; 2 hours and 56 minutes northbound; travel time reductions based on Table 6, Appendix B; see Section 5.5.3). The Texas Eagle would also experience shorter travel times along the segment between Little Rock and Bald Knob north of Little Rock. Another significant benefit is that the proposed service offers daytime travel in Arkansas as compared to the Texas Eagle late evening northbound and overnight southbound trips.

For travelers originating or destined to Memphis, the recommended alternative represents a new travel option where direct rail service currently does not exist. The new service trips can be scheduled to meet the needs of travelers in Arkansas and Memphis, as opposed to long distance schedules based on Chicago and Los Angeles travel preferences. In addition to reduced travel time and expense, other benefits include reduced stress, the ability to work, rest or socialize while traveling, increased mobility, and a safe, ecological travel option for all ages.

Freight Rail-Generated Benefits

Upgraded infrastructure associated with the recommended alternative will reduce delays for rail freight operators in the corridor. Infrastructure upgrades will create additional corridor capacity which may provide operators with the potential to move a greater volume of freight via rail.

Non-user Economic Benefits

Intercity Passenger-Generated Benefits

Benefits to the public include potentially freeing up capacity for more efficient air and highway systems, improved energy efficiency, and reduced emissions. It also shifts auto drivers to a significantly safer travel mode, thus reducing accident medical costs. The reduced travel times associated with improved rail service can increase economic activity by creating larger regional markets. In addition to these benefits, enhanced rail service can act as a catalyst for development and can transform the urban landscape.

Freight Rail-Generated Benefits

The recommended alternative includes improved existing and additional rail infrastructure, ultimately allowing an increase of the capacity of rail freight movement in the corridor, which in turn can induce a shift to rail from freight truck traffic on Interstates 30 and 40. Both of these corridors currently

experience chronic and sometimes extreme congestion. This diversion from truck movement to rail brings significant benefits not only to freight operators, but to the general public as a whole through more efficient highway travel, enhanced modal choice, energy savings, improved safety, and reduced emissions.

Environmental Impacts

The Transportation Output Benefits section in this chapter describes the shift from personal vehicle travel to rail as part of the recommended service alternative. This shift can benefit the environment by reducing vehicular emissions. It also provides an alternative to driving, which avoids the potential for motor vehicle accidents. Improvements to existing highway-rail grade crossings improve public safety by reducing the potential for collisions between motorized vehicles and trains.

11 Service Alternative Evaluation

Chapter 11 presents an evaluation of a recommendation for a Preferred Service Alternative from the three alternatives considered as indicated in the SDP: No-Build, Service Alternative 1 (79 mph) and Service Alternative 2 (110 mph). The basis for the recommendation will rely primarily on ridership forecasts and cost estimates described in this document.

Identification of Service Alternatives based on Ridership Forecast and Cost Estimates

The SDP includes two service alternatives within the corridor. While service is assumed to operate between Dallas/Fort Worth and Memphis, capital improvements, costs, revenues and station ridership estimated are within Arkansas and the connection into downtown Memphis.

These service alternatives are identified as:

- No-Build Alternative: The No-Build Alternative consists of the existing transportation infrastructure and services currently in use. Under this alternative, no rail service would be provided to Memphis and no improvements to the Arkansas portion of the South Central High-Speed Rail Corridor would occur. Commercial bus service (Greyhound and Megabus) is assumed to provide the passenger linkage between Little Rock and Memphis.
- Service Alternative 1: Conventional Rail (79 mph)
- Service Alternative 2: Higher-Speed Rail (110 mph)

Results

This section presents the evaluation of each Service Alternative, drawing on the purpose and need statement as described in Chapter 2, as well as the evaluation criteria, which include: capital improvements and capital costs, operating cost and revenue, ridership forecasts, service and benefits, and potential environmental impacts.

Purpose and Need Criteria

The following criteria assess how each Service Alternative meets the corridor Purpose and Need, considering factors relating to the passenger's experience in using rail services, including travel time and the lack of modal choice in the region. Improvements will also enhance safety, mitigate conflicts between freight and passenger rail service on a shared-use corridor, and facilitate the growing transportation needs to support the region's potential for economic development.

Growing Demand for Intercity Passenger Rail Service between Texarkana and Little Rock

The No-Build Alternative is represented by Amtrak's Texas Eagle passenger rail service, which operates through the project corridor, and by commercial bus service (Greyhound and Megabus), which provides the passenger linkage between Little Rock and Memphis. The 2015 Arkansas State Rail Plan notes that Amtrak's service in Arkansas suffers from inconvenient arrival and departure times.

Additionally, ridership trends at the Amtrak stations in the corridor between Little Rock and Texarkana show a significant increase between 66 percent to 91 percent from 2003 and 2013.

Service Alternative 1 and Service Alternative 2 provide enhanced transportation options between Little Rock and Texarkana through two daily new service round trips between Memphis and Dallas/Fort Worth, relieving existing demand for existing transportation services. Additionally, both Service Alternatives would provide faster train service at 79 mph and 110 mph MAS, potentially facilitating greater passenger accessibility in the corridor.

Lack of Modal Choice between Little Rock, Arkansas and Memphis, Tennessee

Compared to the No-Build Alternative, the two Service Alternatives provide additional modal choice between Little Rock and Memphis. As discussed in Chapter 5 (Service Alternatives Identification) the alternatives include two daily new service round trips between Memphis and Dallas/Fort Worth in addition to the existing daily Texas Eagle service between Little Rock and Dallas/Fort Worth. In addition to existing Texas Eagle passenger rail service, the No-Build Alternative provides highway bus service operated by Megabus and Greyhound. These services use general purpose travel lanes and are subject to the same congestion and delays as other highway traffic. The Service Alternatives will facilitate an additional travel option for Arkansas residents and visitors that are competitive with motor coach both in travel time and quality of the travel experience. Additionally, the Service Alternatives provide improved intermodal connections and accessibility due to increased train frequency and the addition of a new station.

Advancing improvements to passenger rail service in Arkansas's urban areas is a key objective, as stated in the Arkansas State Rail Plan. Implementing either Service Alternative will supplement the existing Texas Eagle Arkansas network, helping the corridor perform more reliably. The Memphis connection and increased service between Little Rock and Texarkana would enhance regional connectivity. Passenger rail enhancements also would generate trips on local public transit services and nonmotorized networks.

Need for Improved Safety and Operations in the Corridor

The Service Alternatives will help improve safety in the corridor by reducing Vehicle Miles Traveled (VMT) and, by extension, motor vehicle accidents. Factors that reduce VMT include trip diversion, which includes passengers choosing a different mode of travel, which in this case would be using passenger rail. Providing residents and visitors more transportation options, including rail, could reduce motor vehicle accident risk through the shift from automobile to train. Rail transportation is a safe form of travel, and increasing rail usage lends to larger reductions in per capita highway fatalities. Data from the American Public Transportation Association (APTA) shows that higher-risk licensed groups such as youths, older adults, and drinkers are more likely to use public transit, including trains, if they are available.[26]

[26] The Hidden Traffic Safety Solution: Public Transportation. American Public Transportation Association (APTA). September 2016. https://www.apta.com/resources/reportsandpublications/Documents/APTA- Hidden-Traffic-Safety-Solution-Public-Transportation.pdf.

Growing Conflicts between Freight and Passenger Rail Service Due to Limited Capacity

Compared to the No-Build, the Service Alternatives provide additional rail line capacity, which could potentially minimize conflicts between freight and passenger trains.

Growing Transportation Needs to Support the Region's Potential for Economic Development

The existing rail and highway transportation infrastructure in the project corridor is congested and inadequate to support existing and growing business and commerce in the region as described in Chapter 2 (Purpose and Need) Corridor Transportation Market Challenges. The No-Build Alternative does not support travel efficiency in the corridor as illustrated with the growing demand for intercity passenger rail service as well as projected increases in congestion. Additionally, the corridor does not have the capacity to accept new passenger trains absent new passing sidings as described in Chapter 7 (Operations Simulation Modeling). The Service Alternatives will improve mobility and better integrate all transportation modes while assisting economic development in the region through the development of new train stations and more transportation options. Track improvements will build more capacity into the system, which will encourage economic development and bolster economic competitiveness.

Evaluation Methods: Technical and Economic Feasibility

Table 15 shows the criteria that were used to assess the technical and economic feasibility of each alternative, identifying capital improvements (for capacity only), ridership forecasts, public benefits, and potential environmental impacts.

Table 15: Service Alternatives Evaluation Results

Evaluation Criteria	*Service Alternative 1: Conventional Rail (79 MPH)*	*Service Alternative 2: Higher-Speed Rail (110 MPH)*
Railroad capacity improvements required and associated capital cost	Total capital improvements and associated capital costs for capacity enhancements only: $170.7 million	Total capital improvements and associated capital costs for capacity enhancements only: $401.6 million
O&M Costs	$26.7 million	$37.2 million
Ridership Forecasts	Annual ridership = 89,000 O&M cost per passenger = $310.11 Ticket revenue = $4.3 million	Annual ridership = 130,000 O&M cost per passenger = $286.15 Ticket revenue = $6.2 million
Service and Other Benefits	The two Service Alternatives will provide indirect benefits to the general public as a whole including freeing up capacity for more efficient air and highway systems, improved energy efficiency, and reduced emissions. It also provides an alternative travel mode.	
Identify potential environmental impacts	Chapter 10 (Public Benefits Analysis) Operational Benefits describes the shift from personal vehicle travel to rail as part of the recommended service alternative. The proposed service alternatives shift can potentially benefit the environment by drawing trips away from other modes, such as the private motor vehicle reducing vehicular emissions.	

12 Recommendation

As stated in Chapter 5 (Service Alternatives Identification) Recommended Service Alternative, Alternative 1 (79 mph) is recommended. Service Alternative 2 (110 mph) offers clear time savings advantages for all passenger rail modes in the corridor as well as higher projected ridership and fare revenue as compared to Service Alternative 1 (79 mph). These advantages, however, require a significantly higher level of capital investment and have significantly higher annual operating costs compared to Service Alternative 1.

As shown in Table 15, both Service Alternatives 1 and 2 would provide only a fraction of the operations and maintenance cost through ticket sales revenues. Furthermore, the initial capital cost ranges from approximately $400 million to $700 million while the projected annual ridership ranges from 89,000 to 130,000 passengers. Without a dedicated funding source, enhancing the passenger rail services between Texarkana to Little Rock and extending the services from Little Rock to Memphis is cost prohibitive at this time.

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High Speed Rail Feasibility Study

Phase I Alternatives Analysis Memorandum
Little Rock to Memphis

September 2017

Image from UALR Public Radio News & Culture for Arkansas

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Phase I Alternatives Analysis Memorandum

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Phase I Alternatives Analysis Memorandum

Arkansas Intercity Passenger Rail Service Feasibility Study:
Phase I Alternatives Analysis Memorandum—South Central High-Speed Rail Corridor Extension from Little Rock, AR to Memphis, TN

1.0 Background

This memorandum documents Phase I of the Arkansas Intercity Passenger Rail Service Feasibility Study Alternatives Analysis (AA). The AA and Service Development Plan (SDP) are conducted in accordance with Federal Railroad Administration (FRA) in two phases. The phases are:

Phase I: Determine the feasibility of extending the federally-designated South Central High-Speed Rail Corridor (SCHSRC) from Little Rock, AR to Memphis, TN, a distance of approximately 150 track miles or 135 highway miles. Passenger rail in this corridor would connect Little Rock to its nearest major metropolitan area: Memphis; and

Phase II: Identify and evaluate service alternatives for enhanced passenger rail along the Texas to Arkansas branch of the SCHSRC, which by its current designation extends from San Antonio to Little Rock via Dallas / Ft. Worth. The analysis will focus on potential investments within Arkansas including, if feasible, an extension of the SCHSRC between Little Rock and Memphis. The Phase II analysis will be conducted and documented within the Service Development Plan.

Upon completion of Alternatives Analysis in Phase I, the study will continue with the preparation of the SDP. As described in the 2015 *Arkansas State Rail Plan*, the SDP will "contain all of the key information needed for funding decisions for the selected alternative as well as an outline of the benefits ascribed to the planned service."[1] Steps to be performed for the SDP include:

1. Stating Rationale, Goals, and Objectives
2. Identification of Service Alternatives (for service along the Arkansas branch of the SCHSRC)
3. Planning Methodology
4. Demand and Revenue Forecasts
5. Operations Analysis
6. Station and Access Analysis
7. Conceptual Engineering and Capital Programming
8. Operating and Maintenance Costs and Capital Replacement Forecast, and
9. Public Benefits Analysis

The Phase I AA has been completed by the Arkansas State Highway and Transportation Department (AHTD) as an initial step towards enhanced passenger service along the Arkansas portion of the SCHSRC and determining whether an SCHSRC extension from Little Rock to Memphis is feasible and appropriate. The purpose of the Phase I analysis is not to select a preferred service, but rather to determine the feasibility of passenger rail between Little Rock and Memphis and recommend an alignment. If service in this corridor is determined to be feasible, AHTD will develop service alternatives for the SDP that include the Little Rock to Memphis segment and seek its designation as part of the SCHSRC.

[1] AHTD (2016). *2015 Arkansas State Rail Plan—Final Report*. Transportation Planning and Policy Division, August 2016, Page 10-3.

The Alternatives Analysis and Service Development Plan include the following steps, with steps 2 through 7 occurring within the Service Development Plan:

1. Determine the feasibility of providing passenger rail service between Little Rock, AR and Memphis, TN to extend the South Central High-Speed Rail Corridor to Memphis (AA Phase I);
2. Identify a viable corridor alternative and prepare the Alternatives Analysis rationale;
3. Adopt a detailed project Purpose and Need, which specifies needs for high-quality and higher speed passenger rail between Texarkana, Little Rock, and, if feasible, Memphis;
4. Identify service alternatives for new and enhanced passenger transportation services between Memphis and Dallas / Ft. Worth or San Antonio via Little Rock and Texarkana;
5. Screening: high-level evaluation of service alternatives to advance a small set of alternatives for detailed evaluation;
6. Detailed evaluation of advanced service alternatives; and
7. Select a Preferred Alternative.

The AA and SDP will identify on-time performance and service quality improvements along the Arkansas portion of SCHSRC and, if feasible, a new service connection to Memphis. Following the Feasibility Study, a National Environmental Policy Act (NEPA) class of action will be identified. Subsequent review in accordance with NEPA is required as a next step in project development. NEPA review would be followed by design, construction, equipment procurement and service implementation. NEPA and subsequent steps are currently unfunded.

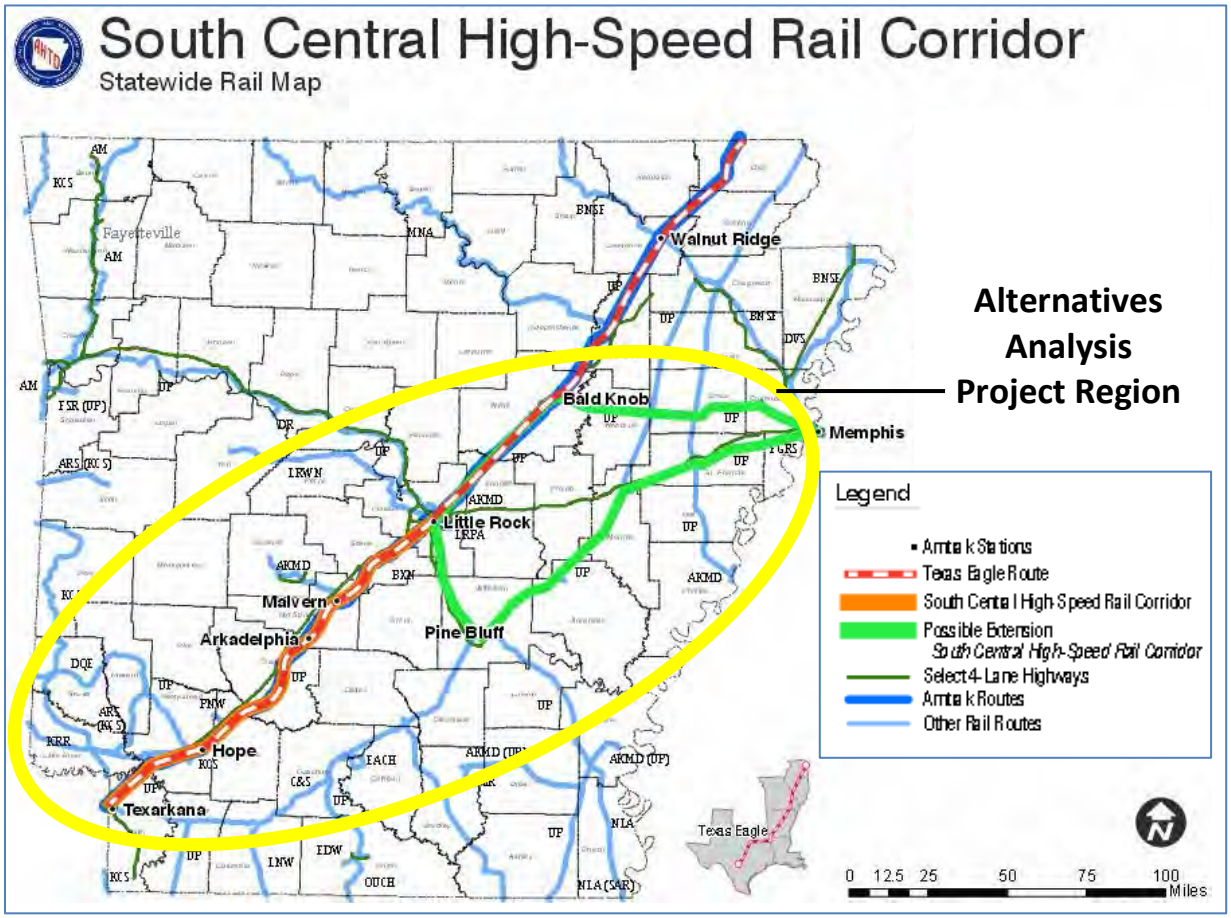
1.1 Project Region and Phase I Study Area

The Alternatives Analysis project region is defined as the general travel shed, plus existing and potential passenger rail station communities between Texarkana and Memphis via Little Rock (see **Figure 1**).

Not included in the project region is the existing passenger rail corridor extending from Bald Knob to Walnut Ridge and the Arkansas / Missouri state line. Also not included are existing passenger rail segments in the state of Texas, along which service alternatives for this study would operate. The State of Arkansas has committed only to evaluating service improvements within Arkansas and, if feasible, a connection to Memphis. Corridor improvements within Texas would be the responsibility of others, even though conditions outside of Arkansas may limit service opportunities within Arkansas. The Alternatives Analysis Phase I study area is limited to the portion of the Project Region between Little Rock and Memphis.

Since the mid to late 1800s, much of the project region has been served by passenger rail. However, service between Little Rock and Memphis was discontinued in 1965. As shown in **Figure 1**, Amtrak's Texas Eagle provides the remaining passenger service in Arkansas, operating between southwest Arkansas (Texarkana) and Little Rock in the project region. The entire Texas Eagle route between Chicago and Los Angeles is shown in **Figure 4**. This service is described in **Section 1.3**

Figure 1: Alternatives Analysis Project Region, with Existing and Potentially Extended Passenger Rail Service in Arkansas



Source: AHTD. (Note--the Texas Eagle insert shows the daily corridor between Chicago and San Antonio, but not the thrice-weekly extension to Los Angeles)

1.1.1 Previous Planning in the Study Area

Plans consulted for the Phase I Alternatives Analysis include the following:

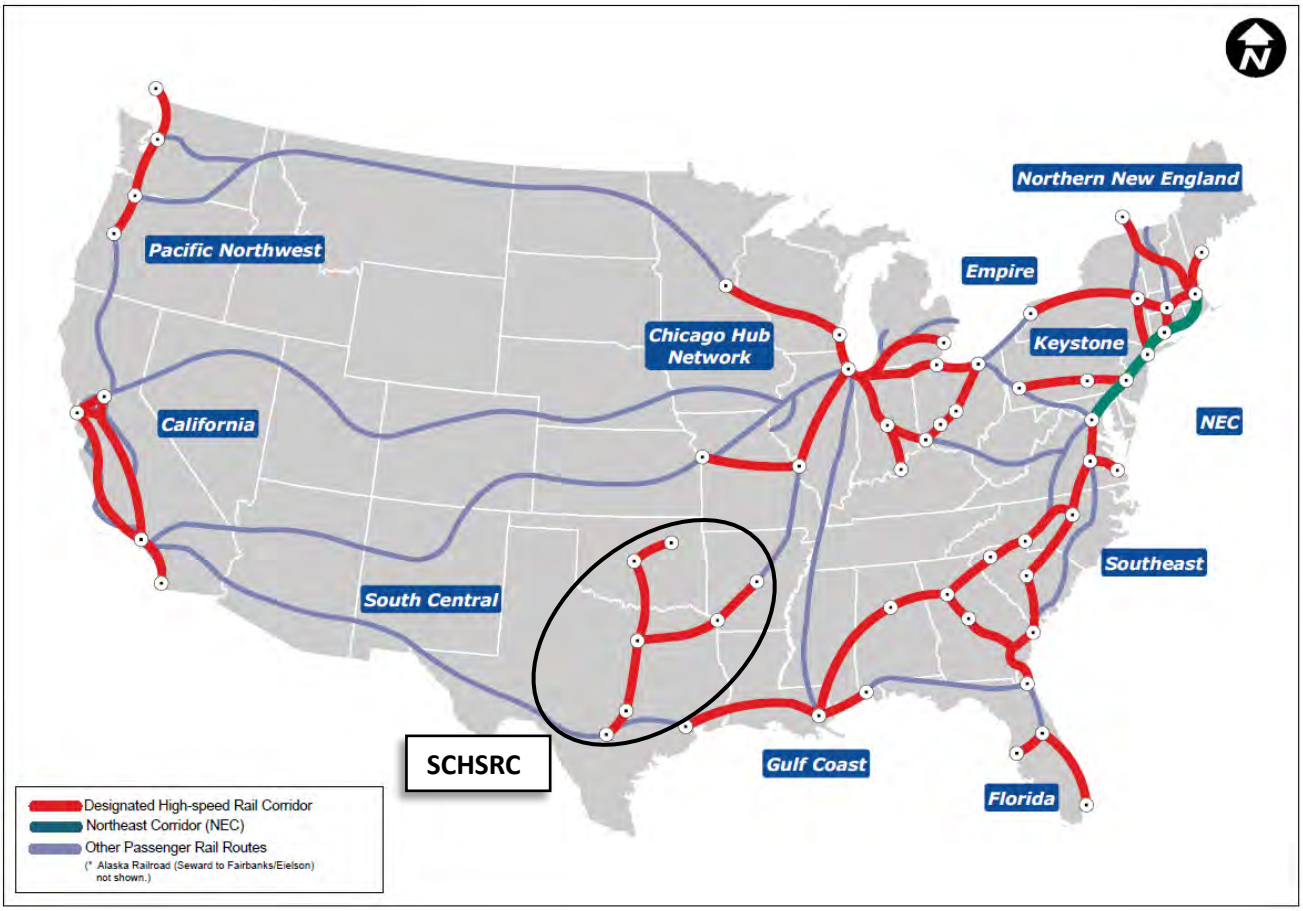
- *Arkansas State Rail Plan* (2015), which includes a description of this Arkansas Intercity Passenger Rail Service Feasibility Study and the potential for passenger rail service between Memphis, Little Rock and Texas. It also describes proposed Amtrak service enhancements in the Texas Eagle corridor between Chicago and Los Angeles, station improvements in the state to comply with the Americans with Disabilities Act (ADA), and other station enhancements. The State Rail Plan also notes other potential service corridors identified through public outreach, including passenger rail service between central Arkansas and northwest Arkansas, a line between Little Rock and Hot Springs, and rail service in northwest Arkansas.
- *Arkansas Long Range Intermodal Transportation Plan, Technical Memorandum: Multimodal Needs* (2016), which includes a discussion of potential SCHSRC improvements between Texarkana and Little Rock. It also mentions this feasibility study for passenger rail service between Little Rock and Memphis and the need for improved crossings, scheduling, conflict resolution with freight rail, modal connections and station rehabilitation.
- *Arkansas State Highway and Transportation Department Statewide Transportation Improvement Program* (STIP) *2013-2016*, which includes funding for statewide railroad crossing and safety improvements.

- *West Memphis-Marion Area Transportation Study 2033 Long Range Transportation Plan* and *FY 2010-2013 Transportation Improvement Program* (2009), which include future consideration for the construction of three railroad overpasses in the organization's unconstrained plan located in the Alternatives Analysis study area.
- *Memphis Metropolitan Planning Organization Livability 2040: Regional Transportation Plan* (2016), which includes roadway-rail grade crossing improvements, rail bridge and facility improvements, freight rail security and improvements to a section on the High-Speed Intercity Passenger Rail Program.
- Metroplan (Metropolitan Planning Organization for central Arkansas) documents: *Long Range Plan* (2014) and *Imagine Central Arkansas: Blueprint for a Sustainable Region* (2014): Both plans include completion of five identified railroad grade separations by 2020 and construction of higher-speed rail connecting Little Rock with Dallas, Memphis and St. Louis.

1.2 Federally-Designated High-Speed Corridors

In 2000, FRA included the SCHSRC among its designated national corridors for high speed investment. **Figure 2** shows FRA's designated high-speed corridors as of 2009. SCHSRC's inclusion in the network designation allowed states to apply for available federal funding to support corridor development.

Figure 2: Federally-Designated U.S. High-Speed Rail Corridors (2009)



Source: FRA High-Speed Rail Strategic Plan (April 2009)[2]

[2] Accessed November 17, 2016 at http://www.fra.dot.gov/eLib/details/L02833#p6_z50_gD_lRO.

As shown in **Figure 3**, the SCHSRC is actually two corridors forming a "wish bone." The western branch connects Tulsa and Oklahoma City to Dallas / Ft. Worth, while the eastern branch connects Little Rock and Texarkana to Dallas / Ft. Worth. The branches converge to extend south from Dallas / Ft. Worth to Austin and San Antonio. SCHSRC cities are connected today by Amtrak passenger trains, with the exception of Tulsa, Oklahoma. Amtrak operates service in the SCHSRC on Class I freight rail lines.

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) established the initial framework for the development of US high-speed rail corridors, including state-sponsored corridors. SCHSRC service between Memphis, Little Rock, Dallas / Ft. Worth and potentially San Antonio would be state-sponsored. The extended corridor distance is roughly 500 miles between Memphis and Dallas / Ft. Worth, and 775 miles between Memphis and San Antonio.

In 2009, FRA issued a Notice of Funding Availability for High-Speed Intercity Passenger Rail (HSIPR) Program and provided interim program guidance. FRA awarded funds to AHTD in 2012 to develop a feasibility study for an extension of the SCHSRC Little Rock branch to Memphis and a Service Development Plan for corridor improvements. Project funding included federal HSIPR funds (44.4%) plus a State and local match (55.6%). A portion of the non-Federal match is being provided from the Arkansas Economic Development Commission ($100,000). Arkansas Highway Commission Minute Order 2010-102 (Minute Order) authorized the AHTD Director to proceed with the Feasibility Study and SDP, including an analysis of possible impacts on Arkansas' highway system. The SDP will be prepared upon FRA acceptance of this Phase I Alternatives Analysis (Little Rock to Memphis feasibility study).

Figure 3: South Central High-Speed Rail Corridor

Source: Gulf Coast Institute (excerpt from 2010 FRA materials)[3]

[3] Gulf Coast Institute website at http://www.gulfcoastinstitute.org/picofmonth/highspeedrail/southrailcorridor.jpg, retrieved December 8, 2016.

1.3 Amtrak Texas Eagle

As discussed in **Section 1.1**, existing passenger rail service in the state of Arkansas consists of a single Amtrak long distance route: the *Texas Eagle*. Within Arkansas, the SCHSRC follows the alignment of the *Texas Eagle* between the state's two largest passenger rail markets: Little Rock and Texarkana. The *Texas Eagle* operates daily round trips between San Antonio and Chicago via Austin, Dallas / Ft. Worth, Little Rock, and St. Louis (see the route map in **Figure 4**)**.** Three times per week, the route's round trips extend west between San Antonio and Los Angeles via El Paso, Tucson, and Palm Springs. The through trip includes a layover in San Antonio of a few hours while trainsets for the *Texas Eagle* and *Sunset Limited* (traveling between New Orleans and Los Angeles) are joined. The route offers connections to multiple national and regional rail corridors at its terminal stations. Three additional Amtrak routes connect at other corridor stations: *Missouri River Runner* service between St. Louis and Kansas City; the *Heartland Flyer* between Ft. Worth and Oklahoma City; and the *Sunset Limited*, with a potential future restoration of *Sunset Limited* service between New Orleans and Florida. To supplement train service, multiple Thruway motor coach services provide regional connections along the route.

The 2015 Arkansas State Rail Plan notes that Amtrak's service in Arkansas suffers from inconvenient arrival and departure times. Southbound stops in the state are between 12:30 and 6:00 AM; northbound stops are between 8:30 PM and 1:45 AM. As the Rail Plan mentions, this schedule has a negative impact on train ridership in the state. Trains departures at more convenient times for Arkansas travelers as well as more frequent service could be expected to increase ridership.

Figure 4: Texas Eagle Route Map

Source: Amtrak (texaseagle.com)

An objective of federal passenger rail investments is to enhance connectivity between rail corridors, thus strengthening the passenger transportation network. The SCHSRC extension from Little Rock to Memphis would link the *Texas Eagle* with Amtrak's *City of New Orleans* long distance corridor. The *City of New Orleans* connects Chicago and New Orleans via Jackson, MS.

Amtrak's *Texas Eagle* service began in 1981 as a resurrection of previous services between Chicago, San Antonio and Los Angeles. The name comes from the Missouri Pacific Railroad and Texas and Pacific Railway route that operated between St. Louis and San Antonio. It also incorporated the discontinued Amtrak *Inter-American*, which had run between Chicago and Laredo, TX. In the 1950s, five daily round trips operated between St. Louis and Little Rock, and four round trips between Little Rock and Texas.[4]

Amtrak *Texas Eagle* ridership at Arkansas stations grew steadily from 2003 to a 2012 peak of over 41,000 annual boardings plus alightings (see **Table 1**). A new station in Hope opened in 2013. Since 2013, gasoline prices have declined dramatically, a likely cause for decreased ridership (34,800 annual boardings plus alightings in 2015). Station activity since 2003 is displayed in **Table 2**. Throughout this period, the trip duration and train schedule have remained relatively constant. The current schedule at Little Rock and Texarkana, plus a full timetable, are provided in **Table 3** and **Figure 5**.

Table 1: Texas Eagle Station Activity (Boardings + Alightings) Growth in Arkansas, 2003-2013

Station	2003	2013	Growth
Little Rock	11,700	22,351	91%
Malvern	1,269	2,101	66%
Arkadelphia	911	1,787	96%
Hope	Service began in April 2013	1,310	N/A
Texarkana	4,721	8,903	89%

Source: AHTD, 2014

[4] Streamliner Schedules railroad history website: www.streamlinerschedules.com/concourse/track9/texeagle195810.html, accessed December 8, 2016.

Table 2: *Texas Eagle* Station Activity (Boardings + Alightings) in Arkansas, 2003-2015

Year	Little Rock	Texarkana	Walnut Ridge	Hope	Malvern	Arkadelphia	Total
2003	11,700	4,721	2,188		1,269	911	20,789
2004	13,438	5,531	2,429		1,573	843	23,814
2005	14,801	5,914	2,768		1,567	907	25,957
2006	15,330	6,017	2,991		1,324	1,020	26,682
2007	16,308	5,760	3,552		1,547	1,130	28,297
2008	19,724	6,972	4,057		1,716	1,480	33,949
2009	19,731	6,681	3,785		1,702	1,365	33,264
2010	22,218	7,867	4,565		1,833	1,486	37,969
2011	23,336	8,646	4,311		1,750	1,574	39,617
2012	24,036	8,849	4,766		2,105	1,602	41,358
2013	22,351	8,903	4,731	1,310	2,101	1,787	41,183
2014	19,652	7,853	4,046	1,911	1,896	1,527	36,885
2015	19,493	6,894	3,738	1,607	1,760	1,308	34,800

Source: Amtrak[5]

Table 3: Amtrak *Texas Eagle* Schedule—Little Rock and Texarkana

From	To	Route	Depart	Arrive	Duration
Texarkana, AR	Little Rock, AR	Texas Eagle	8:43 pm	11:31 pm	2 hr., 48 min.
Little Rock, AR	Texarkana, AR	Texas Eagle	3:10 am	5:58 am	2 hr. 48 min.

Source: Amtrak, 2015

[5] Linked through the Fits and Starts weblog, accessed December 12, 2016 at http://www.startsandfits.com/?p=647.

Figure 5: Current Texas Eagle Timetable

21/421	‹ Train Number ›					22/422
As indicated in column	‹ Normal Days of Operation ›					As indicated in column
R	‹ On Board Service ›					R
Read Down	Mile			Symbol		Read Up
1 45P Daily	0	Dp	Chicago, IL–Union Station (CT) Madison—see back		Ar	1 52P Daily
R2 40P Daily	37		Joliet, IL			D12 56P Daily
3 27P Daily	92		Pontiac, IL			11 39A Daily
4 04P Daily	124		Bloomington-Normal, IL Davenport, Indianapolis —see back			11 08A Daily
4 37P Daily	156		Lincoln, IL			10 25A Daily
5 14P Daily	185		Springfield, IL			9 55A Daily
5 49P Daily	224		Carlinville, IL			9 15A Daily
6 22P Daily	257		Alton, IL			8 43A Daily
7 21P Daily 7 55P	284	Ar Dp	St. Louis, MO		Dp Ar	7 55A Daily 7 19A
10 02P Daily	376		Arcadia, MO–Arcadia Valley Sta.–*NEW!*			4 19A Daily
11 42P Daily	453		Poplar Bluff, MO			2 44A Daily
12 37A Daily	513		Walnut Ridge, AR (Jonesboro)			1 41A Daily
3 10A Daily	634		Little Rock, AR			11 39P Daily
3 55A Daily	677		Malvern, AR (Hot Springs Natl. Park)			10 26P Daily
4 20A Daily	694		Arkadelphia, AR			10 02P Daily
5 09A Daily	741		Hope, AR			9 18P Daily
5 58A Daily	774		Texarkana, AR/TX			8 43P Daily
7 50A Daily	840		Marshall, TX			7 31P Daily
8 28A Daily	864		Longview, TX (Tyler) Shreveport, Houston—see back			6 15P Daily
9 25A Daily	912	Dp	Mineola, TX (Canton)			5 15P Daily
11 30A Daily 11 50A	991	Ar Dp	Dallas, TX Jackson, Meridian—see back		Dp Ar	3 40P Daily 3 20P
1 25P Daily 2 10P	1022	Ar Dp	Fort Worth, TX Waco, Houston—see back		Dp Ar	2 20P Daily 1 58P
2 52P Daily	1050		Cleburne, TX			1 00P Daily
4 00P Daily	1125		McGregor, TX (Waco, Crawford)			11 51A Daily
4 43P Daily	1150		Temple, TX Ft. Hood, Killeen—see back			11 25A Daily
5 36P Daily	1188		Taylor, TX			10 22A Daily
6 30P Daily	1223		Austin, TX			9 31A Daily
7 12P Daily	1253		San Marcos, TX			8 32A Daily
9 55P Daily 2 45A TuThSu	1305	Ar Dp	San Antonio, TX		Dp Ar	7 00A Daily 4 50A TuFrSu
5 49A TuThSu	1475		Del Rio, TX			1 02A TuFrSu
8 24A TuThSu	1600		Sanderson, TX			10 36P MoThSa
10 38A TuThSu	1692		Alpine, TX (Big Bend Nat'l. Park)(CT)			8 45P MoThSa
1 22P TuThSu 1 47P TuThSu	1910	Ar Dp	El Paso, TX Las Cruces, (MT) Albuquerque—see back (Ciudad Juarez, Mex.)		Dp Ar	3 35P MoThSa 3 10P MoThSa
3 18P TuThSu	1998		Deming, NM			1 10P MoThSa
4 13P TuThSu	2058		Lordsburg, NM (MT)			12 15P MoThSa
6 18P TuThSu	2176		Benson, AZ (MST)			10 15A MoThSa
7 45P TuThSu 8 35P TuThSu	2226	Ar Dp	Tucson, AZ		Dp Ar	9 15A MoThSa 8 28A MoThSa
9 52P TuThSu 10 02P TuThSu	2312	Ar Dp	Maricopa, AZ (Phoenix)		Dp Ar	6 40A MoThSa 6 30A MoThSa
12 49A TuThSu	2477		Yuma, AZ (MST)			3 47A MoThSa
2 02A WeFrMo	2622		Palm Springs, CA (PT)			12 36A MoThSa
D3 54A WeFrMo	2690		Ontario, CA			10 54P SuWeFr
D4 04A WeFrMo	2696		Pomona, CA			10 41P SuWeFr
5 35A WeFrMo	2728	Ar	Los Angeles, CA (PT)		Dp	10 00P SuWeFr

SCHEDULES EFFECTIVE 11/19/16

Source: Amtrak (amtrak.com)

1.4 Agency and Stakeholder Coordination

This section documents the project's agency and stakeholder coordination to date. Coordination will continue through completion of the Alternatives Analysis and Service Development Plan.

1.4.1 Stakeholder Coordination

A stakeholder meeting for the Passenger Rail Study was held on Tuesday, September 23, 2014 from 1:00 p.m. to 2:00 p.m. at the Arkansas Transit Association's Public Transit Safety and Resource Center in North Little Rock. An overview presentation was made to 14 attendees and comments and feedback were solicited on the Purpose and Need and the Screening Criteria. Later that day, a public open house for the State Rail Plan and Passenger Rail Study took place at the same location with 26 attendees. The open house presentation included an overview of the project, the study process and timeline, the Purpose and Need and Screening Criteria. Meeting notes and sign-in sheets can be found in **Appendix B**.

1.4.2 Agency Coordination

A Grant/Cooperation Agreement has been in place since 2011 between AHTD and the FRA to conduct and fund the project (see **Appendix B**). In addition, agency coordination has taken place throughout the study process with bi-weekly project update calls with AHTD and the FRA. **Table 4** shows the current status of the railroad agreements that have been sent to Amtrak, BNSF Railway, Canadian National Railway (CN), CSX Transportation, and Union Pacific Railroad (UP). These agreements are provided in **Appendix B**.

Table 4: Railroad Agreement Status

Railroad	Status
Amtrak	• Letter sent on April 11, 2013. Phone conversation with Mike Franke in May 2013, no issues with the study.
BNSF	• Letter sent on April 11, 2013 to BNSF. • BNSF requested additional information on the study scope; meeting/telephone call was scheduled for week of May 20, 2013. • Phone conversation with DJ Mitchell in May 2013, no issues with the study.
CN	• Letter sent on April 11, 2013. • CN requested additional information on the study scope; meeting took place on May 13, 2013 to discuss scope of the study. • Met with Paul LaDue on May 13, 2013 in Homewood, IL. CN would insist on additional track on their property.
CSX	• Letter sent on April 11, 2013. • CSX requested additional information on the study scope; conference call took place to provide additional information on the scope of the study. • Phone conversation with Jay Westbrook in May 2013, no issues with study.
UP	• Letter sent on April 11, 2013. • Call on May 8, 2013 took place to discuss UP's involvement in the study. • UP requested meeting with AHTD in Omaha, NE to discuss the project further. • Met with Simon Hjelm and Mark Bristol on June 27, 2013 in Omaha, NE. Requested train sheet data which they would not provide.

2.0 Phase I Service Types and Alignments Considered

As discussed in **Section 1.0**, Phase I is intended to select an alignment between Little Rock and Memphis for service development. In order to establish the feasibility of an alignment, a hypothetical service type operating along the alignment was assumed. Both the service types assumed and alignments evaluated are described in this section.

2.1 Service Types Assumed for Phase I Analysis

FRA offers the following classifications for US passenger rail services:

- *Core Express* services: frequent trains at 125-250+ miles per hour (mph) in the nation's densest and most populous regions;
- *Regional* services: 90-125 mph between mid-sized and large cities; and
- *Emerging* services: up to 90 mph connecting communities to the passenger rail network and providing a foundation for future corridor development.[6]

In the United States, railroad service along good condition track with few grade crossings typically achieves top speeds of 79 mph. In recent years, FRA has worked with several states, notably those in the Midwestern and Great Lakes region, to implement higher-speed service corridors. Accordingly, improvements have been made along two corridors within the federally-designated Chicago Hub High-Speed Network. State-supported trains between Chicago, St. Louis and Detroit currently operate along segments of their travel corridors at top speeds of 110 mph, which matches FRA's Regional service description. To achieve these speeds, the states and federal government have invested in track upgrades, enhanced signals and infrastructure to support Positive Train Control (a system for automatically controlling trains in emergency situations). The resulting projects feature the highest rail operating speeds currently permitted in the United States along non-*sealed corridors* (rail corridors having no at-grade crossings with motor vehicle traffic).

Achieving speeds over 110 mph requires additional layers of capital investment. Northeast Corridor express services between Boston, New York City and Washington, DC follow an electrified sealed corridor for optimal acceleration and speed potential. Marketed as Amtrak's *Acela Express*, the service uses train sets that tilt around curves and can reach a top speed of 150 to 160 mph while sharing track with conventional freight and commuter rail operators. A next generation high-speed rail project currently being built in California is designed for a top speed of 220 mph. This line will be electrified, sealed, and will operate lightweight trains designed for very high speeds. The line will be mostly separated from conventional train traffic. Exceptions include the corridor segments between San Jose and San Francisco and between Burbank and Los Angeles, where high-speed trains will travel at conventional speeds on track shared with conventional passenger and freight trains.

The State of Arkansas has expressed a desire to follow the model set by the states of Illinois and Michigan to explore Regional-type improvements enabling top speeds of up to 110 mph along the SCHSRC. This is consistent with the Regional service objective of connecting mid-sized cities (such as Little Rock) to large cities (such as Dallas / Ft. Worth and perhaps Memphis). Top speeds of 110 mph assume that the Preferred Alternative would be a passenger rail service using an existing railroad corridor, as opposed to a highway right-of-way or greenfield alignment. Implementing passenger service along an existing railroad corridor is typically far less complicated than creating new railroad alignments. For this reason, the state has limited its feasibility analysis for extending the SCHSRC to existing railroad corridors and rights-of-way. For the feasibility analysis, each alignment was evaluated for two top speed options: 79 mph (Option A) and 110 mph (Option B). This does not restrict the inclusion of other service alternatives and alignments in the Service Development Plan.

[6] FRA High Speed Intercity Passenger Rail Program website at http://www.fra.dot.gov/Page/P0134, accessed November 29, 2016.

2.2 Phase I Alignments

For AA Phase I, three existing or former rail alignments linking Little Rock and Memphis were identified. The alignments extend between Little Rock Union Station and Memphis Central Station. Both stations are in the cities' downtown areas. Each of these alignments would require a new track connection on the south side of downtown Memphis to reach Memphis Central Station. The alignments are described in the following sections.

2.2.1 Bald Knob Alignment: Little Rock to Memphis via Bald Knob

This alignment follows the Union Pacific Railroad (UP) and Amtrak *Texas Eagle* alignment north from Little Rock Union Station to North Little Rock. The route continues to Bald Knob, where it follows a separate UP railroad subdivision to West Memphis, AR. The route then crosses the Mississippi River and then turns north terminating at Memphis' Central Station. Candidate mid alignment station communities include Bald Knob and Searcy. The alignment distance is 148 miles.

2.2.2 Pine Bluff Alignment: Little Rock to Memphis via Pine Bluff

Trains following this alignment from Texarkana would reverse direction at Little Rock Union Station, backtrack for approximately two miles, and follow a UP subdivision south from Little Rock to a station stop at Pine Bluff. From Pine Bluff, it would follow a separate UP subdivision north across the Arkansas River to Brinkley. The alignment then follows a third UP subdivision (the former Rock Island & Pacific) from Brinkley to West Memphis, AR. It then joins the Bald Knob alignment to cross the Mississippi River and then turns north before terminating at Memphis Central Station. The alignment distance is 183 miles.

2.2.3 Rock Island Railroad Right-of-Way Alignment: Little Rock to Memphis via Brinkley

This alignment follows the path of the Bald Knob alignment north from Little Rock Union Station into North Little Rock. After passing under Interstate 30, the alignment turns to generally parallel the Interstate 40 corridor along the former Rock Island right-of-way, which has been abandoned. At Brinkley (a likely mid-alignment station stop), the alignment follows an active UP line and the Pine Bluff alignment to West Memphis, AR. It then joins the combined Bald Knob and Pine Bluff alignments to cross the Mississippi River and turn north before terminating at Memphis Central Station. This alignment offers the shortest distance between Little Rock and Memphis at approximately 133 miles.

The Rock Island Railroad (officially the former Chicago, Rock Island & Pacific Railway) is a fallen flag Class I line that once operated more than 700 miles of track in Arkansas. This track included a line that connected Little Rock to Memphis with freight and passenger service. Rock Island began operations in Arkansas in 1902 and was officially bankrupt by 1980. Its national assets were sold to satisfy creditors and other judgments.

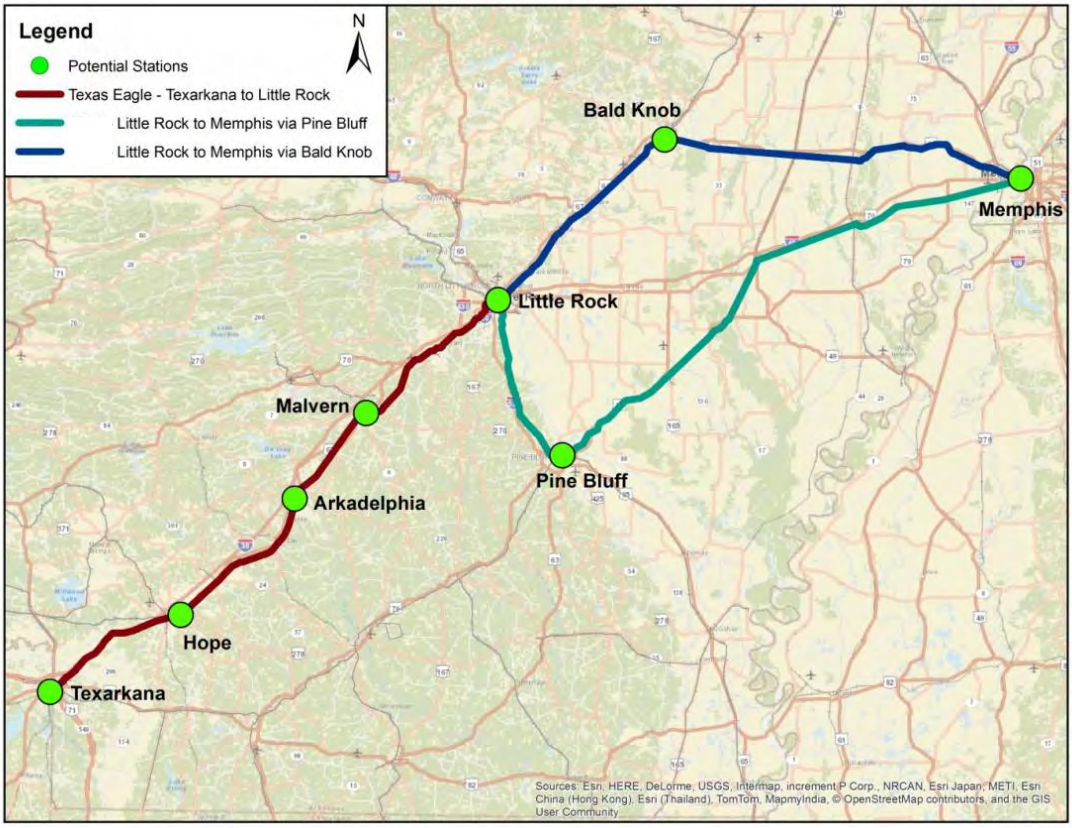
The Rock Island right-of-way alignment contains active railroad for roughly half the distance between Little Rock and Memphis. The Brinkley to Memphis portion of the line was acquired by UP and remains an active line. The portion from Little Rock to Brinkley, a distance of 65 miles, was abandoned following the Rock Island bankruptcy. The abandoned portion has, for the most part, reverted to ownership by adjacent property owners. A significant portion was purchased by the State of Arkansas to establish the Railroad Prairie Natural Area between Carlisle and DeValls Bluff in Prairie and Lonoke counties. Very little track is intact between Little Rock and Brinkley and none of it is useable. All structures were stripped of rail and ties, but some piers and foundations remain.

2.3 Initial Screening

The analysis concluded that the Rock Island Railroad Alignment would be an order of magnitude more expensive to implement than the other alignments. This is due to the need for right-of-way acquisitions, including a State Natural Area and structures, and full reconstruction of the railroad between Little Rock and Brinkley. Use of the former Rock Island right-of-way from Little Rock to Brinkley is not considered a feasible alternative alignment and for this reason it was removed from further analysis.

The remaining two alignments, Bald Knob and Pine Bluff, were carried into the evaluation. These alignments, their continuation along the SCHSRC to Texarkana, and a set of potential station stops are displayed in **Figure 6**. As previously stated, for each of these alignments Option A includes improvements for 79 mph operations and Option B for 110 mph operations.

Figure 6: Evaluated Rail Alignments between Little Rock and Memphis



3.0 Project Purpose and Need

The purpose of the Arkansas Intercity Passenger Rail Service Project is to develop an efficient, reliable and cost-effective passenger rail transportation system between Texarkana and, if feasible, Memphis. This system would be integrated with the national passenger rail system to improve intercity and regional passenger rail travel in Arkansas.

The need for improved Arkansas intercity passenger rail service includes the following factors:

1. Growing demand for intercity passenger rail service between Texarkana and Little Rock (to be addressed in Phase II);
2. Lack of modal choice between Little Rock, Arkansas and Memphis, TN (addressed in Phase I);
3. Safety and operations in the corridor (to be addressed in Phase II);
4. Growing conflicts between freight and passenger rail service due to limited capacity (to be addressed in Phase II); and
5. Growing transportation needs to support the region's potential for economic development (addressed in Phase I).

Need points 2 and 5 are relevant to Phase I Alternatives Analysis (Little Rock - Memphis feasibility study); existing and forecast conditions associated with these points are provided in **Section 3.1**. All of the need factors apply to service alternatives along a Memphis to Texas corridor and will be addressed in Phase II. The project Purpose and Need will be fully documented in the Service Development Plan. Anticipated project goals include:

- Advancing options for enhancing transportation in Arkansas through high-quality and higher speed passenger rail service along the *Texas Eagle* corridor, with connections to Memphis;
- Fostering additional travel capacity and transportation alternatives in the Interstate 30 (I-30), Interstate 40 (I-40), and airport service travel corridors;
- Creating new opportunities for economic growth in station communities; and
- Establishing a path toward improved quality of life and ecology for Arkansas residents, visitors and stakeholders through transportation enhancements.

3.1 Project Needs Applicable to the Phase I Alternatives Analysis

This section considers the two adopted project needs that are germane to the Phase I analysis.

3.1.1 Lack of modal choice between Little Rock, AR and Memphis, TN

Today, the majority of travel between Little Rock and Memphis is by automobile. Traffic volumes are fairly consistent throughout the year. A direct connection along I-40 carries average annual daily traffic (AADT) volumes of between 30,000 and 35,000.

The I-40 / I-30 Corridor is a major freight movement corridor; over 50% of traffic volume is trucks in sections of the corridor. Compared to 2010 levels, Average Daily Traffic (ADT) is forecast to grow 20% - 40% by 2040. These projections as recorded in the Arkansas Statewide Travel Demand Model forecast are shown in **Table 5**. Passenger rail offers an alternative to adding roadway capacity in the corridor.

Table 5: Total ADT, Peak Period Volume to Capacity Ratios (V/C) and ADT Percent Increase

Segment	2010 ADT	Max. 2010 V/C	2040 ADT	Max. 2040 V/C	% Increase
I-30 Arkansas River to I-40 Interchange	132,695	.96	171,485	.93	29%
I-40 east of I-440	55,577	.74	66,543	.80	20%
I-40 just west of Lonoke	41,538	NA	49,757	NA	20%
I-40 near I-55 at West Memphis	55,877	.94	78,814	NA	41%

Based on the Arkansas Statewide Travel Demand Model (2010) numerous segments of I-40 / I-30 Corridor are near capacity and experiencing congestion and delay with volume to capacity ratios approaching 1.0. In 2040 congestion and delay are forecast to continue with the associated increases in ADT and high percentages of truck traffic. Model results for V/C in both 2010 and 2040 indicate significant congestion and delay in the analysis area. Given the projected growth in population and employment (see **Section 3.1.2**), increasing ADT, high percentage of truck traffic, and current and forecast traffic in the corridor approaching roadway capacity in some sections, substantial congestion and delay are expected to result. Alternative modes of travel should be considered to meet future travel demand and reduce the need for costly new highway infrastructure.

Motorcoach service is one transportation alternative currently provided in the corridor. Existing highway bus service between Little Rock and Memphis is currently operated by Megabus and Greyhound. Greyhound currently operates eight eastbound and seven westbound trips per day between Little Rock and Memphis with one Express Bus in each direction. Megabus currently offers two round trips per day between Little Rock and Memphis. **Tables 6 and 7** show the operational schedules for Greyhound and Megabus routes, respectively. These services use general purpose travel lanes and are subject to the same congestion and delays as other highway traffic.

Air travel is also available in the Little Rock - Memphis market. A travel web search indicates that hourly weekday flights are available between the two cities from multiple area airports. Passenger rail potentially offers a travel mode that is competitive with motorcoach and air travel modes, both in travel time and quality of the travel experience.

Table 6: Greyhound Operational Schedule

From	To	Depart	Arrive	Duration
Little Rock, AR	Memphis, TN	1:45 am	4:10 am	2 hr., 25 min.
Little Rock, AR	Memphis, TN	5:50 am	8:15 am	2 hr., 25 min.
Little Rock, AR	Memphis, TN	6:15 am	8:50 am	2 hr. 35 min.
Little Rock, AR	Memphis, TN	10:05 am	12:40 pm	2 hr., 35 min.
Little Rock, AR	Memphis, TN	4:05 pm	6:40 pm	2 hr., 35 min.
Little Rock, AR	Memphis, TN	4:40 pm	8:55 pm	4 hr., 15 min.
Little Rock, AR	Memphis, TN	6:30 pm	9:05 pm	2 hr., 35 min.
Little Rock, AR	Memphis, TN	7:30 pm	9:55 pm	2 hr., 25 min.
Memphis, TN	Little Rock, AR	3:05 am	5:30 am	2 hr., 25 min.
Memphis, TN	Little Rock, AR	3:20 am	5:45 am	2 hr., 25 min.
Memphis, TN	Little Rock, AR	8:00 am	10:25 am	2 hr., 25 min.
Memphis, TN	Little Rock, AR	9:25 am	11:59 am	2 hr., 34 min.
Memphis, TN	Little Rock, AR	12:01 pm	2:35 pm	2 hr., 34 min.
Memphis, TN	Little Rock, AR	4:40 pm	7:15 pm	2 hr., 35 min.
Memphis, TN	Little Rock, AR	9:50 pm	12:15 am	2 hr., 25 min.

Source: Greyhound, 2015

Table 7: Megabus Operational Schedule

From	To	Depart	Arrive	Duration
Little Rock, AR	Memphis, TN	5:25 am	7:35 am	2 hr., 10 min.
Little Rock, AR	Memphis, TN	7:35 pm	10:00 pm	2 hr., 25 min.
Memphis, TN	Little Rock, AR	8:50 am	11:20 am	2 hr., 30 min.
Memphis, TN	Little Rock, AR	11:10 pm	1:15 am	2 hr., 5 min.

Source: Megabus, 2015

3.1.2 Growing transportation needs to support the region's potential for economic development

Trends indicate that Little Rock and Memphis are growing, both economically and in terms of population. Projected population and employment growth in the two metropolitan areas between 2010 and 2040 are dramatic. In the Little Rock Metropolitan Region, population and employment are forecast to increase by 42% and 51%, respectively. In the Memphis Metro Area, growth is forecast at 29% and 52%, respectively. **Tables 8 and 9** include anticipated changes in population and employment in the two metropolitan areas.

Table 8: Population and Employment Growth Little Rock Metro Area

County / Area	2010 Population	2010 Employment	2040 Population	2040 Employment	% Change: Pop.	% Change: Empl.
Little Rock Metro	671,459	353,933	951,280	533,750	42%	51%

Source: Arkansas Statewide Travel Demand Model Data

Table 9: Population and Employment Growth Memphis Metro Area

County / Area	2010 Population	2010 Employment	2040 Population	2040 Employment	% Change: Pop.	% Change: Empl.
Memphis Metro	1,316,100	638,082	1,701,986	970,635	29%	52%

Source: Livability 2040 Regional Transportation Plan, Memphis MPO, 2015.

Projected population growth in the two metro regions would reasonably result in additional demand for transportation between the regions. Passenger rail service would add growth capacity for passenger travel between the metro areas. Associated rail improvements would enable strategically located economic growth while mitigating roadway and railway congestion and the current shortage of transportation options.

4.0 Evaluation Criteria

This section presents criteria for evaluating the potential SCHSRC extension alignments between Little Rock and Memphis. The criteria are grouped into two categories: Operational and Environmental criteria. All criteria are compared to the project's Purpose and Need.

4.1 Operational Evaluation Criteria

To determine each alignment's ability to meet the Purpose and Need, the alignments were evaluated using system performance criteria. The objectives and criteria follow:

- *Maximize Ridership / Revenue Potential*:
    - Travel Time: faster travel times are more competitive with alternate travel modes.
    - Ridership Potential: Existing and anticipated corridor travel and demographic conditions are used to qualitatively assess this criterion. Ridership estimates will be modeled for corridor service alternatives as part of the Service Development Plan.
- *Maximize Connectivity and Accessibility*: Both alignments were evaluated for their potential for multimodal connectivity at urban hub and mid-corridor station locations.
- *Minimize Anticipated Capital Costs*: A capital cost estimate is provided for the recommended alignment only as a method to gauge the feasibility of a baseline service along the recommended alignment. Capital and operating / maintenance (O&M) costs will be developed for service alternatives as part of the SDP. However, Rail Traffic Controller (RTC) operations simulation modeling was performed to assess capital improvements that may be required along each alignment. The RTC results offer a quantitative method for gauging relative capital costs for the alignments. Factors considered include:
    - RTC modeling results: RTC modeling was performed for each alignment. It offers a picture of railroad capacity in the corridor and capital improvements that are required to maintain or add capacity. Results include travel time impacts of increasing train volumes.
    - Route Length: The alignment length offers a relative cost comparison as many improvement costs can be applied on a per-mile basis.

4.2 Environmental Evaluation Criteria

To determine each alignment's ability to meet the Purpose and Need, the alignments were evaluated using environmental evaluation criteria. These include:

- *Minimize At-Grade Railroad Crossings*: Passenger trains present minimal disruptions to other traffic at rail-roadway grade crossings for most of the corridor. At stations, trains slowing, starting and dwelling can impact nearby intersections; these impacts can be minimized through design improvements. Other impacts associated with grade crossings include noise from train horns as they approach the crossing and safety for all transportation modes at the crossing. These potential impacts can also be minimized through best practices. For the Phase I analysis, at-grade crossings are an indicator of community impact for which data is readily available. This criterion gauges the potential for impact through measuring the volume of at-grade

crossings for each alignment. Existing grade separated crossings have little community impacts so this count is immaterial. Grade separated crossings may require improvements over time, such as bridge replacements or clearance enhancements. At-grade crossings offer a clearer indicator of community impact and thus are the focus of this criterion.

- *Minimize Impacts to Freight Rail Capacity*: As a general rule, the introduction of passenger rail services should not unreasonably impair existing freight service. Freight railroads typically expect that freight rail performance will not be impacted by passenger service improvements, with the provision of line capacity enhancements. For this analysis, it is considered beneficial for excess capacity to exist on the rail line as less capital investment is required to introduce passenger rail service. RTC capacity modeling, as displayed in **Appendix C**, provides an approximation of capital investments required to maintain freight performance in a shared corridor.

- *Minimize Disruption to Neighborhoods and Communities:* This criterion measures the extent to which each alternative minimizes vehicular traffic capacities and emergency vehicle access.

- *Minimize Impacts to Environmental Resources*: Environmental resources were identified within one-half mile of the railroad corridor alignments. Resources identified and evaluation measures applied are:
    - Waterways and wetlands and natural preserves, or biologically sensitive habitat areas:
        - Rough linear feet of streams;
        - Linear feet and species of threatened and endangered habitat affected; and
        - Acres of natural areas/critical habitat affected.
    - Cultural resources:
        - Identify locations of National Register of Historic Properties resources; and
        - Identify areas of high or moderate sensitivity for archaeological resources based on previous studies conducted in the study area.
    - Parklands:
        - Number of parks that could be directly and indirectly affected; and
        - Number of major trails crossed.

5.0 Evaluation Summary

The following sections evaluate the alignments according to the evaluation criteria.

5.1 Maximize Ridership / Revenue Potential

Travel time is fundamental to the competitiveness of passenger rail with other travel modes. This section presents anticipated rail travel times between Little Rock and Memphis for each alternative.

5.1.1 Travel Time

Train travel time estimates were calculated based on alignment distance and average anticipated commercial travel time for the two speed options (79 miles mph and 110 mph) for both the Bald Knob and Pine Bluff alignments. For each alignment, three stations are assumed (Little Rock, Memphis and one mid-alignment stop). The assumed mid-alignment and terminus station dwell time is two minutes, not including layover time near the terminus stations. Travel time estimates for the alignments are provided in **Table 10.** A travel time estimate is provided in **Appendix C**.[7]

[7] These travel time estimates were developed as part of a conceptual service alternative between Texarkana and Memphis, as described in Section 5.1.2. This conceptual service was developed for the Phase I feasibility analysis and may be carried into the Phase II service alternatives analysis. A travel time breakdown is provided in **Appendix C**, Draft Operations Plan for the conceptual service alternative.

Table 10: Travel Time

Travel Time (hr:min:sec)	Bald Knob Option A (79 mph top speed)	Bald Knob Option B (110 mph top speed)	Pine Bluff Option A (79 mph top speed)	Pine Bluff Option B (110 mph top speed)
Travel Time: Little Rock to Memphis	1:55:17	1:23:57	2:21:52	1:43:02

Based on travel time, Bald Knob Option B is the most attractive variation. Its travel time is approximately one hour less than the longest alternative (Pine Bluff Option A) and roughly 20 minutes faster than the next fastest alternative (Pine Bluff Option B). Improvements to reach 110 mph along much of the corridor show their benefit in time savings, reducing travel along the Bald Knob alignment by more than half an hour. Bald Knob Option B also provides potential travel time benefits for *Texas Eagle* operations along the 57 miles between Little Rock and Bald Knob. This is due to improvements to the part of the corridor that the *Texas Eagle* shares with the Bald Knob alignment.

5.1.2 Ridership Potential

Corridor ridership estimates will be prepared for the SDP. However, a comparison of corridor demographics and travel time between rail and other modes is useful for gauging a passenger rail market in the corridor and evaluating alignments. As stated in **Section 3.1.2**, projected population growth in Memphis and Little Rock will reasonably result in increased demand for transportation between the regions. The Phase I analysis considers travel time and differentiating demographics at potential station locations in the mid-corridor areas of both alignments.

Pine Bluff's population of approximately 46,000 and collection of trip attractors are anticipated to generate more riders than any Bald Knob mid-corridor station area. However, travel time is expected to negatively impact the ridership potential for the Pine Bluff alignment in comparison to the Bald Knob alignment. As shown in **Table 10**, Pine Bluff would add at least 24 minutes to Little Rock - Memphis trips compared to the Bald Knob. This travel demand estimate may not fully factor the need to backtrack through southern Little Rock for travel between Memphis and Texarkana, which may add to the trip time.

Rail improvements associated with each alignment option are expected to offer a reliable schedule. The travel times for highway modes are much less reliable as congestion and other delays create a wide travel time variation. Reliability is clearly advantageous for attracting riders.

To evaluate the feasibility of Little Rock to Memphis alignments, ridership was modeled for a conceptual service between Texarkana and Memphis. The analysis assumed twice-daily round trips using both the Bald Knob and Pine Bluff alignments, at top speeds of both 79 and 110 mph. Both alignments assumed a mid-corridor station between Little Rock and Memphis. The Bald Knob alignment assumes a mid-corridor station in the city of Bald Knob. This service alternative may be included in the Phase II analysis, as well as service alternatives that extend to Dallas / Ft. Worth and / or San Antonio. Alternate mid-corridor station locations along the Bald Knob alignment are also expected to be evaluated, including Kensett (near Searcy). The results of the conceptual ridership analysis are displayed in **Table 11**. The estimating methods are provided in **Appendix C**. As indicated in **Table 11**, higher travel speeds are advantageous for attracting riders and the Bald Knob alignment outperforms the Pine Bluff alignment in terms of ridership potential.

Table 11: Annual Ridership Potential Comparison (for a conceptual service corridor between Memphis and Texarkana, as described in this section and **Appendix C**)

Evaluation Criteria	Bald Knob Option A (79 mph top speed)	Bald Knob Option B (110 mph top speed)	Pine Bluff Option A (79 mph top speed)	Pine Bluff Option B (110 mph top speed)
Projected Annual Boardings: Conceptual Memphis to Texarkana Service[8]	89,000	130,000	71,000	109,000

5.1.3 Transportation Competitiveness

In this section, ridership potential is evaluated both qualitatively and quantitatively according to competitiveness with other transportation modes. A high percentage of the rail travel time can be used productively for working, relaxing, or engaging with others. For business passengers and others traveling from one downtown core to another, the additional travel time to and from the rail service is minimal compared to other modes. In these regards, passenger rail tends to outperform other modes for business travel and other downtown-to-downtown trips.

Another advantage rail may hold over other modes is reliability. Capital improvements assumed for the Phase I alignments, as described in **Section 7**, are expected to offer relatively uncongested railroad conditions. These improvements are intended to promote fluidity along the route. They typically consist of adding:

- Periodic passing sidings where passenger and freight traffic can meet and pass with minimal delays;
- Universal crossovers, which are trackwork configurations that enable trains travelling in both directions to switch to parallel tracks. In double track territory, universal crossovers allow faster trains to move around slower trains while minimizing delays to both trains; and
- Upgrades to the underlying basic track structure within FRA requirements for Class of Track, which defines minimum track component requirements for well-defined ranges of speed. This means that trains should be able to reliably adhere to their schedules since passenger and freight movement will have enhanced opportunity to move around each other. With the upgrades, these movements will occur much more efficiently, even in poor weather conditions. Upgraded track typically enables railroads to operate more reliably in poor weather conditions than highway and air modes.

Automobile

The driving route is shorter than the rail alternatives at roughly 135 miles between the cities' downtown areas. An uncongested driving trip takes about 2 hours, though the highway travel time fluctuates widely based on congestion, collision delays, weather and the construction season. According to regional models, the average peak hour travel time is 2 hours and 23 minutes. The rail options with 110 mph top speeds offer competitive travel times with driving for trips starting and ending near the city centers. For Bald Knob Option B, the station-to-station travel time is less than two hours (1 hour 48 minutes).

Rail alternatives would have the possibility of capturing ridership from highways that run parallel to the alignment alternatives. The Bald Knob Alignment could become competitive for drivers who would currently take US Highway 67 (US 67), which has AADT between 25,000 and 30,000. The Pine Bluff Alignment could capture ridership from the I-530 corridor which carries 20,000 to 25,000 AADT. It should be noted though that the US 67 corridor is already served by Amtrak *Texas Eagle* daily service. Rail travel appears competitive with highway travel in the corridor in terms of travel time, reliability and productivity.

[8] Annual boardings are rounded to the nearest 1,000. This conceptual service alternative used for the Phase I feasibility study, described in this section, may or may not be included among the Phase II service alternatives.

Motor Coach

Bus services in the Little Rock - Memphis corridor are subject to delays from congestion and other traffic events in the corridor. The existing coach services offer low cost travel that rail service is unlikely to match, thus a market can always be expected for motor coach service. Motor coaches typically divert from the highway to serve inline stops, and thus the mode has longer downtown-to-downtown travel times than automobiles. Express coach routes are generally time competitive with automobile traffic. Based on travel time, reliability and passenger comforts, rail service is expected to be competitive with motor coach. It is also expected to fill a market demand for high-quality service that motor coach operations tend not to satisfy.

Air

The air-rail modal split in other markets offers a useful comparison for Little Rock - Memphis. One admittedly larger and more diversified market is New York - Washington, DC. The 2012 rail-air market split between New York City and Washington, DC was 75% rail. The travel distance between those two city centers is roughly 225 miles, or 40% longer than Little Rock - Memphis. Typically, longer distances provide advantages for air travel, though higher speed rail is considered competitive for distances up to a few hundred miles. Service frequency is a major factor in attracting riders, and Amtrak operates roughly 40 weekday roundtrips in the Northeast Corridor (NEC) between New York and Washington. The NEC also offers the U.S.'s fastest and most reliable passenger train service.

Train service that is speed and cost competitive with air service in the Little Rock - Memphis market can be expected to attract riders. The in-air travel time between Little Rock and Memphis ranges from 60 to 90 minutes. Additional time must be added for travel to and from the airport, security and baggage handling. For Bald Knob Option B, the station-to-station travel time is less than two hours (1 hour 48 minutes). As is typical with rail travel, a high percentage of the travel time can be used productively for working, relaxing, or engaging with others. The rail travel time appears competitive with air travel in the corridor.

5.1.4 Mid-Corridor Station Demographics

The highest ridership to be generated in a full service corridor is in its largest cities (Memphis, Little Rock, and likely Texas cities such as the Dallas / Ft. Worth metropolis). Ridership gains in these cities from fast travel times are expected to outweigh the ridership potential in communities between Little Rock and Memphis.

Pine Bluff is the 9th largest city in Arkansas with a population of nearly 50,000. The Pine Bluff Metropolitan Statistical Area has a population of roughly 100,000. The city is home to the University of Arkansas at Pine Bluff (UAPB) and Southeast Arkansas College. National trends indicate that higher education students are more likely to ride trains than most other demographics. By comparison, Bald Knob is a small community with fewer than 3,000 residents. (Searcy, a city to the south of Bald Knob, is likely more justified as a station stop. Searcy is the center of a metropolitan statistical area with roughly 78,000 residents.) Mid-corridor demographic conditions contribute toward the attractiveness of the Pine Bluff alignment. However, lost ridership due to the Pine Bluff alternative's travel time counters the ridership gains that a mid-corridor station in Pine Bluff would provide.

For the conceptual service alternative described in **Section 5.1.2**, the Pine Bluff station generated a maximum of roughly 4,800 anticipated annual boardings for the higher speed option. The projected ridership increase in Memphis and Little Rock with the higher speed option along the Bald Knob alignment (compared to the Pine Bluff alignment) is roughly 12,500 annual boardings. Thus the time savings using the Bald Knob alignment attracts more riders that are added in Pine Bluff. A station-by-station breakdown of this ridership projection is provided in **Appendix C**.

5.2 Maximize Connectivity and Accessibility

Each alignment was evaluated for their intermodal connections. These include connections to the rail service by automobile, Amtrak, intercity bus, local transit systems, walking and biking. Both alignment alternatives offer the potential to access the system by multiple modes. Regarding the potential mid-corridor stations, Pine Bluff offers the highest concentration of multimodal connection options.

The major local transit providers in the Phase I analysis area are in Memphis and Little Rock, which provide station access / egress for both alignments. Memphis and Little Rock are common to both alternatives, so their transit services will not impact the selection of a preferred alternative. The major transit systems are:

- Memphis Area Transit Authority (MATA): facilitating roughly 11 million annual passenger trips. MATA operates fixed-route bus service and paratransit throughout Shelby County, and several of bus routes connect at Central Station. MATA also operates three downtown streetcar lines, two of which connect at Central Station. More information is available at **matatransit.com**.
- Rock Region METRO: Transit authority for metropolitan Little Rock, including the cities of Little Rock, North Little Rock, Maumelle, Jacksonville and Sherwood, and Pulaski County. METRO facilitates roughly 3 million annual passenger trips. It operates fixed-route bus and paratransit service in Pulaski County (with a few routes serving the vicinity of the existing Amtrak station). The METRO Streetcar operates in Little Rock and North Little Rock, with loops on both sides of the Arkansas River and a single track connection crossing the river. These services do not currently connect to the existing Amtrak station. More information is available at **rrmetro.org**.

Of the mid-corridor communities, Pine Bluff offers the most multi-modal transportation alternatives. These connections include Pine Bluff Transit, which operates fixed routes, demand response, and complimentary paratransit services (**cityofpinebluff.com/pbtransit**). Southeast Arkansas Transportation (SEAT) provides rural transit connections to the city. Pine Bluff also has an intercity bus station and numerous non-motorized facilities.

Currently, there is no fixed route transit service in Bald Knob. Searcy, home to Harding University, does not offer fixed route public transit or campus shuttle services. It is, however, large enough to support some rideshare services. Both Searcy and Bald Knob offer Greyhound intercity bus service stops. Searcy provides the region's most complete nonmotorized path network. If the Bald Knob alignment is chosen, establishing shuttle service of a public transit system may be considered.

Both alignments provide sufficient intermodal connections to allow passengers to reach regional destinations. The Pine Bluff alignment currently offers more complete multimodal options at a mid-corridor station.

5.3 Minimize Capital Costs

The following sections address how capital costs will be minimized for the Phase II service alternatives. This measures include establishing that a service corridor between Little Rock and Memphis can be created with an acceptable level of capital investment. Capital costs for the preferred alignment are provided in **Section 6.3**, with further detail provided in **Appendix C** and **Appendix D**.

5.3.1 Route Length

The Bald Knob and Pine Bluff alignments are 148 and 183 track miles in length, respectively. With Bald Knob being 35 miles shorter than Pine Bluff, some cost savings can be anticipated with the Bald Knob alignment.

5.3.2 RTC Modeling

Capital cost estimates for the recommended alignment were based on the results of the RTC operations simulation. The RTC model simulates the operation of trains over a railroad network and is used by Class I railroads and many passenger and commuter railroads for evaluation and planning of their operational and capital expenditures. The modelling effort establishes a base case and then tests various improvement scenarios against the base case. This iterative process allows an optimal suite of improvements to be suggested for the proposed new service route infrastructure. These improvements include the location and extent of universal crossovers, passing sidings, second or third main track as well as highlighting areas where infrastructure modifications might allow improved speed (curve alignment and superelevation).

The Pine Bluff alignment, as identified by the RTC model, would require a higher level of infrastructure upgrades to bring the performance of both freight and passenger rail service to an acceptable range. These results are displayed in **Appendix C**. Details on the RTC simulation and the detailed cost estimate for the preferred alternative can be found in **Section 6.3,** with further detail provided in **Appendix C** and **Appendix D**.

5.3.3 Cost Estimates

Order-of-magnitude capital cost estimates for planning purposes were developed for the preferred alignment between Little Rock and Memphis, and these are presented in **Section 6.3**. A qualitative comparison of proportional capital costs and operational benefits, as presented in **Section 5**, enables a high-level cost evaluation.

5.4 Minimize At-Grade Railroad Crossings

As shown in **Table 12**, the Pine Bluff alignment contains 183 at-grade crossings, compared to 125 for Bald Knob. The Bald Knob alignment appears advantageous according to this indicator, resulting in fewer train horn noise impacts and less potential for traffic and safety impacts at crossings. The Bald Knob alignment includes 27 more grade-separated crossings than Pine Bluff, which is not a differentiator for selecting an alignment. As part of the SDP and unfunded NEPA analysis and design phases, a conditions assessment of both at-grade and grade-separated crossings should be compiled and improvements recommended. **Appendix F** provides a tabulation of crossings along both alignments.

Table 12: Railroad Crossings and Environmental Resources

Evaluation Criteria	Bald Knob Alignment	Pine Bluff Alignment
Railroad Crossings		
At-Grade Crossings	125	183
Grade Separated Crossings	52	25

5.5 Maintain Existing Freight Performance

Figure 7 shows approximate train volumes in Arkansas, including along the Bald Knob and Pine Bluff Alignments. According to the figure, which was sourced from the 2015 *Arkansas State Rail Plan*, the busiest rail corridor in the study area is the UP segment between Little Rock and Bald Knob, i.e., on the Bald Knob alignment. This segment is identified as hosting 41-52 trains per day, with one passenger round trip and the balance consisting of freight trains. The remainder of the Bald Knob corridor has lighter freight traffic, with 11-20 trains per day. The Pine Bluff alignment carries 21 to 40 trains per day along two-thirds of the corridor, and very light traffic along the remaining third of the alignment. RTC simulation modeling indicates that neither alignment is at full capacity. The alignments score equally for this criterion.

Figure 7: Train Volumes

Source: Arkansas State Rail Plan 2015

5.6 Minimize Impacts to Environmental Resources

Environmental resources along the alignments were identified using national and state databases. Data sources are described in the following paragraphs. A summary of identified resources within one-half mile of each alignment is displayed in **Table 12**. A tabular listing of all collected data and environmental mapping of the Preferred Alignment are provided in **Appendix A**.

Table 13: Summary of Identified Environmental Resources

Evaluation Criteria	Bald Knob Alignment	Pine Bluff Alignment
Cultural Resources[9]		
Cemeteries	89	123
Places of Worship	203	272
Museums	3	4
Government Bldgs., City Hall, Township Hall, Courthouse, etc.	19	20
Post Office	14	23
Other[10]	209	179
National Register of Historic Places[11]	94	232
Water and Biological Resources		
NWI/Floodplains (acres)[12]	2,128.01	5,008.39
Stream Crossings[13]	117	115
Threatened and Endangered Species Habitat (linear feet)[14]	20,680	6,514
Parks[15]	43	51
Parks (acres)	4,065.09	6,042.88

5.7 Scoring

The following tables show the evaluation of the alignments. **Table 13** displays the operational evaluation results, which were rated quantitatively based on the criteria mentioned above, They are scored from 1 to 4 with the lowest score representing the best performing alternative and the highest score representing the lowest performing. For capital costs, a relative score was applied based on order of magnitude capital needs as indicated by the RTC simulation modeling. The Bald Knob alignment options received the most favorable scores according to these indicators, with the 110 mph option receiving the best score.

[9] Cultural Resources data were obtained from the State of Arkansas (**gis.arkansas.gov**) and the Memphis MPO.
[10] The "Other" category includes Airports, Antenna Mast, Boat Ramps, Camps or Lodges, Prisons, Factory or Plant, Designated Business Establishments, Fairgrounds or Speedways, Fish Hatchery, Grain Elevator, Gravel Pit, Monument, Nursery, Observation Tower, Power Plant, Power Substation, Quarry, Radio or Television Station, Sawmill, Trailer Park, and Water Supply Tanks.
[11] National Register of Historic Places data was collected from the National Registry. It includes historic homes, historic buildings, historic monuments, battlefield locations, historic structures such as bridges and viaducts, and historic districts.
[12] Floodplains were obtained from the National Wetland Inventory (NWI) (updated October 2016). The acreage represents all areas listed as the subcategory "floodplain," where "Surface water is present for brief periods (from a few days to a few weeks or longer), but the water table usually lies well below the ground surface for the most of the year." Quoted text is from the US Fish and Wildlife Services National Wetlands Inventory website, classification Code PFO1A (Water Regime Temporary Flooded). Accessed through the Wetland Code Interpreter at https://www.fws.gov/wetlands/data/Wetland-Codes.html, retrieved December 6, 2016.
[13] Stream Crossings data were obtained from the State of Arkansas (**gis.arkansas.gov**) and the Memphis MPO. Stream Crossings represents the rail line passing over streams and does not include other crossings with the half-mile buffer.
[14] Threatened and Endangered Species data is from the US Fish and Wildlife services in the FWS Critical Habitat for Threatened and Endangered Species Dataset (updated October 26, 2016).
[15] Parkland data was obtained from the "Public Land" dataset and originated from the State of Arkansas and the Memphis MPO. The dataset includes city parks, county parks, game management areas, local parks, military reservations, national forests, national parks, national wildlife refuges, natural areas, public use areas, recreation areas, research areas, state forest wildlife management areas, state game areas, state parks, wayside parks, wilderness areas, wildlife demonstration areas, and wildlife management areas.

Table 14: Operational Evaluation Results (Lower Scores are preferable)

Evaluation Criteria	Bald Knob Option A (79 MPH)	Bald Knob Option B (110 MPH)	Pine Bluff Option A (79 MPH)	Pine Bluff Option B (110 MPH)
Travel Time	3	1	4	2
Route Length	1	1	2	2
Ridership Potential	3	1	4	2
Intermodal Connections	1	1	1	1
Minimize At-Grade Railroad Crossings	2	2	3	3
Maintain Existing Freight Performance	2	2	2	2
Score Not Including Capital Cost	12	8	16	12
Capital Costs	1	2	3	4
Total	**13**	**10**	**19**	**16**

Table 15 factors compatibility with environmental resources. These were rated quantitatively based on the criteria mentioned above and scored from 1 to 2 with the lowest score representing the best performing alternative and the highest score representing the lowest performing.

Based on the volume of environmental indicators along the corridor, neither alignment offers a clear environmental advantage. The Pine Bluff alignment features more cultural resources, floodplain areas and parkland. The Bald Knob alignment is adjacent to more Threatened and Endangered Species Habitat areas. The only identified species is the Quadrula Cylindrica, commonly known as “Rabbitsfoot”. The species is a medium to large freshwater mussel, elongated and rectangular, reaching 12 cm (6 inches) in length. Rabbitsfoot has been identified in the White River, which follows the Bald Knob alignment for approximately two miles. Potential impacts to Rabbitsfoot populations are not known at this time and would be included in corridor NEPA analysis, which is not funded at this time. No environmental uses have been identified that disqualify either alignment, though the Bald Knob alignment generally received the most favorable scores.

Table 15: Environmental Evaluation Results (Lower Scores are preferable)

Evaluation Criteria	Bald Knob Alignment	Pine Bluff Alignment
Cultural Resources		
Site	1	2
Structure	1	2
Object	1	2
Districts	1	2
Building	1	2
National Register of Historic Places	1	2
Water and Biological Resources		
NWI/Floodplains (acres)	1	2
Stream Crossings	1	2
Threatened and Endangered Species Habitat (linear feet)	2	1
Parks	2	1
Total	**15**	**21**

5.8 Operational Evaluation Results

The Pine Bluff alignment, as identified by RTC simulation modeling, would require a far larger set of infrastructure upgrades when compared to Bald Knob. These upgrades are needed to maintain freight performance and provide reliable passenger service. The Pine Bluff alignment is also 35 miles longer than Bald Knob, and the longer length is reasonably expected to add capital and O&M costs when compared to Bald Knob. Pine Bluff also requires longer travel times than Bald Knob, which decrease its potential for attracting riders. Operationally, the need to back track in Little Rock for the Pine Bluff alignment is also disadvantageous as it adds more time to the trip.

The Pine Bluff alignment has advantages associated with mid-corridor demographics. Pine Bluff is a city and metropolitan area with a passenger rail-supportive university and college population. However, shorter trip times along the Bald Knob alignment add riders in Little Rock, Memphis and other corridor cities. These gains are expected to exceed ridership in Pine Bluff. Geographically, the Pine Bluff rail alignment from Little Rock points toward Jackson, Mississippi rather than Memphis, making it a potentially attractive corridor for service development between Little Rock, Jackson and New Orleans. Passenger service in that corridor is not currently under consideration.

5.9 Environmental Evaluation Results

The environmental evaluation offers no clear criteria for differentiating the speed options for each alignment. For this reason, one corridor is compared to the other for its environmental advantages. In all categories but two, the Bald Knob alignment performs more favorably and is thus assigned a preferable score; these categories are Threatened and Endangered Species Habitat and Parks. No impacts to either of these resource categories have been identified; these resources are just more abundant along the Bald Knob alignment.

As discussed in **Section 5.2** neither alignment offers a clear environmental advantage. The Bald Knob alignment includes 58 fewer at-grade crossings than Pine Bluff, which is advantageous both for community impacts and operations. No environmental impacts have been identified that disqualify either alignment and the Bald Knob alignment generally received the most favorable scoring.

6.0 Preferred Alignment

Bald Knob is the recommended Preferred Alignment between Memphis and Little Rock. Both speed Options A and B are recommended for inclusion among the Phase II service alternatives.

The Pine Bluff alignment is recommended for elimination due to the fact that, when compared to the Bald Knob alignment, it does not meet the project purpose of a cost-effective and time competitive passenger rail transportation system between Texarkana, Arkansas and Memphis, TN. Specific passenger rail service recommendations between cities in Texas and Arkansas and a proposed Memphis terminus will be developed in a subsequent Service Development Plan as part of this study. The SDP will define a service for NEPA should funding be secured for NEPA.

6.1 Feasibility of the Bald Knob Alignment

The analysis recommends the Bald Knob alignment, but it does not establish its feasibility. The following sections take a closer look at specific improvements required to operate the proposed service for both speed options. These sections also offer perspective on the technical feasibility of these improvements. **Section 6.3** includes a cost estimate for these improvements and a detailed listing of assumed improvements. **Appendix A** includes environmental mapping of the Bald Knob alignment.

6.2 Proposed Corridor Improvements

The Bald Knob Alignment proposes a passenger route between Little Rock and Memphis via Bald Knob, using the UP Little Rock and Hoxie Subdivisions between Little Rock (MP 345.56), and Bald Knob (MP 287.88), and the Memphis Subdivision between Bald Knob (287.88) and Memphis (Canadian National diamonds - MP 378.6). Additionally, for the last mile, passenger trains would use Canadian National (CN) tracks to access Memphis Central Station.

There is existing Amtrak *Texas Eagle* passenger service on the segment between Little Rock and Bald Knob. This segment of the proposed route has two main tracks, upon which trains can operate in both directions on either track. There is no existing passenger service on the segment between Bald Knob and Memphis. This segment of the proposed route has one main track, with intermittent passing sidings designed for freight operations. When trains operate in opposing directions, one train must access a siding, stop, and wait for the other train to pass by, and then resume its travel on the single main track. This stop-and-wait operation is not conducive to efficient operations on a shared freight/passenger corridor.

6.2.1 *Improvements from Little Rock to Bald Knob*

Once trains are clear of North Little Rock, train speeds on the Hoxie Subdivision between Little Rock and Bald Knob are currently limited to 75 mph for passenger operation and 70 mph for freight operation, with a few exceptions due to track alignment. Given the existing geometry, passenger train speeds could be increased to 79 mph across most of the subdivision with relatively minor infrastructure changes, such as increasing actual superelevation in curves or extending spirals. Speed increases are limited to areas where the required track geometry can be provided within the existing right-of-way. Track characteristics with proposed superelevation changes are displayed in **Tables 16 and 17**.

Table 16: Railroad Characteristics, Little Rock to Bald Knob, Hoxie Subdivision

EXISTING CURVES								110 MPH					79 MPH				
MILEPOST FROM	MILEPOST TO	LENGTH OF CURVE	HAND	DEGREE OF CURVE	EXISTING FREIGHT SPEED	EXISTING PSNGR SPEED	EXISTING Ea	PROPOSED PSNGR SPEED WITH (4"Eu)	PROPOSED Ea FOR 110mph WITH 4" Eu	NOTE	Ea INCREASE FOR 110 MPH SERVICE (INCHES)	ADJUST Ea (MILES)	PROPOSED PSNGR SPEED WITH (4"Eu)	PROPOSED Ea FOR 79 mph WITH 4" Eu	NOTE	Ea INCREASE FOR 79 MPH SERVICE (INCHES)	ADJUST Ea (MILES)
339.5	339.85	0.35	RH	0° 57"	40	40	1"	40	1"	keep existing 40 (north end yard)		0	40	1"	keep existing 40 (north end yard)		
338.6	338.7	0.1	RH	0° 15"	70	75	1/2"	110	1/2"	110MPH - 4.1 MILES	0"		79	1/2"	79 MPH - 4.1 MILES	0"	
336.7	336.8	0.1	LH	0° 10"	70	75	1/2"	110	1/2"	110MPH - 4.1 MILES	0"		79	1/2"	79 MPH - 4.1 MILES	0"	
336.6	336.7	0.1	RH	0° 10"	70	75	1/2"	110	1/2"	110MPH - 4.1 MILES	0"		79	1/2"	79 MPH - 4.1 MILES	0"	
335.4	335.5	0.1	RH	0° 10"	70	75	1/2"	110	1/2"	110MPH - 4.1 MILES	0"		79	1/2"	79 MPH - 4.1 MILES	0"	
335.3	335.4	0.1	LH	0° 10"	70	75	1/2"	110	1/2"	110MPH - 4.1 MILES	0"		79	1/2"	79 MPH - 4.1 MILES	0"	
334.5	334.7	0.2	RH	1°00'	70	75	1/2"	110	4-1/2"	110MPH - 4.1 MILES	4"	0.1	79	1/2"	79 MPH - 4.1 MILES	0"	
333.22	333.55	0.33	LH	2°02'	60	60	4"	75	4-1/2"	raise to 75	1/2"	0.2	75	4-1/2"	raise to 75	1/2"	0.2
332.05	332.4	0.35	RH	0°48'	70	75	1"	110	3"	110MPH - 34 MILES	2"	0.33	79	3"	79 MPH - 34 MILES	2"	0.33
330	330.4	0.4	LH	1°00'	70	75	1-1/2"	110	4-1/2"	110MPH - 34 MILES	3"	0.35	79	4-1/2"	79 MPH - 34 MILES	3"	0.35
327.4	327.5	0.1	LH	0°19'	70	75	1/2"	110	1/2"	110MPH - 34 MILES	0"		79	1/2"	79 MPH - 34 MILES	0"	
327.26	327.36	0.1	RH	0°19'	70	75	1/2"	110	1/2"	110MPH - 34 MILES	0"		79	1/2"	79 MPH - 34 MILES	0"	
325.54	325.64	0.1	RH	0°19'	70	75	1/2"	110	1/2"	110MPH - 34 MILES	0"		79	1/2"	79 MPH - 34 MILES	0"	
325.4	325.5	0.1	LH	0°19'	70	75	1/2"	110	1/2"	110MPH - 34 MILES	0"		79	1/2"	79 MPH - 34 MILES	0"	
322.85	323.32	0.47	RH	0°30'	60	65	1"	110	1/2"	110MPH - 34 MILES	0"		79	1/2"	79 MPH - 34 MILES	REDUCE Ea	0.1
322.22	322.55	0.33	RH	1°00'	70	75	1-1/2"	110	4-1/2"	110MPH - 34 MILES	3"	0.47	79	1/2"	79 MPH - 34 MILES	REDUCE Ea	0.47
321.5	321.99	0.49	LH	1°00'	70	75	1-1/2"	110	4-1/2"	110MPH - 34 MILES	0"		79	1/2"	79 MPH - 34 MILES	REDUCE Ea	0.33
319.5	319.69	0.19	LH	0°30'	70	75	1"	110	1"	110MPH - 34 MILES	0"		79	1"	79 MPH - 34 MILES	0"	
317.5	318.25	0.75	RH	0°30.5'	70	75	1"	110	1"	110MPH - 34 MILES	3"	0.19	79	1"	79 MPH - 34 MILES	0"	
313.5	313.8	0.3	LH	0°30'	70	75	1"	110	1"	110MPH - 34 MILES	0"		79	1"	79 MPH - 34 MILES	0"	
312.5	312.6	0.1	RH	0°45'	70	75	1"	110	3"	110MPH - 34 MILES	2"	0.3	79	3"	79 MPH - 34 MILES	2"	0.3
311.3	311.4	0.1	RH	0°45'	70	75	1"	110	3"	110MPH - 34 MILES	2"	0.1	79	3"	79 MPH - 34 MILES	2"	0.1
310.6	310.75	0.15	LH	0°30'	70	75	1"	110	1"	110MPH - 34 MILES	0"		79	1"	79 MPH - 34 MILES	0"	
299.8	299.95	0.15	RH	0°10'	70	75	1/2"	110	1/2"	110MPH - 34 MILES	0"		79	1/2"	79 MPH - 34 MILES	0"	
299.6	299.7	0.1	LH	0°10'	70	75	1/2"	110	1/2"	110MPH - 34 MILES	0"		79	1/2"	79 MPH - 34 MILES	0"	
298.2	298.3	0.1	LH	0°10'	70	75	1/2"	110	1/2"	110MPH - 34 MILES	0"		79	1/2"	79 MPH - 34 MILES	0"	
298.05	298.15	0.1	RH	0°10'	70	75	1/2"	110	1/2"	110MPH - 34 MILES	0"		79	1/2"	79 MPH - 34 MILES	0"	
294.1	294.5	0.4	LH	2°05'	60	70	4-1/4"	70	4-1/4"	KEEP EXISTING SPEEDS - 70	0"		70	4-1/4"	KEEP EXISTING SPEEDS - 70	0"	
292.7	293.05	0.35	RH	3°00'	55	60	5-1/4"	60	5-1/4"	KEEP EXISTING SPEEDS - 60	0"		60	5-1/4"	KEEP EXISTING SPEEDS - 60	0"	
290.4	290.55	0.15	LH	0°58'	70	75	1-1/2"	110	4-1/2"	110MPH - 8.95 MILES	3"	0.35	79	4-1/2"	79 MPH - 34 MILES	3"	0.35
289.6	289.7	0.1	LH	0°45'	70	75	1"	110	3"	110MPH - 8.95 MILES	2"	0.15	79	3"	79 MPH - 34 MILES	2"	0.15
289.4	289.5	0.1	RH	0°45'	70	75	1"	110	3"	110MPH - 8.95 MILES	0"		79	3"	79 MPH - 34 MILES	2"	0.1
288.65	288.75	0.1	LH	0°30'	70	75	1"	110	1"	110MPH - 8.95 MILES	0"		79	1"	79 MPH - 34 MILES	0"	
288.5	288.6	0.1	RH	0°30'	70	75	1"	110	1"	110MPH - 8.95 MILES	0"		79	1"	79 MPH - 34 MILES	0"	
288.3	288.4	0.1	LH	0°30'	40	40	1"	110	1"	110MPH - 8.95 MILES	0"		79	1"	79 MPH - 34 MILES	0"	
288.15	288.25	0.1	RH	0°30'	40	40	1"	110	1"	110MPH - 8.95 MILES	0"		79	1"	79 MPH - 34 MILES	0"	
288.05	288.2	0.15	LH	1°00'	40	40	1"	110	1"	110MPH - 8.95 MILES	0"		79	1"	79 MPH - 34 MILES	0"	

6.2.2 Improvements from Bald Knob to Memphis

Because of the track geometry (curvature) east of Bald Knob on the Memphis Subdivision, increasing the track speed is not feasible until about MP 348. Based on the speed tables from UP, there is potential to increase the maximum track speed to 79 mph in the 16.9 miles between MP 348.65 and 365.55, as indicated in **Table 17**. These speed increases can be accomplished with relatively minor infrastructure changes, such as increasing actual superelevation in curves or extending spirals.

Table 17: Railroad Characteristics, Bald Knob to Memphis, Memphis Subdivision

EXISTING CURVES								110 MPH					79 MPH				
MILEPOST FROM	MILEPOST TO	LENGTH OF CURVE	HAND	DEGREE OF CURVE	EXISTING FREIGHT SPEED	EXISTING PSNGR SPEED	EXISTING Ea	PROPOSED PSNGR SPEED WITH (4"Eu)	PROPOSED Ea FOR 110mph WITH 4" Eu	NOTE	Ea INCREASE FOR 110 MPH SERVICE (INCHES)	ADJUST Ea (MILES)	PROPOSED PSNGR SPEED WITH (4"Eu)	PROPOSED Ea FOR 79 mph WITH 4" Eu	NOTE	Ea INCREASE FOR 79 MPH SERVICE (INCHES)	ADJUST Ea (MILES)
288.05	288.15	0.1	LH	7°30'	10	10	1"	10	1"	KEEP EXISTING SPEEDS	0"		10	1"	KEEP EXISTING SPEEDS	0"	
288.2	288.3	0.1	LH	7°30'	10	10	1"	10	1"	KEEP EXISTING SPEEDS	0"		10	1"	KEEP EXISTING SPEEDS	0"	
288.35	288.45	0.1	LH	2°05'	10	10	1"	50	1"	VARIOUS, < 60 MPH	0"		10	3"	KEEP EXISTING SPEEDS	2"	
288.5	288.6	0.1	LH	4°14'	10	10	1"	50	1"	VARIOUS, < 60 MPH	0"		10	3"	KEEP EXISTING SPEEDS	2"	
298.25	298.4	0.15	LH	3°06'	25	25	1"	55	3"	VARIOUS, < 60 MPH	2"	0.15	25	3"	KEEP EXISTING SPEEDS	2"	
298.6	298.85	0.25	RH	3°04.5'	40	40	2-1/2"	55	3"	VARIOUS, < 60 MPH	1/2"	0.25	40	3"	KEEP EXISTING SPEEDS	1/2"	
333.65	333.8	0.15	RH	3°00'	40	40	2-1/2"	50	3"	VARIOUS, < 60 MPH	1/2"	0.15	40	3"	KEEP EXISTING SPEEDS	1/2"	
333.8	334	0.2	RH	3°00'	40	40	2-1/2"	50	3"	VARIOUS, < 60 MPH	1/2"	0.2	40	3"	KEEP EXISTING SPEEDS	1/2"	
334.25	334.35	0.1	RH	0°36'	40	40	1"	50	3"	VARIOUS, < 60 MPH	2"	0.1	40	3"	KEEP EXISTING SPEEDS	2"	
334.4	334.52	0.12	RH	2°40'	40	40	2"	50	3"	VARIOUS, < 60 MPH	1"	0.12	40	3"	KEEP EXISTING SPEEDS	1"	
334.53	334.65	0.12	RH	3°50'	40	40	5-1/2"	50	3"	VARIOUS, < 60 MPH	REDUCE Ea	0.12	40	3"	KEEP EXISTING SPEEDS	REDUCE Ea	0.12
334.9	335.1	0.2	LH	3°00'	50	50	4-1/4"	50	3"	VARIOUS, < 60 MPH	REDUCE Ea	0.2	50	3"	KEEP EXISTING SPEEDS	REDUCE Ea	0.2
335.6	336	0.4	RH	2°00'	50	50	2-1/2"	75	4"	INCREASE TO 75 MPH	1-1/2"	0.4	75	4"	INCREASE TO 75 MPH	1-1/2"	0.4
338.5	338.7	0.2	LH	2°00'	60	60	4"	75	4"	INCREASE TO 75 MPH	0"		75	4"	INCREASE TO 75 MPH	0"	
345.5	345.9	0.4	LH	3°00'	50	50	4-1/4"	60	3-1/2"	INCREASE TO 60 MPH	REDUCE Ea	0.4	60	3-1/2"	INCREASE TO 60 MPH	REDUCE Ea	0.4
346.2	346.5	0.3	RH	2°00'	50	50	4"	75	4"	75MPH - 19.35 MILES	0"		75	4"	75MPH - 11.8 MILES	0"	
348.65	348.8	0.15	LH	1°00'	60	60	1-1/2"	75	1"	75MPH - 19.35 MILES	REDUCE Ea	0.15	75	1"	75MPH - 11.8 MILES	16.9	0.15
349.6	349.95	0.35	RH	2°01'	60	60	1-1/2"	75	4"	75MPH - 19.35 MILES	2-1/2"	0.35	75	4"	75MPH - 11.8 MILES	2-1/2"	0.35
351.95	352.25	0.3	LH	2°10'	60	60	4-1/2"	75	4"	75MPH - 19.35 MILES	REDUCE Ea	0.3	75	4"	75MPH - 11.8 MILES	REDUCE Ea	0.3
352.25	352.35	0.1	LH	1°00'	60	60	1-1/2"	75	4"	75MPH - 19.35 MILES	2-1/2"	0.1	75	4"	75MPH - 11.8 MILES	2-1/2"	0.1
352.37	352.75	0.38	RH	2°01'	60	60	1-1/2"	75	4"	75MPH - 19.35 MILES	2-1/2"	0.38	75	4"	75MPH - 11.8 MILES	2-1/2"	0.38
353.25	353.45	0.2	LH	2°01'	60	60	4"	75	4"	75MPH - 19.35 MILES	0"		75	4"	75MPH - 11.8 MILES	0"	
355.55	355.8	0.25	LH	1°00'	60	60	1-1/2"	75	4"	75MPH - 19.35 MILES	2-1/2"	0.25	75	4"	75MPH - 11.8 MILES	2-1/2"	0.25
355.7	355.95	0.25	LH	2°00'	60	60	4"	75	4"	75MPH - 19.35 MILES	0"		75	4"	75MPH - 11.8 MILES	0"	
355.95	356.2	0.25	LH	2°01'	60	60	4"	75	4"	75MPH - 19.35 MILES	0"		75	4"	75MPH - 11.8 MILES	0"	
357.65	357.96	0.31	RH	1°00'	60	60	1-1/2"	90	4-1/2"	90MPH - 19.35 MILES	3"	0.31	75	4-1/2"	75MPH - 16.9 MILES	3"	0.31
357.96	358.2	0.24	RH	1°03'	60	60	1-3/4"	90	4-1/2"	90MPH - 19.35 MILES	2-3/4"	0.24	75	4-1/2"	75MPH - 16.9 MILES	2-3/4"	0.24
358.2	358.4	0.2	RH	0°52'	60	60	1-1/4"	90	4-1/2"	90MPH - 19.35 MILES	2-3/4"	0.2	75	4-1/2"	75MPH - 16.9 MILES	3-1/4"	0.2
358.4	358.6	0.2	RH	1°30'	60	60	2-3/4"	90	4-1/2"	90MPH - 19.35 MILES	1-3/4"	0.2	75	4-1/2"	75MPH - 16.9 MILES	1-3/4"	0.2
358.99	359.23	0.24	LH	1°00'	60	60	1-1/2"	90	4-1/2"	90MPH - 19.35 MILES	2"	0.24	75	4-1/2"	75MPH - 16.9 MILES	3"	0.24
365.3	365.55	0.25	RH	1°00'	60	60	1-1/2"	90	4-1/2"	90MPH - 19.35 MILES	2"	0.25	75	4-1/2"	75MPH - 16.9 MILES	3"	0.25
367.9	368.05	0.15	LH	2°30'	60	60	4-1/4"	70	4-1/2"	70MPH - 2 MILES	1/4"	0.15	70	4-1/2"	70MPH - 2 MILES	1/4"	0.15
370.05					40	40		40		PRESLEY JCT DIAMOND		0	40		PRESLEY JCT DIAMOND	0	0
370.2	375.2		NO CURVES		60			110	N/A	110 MPH - 5 MILES		0	79	N/A	79MPH - 5 MILES	0	0
375.2	379							EXISTING		KEEP EXISTING SPEEDS		0	EXISTING		KEEP EXISTING SPEEDS	0	0
											TOTAL=	7.75				TOTAL=	7.02

6.2.3 Improvements Across the Entire Proposed Route

Initial operations simulation modeling indicates that improvements to the railroad would be required to add a passenger service developed for the feasibility analysis: two daily round trips between Memphis and Texarkana at current speeds. The network indicates that capacity exists for these trips, in addition to the currently operating Amtrak *Texas Eagle* and freight rail services. Service planning in the SDP will determine the number of trips supported by market demand. UP's *Higher Speed Passenger Rail Access Principles* outline the railroad's policies for securing capacity for future growth in railroad operations, including improvements to maintain existing railroad capacity. The UP principles are referenced in **Appendix C.** AHTD invited UP to participate in this study; however, UP declined. Publically available data on freight movement was utilized in the operations modeling. With more complete information, a more refined assessment of improvements required can be advanced.

6.2.4 Meeting AHTD Safety Objectives

Chapter 6 of the 2015 Arkansas State Rail Plan Final Report states:

"One of Arkansas State Highway and Transportation Department's (AHTD) primary objectives is to maintain a safe transportation system. This goal is shared by rail operators and other rail stakeholders in the state. While rail is a relatively safe mode of transportation, accidents, injuries, and fatalities occur.

The AHTD's safety goals are listed below:

1. *Investigate and implement, where appropriate, advanced grade crossing protection technology.*
2. *Encourage sealed rail line corridors through the removal of nonessential grade crossings.*
3. *Support efforts to improve train control and operating systems at grade crossings.*
4. *Promote research efforts to enhance rail safety.*
5. *Advocate stronger enforcement and compliance of traffic laws at high-risk roadway/rail grade crossings.*
6. *Continue the AHTD's proactive program to reduce the number of incidents, injuries and fatalities at grade crossings. AHTD's goal, as articulated in the Arkansas Strategic Highway Safety Plan of 2013, is to reduce the number of annual railroad crossing fatalities in Arkansas to six or fewer by 2017."*[16]

In light of these stated goals, criteria for crossings and crossing warning devices have been developed for the proposed service and integrated into the list of cost assumptions presented in **Section 6.3**.

6.3 Cost Estimates and Capital Improvements for the Preferred Alignment

Based on the described capital improvements, rough order of magnitude cost estimates were prepared for the Bald Knob alignment speed options. These are displayed in **Table 18**. The estimates are comparable to those for similar improvements implemented in other regions. The estimates support the feasibility of operating passenger trains in the corridor should sponsoring agencies identify corridor financing for the required improvements. A detailed breakdown of the estimates is provided in **Appendix D.**

Table 18: Order of Magnitude Capital Cost Estimates

Evaluation Criteria	Bald Knob Option A	Bald Knob Option B
Capital Costs ($2016)	$137,129,000	$363,263,000

[16] AHTD (2016). 2015 Arkansas State Rail Plan Final Report. Transportation Planning and Policy Division, August 2016, Page 6-1.

The following summary of suggested infrastructure changes was determined from operations simulation model results to accommodate the proposed passenger service. A detailed review of the proposed changes is provided in **Appendix C**. Superelevation upgrades were assumed to be 4 inches unbalanced for passenger train and 1 inch unbalanced for freight train. Crossing upgrades generally include but are not limited to lengthening track circuits, implementing or upgrading gate/barrier, implementing constant warning time track circuits, and associated improvements. For subdivision upgrade to 110 mph, typical improvements include but are not limited to new crossties, ballast, surfacing, and rail. A further study is recommended to investigate the existing track condition to accurately quantify the upgrade details.

The RTC operations modeling effort included four cases to assess the impacts of the proposed passenger service on existing and proposed infrastructure. These cases and associated infrastructure improvement recommendations are presented below and are described in further detail in **Appendix C**.

6.3.1 Case 1: Existing Freight Traffic with Existing Infrastructure

The purpose of Case 1 is to establish the existing freight schedule according to the recorded train arrival times and measure the existing freight train performance. Capital improvements include:

- Existing infrastructure profiled in the UP track chart – No changes.

6.3.2 Cases 2a, b, c, d: Existing Freight Traffic Plus Passenger Service with Existing Infrastructure

The purpose of the Case 2 options was to determine the impact of the passenger service with no infrastructure improvement. The Case 2 options introduce the proposed passenger service with two daily round trips running at morning and evening peak hours, consistent with the conceptual service alternative presented in **Section 5.1.2**. Capital improvements include:

- Cases 2a & c (79 mph): Existing infrastructure profiled in the UP track chart – No changes.
- Cases 2b & d (110 mph): Upgrading overall passenger train speed limit to 110 mph within the corridor.

6.3.3 Cases 3a, b, c, d: Existing Freight Traffic Plus Passenger Service with Additional Infrastructure

The purpose of the Case 3 options was to determine the required infrastructure for the added passenger service while maintaining existing freight capacity. Capital improvements include:

- Case 3c (79 mph): Additional track was required to reduce freight delays to their original level. However, on time performance (OTP) for passenger service was above the acceptable limit of 90% without additional track. Superelevation and crossing upgrades had a negligible effect on freight delay and passenger OTP. It is therefore recommended that no infrastructure improvements be implemented, as per Case 2c, other than improvements described in **Section 6.4**.
- Case 3d (110 mph): With no infrastructure improvements and with limited infrastructure improvements, passenger service OTP was well below the acceptable limit of 90%. It is therefore recommended that the following infrastructure improvements were included:
    - 2.3 miles of siding extension (30 mph)[17]
    - 17.8 miles of 2nd main track (new track)
    - 7.3 miles of 2nd main track (siding upgrade)
    - Upgrade 6 turnouts to #20, rated for 40 to 45 mph movements
    - Superelevation upgrade for 5 curves
    - 8 crossing upgrades
    - Upgrading overall passenger train speed limit to 110 mph within the corridor

[17] Note: siding extension speeds refer to the maximum speed within the siding. New turnouts, however would be #20, which are rated for movements at 40-45 mph.

6.3.4 Cases 4c, 4d: Existing & Future Freight Growth + Passenger Service with Additional infrastructure

The purpose of the Case 4 options was to determine the infrastructure requirement for the future freight growth while maintaining the overall freight performance and proposed passenger service performance. Capital improvements include:

- Case 4c (79 mph): Additional track was required to reduce freight delays to their original level. However, on time performance (OTP) for passenger service was above the acceptable limit of 90% without additional track. Superelevation and crossing upgrades had a negligible effect on freight delay and passenger OTP. It is therefore recommended that no infrastructure improvements be implemented, as per Case 2c, other than improvements described in **Section 6.4**.
- Case 4d (110 mph): Building on top of Case 3c, the following infrastructure improvements were included to enable 110 mph passenger service operations:
    - 34.1 miles of 2nd main track (new track)
    - 12.2 miles of 2nd main track (siding upgrade)
    - Upgrade 6 turnouts to #20, rated for 40 to 45 mph movements
    - Superelevation upgrade for 5 curves
    - 8 crossing upgrades
    - Upgrading overall passenger train speed limit to 110 mph within the corridor

6.4 Recommended Improvements

After the results of the RTC operations simulation modeling were determined, the following criteria were used to guide the development of the capital cost estimates within the realm of suggested improvements:

- Superelevation upgrades at strategic locations (seven total miles of curved alignment within the right-of-way) for increased travel speed through curves.
- A minimum of 10% of all existing at-grade crossings will be closed; this is a goal included in the general development of new passenger corridors or expansion of existing passenger corridors;
- All existing crossings with flashers and conventional dual gates will be upgraded by adding constant warning time;
- The entire route will be prepared for the service by performing surfacing and 30% tie replacement, along with patch continuous welded rail (CRW) replacement for 30% of the existing rail;
- All existing public and private crossings with no crossing warning devices or passive warning only will be upgraded to flashers and conventional dual gates;
- All existing crossings with flashers only will be upgraded to flashers and conventional dual gates with constant warning time;
- Due to an increase in frequency or speed of passenger trains in a corridor and the need to allow safe interaction of highway and rail traffic, Crossing Warning Devices for 79 mph service will be provided as follows:
    - All existing public and private crossings with no crossing warning devices or passive warning only will be upgraded to flashers and conventional dual gates;
    - All existing crossings with flashers only will be upgraded to flashers and quad gates with constant warning time; and
    - All existing crossings with flashers and conventional dual gates will be upgraded to flashers and quad gates with constant warning time;

- For 110 mph service in general:
    - All existing culverts will be extended where a second main track or siding extension is constructed; this is required to maintain existing drainage in and around the railroad right of way;
    - Existing open deck bridges will be converted to ballast deck bridges or replaced with ballast deck bridges. This is preferred due to the effect of increased speed at the transition from ballasted track to bridge where track elasticity is reduced because the track is directly affixed to the bridge structure;
    - The tracks must meet the standards set forth by law in 49 CFR 213.307 for FRA Class 6 Track. The extent of the route where passenger trains will travel in excess of 79 mph will be prepared for service by surfacing and aligning track to meet Class 6 standards;
    - In existing track, wood ties will be replaced with concrete ties, along with CWR replacement of 50% of existing rail;
    - All new construction will meet FRA Class 6 standards and be constructed with new rail and new concrete ties; and
    - The maximum allowable curvature for 110 mph train speed is 1.25 degree. This combination of speed and curvature requires 5 inches of underbalance (Eu) (imbalance), with 5.5 inches of actual superelevation (Ea).
- To access Memphis Central Station under existing conditions, trains on UP would need to move eastward across the CN diamonds to clear the interlocking. The train would then stop and make a reverse move northbound through an existing connecting track to the CN main that leads to the existing Memphis Central Station. This move would conflict with and cause delays to north/south movements on CN as well as east/west movements on UP. Improvements are needed to reduce conflicts.

In order to reduce the conflicts and potential delays associated with Memphis Central Station access in the near term, track and signal improvements are assumed at the existing diamonds and connection track. For start-up conditions, these improvements would require a backing movement either to enter or exit Memphis Station. In the longer term, the construction of a direct connection west of the CN diamonds and a new track between the connection and the passenger station would reduce travel times and the complexity of train movements.

Further analysis is required to determine the impacts of new housing construction at 9 East Carolina Avenue in Memphis on options for a direct connection. The connection would allow trains to divert northward onto CN from the active UP tracks approaching the CN diamonds at Kentucky Street. The new track is intended to provide a pathway between the connection and the passenger station allowing passenger traffic to operate without interference to CN's existing freight traffic in this area. There are significant challenges to constructing the wye track, which is immediately adjacent to a new apartment complex. The need for remediation of property impacts is likely. A direct connection is assumed in the project cost estimate. A contingency cost for remediation was also included in the estimate.

Since work to implement FRA mandated Positive Train Control (PTC) systems is currently underway, the UP lines being suggested here are assumed to have the requirement fulfilled by the time the proposed passenger service between Little Rock and Memphis becomes a reality. The signal system and PTC overlay in place at that time will have to be modified for the proposed higher speeds and modified sidings.

7.0 Conclusions

Findings from the Phase I Alternatives Analysis indicate that it is feasible to extend passenger rail service consistent with the South Central High-Speed Rail Corridor between Little Rock and Memphis. Thus an official extension of the SCHSRC from Little Rock to Memphis is recommended. It is also recommended that SCHSRC alternatives are evaluated for the Memphis to Dallas / Ft. Worth or San Antonio corridor via Little Rock and Texarkana. For a small set of alternatives, proposed capital improvements and rough order-of-magnitude cost estimates will be prepared. Opportunities in the Arkansas portion of the corridor will be identified and evaluated in the Service Development Plan.

New passenger rail services in the SCHSRC would be integrated with the national and state passenger rail system. This service integration would not only connect and benefit metropolitan areas in Arkansas, but it would extend network benefits throughout the state and national network.

8.0 Next Steps

Upon AHTD and FRA approval of the Phase I Alternatives Analysis, the Phase II Alternatives Analysis and Service Development Plan will commence. The Phase II analysis will identify reasonable service alternatives and reduce these to a Preferred Alternative. The specifics of this alternative will then be identified through the SDP. Subsequent NEPA and project development phases can follow as project funding is identified.

AECOM

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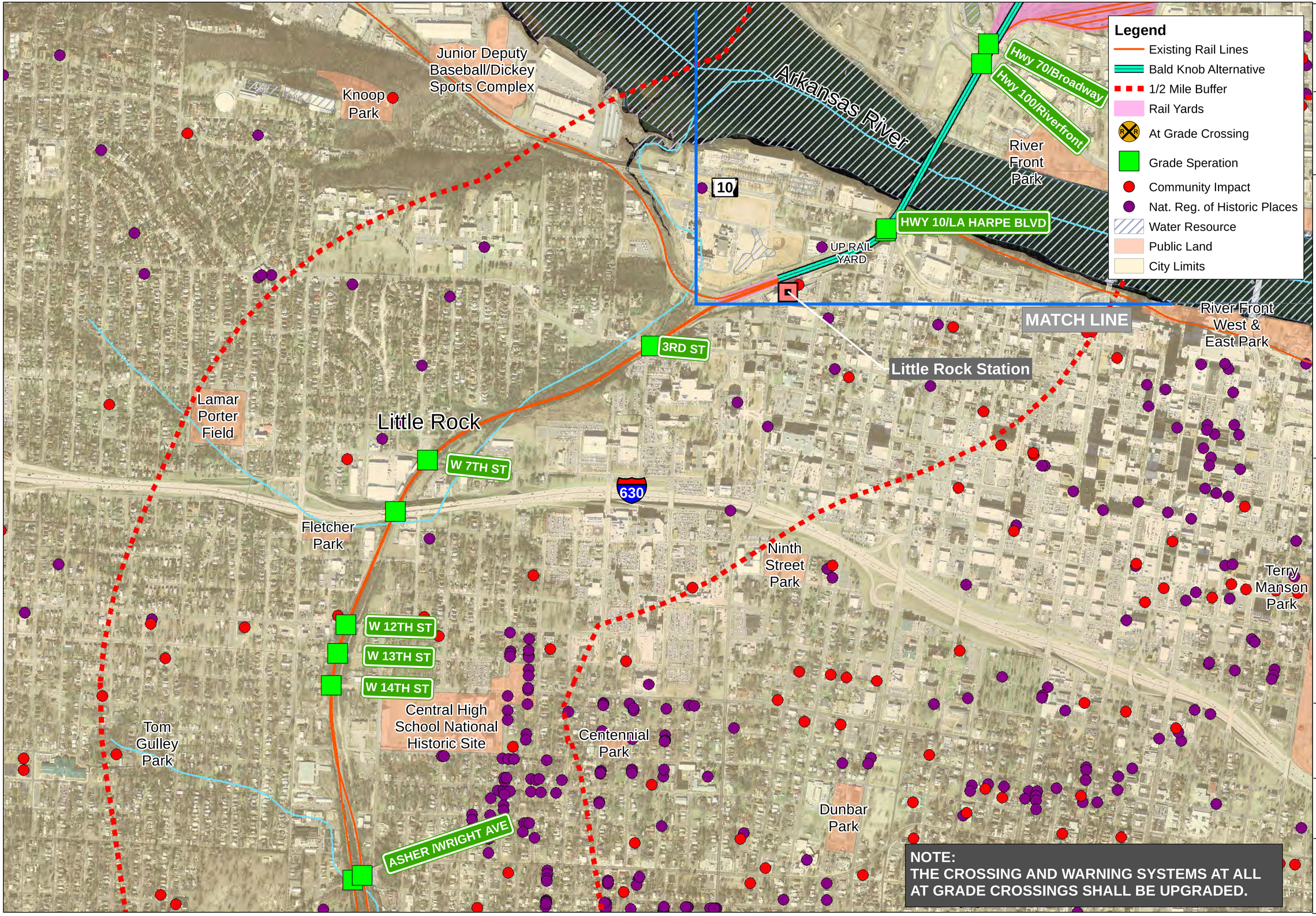
Appendix A:

Environmental Mapping of the Preferred Alignment and Environmental Resource Identification



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

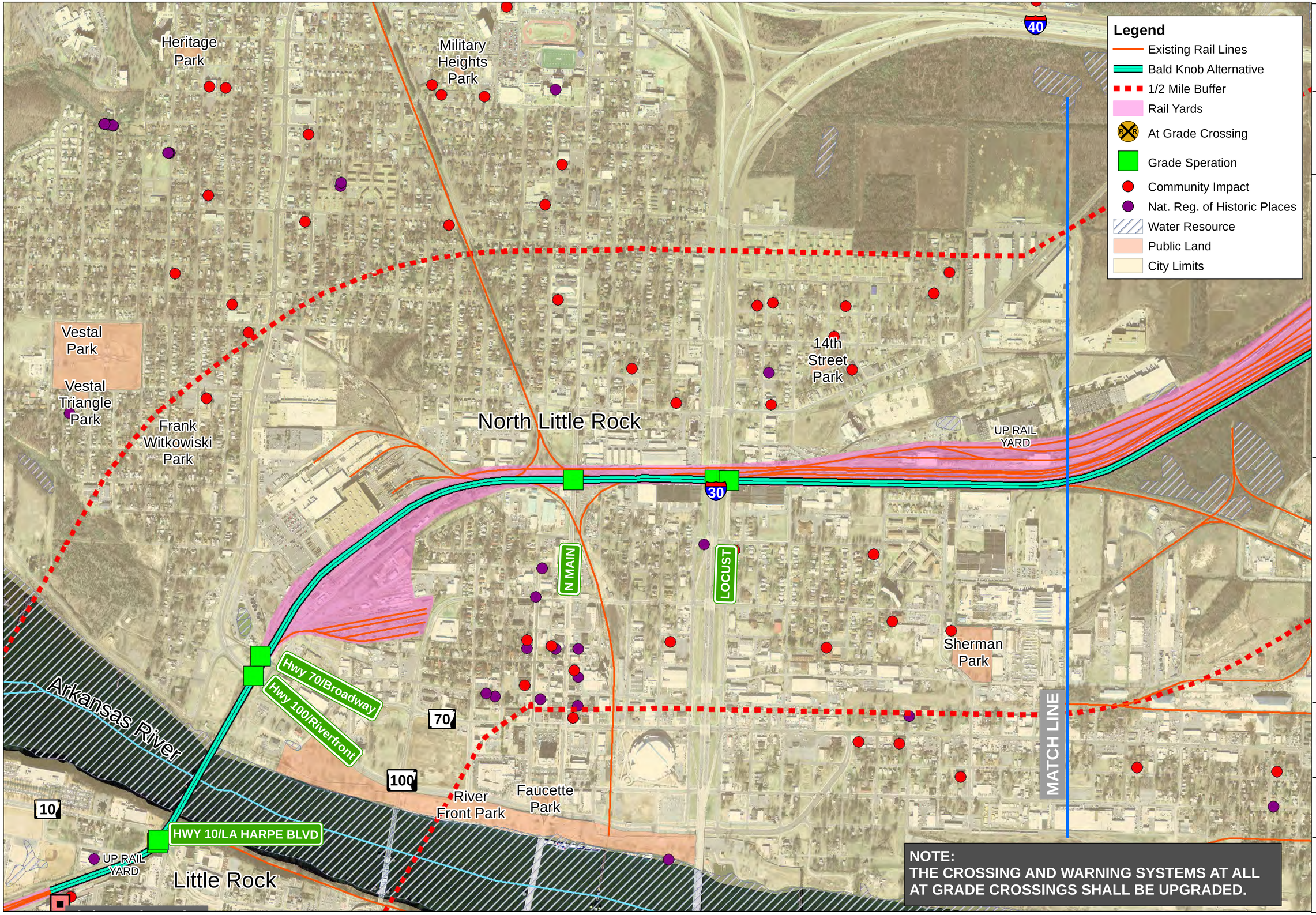
LITTLE ROCK,AR
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

1



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

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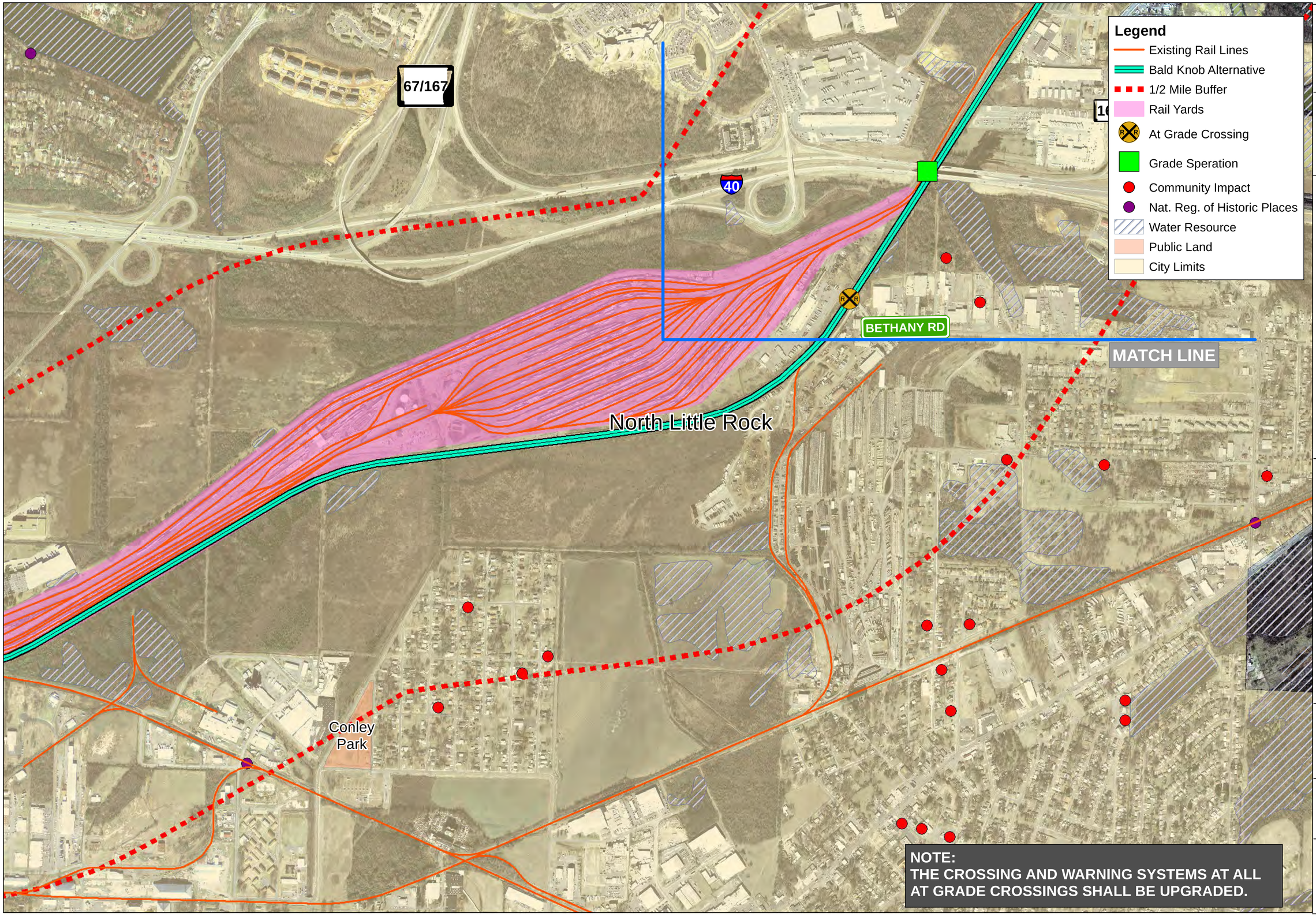

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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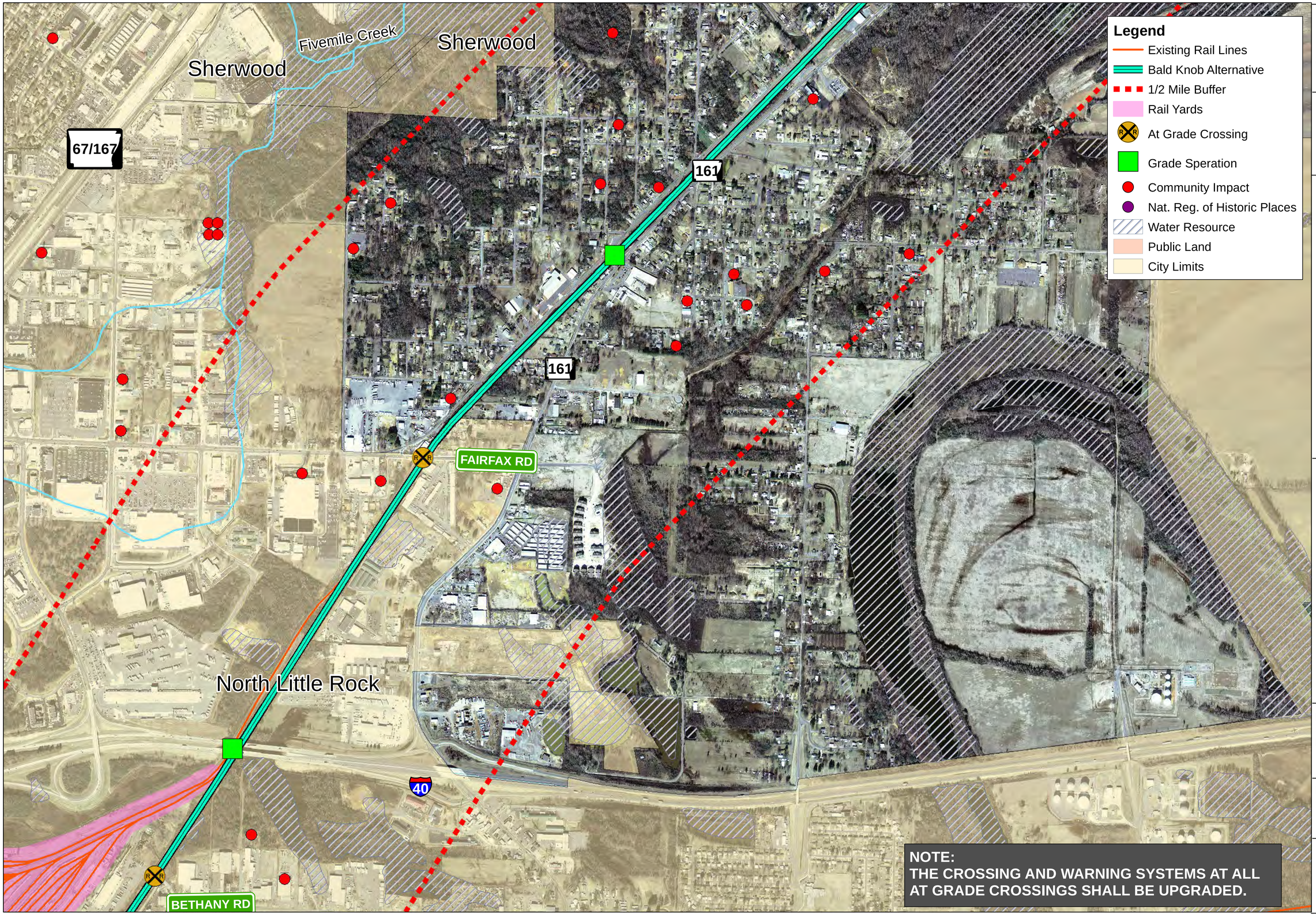

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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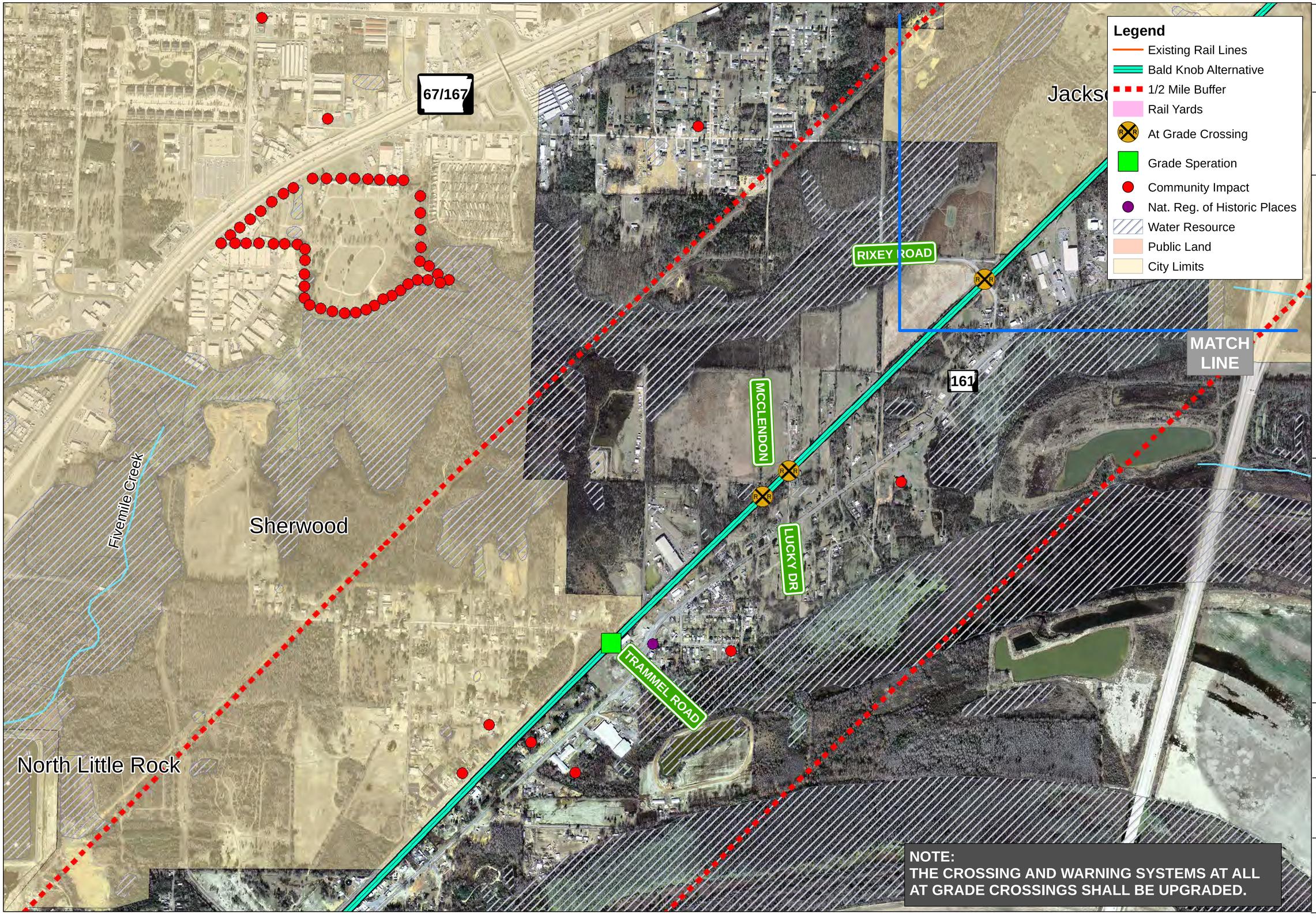

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

5

Jacksonville

Jacksonville

67/167

440

161

MP 334

Meto. Bayou

MATCH LINE

Legend

- Existing Rail Lines
- Bald Knob Alternative
- 1/2 Mile Buffer
- Rail Yards
- At Grade Crossing
- Grade Speration
- Community Impact
- Nat. Reg. of Historic Places
- Water Resource
- Public Land
- City Limits

NOTE:
THE CROSSING AND WARNING SYSTEMS AT ALL AT GRADE CROSSINGS SHALL BE UPGRADED.

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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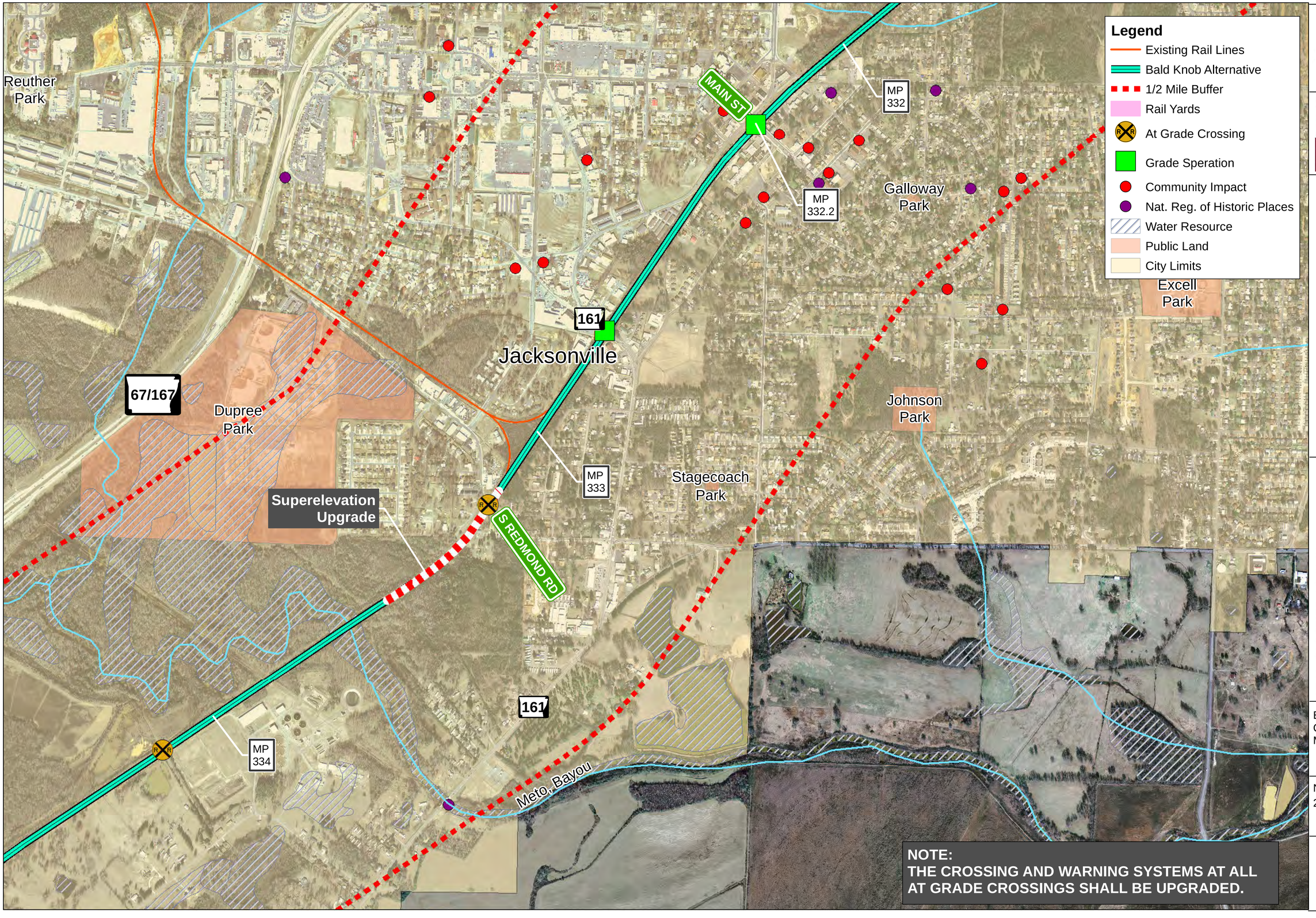

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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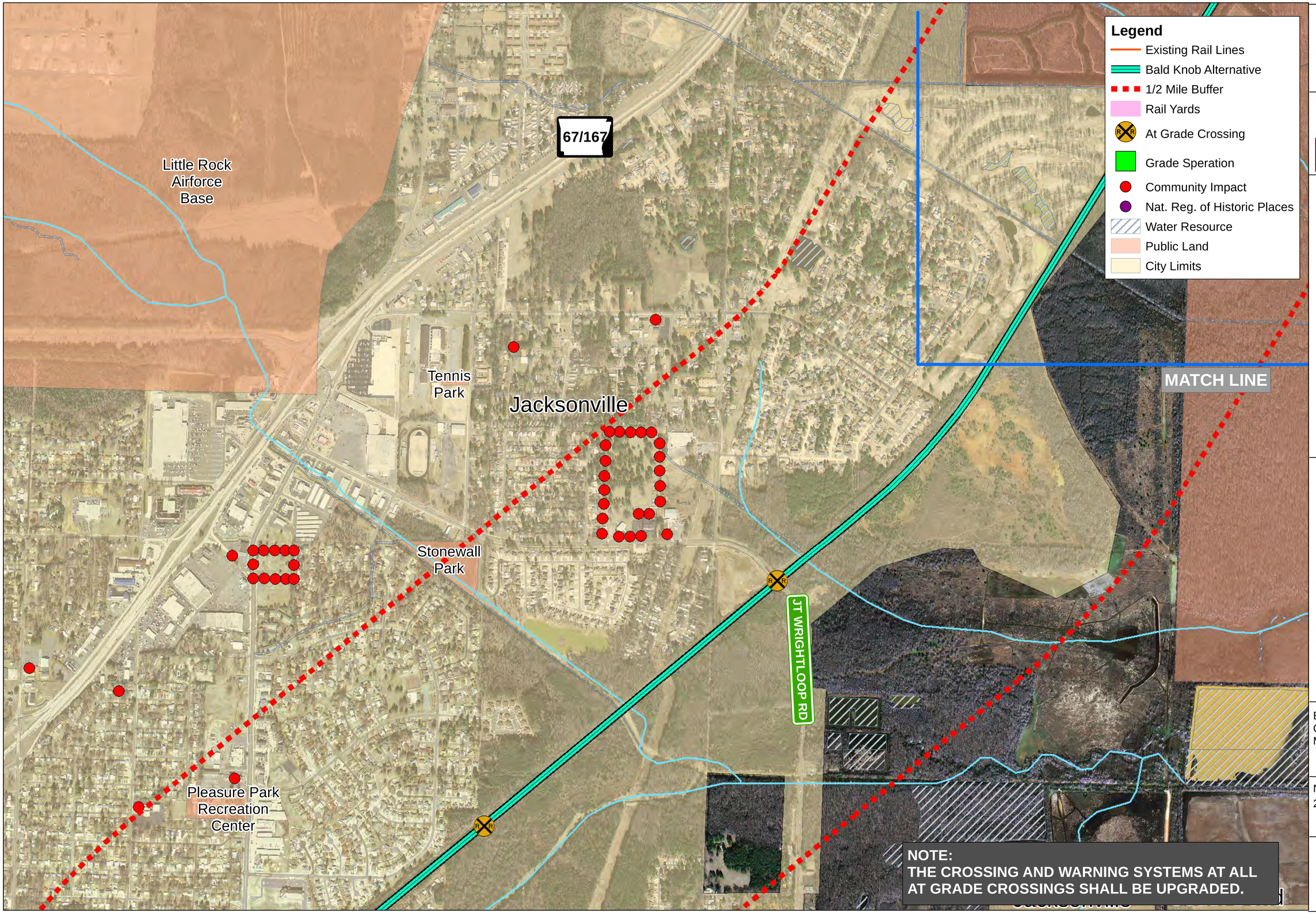

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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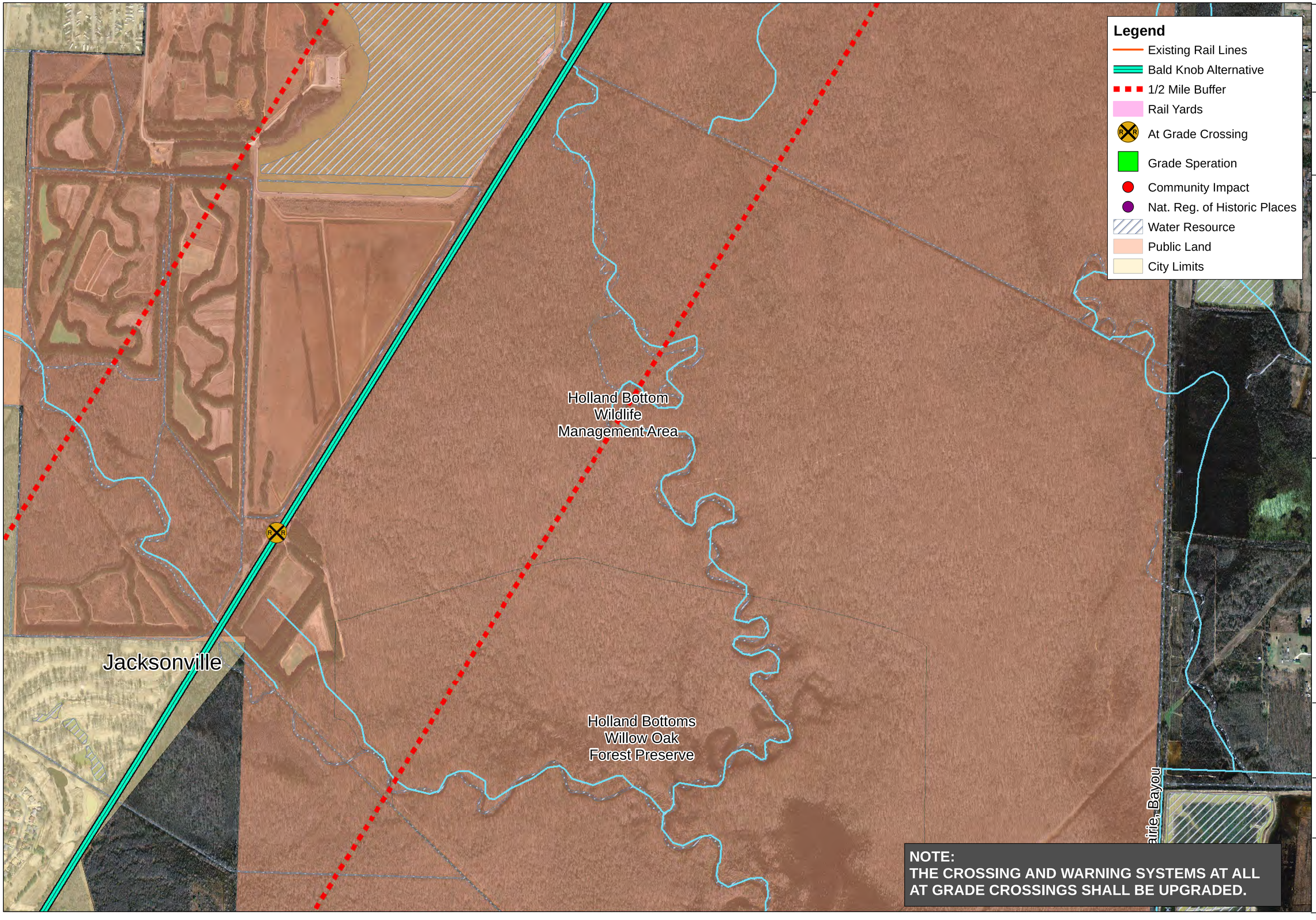

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ARKANSAS STATE HIGHWAY
AND TRANSPORTATION DEPARTMENT
LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL
FEASIBILITY STUDY

ENVIR.
CONSTRAINTS
MAP

NOVEMBER
2016

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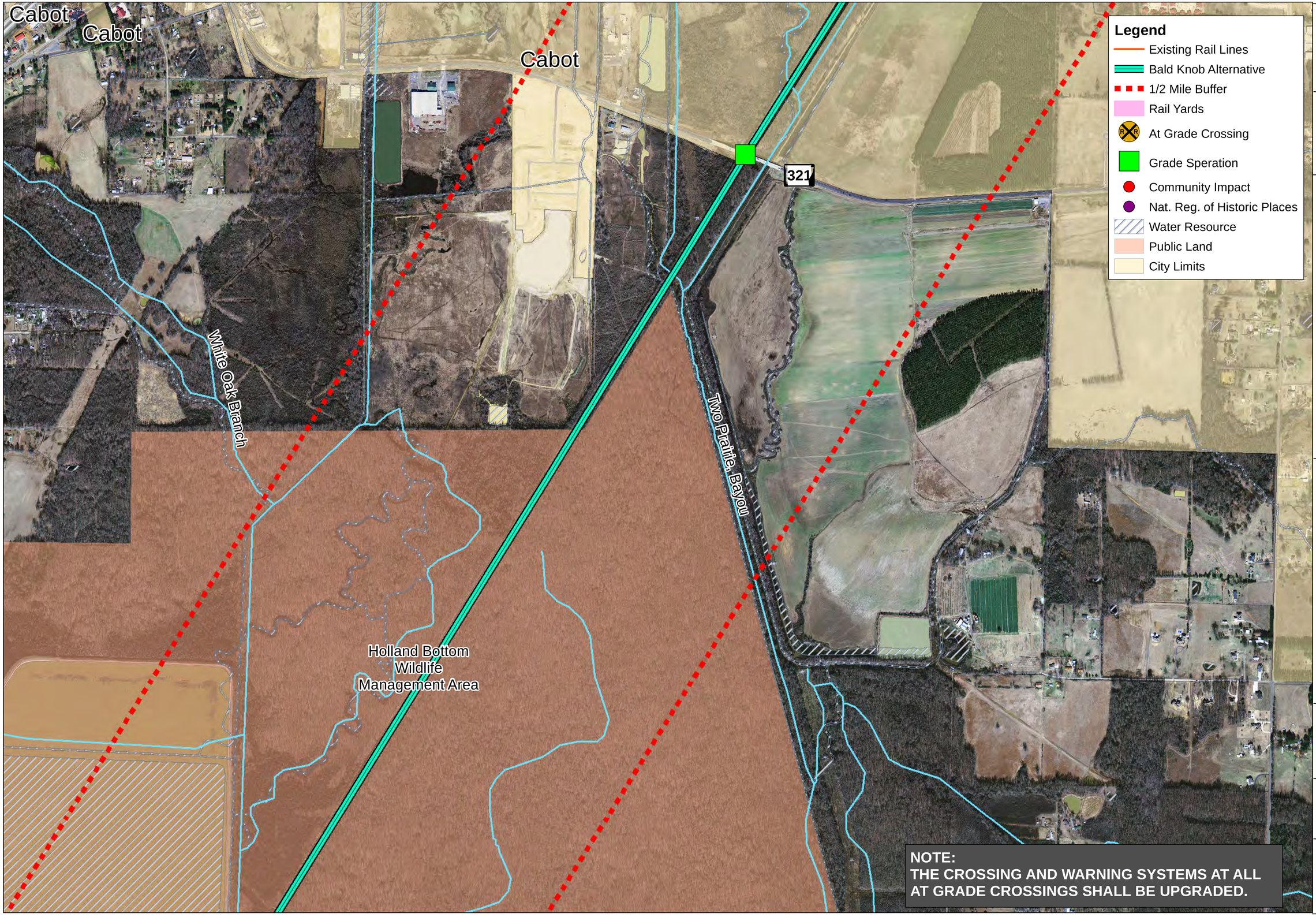
9



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

10

67/167

Park

ELM

MAIN

HWY 89 / PINE ST

MP 323

MP 324

MP 325

Cabot

Cabot

Two Prairie, Bayou

Legend

- Existing Rail Lines
- Bald Knob Alternative
- 1/2 Mile Buffer
- Rail Yards
- At Grade Crossing
- Grade Speration
- Community Impact
- Nat. Reg. of Historic Places
- Water Resource
- Public Land
- City Limits

N

NOTE:
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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

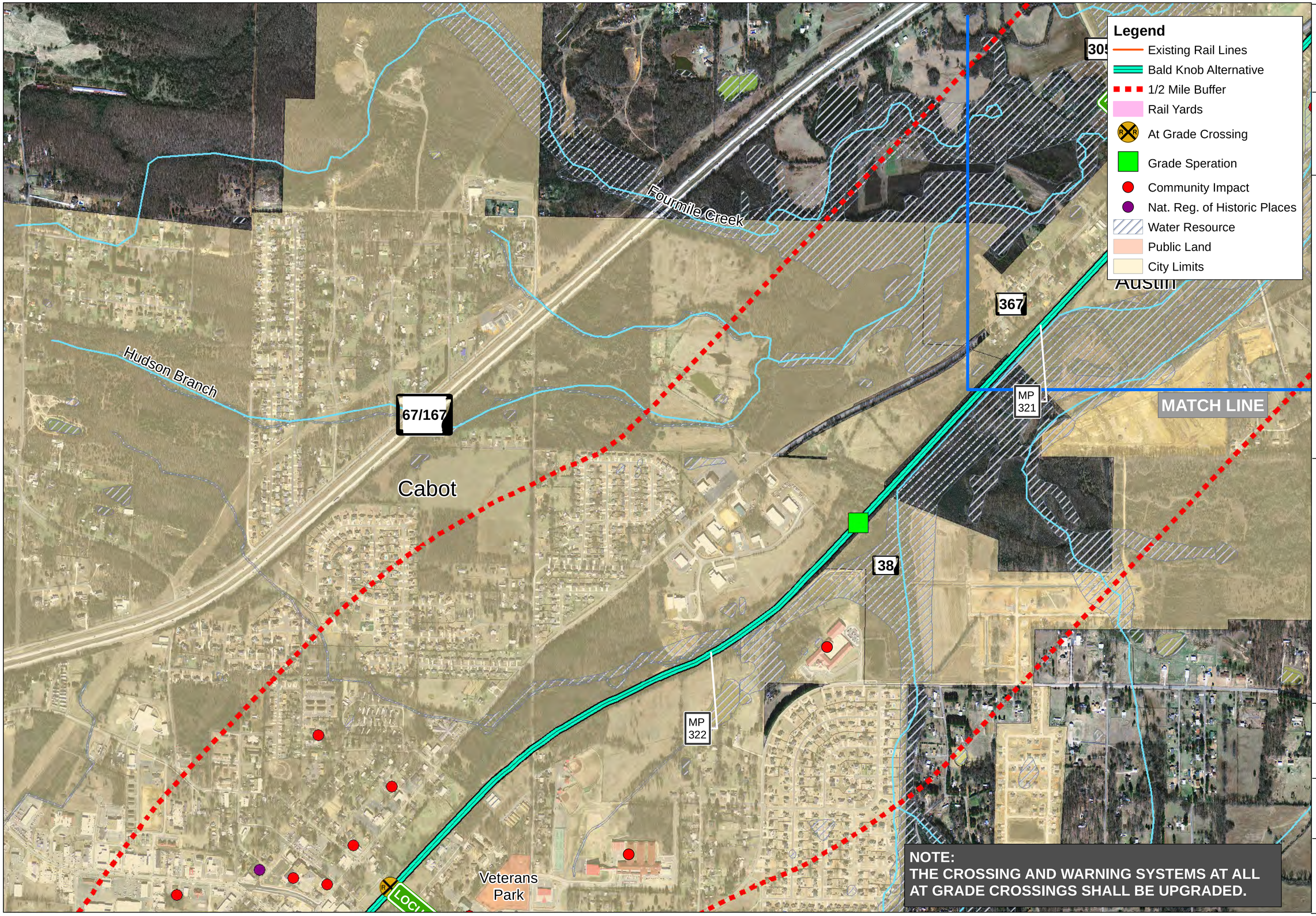
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

11



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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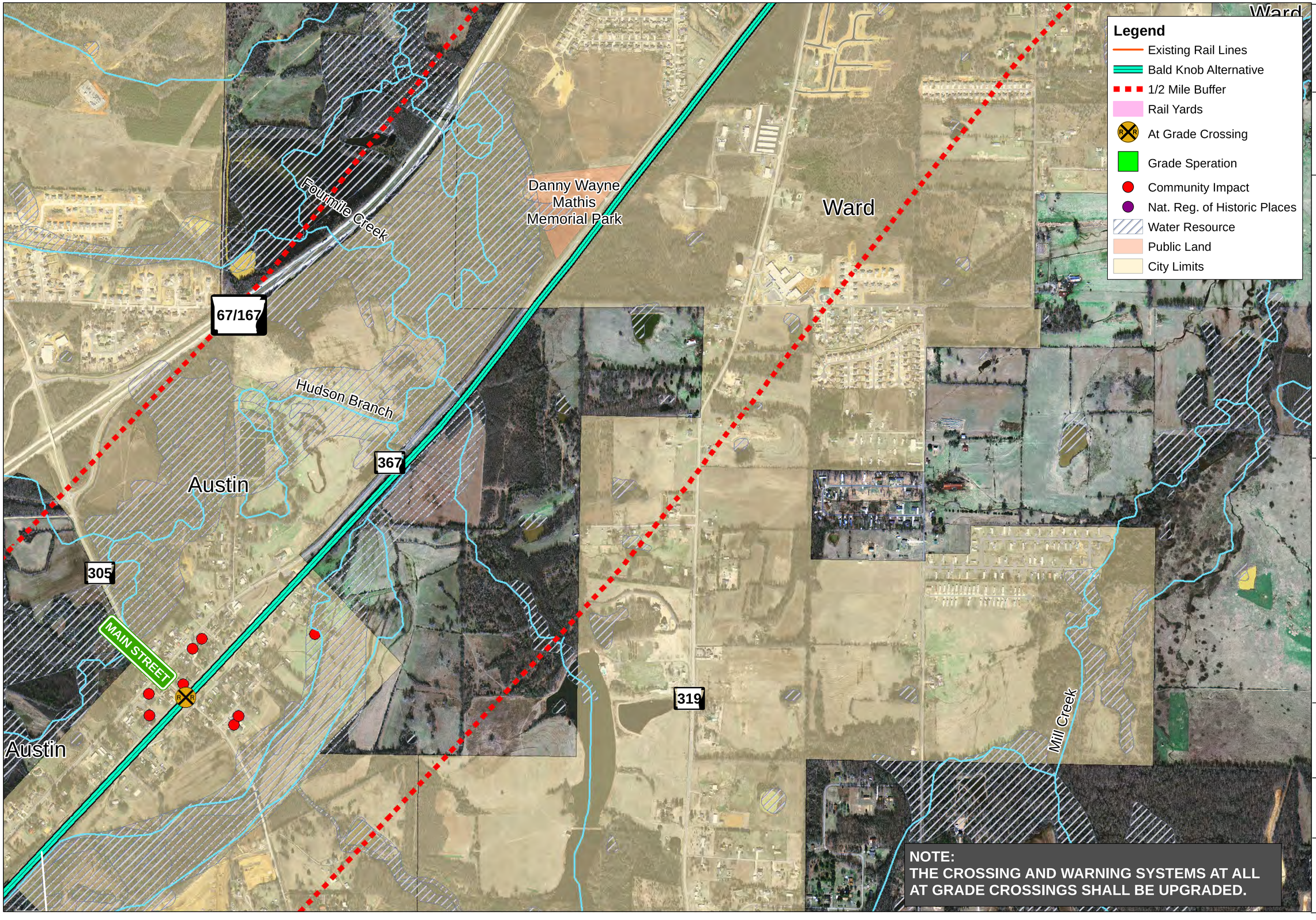

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

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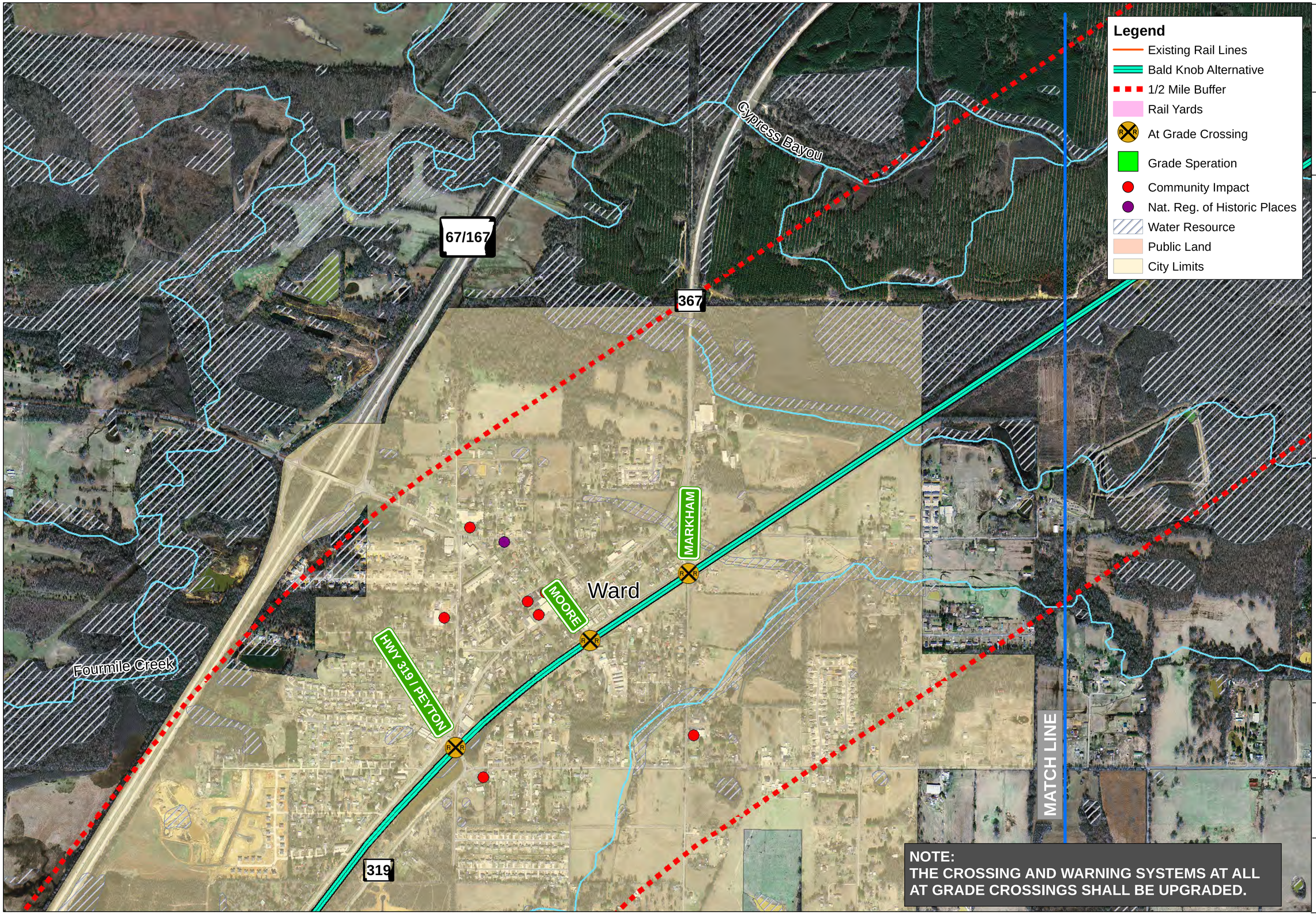

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

14

Beebe

Red Cut Slough

Cypress Bayou

MATCH LINE

Legend

- Existing Rail Lines
- Bald Knob Alternative
- 1/2 Mile Buffer
- Rail Yards
- At Grade Crossing
- Grade Speration
- Community Impact
- Nat. Reg. of Historic Places
- Water Resource
- Public Land
- City Limits

N

NOTE:
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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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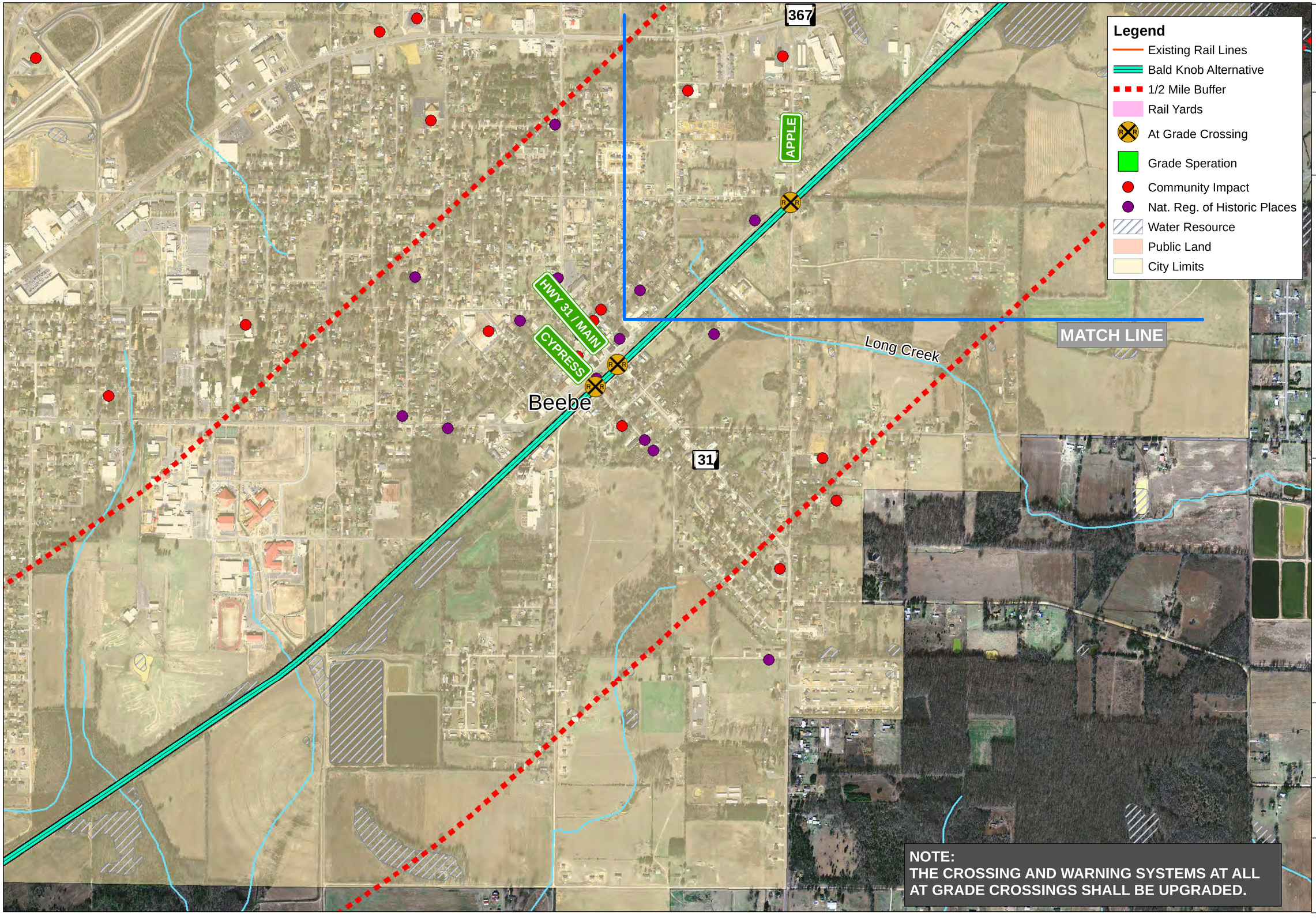
15



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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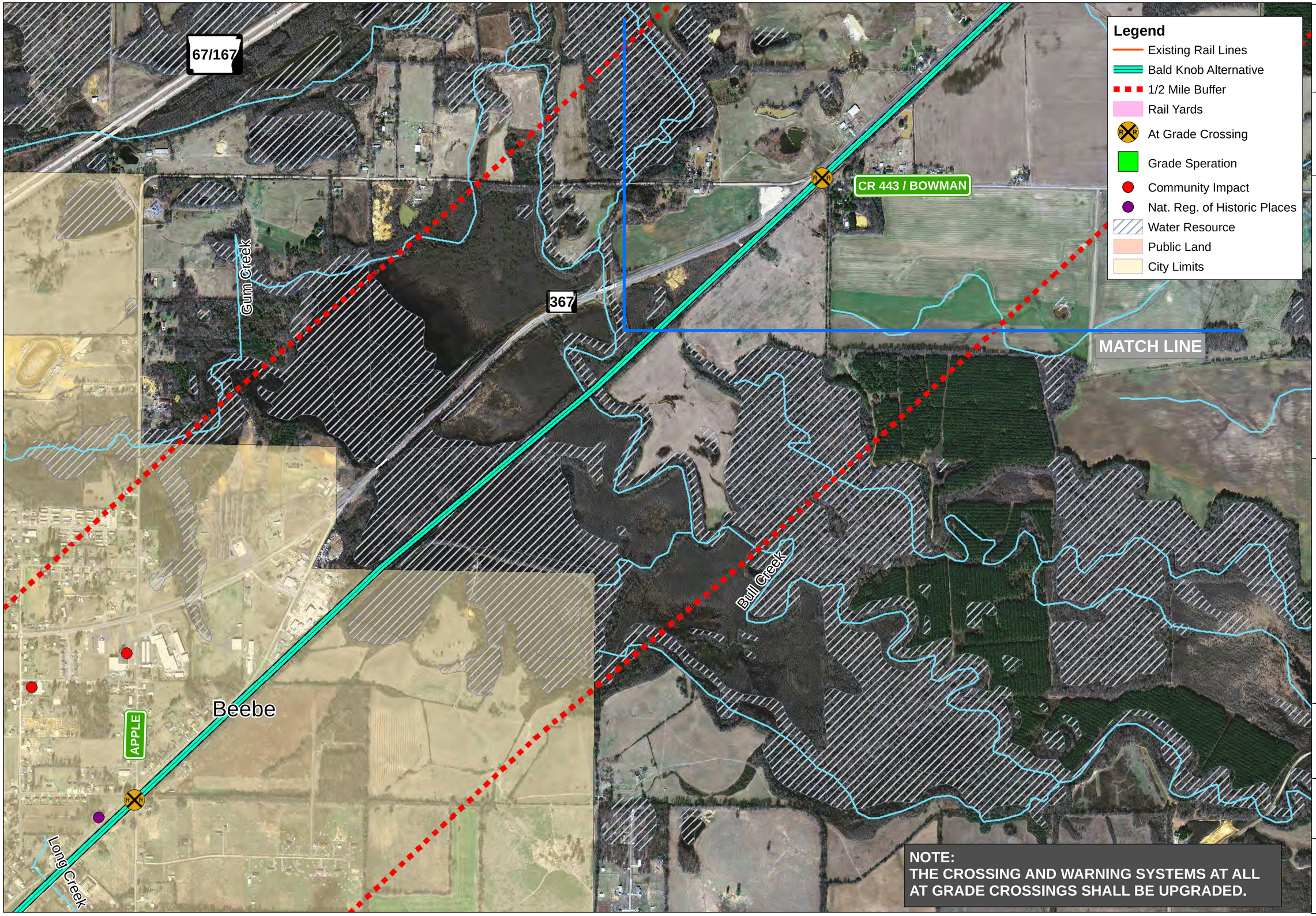

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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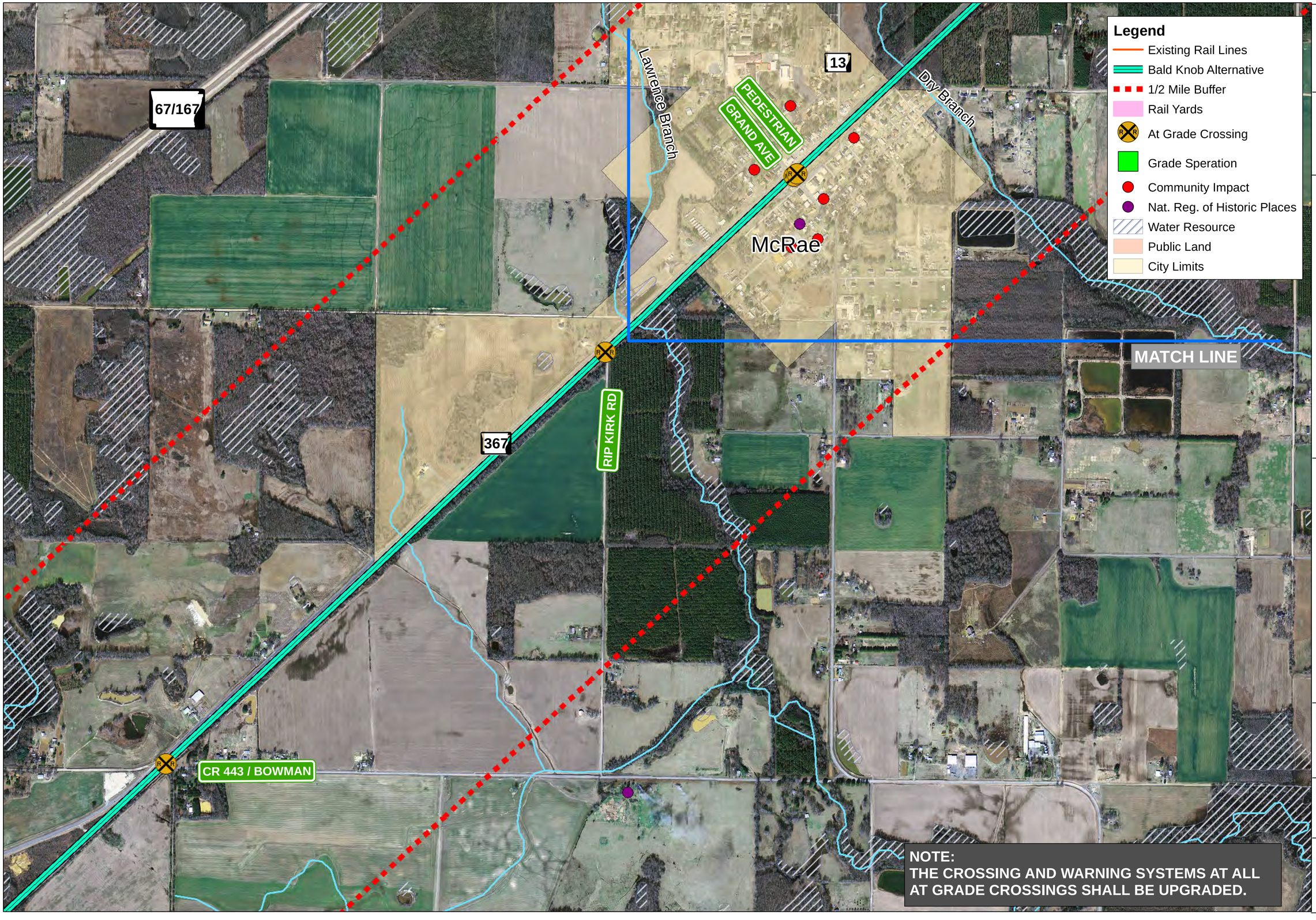

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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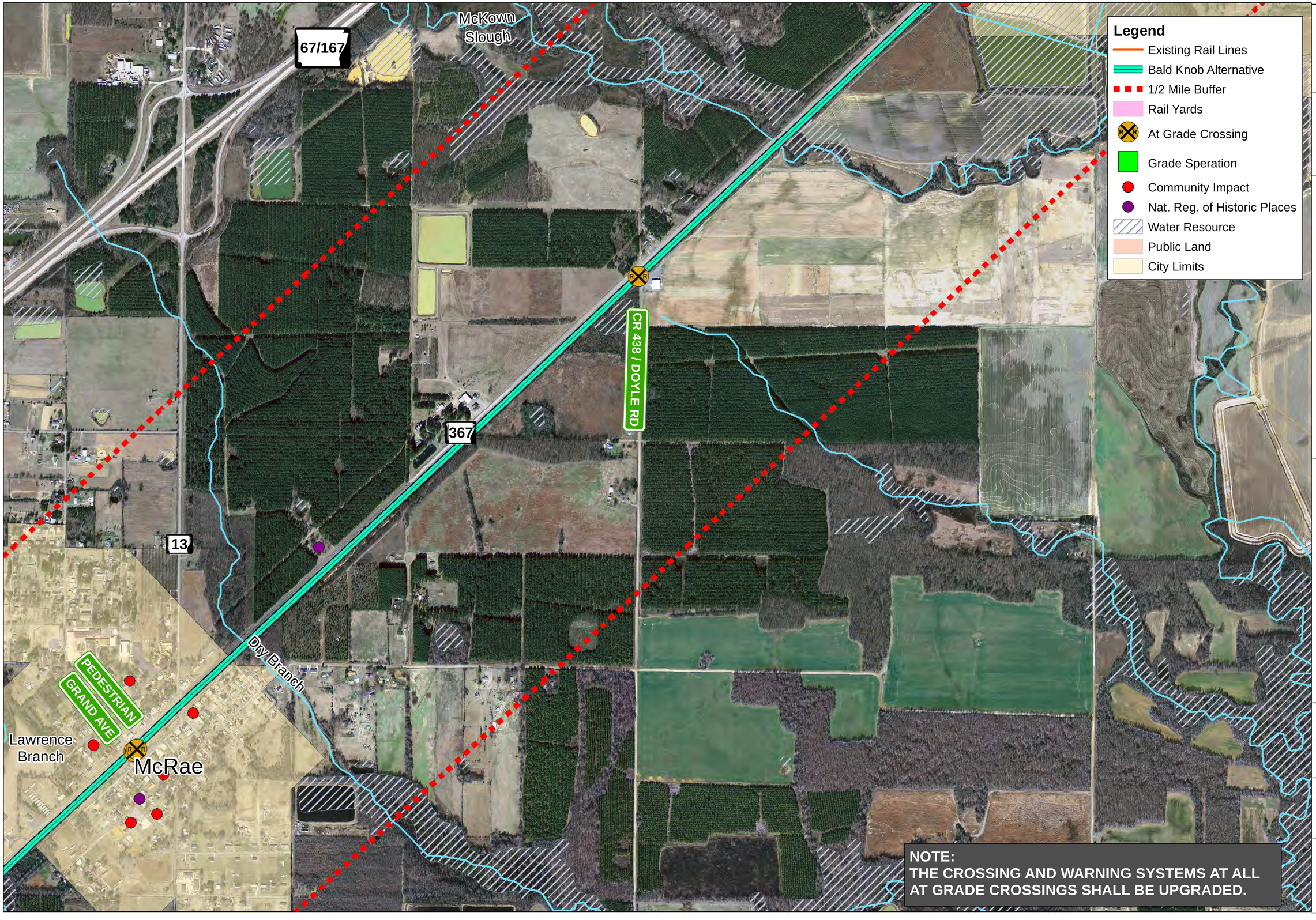

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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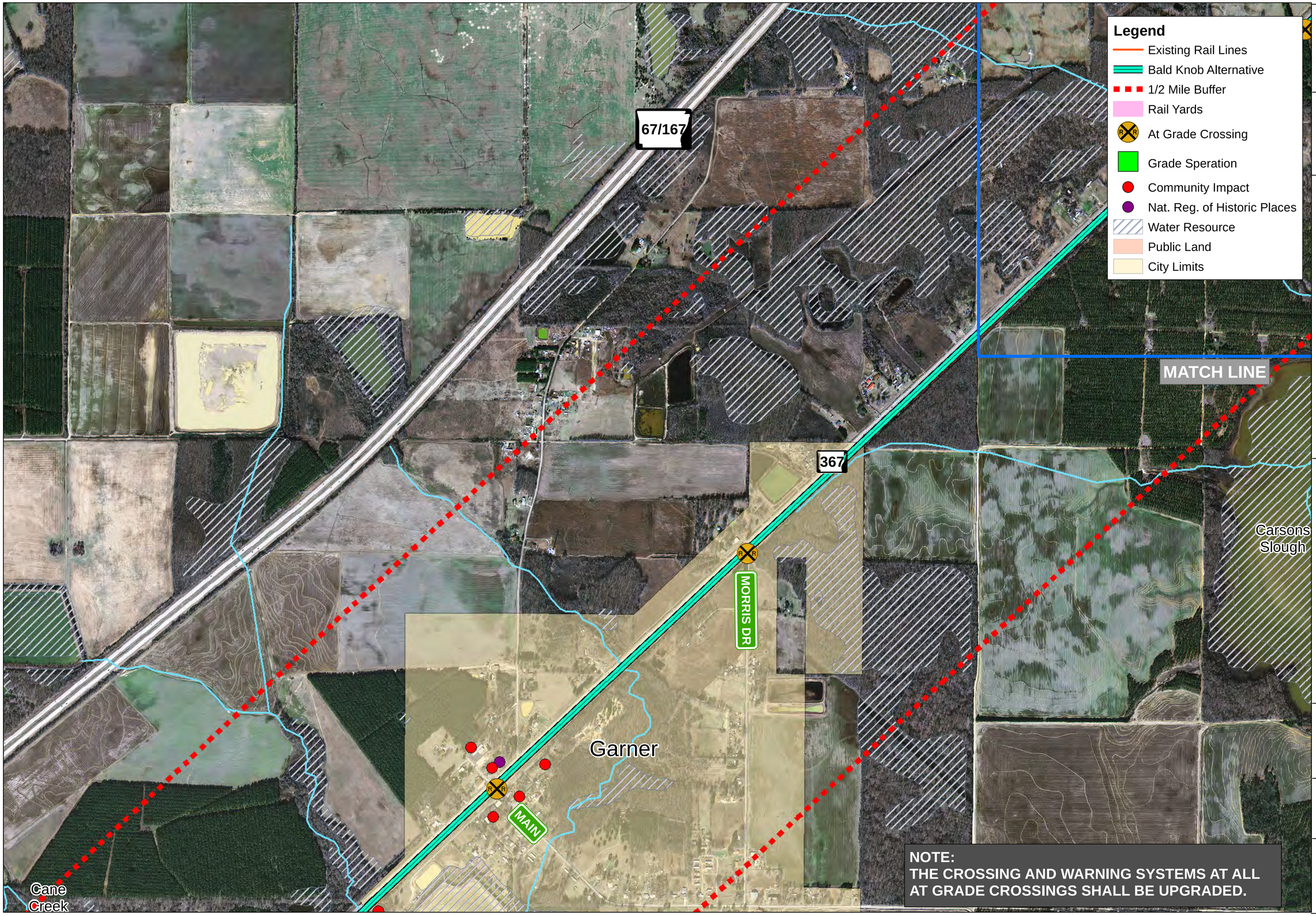

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

20

67/167

Des Arc Bayou

367

MATCH LINE

Legend

- Existing Rail Lines
- Bald Knob Alternative
- 1/2 Mile Buffer
- Rail Yards
- At Grade Crossing
- Grade Speration
- Community Impact
- Nat. Reg. of Historic Places
- Water Resource
- Public Land
- City Limits

N

NOTE:
THE CROSSING AND WARNING SYSTEMS AT ALL AT GRADE CROSSINGS SHALL BE UPGRADED.

AECOM

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

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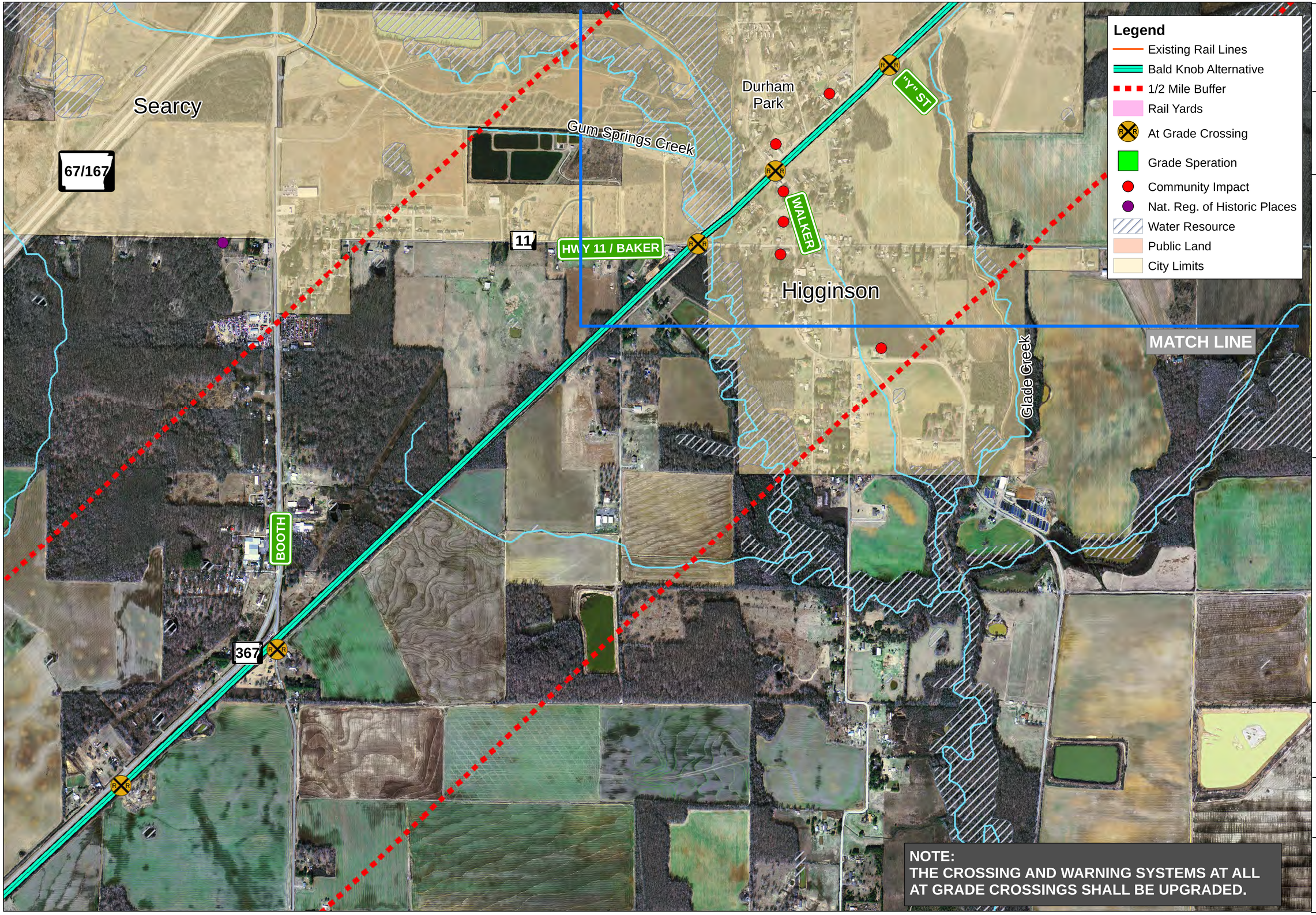

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

22

Searcy

Glade Creek

WINDSOR

406 / PRUITT

87

CR 405 /BALL PARK RD

MATCH LINE

Black Creek

Durham Park

"Y" ST

Higginson

WALKER

Gum Springs Creek

BAKER

11

Legend

- Existing Rail Lines
- Bald Knob Alternative
- 1/2 Mile Buffer
- Rail Yards
- At Grade Crossing
- Grade Speration
- Community Impact
- Nat. Reg. of Historic Places
- Water Resource
- Public Land
- City Limits

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

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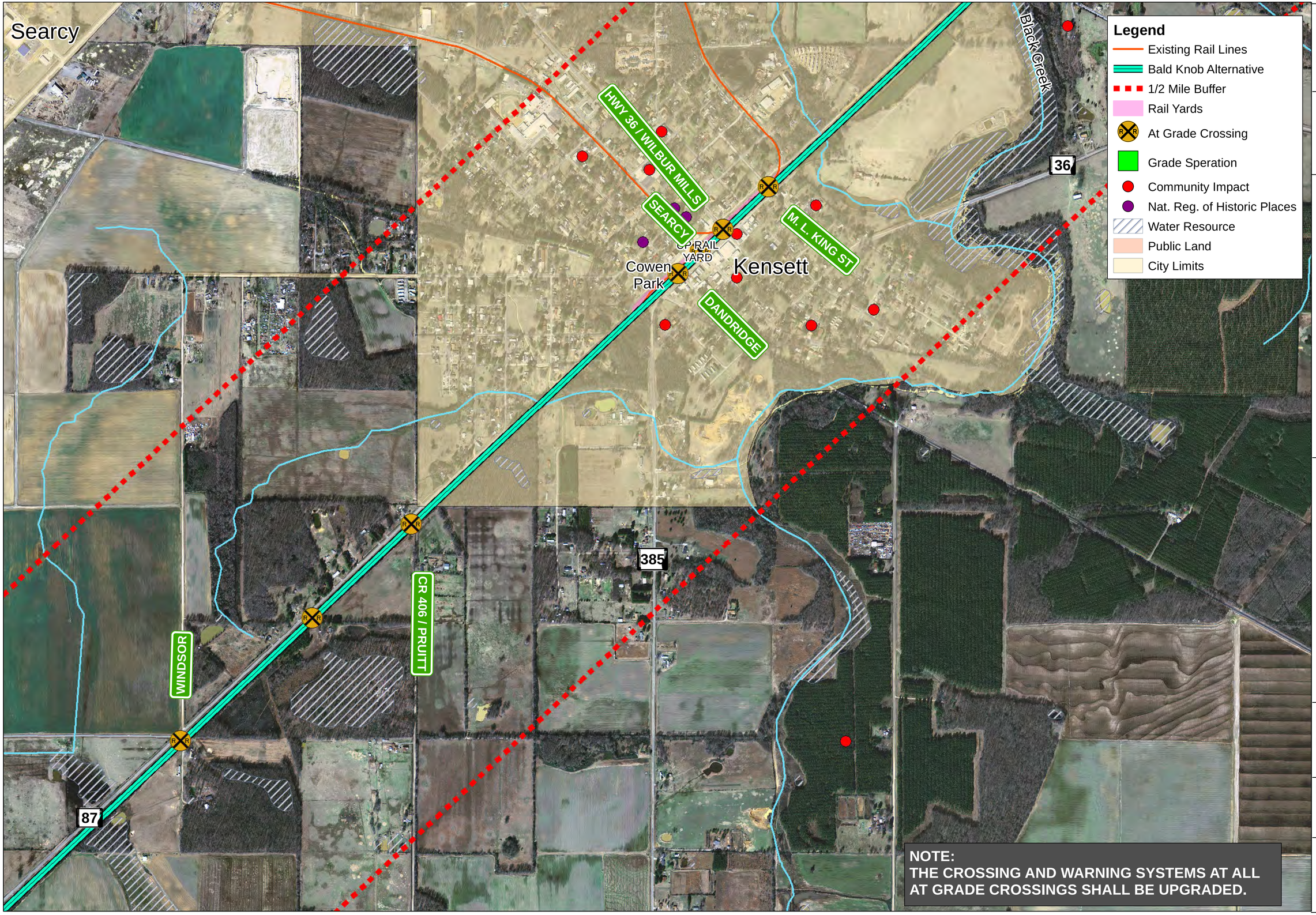

NOTE:
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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER
24

Corn Stalk Branch

MP 293

Judsonia

Searcy

Little Red River

Kensett

Black Creek

CR 414 / MOBLEY LN

Bald Knob National Wildlife Refuge

Legend

- Existing Rail Lines
- Bald Knob Alternative
- 1/2 Mile Buffer
- Rail Yards
- At Grade Crossing
- Grade Speration
- Community Impact
- Nat. Reg. of Historic Places
- Water Resource
- Public Land
- City Limits

N

NOTE:
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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

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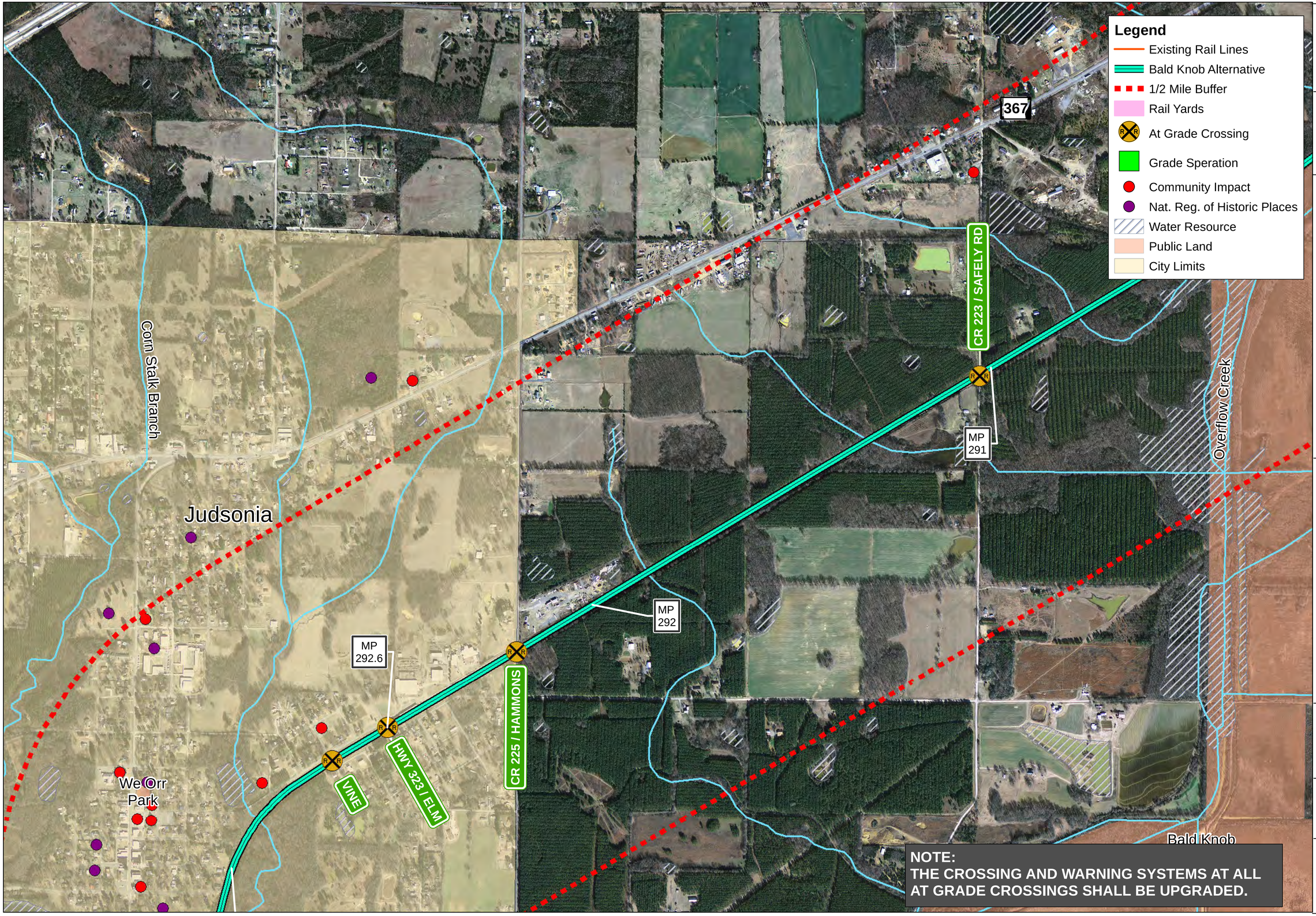

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

26

Powder Fork

Bald Knob

UP RAIL YARD

HICKORY

ELM

CR 83 / MAIN

E 3RD

Bald Knob Station

367

Bald Knob National Wildlife Refuge

Overflow Creek

MATCH LINE

Bald Knob National Wildlife Refuge

NOTE:
THE CROSSING AND WARNING SYSTEMS AT ALL AT GRADE CROSSINGS SHALL BE UPGRADED.

Legend

- Existing Rail Lines
- Bald Knob Alternative
- 1/2 Mile Buffer
- Rail Yards
- At Grade Crossing
- Grade Speration
- Community Impact
- Nat. Reg. of Historic Places
- Water Resource
- Public Land
- City Limits

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

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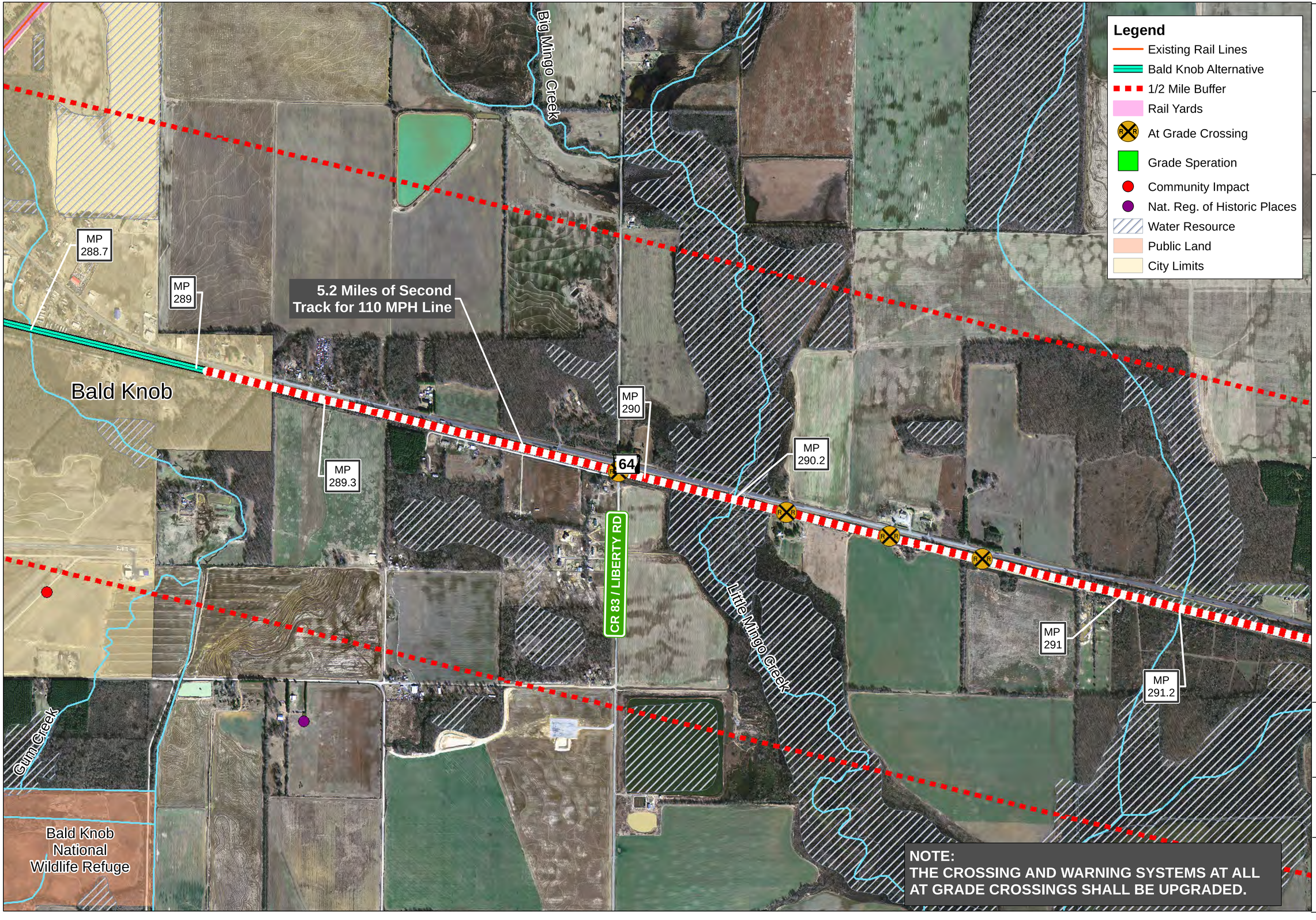

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER
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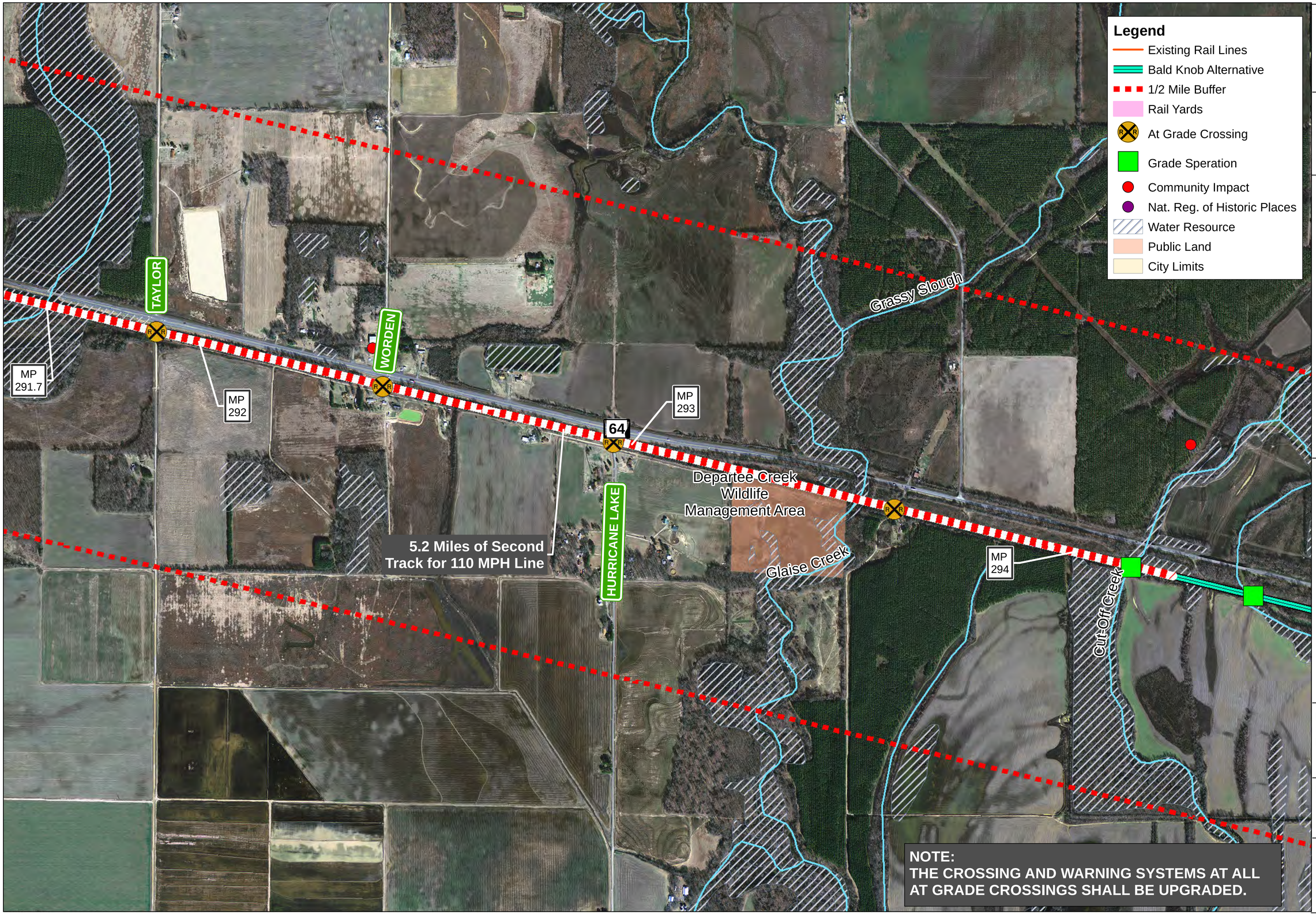

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER
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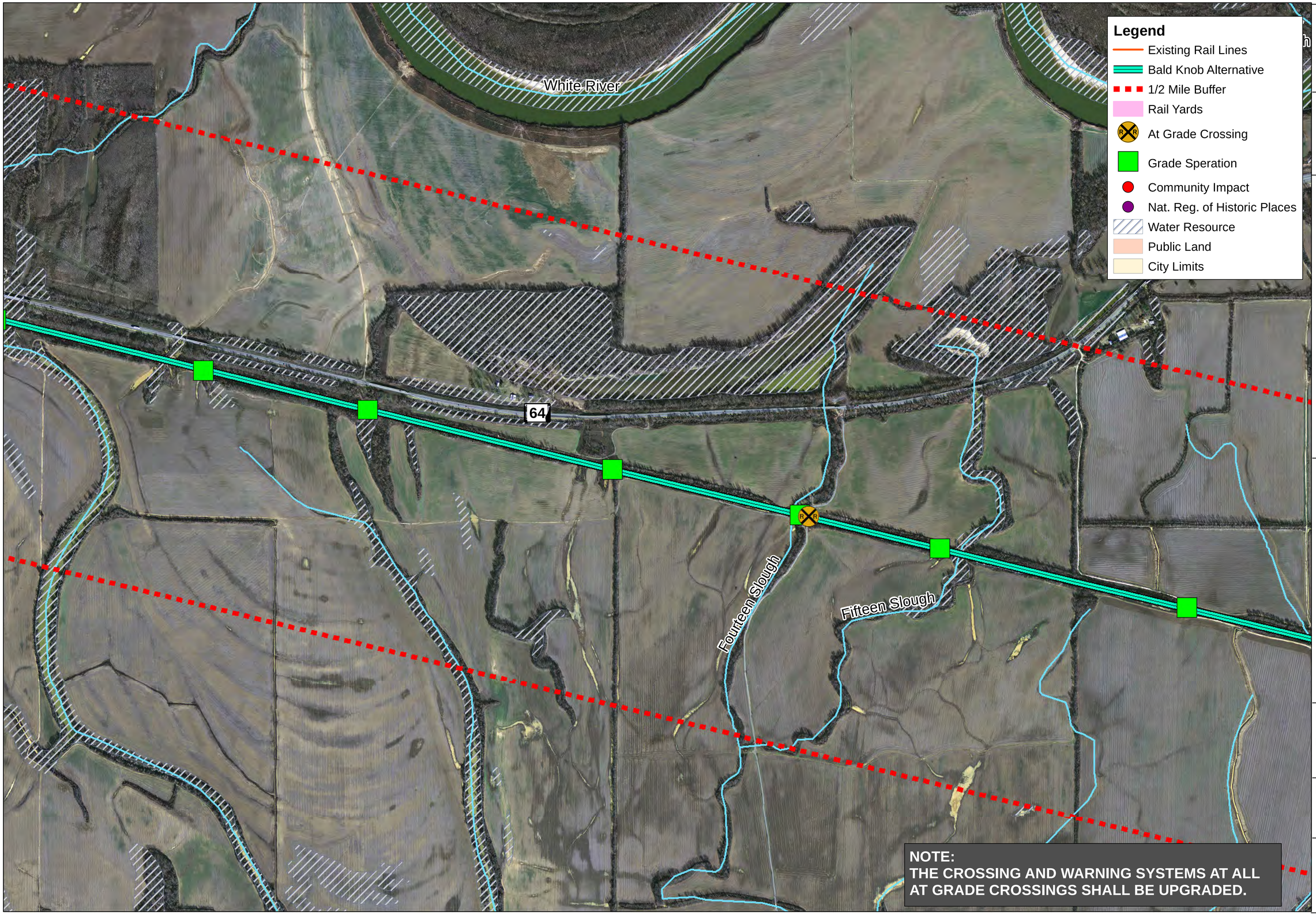

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

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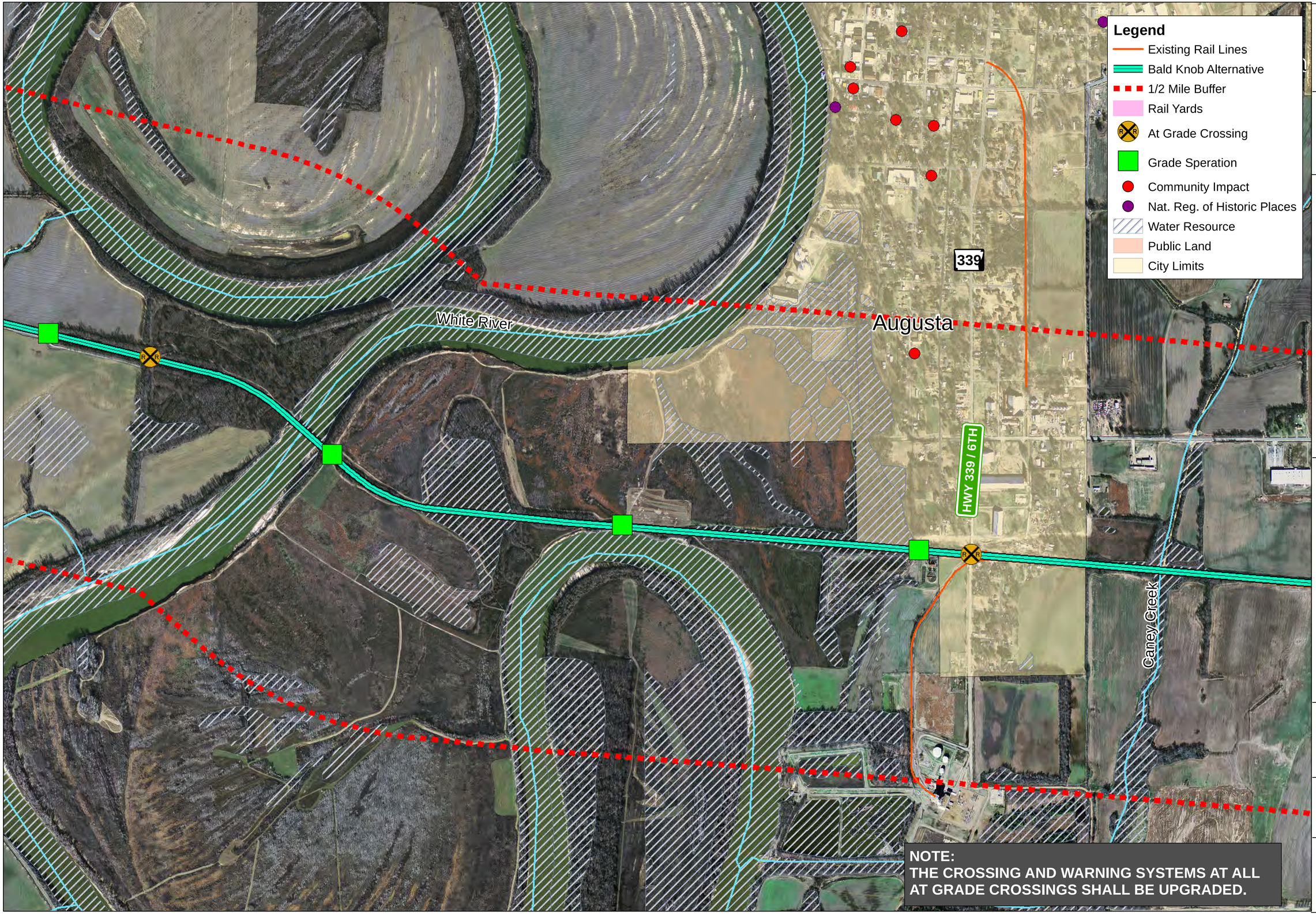

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

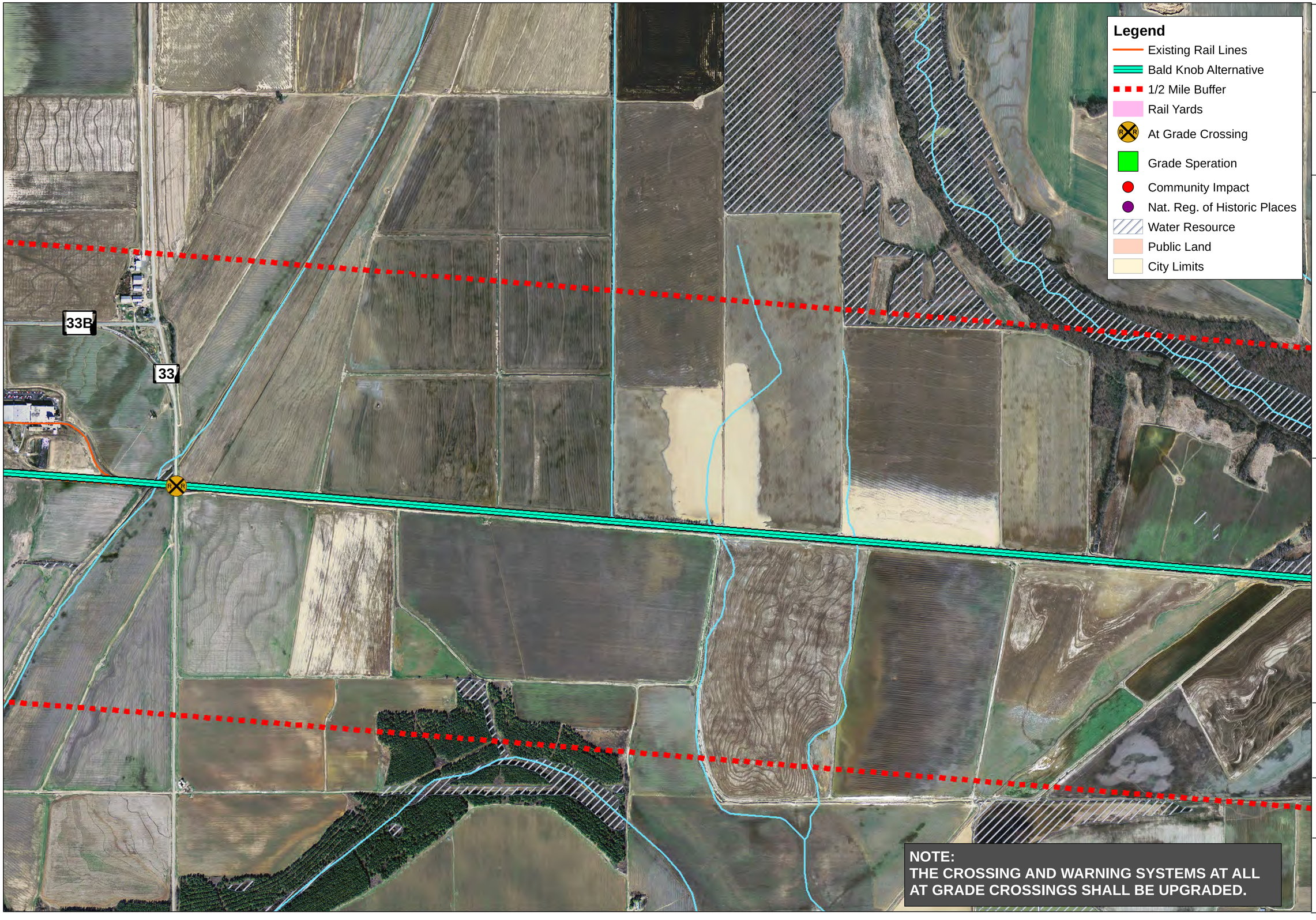
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

31



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

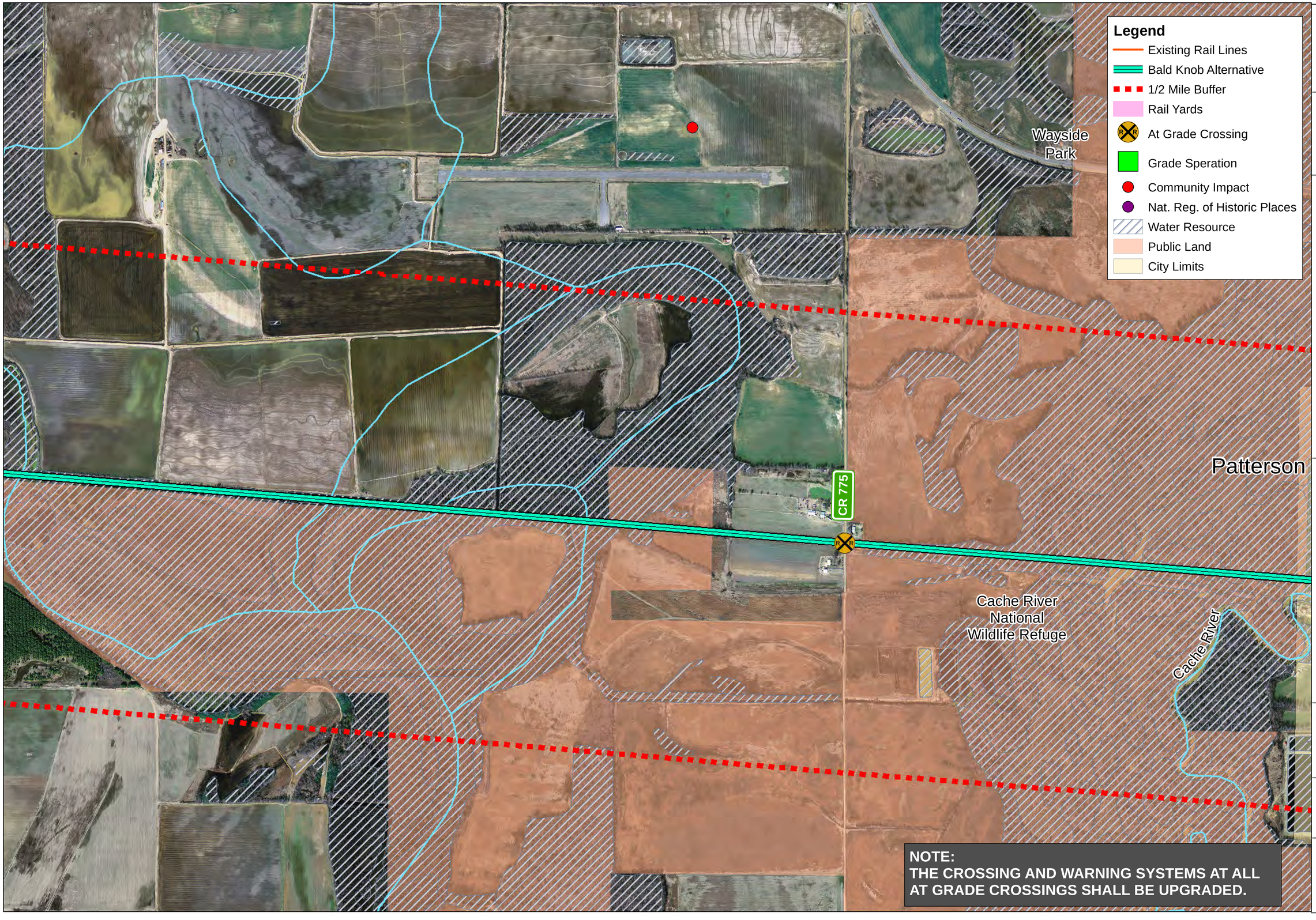
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

32



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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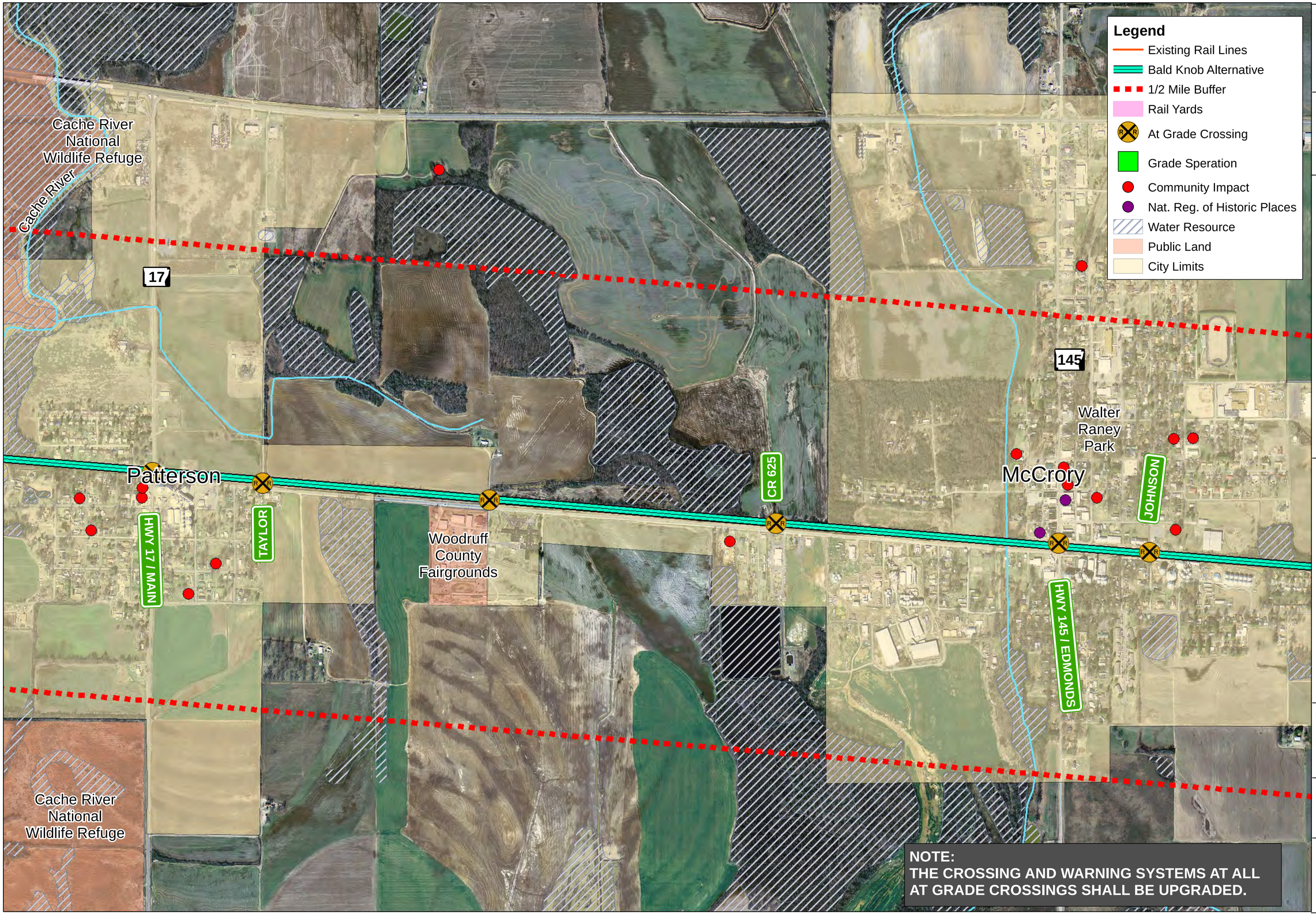
33



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

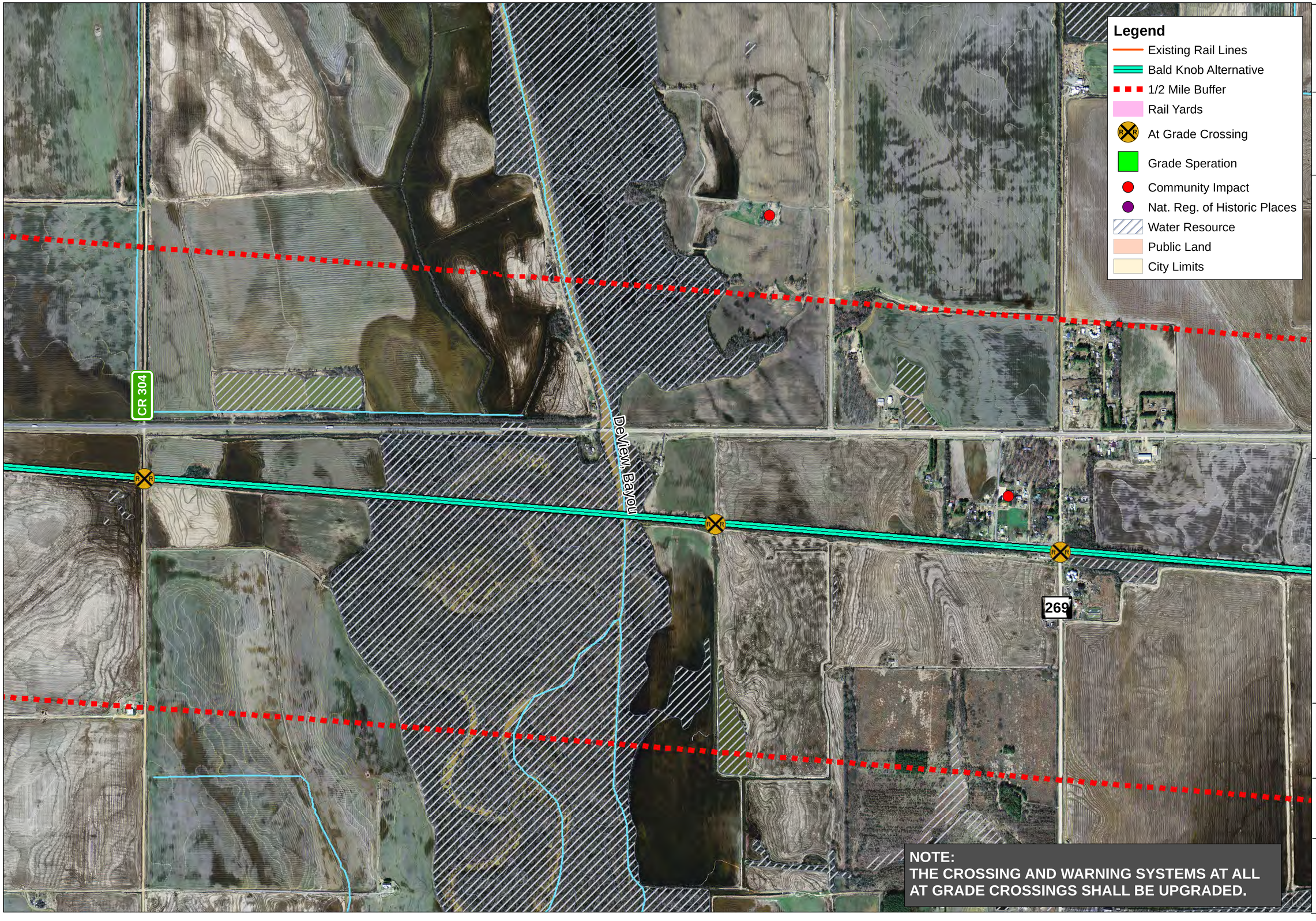
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

35



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

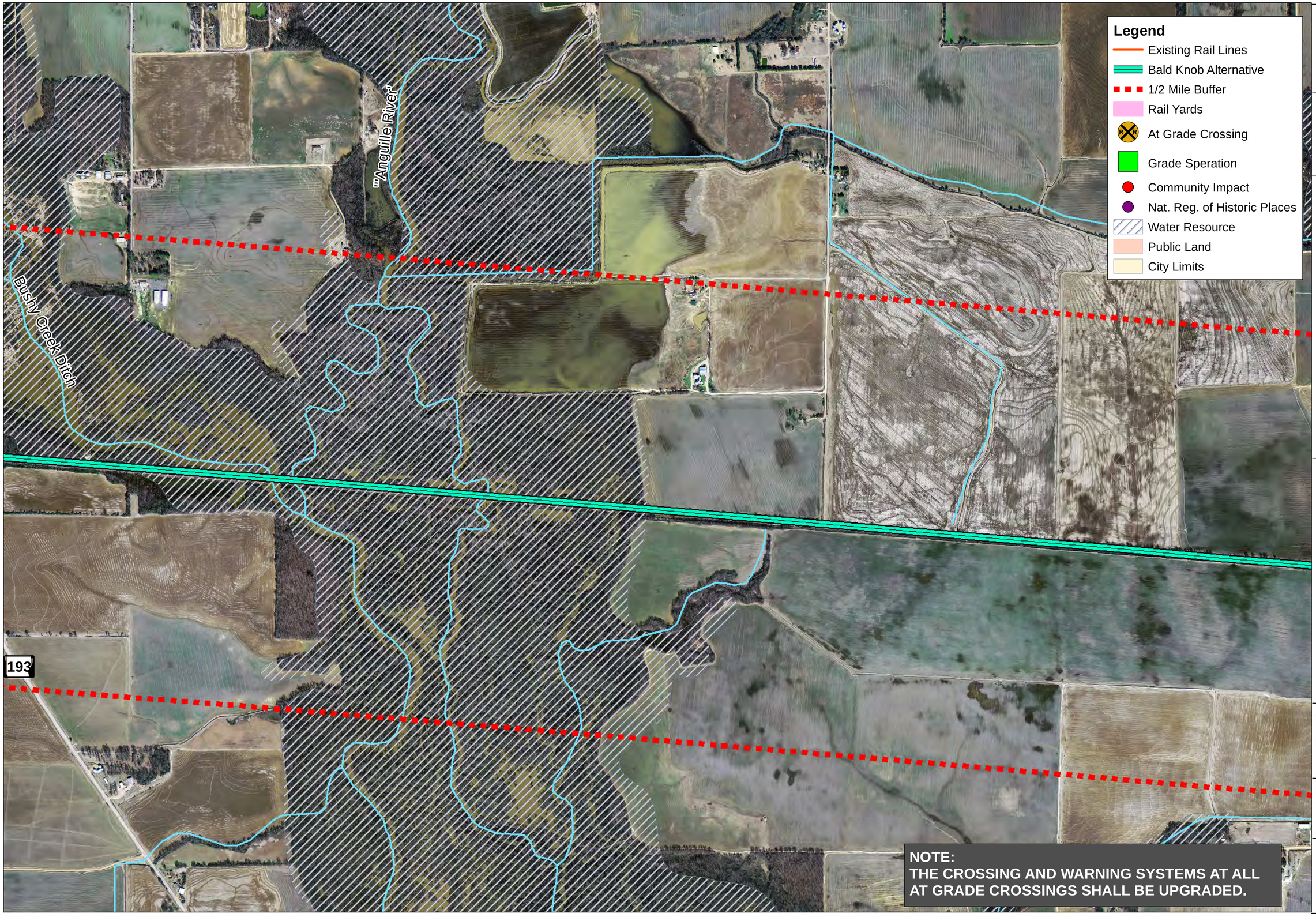
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

39



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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Morgan Creek

Caney Creek

350

284

Wynne

Wynne

Legend

- Existing Rail Lines
- Bald Knob Alternative
- 1/2 Mile Buffer
- Rail Yards
- At Grade Crossing
- Grade Speration
- Community Impact
- Nat. Reg. of Historic Places
- Water Resource
- Public Land
- City Limits

NOTE:
THE CROSSING AND WARNING SYSTEMS AT ALL AT GRADE CROSSINGS SHALL BE UPGRADED.

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

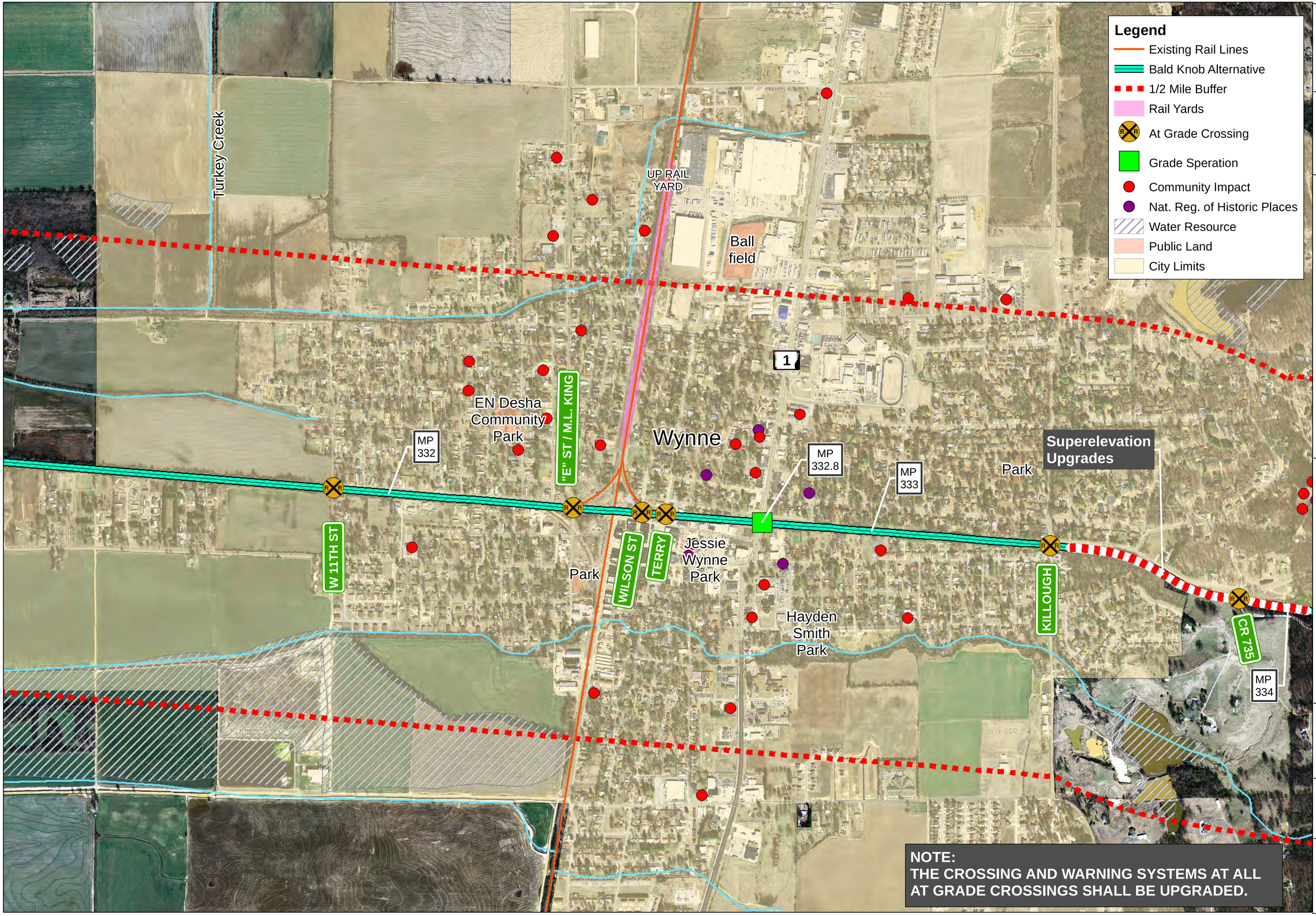
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

41



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

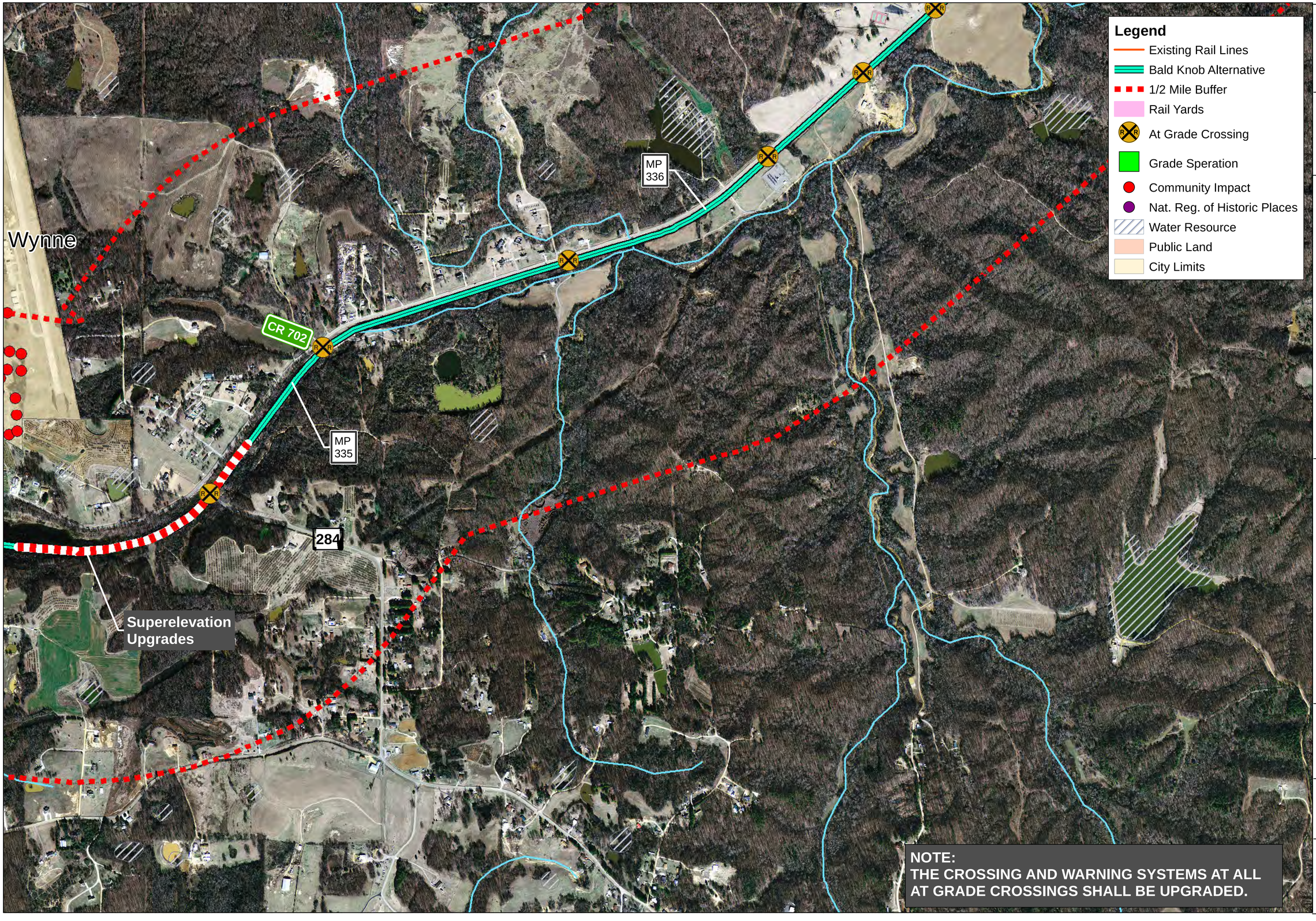
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

42



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

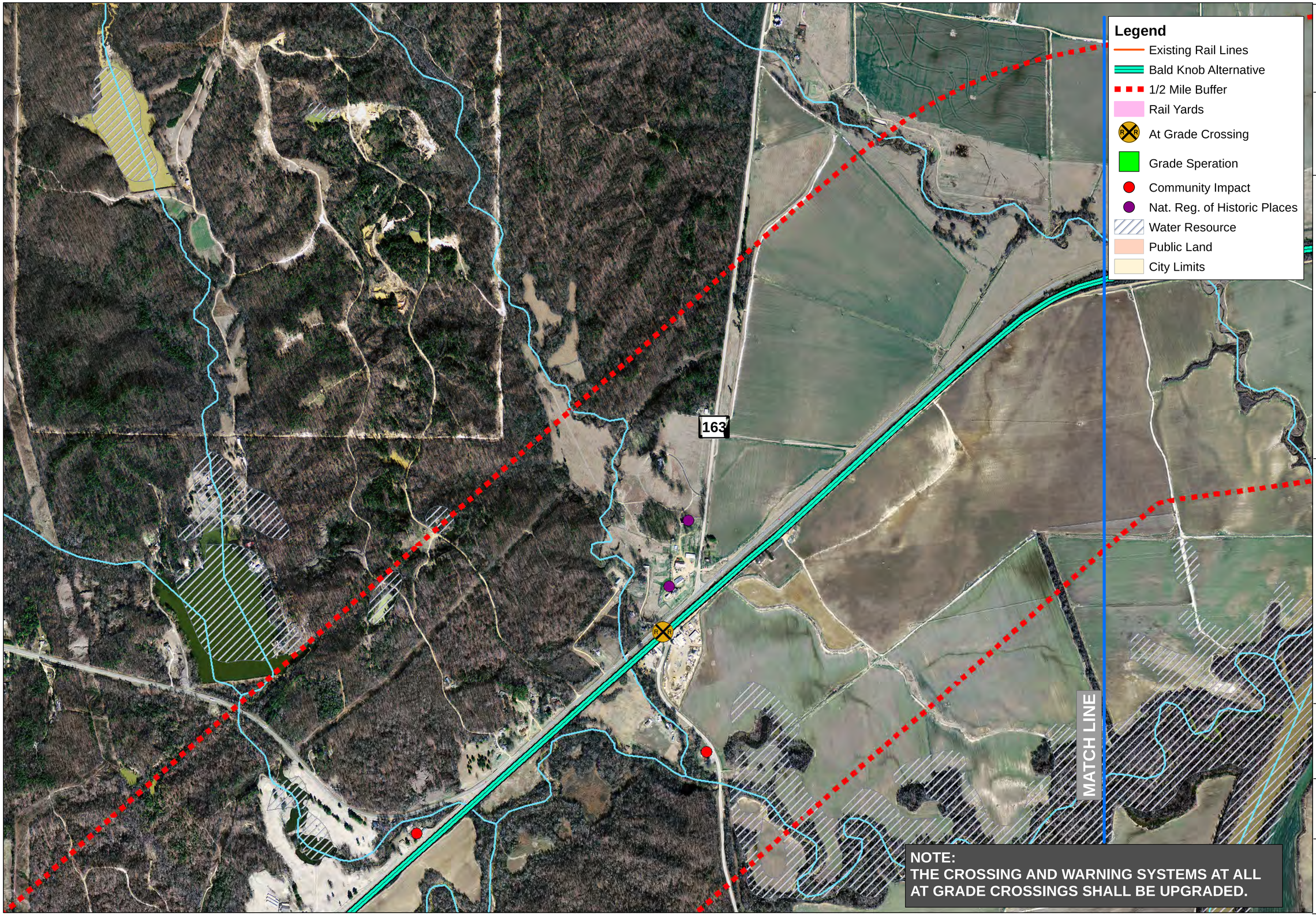
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

43



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

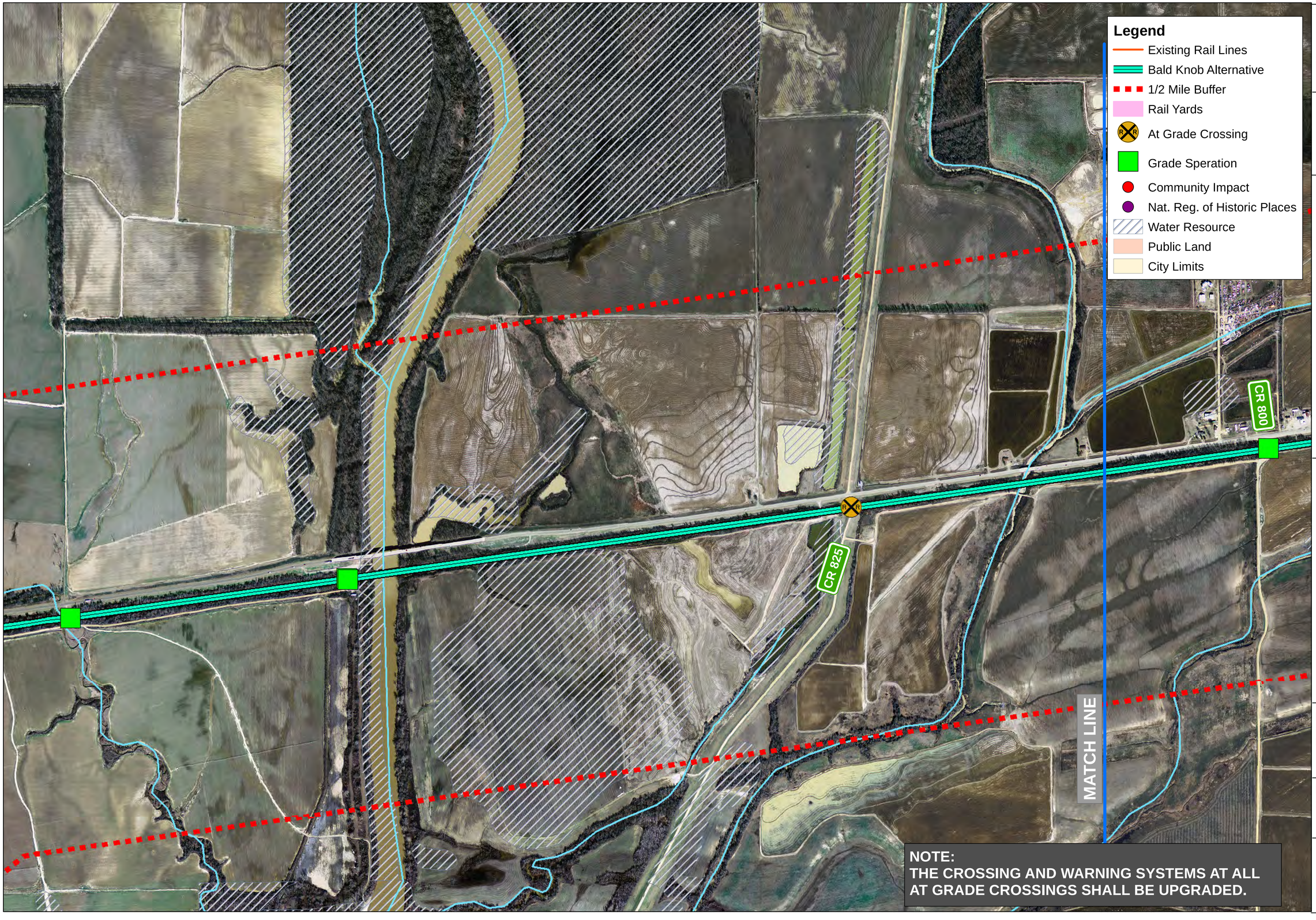
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

44



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ARKANSAS STATE HIGHWAY
AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL
FEASIBILITY STUDY

ENVIR.
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MAP

NOVEMBER
2016

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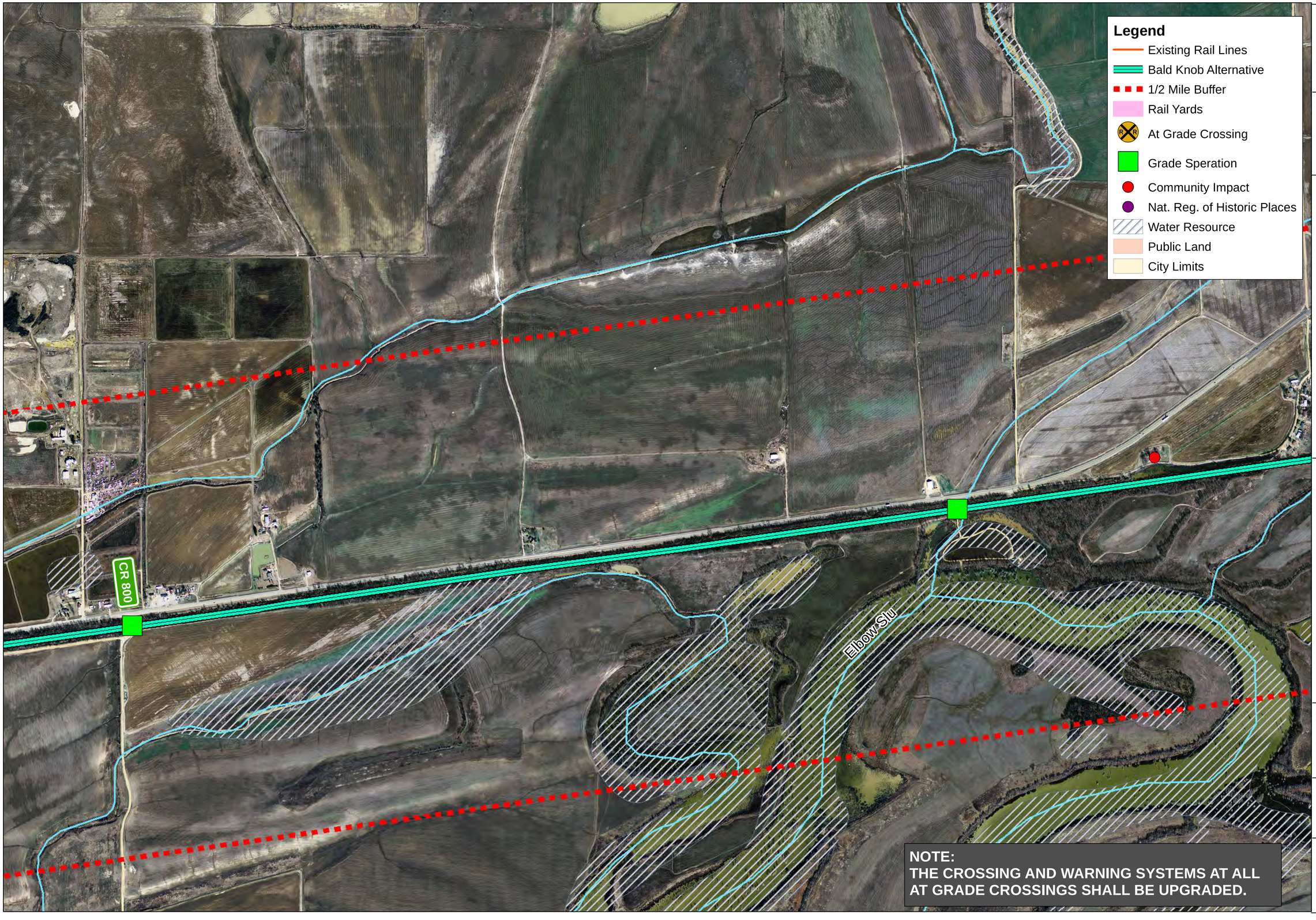
NUMBER

45



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ARKANSAS STATE HIGHWAY
AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL
FEASIBILITY STUDY

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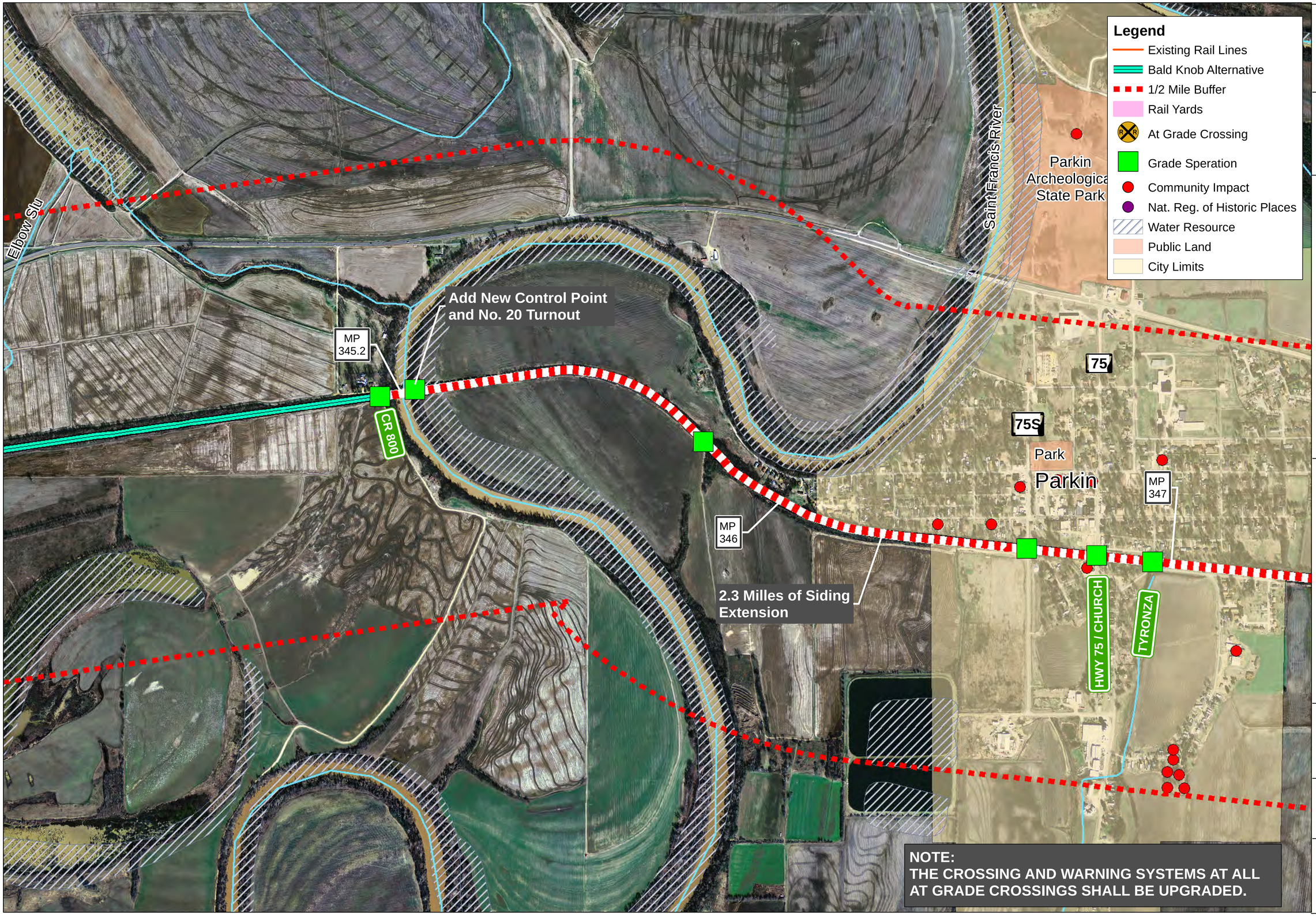
NOVEMBER
2016

DRAWING
NUMBER

46



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

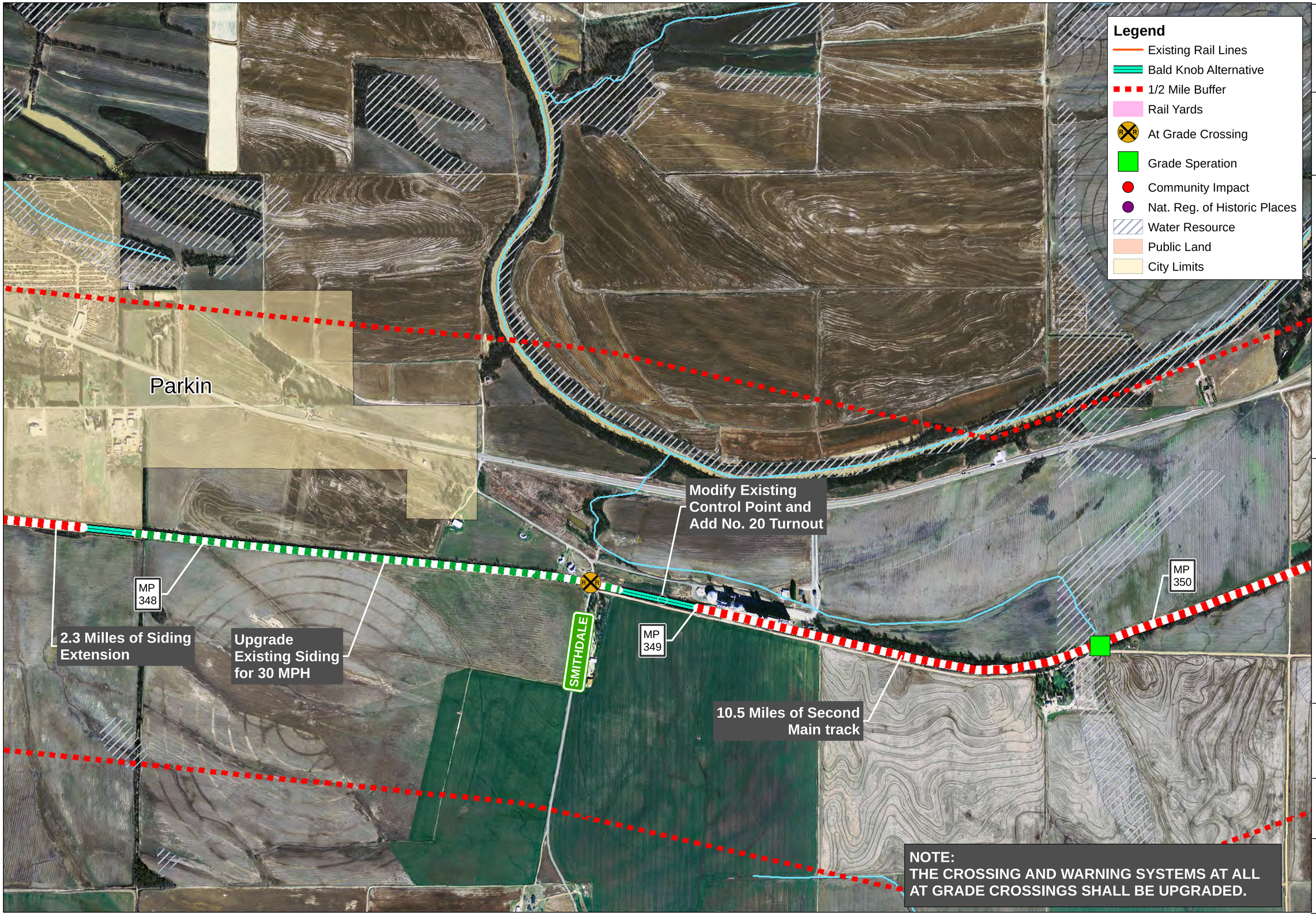
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

47



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

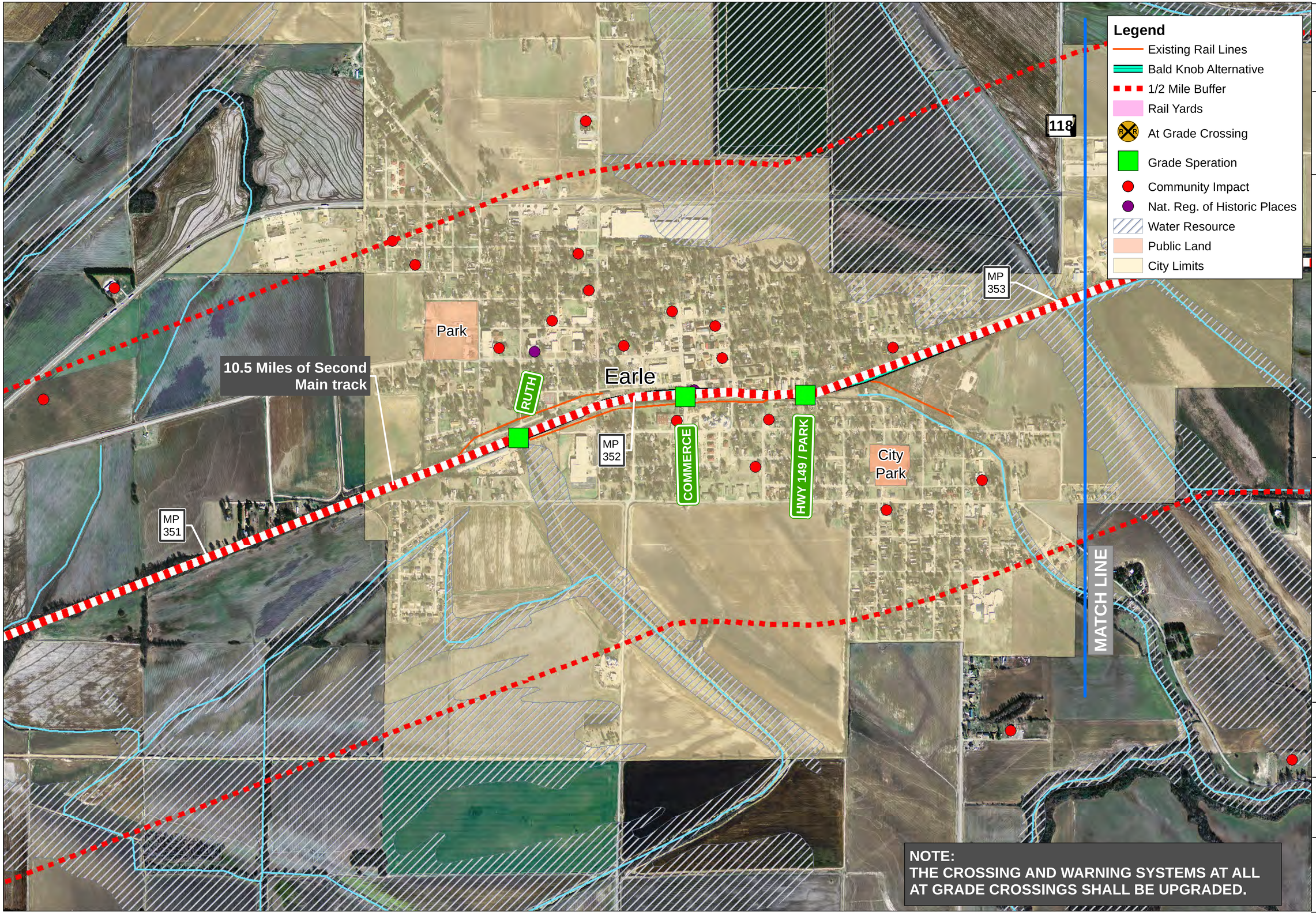
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

48



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

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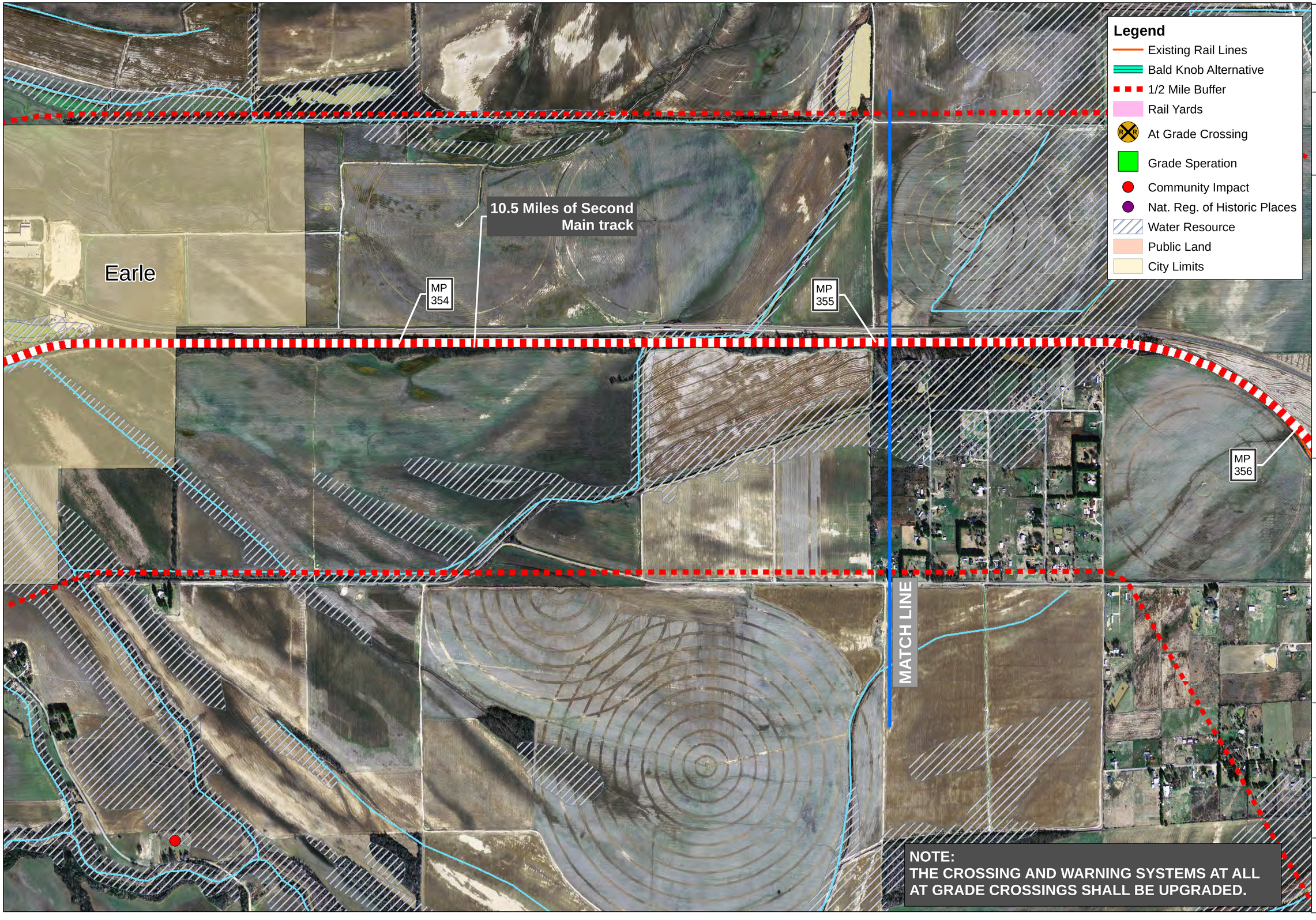
49



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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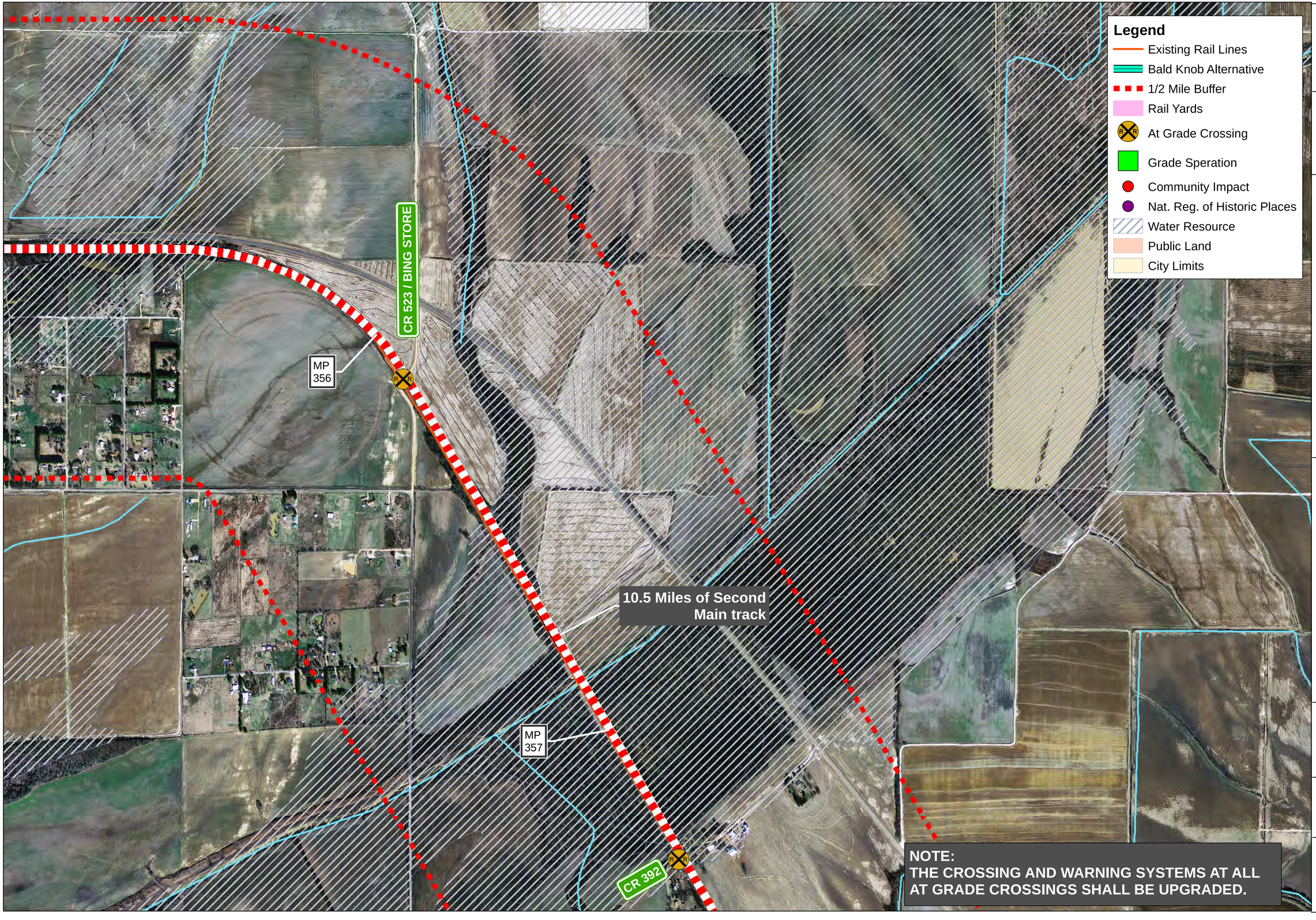
50



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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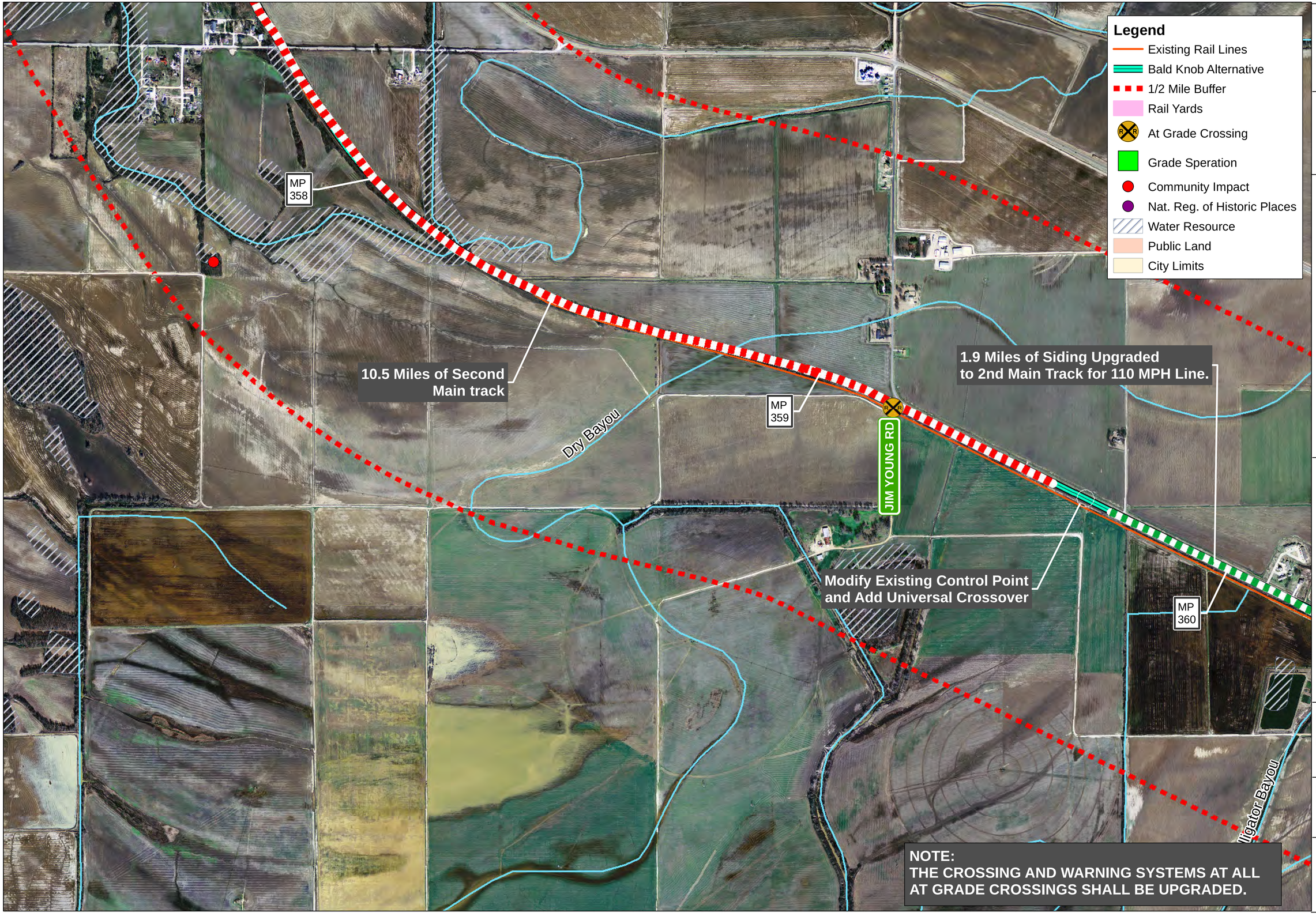
51



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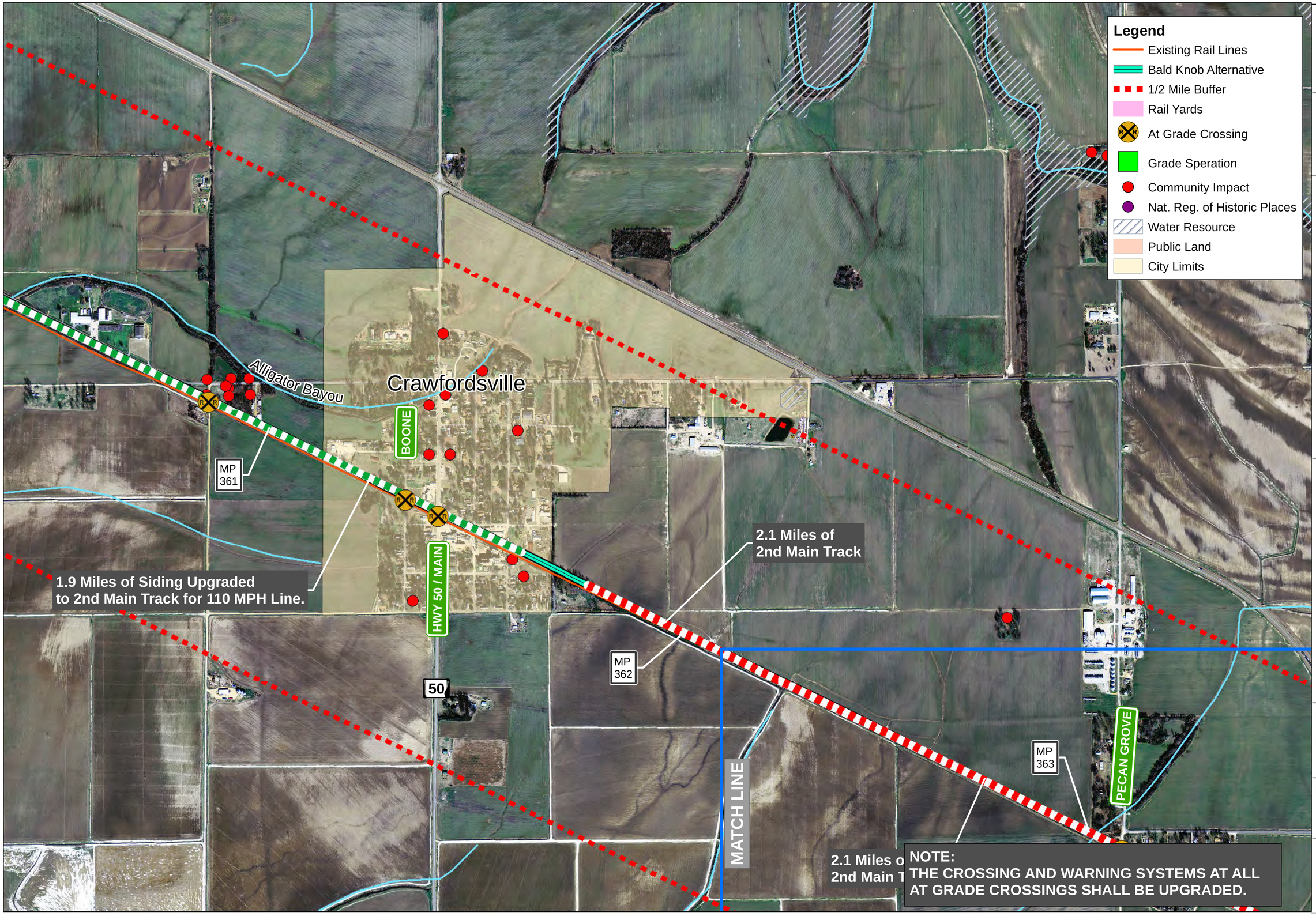
ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

52



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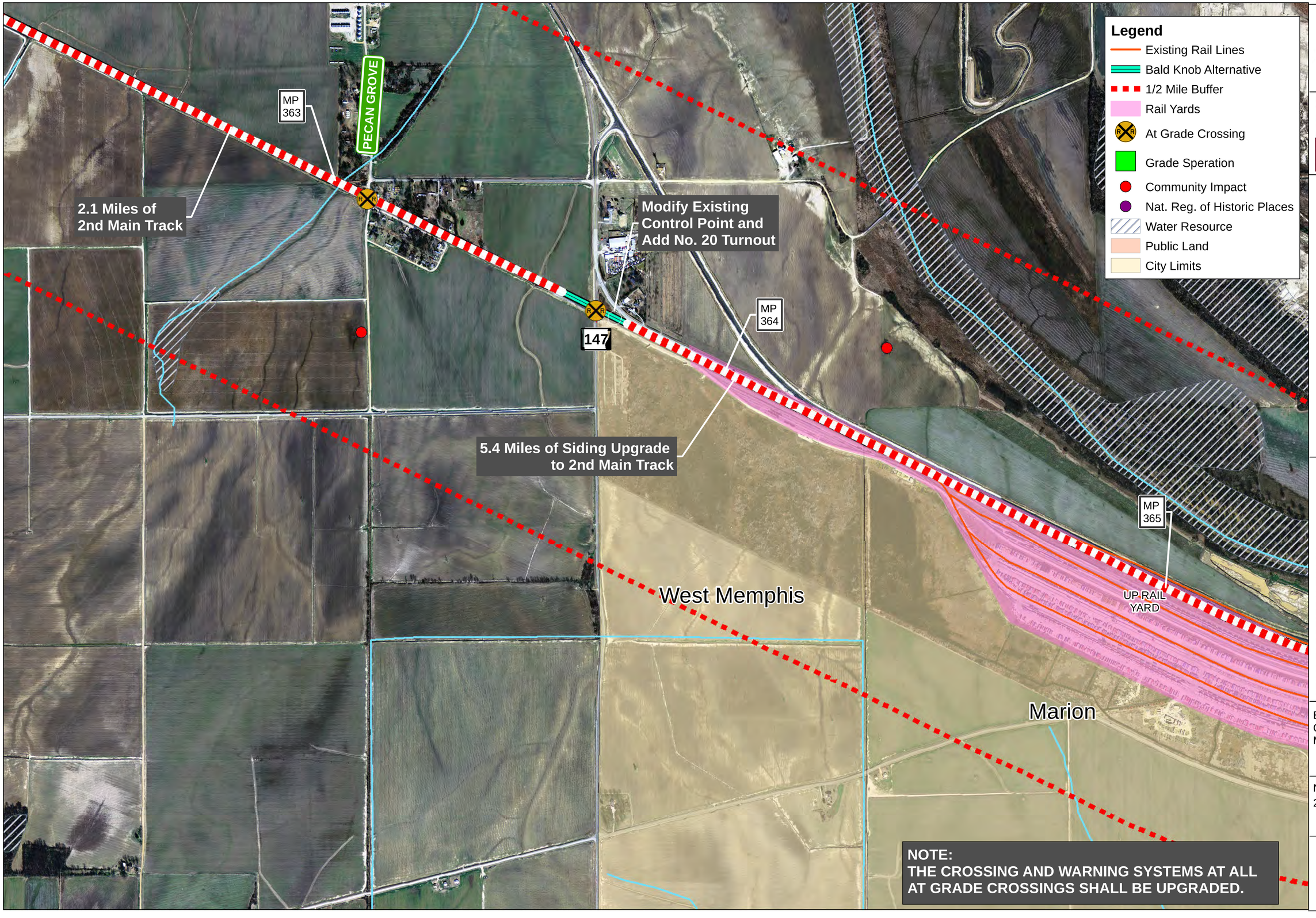
ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER
53



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

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Legend

- Existing Rail Lines
- Bald Knob Alternative
- 1/2 Mile Buffer
- Rail Yards
- At Grade Crossing
- Grade Speration
- Community Impact
- Nat. Reg. of Historic Places
- Water Resource
- Public Land
- City Limits

5.4 Miles of Siding Upgrade to 2nd Main Track for 110 MPH Line

5.4 Miles of Siding Upgraded to 30 MPH

MP 366

MP 367

MP 368

Airport Rd

Marion

West Memphis

118

NOTE:
THE CROSSING AND WARNING SYSTEMS AT ALL AT GRADE CROSSINGS SHALL BE UPGRADED.

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

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Marion

Marion Complex

5.4 Miles of Siding Upgrade to 30 MPH

MP 369

5.4 Miles of Siding Upgrade to 2nd Main Track for 110 MPH Line

MP 370

55

West Memphis

77

Martin Luther King Jr Park

MP 371

BILL GRILL

MATCH LINE

NOTE:
THE CROSSING AND WARNING SYSTEMS AT ALL AT GRADE CROSSINGS SHALL BE UPGRADED.

Legend

- Existing Rail Lines
- Bald Knob Alternative
- 1/2 Mile Buffer
- Rail Yards
- At Grade Crossing
- Grade Speration
- Community Impact
- Nat. Reg. of Historic Places
- Water Resource
- Public Land
- City Limits

N

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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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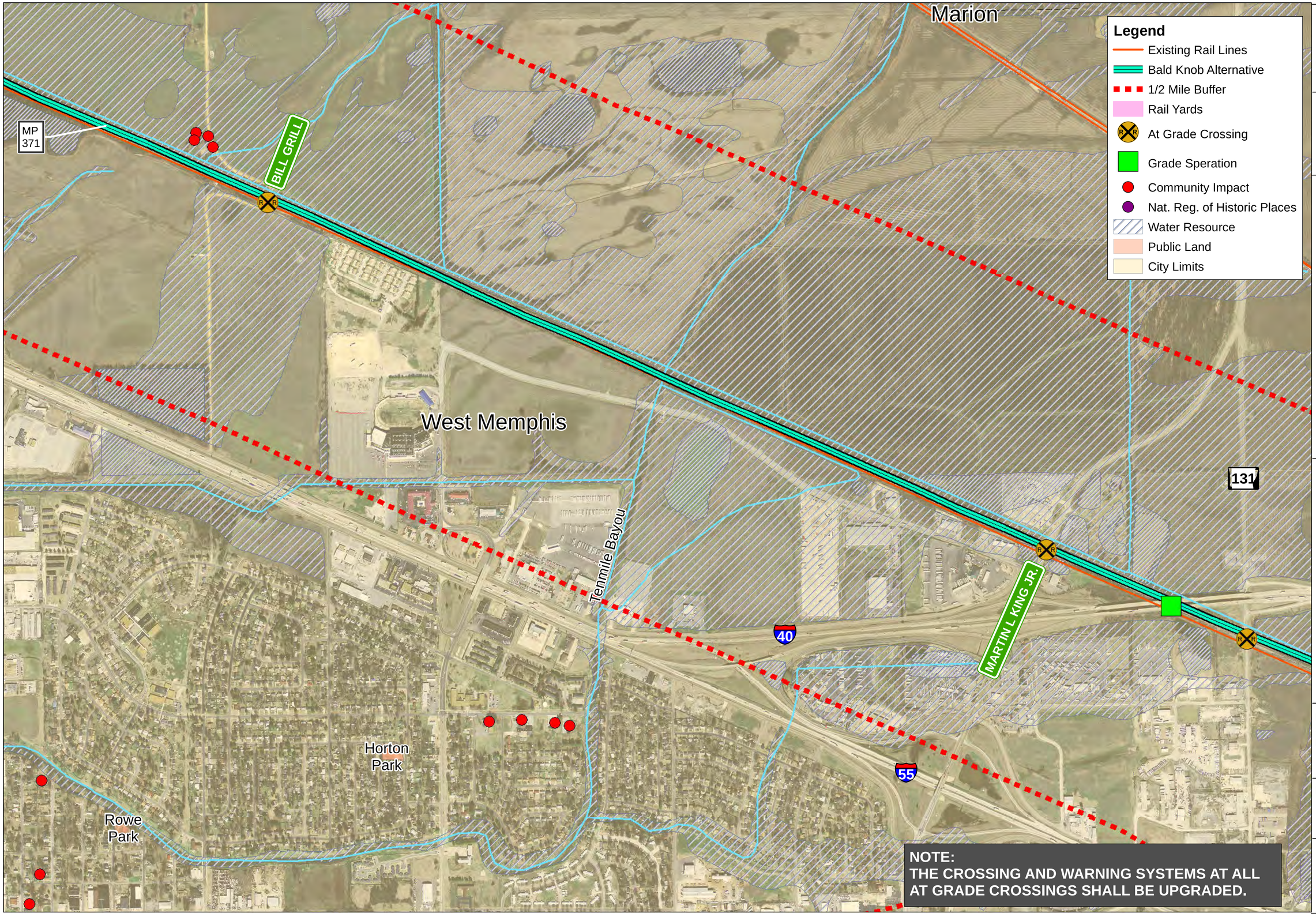
56



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

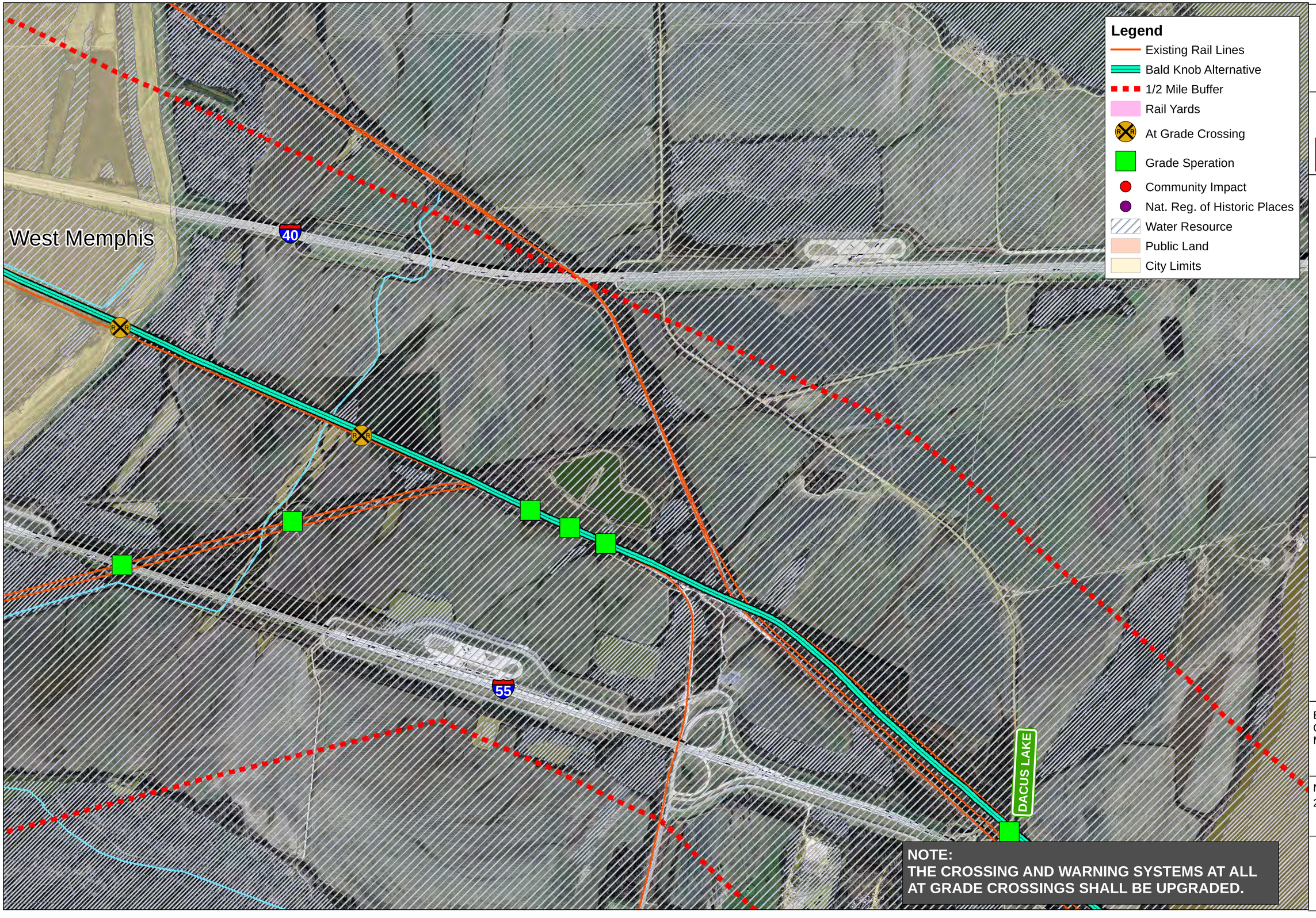
HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

DRAWING NUMBER

57



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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR

HIGH SPEED PASSENGER RAIL FEASIBILITY STUDY

ENVIR. CONSTRAINTS MAP

NOVEMBER 2016

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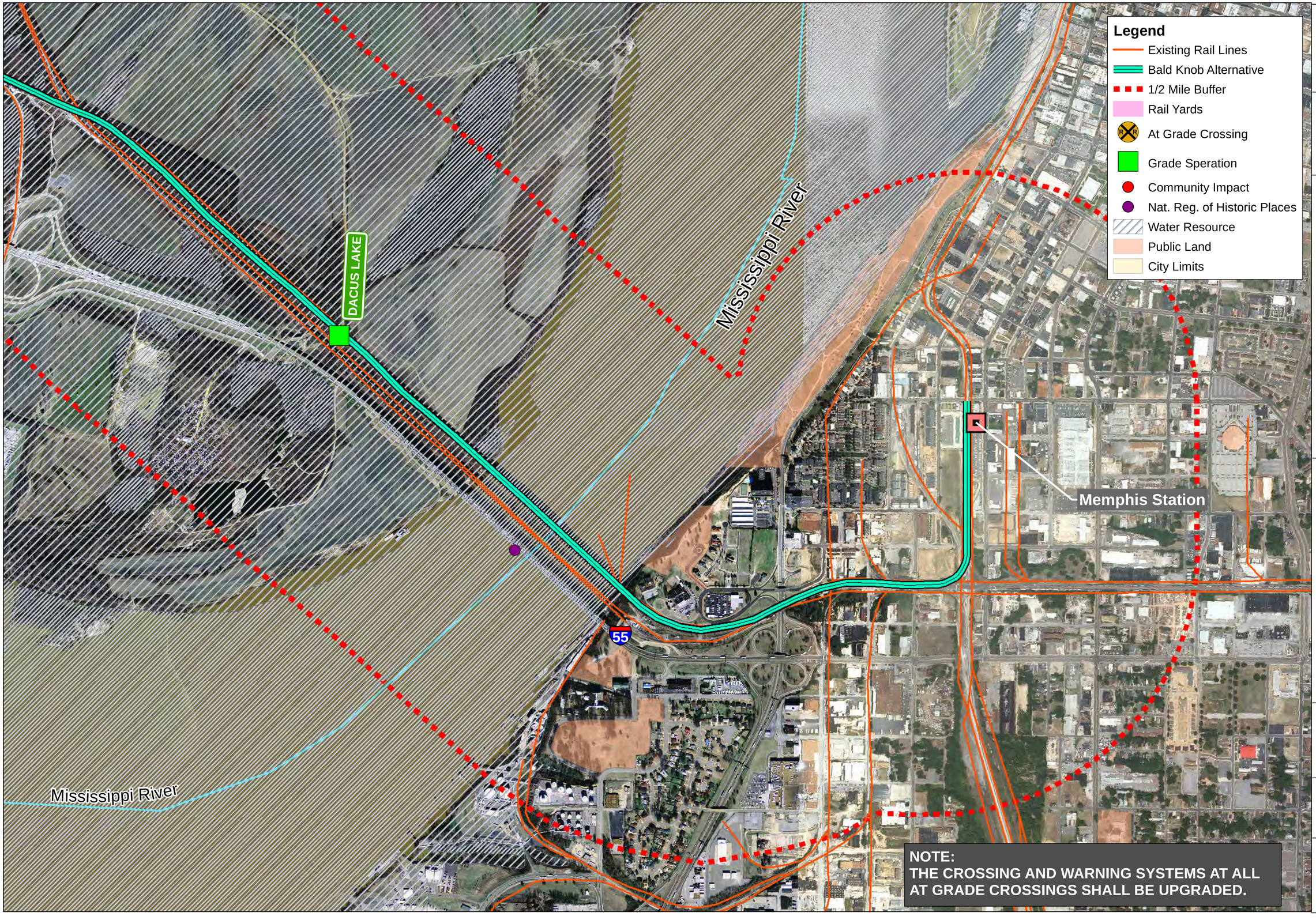
58



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ARKANSAS STATE HIGHWAY
AND TRANSPORTATION DEPARTMENT

LITTLE ROCK, AR
HIGH SPEED PASSENGER RAIL
FEASIBILITY STUDY

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Identified Environmental Resources: Bald Knob Alignment

Bald Knob Cultural Resources		
OBJECTID	**TYPE**	**Source**
352	Airport	http://gis.arkansas.gov/?product=all-cultural-feature-point
362	Airport	http://gis.arkansas.gov/?product=all-cultural-feature-point
449	Airport	http://gis.arkansas.gov/?product=all-cultural-feature-point
667	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
865	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
1004	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
1246	Apartment or Motel	http://gis.arkansas.gov/?product=all-cultural-feature-point
2022	Boat Ramp	http://gis.arkansas.gov/?product=all-cultural-feature-point
2023	Boat Ramp	http://gis.arkansas.gov/?product=all-cultural-feature-point
3848	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3849	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3871	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3875	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3876	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3877	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3878	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3879	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3884	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3897	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3906	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3907	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3908	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
3932	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
4232	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
4233	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
4235	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
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4240	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
4241	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
4242	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
9824	Camp or Lodge	http://gis.arkansas.gov/?product=all-cultural-feature-point
9825	Camp or Lodge	http://gis.arkansas.gov/?product=all-cultural-feature-point
9826	Camp or Lodge	http://gis.arkansas.gov/?product=all-cultural-feature-point
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9855	Camp or Lodge	http://gis.arkansas.gov/?product=all-cultural-feature-point
9856	Camp or Lodge	http://gis.arkansas.gov/?product=all-cultural-feature-point
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9898	Camp or Lodge	http://gis.arkansas.gov/?product=all-cultural-feature-point
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10326	Camp or Lodge	http://gis.arkansas.gov/?product=all-cultural-feature-point
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48883	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
48884	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
48885	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
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48887	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
48888	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
48890	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
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48892	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
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48895	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
48896	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
44155	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
44156	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
44159	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
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44163	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
44169	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
44170	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
45566	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
45568	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
45570	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
45571	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
47930	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
47936	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
47938	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
49713	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
49714	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
49723	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
49724	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
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49741	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
49744	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point

49745	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
52854	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
52855	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
52856	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
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53297	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53298	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53299	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53300	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53301	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
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53669	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53675	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53676	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53677	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53678	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53679	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53685	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53686	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
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53689	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53690	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53691	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53692	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53693	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
49420	Fairgrounds or Speedway	http://gis.arkansas.gov/?product=all-cultural-feature-point
51125	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51126	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51133	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51137	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51138	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51140	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51577	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
49970	Gravel Pit	http://gis.arkansas.gov/?product=all-cultural-feature-point
51643	Gravel Pit	http://gis.arkansas.gov/?product=all-cultural-feature-point
51988	Gravel Pit	http://gis.arkansas.gov/?product=all-cultural-feature-point
51989	Gravel Pit	http://gis.arkansas.gov/?product=all-cultural-feature-point
51991	Gravel Pit	http://gis.arkansas.gov/?product=all-cultural-feature-point
51996	Gravel Pit	http://gis.arkansas.gov/?product=all-cultural-feature-point
50368	Historical Monument	http://gis.arkansas.gov/?product=all-cultural-feature-point
50386	Museum, General	http://gis.arkansas.gov/?product=all-cultural-feature-point
51749	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
51762	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
51763	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
52193	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point

52194	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
52647	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
52649	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
52982	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
52997	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
53466	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
53470	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
53504	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
53505	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
53884	Power Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53962	Power Substation	http://gis.arkansas.gov/?product=all-cultural-feature-point
53970	Power Substation	http://gis.arkansas.gov/?product=all-cultural-feature-point
54392	Power Substation	http://gis.arkansas.gov/?product=all-cultural-feature-point
55188	Power Substation	http://gis.arkansas.gov/?product=all-cultural-feature-point
50967	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
50968	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
50969	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
50974	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
50980	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
50984	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
54887	Sawmill	http://gis.arkansas.gov/?product=all-cultural-feature-point
54888	Sawmill	http://gis.arkansas.gov/?product=all-cultural-feature-point
51357	Town Hall or Courthouse	http://gis.arkansas.gov/?product=all-cultural-feature-point
51403	Town Hall or Courthouse	http://gis.arkansas.gov/?product=all-cultural-feature-point
51405	Town Hall or Courthouse	http://gis.arkansas.gov/?product=all-cultural-feature-point
51406	Town Hall or Courthouse	http://gis.arkansas.gov/?product=all-cultural-feature-point
55980	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
55982	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
55983	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
56098	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
57182	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
57183	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
57184	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
57190	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
57191	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
57192	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
57193	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
57194	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
57271	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
57276	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
57279	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
56581	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56588	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56592	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56593	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56595	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56596	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56597	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point

56943	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
57020	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
57047	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
57048	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
57049	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
	Post Office	161 GE Patterson Ave Memphis, TN 38103
	Church	369 GE Patterson Ave Memphis, TN 38126
	Church	502 S Main St Memphis, TN 38103, United States
	Church	292 Virginia Ave W Memphis, TN 38103
	Museum, General	450 Mulberry St Memphis, TN 38103
	Museum, General	421 S Main St Memphis, TN 38103

Bald Knob National Register of Historic Places						
RESOURCE_N	HISTORIC_N	ADDRESS	NEAREST_TO	CONSTRUCTI	UTMX	UTMY
CT0108	MEMPHIS & ARKANSAS BRIDGE	INTERSTATE 55	WEST MEMPHIS/MEMPHIS	1949	766335	3891188
CS0004	DEADRICK, CAPT ISAAC N HOUSE	AR 163	LEVESQUE	1860	708125	3903238
CS0018	JOHNSTON, JOHN H COTTON GIN HISTORIC DISTRICT	US 64 & AR 163, NW CORNER OF	LEVESQUE	1941	708060	3903006
CS0022	WYNNE POST OFFICE	MERRIMAN, 402, E	WYNNE	1936	701205	3900148
CS0023	WOMAN'S PROGRESSIVE CLUB	ROWENA ST & MERRIMAN AVE	WYNNE		701184	3900105
CS0027	GRACE EPISCOPAL CHURCH	POPLAR, 614, E	WYNNE	1918	701425	3900548
CS0034	GIBONEY-ROBERTSON-STEWART HOUSE	HAMILTON, 734, E	WYNNE	1895	701605	3900328
CS0035	BLOCK, ISAAC HOUSE	HAMILTON, 404, E	WYNNE	1885	701245	3900388
CS0046	SOUTH ELEMENTARY SCHOOL	UNION, 711	WYNNE	1936	701515	3900081
CT0008	EARLE HIGH SCHOOL, OLD	US 64B (HIGH 2ND ST); NE CORNER OF RUTH ST & HIGH 2ND ST (US 64B)	EARLE	1922	730001	3906026
CT0012	MISSOURI PACIFIC DEPOT	MAIN & COMMERCE	EARLE		730561	3905895
LN0118	UTLEY, DR E F HOUSE	PINE, 401, W	CABOT	1914	589586	3870832
PU2025	LINCOLN AVENUE VIADUCT	CANTRELL, 1820	LITTLE ROCK	1928	564954	3845956
PU3068	BAYOU METO (REED'S BRIDGE) BATTLEFIELD	AR 161, FLANKING; ALONG BAYOU METO, BOUNDED BY TR	JACKSONVILLE	1863	580258	3856110
PU3077	ARKANSAS STATE CAPITOL	WOODLANE, 514	LITTLE ROCK	1899	565192	3845122
PU0001	NORTH LITTLE ROCK CITY HALL	MAIN, 300, N	NORTH LITTLE ROCK	1914	567065	3846307
PU0011	FAUCETTE BUILDING	MAIN, 400, N	NORTH LITTLE ROCK	1891	567065	3846407
PU0012	NORTH LITTLE ROCK POST OFFICE	MAIN, 420, N	NORTH LITTLE ROCK	1931	567065	3846407
PU0021	OLD CENTRAL FIRE STATION	MAIN, 506, N	NORTH LITTLE ROCK	1894	567065	3846507
PU0022	BARTH-HEMPFLING HOUSE	MAIN, 507, N	NORTH LITTLE ROCK	1886	566985	3846507
PU0505	RETAN, ALBERT HOUSE	ELM, 506, N	LITTLE ROCK	1893	581536	3858305
PU0632	HOUSE AT 811 N PALM	PALM, 811, N	LITTLE ROCK	1914	569752	3846787
PU3921	FIRST PRESBYTERIAN CHURCH MANSE	MAPLE, 415, N	NORTH LITTLE ROCK	1925	566885	3846507
PU3927	HODGE-COOK HOUSE	MAPLE, 620, N	NORTH LITTLE ROCK	1905	566915	3846687
PU4055	HOWELL HOUSE	4TH, 300, W	NORTH LITTLE ROCK	1906	566775	3846337
PU4111	RAPILLARD HOUSE	7TH, 123, W	NORTH LITTLE ROCK	1926	566935	3846787
PU4495	ABRAMS HOUSE	PULASKI, 300, S	LITTLE ROCK	1904	565425	3845327
PU4768S	CONFEDERATE SOLDIERS MONUMENT	STATE CAPITOL GROUNDS	LITTLE ROCK		565085	3845207
PU4770S	MONUMENT TO CONFEDERATE WOMEN	STATE CAPITOL GROUNDS	LITTLE ROCK		565085	3845207
PU3121	FONES HOUSE	2ND, 902, W	LITTLE ROCK	1878	575397	3852512
PU3122	WARD-HAYS HOUSE	2ND, 1008, W	LITTLE ROCK	1886	575397	3852512
PU3139	CHOCTAW ROUTE STATION	3RD, E AT ROCK ISLAND RAILROAD	LITTLE ROCK		581575	3858625
PU3227	BAKER HOUSE	5TH, 109, W	NORTH LITTLE ROCK	1899	566985	3846507
PU3237	LEIPER-SCOTT HOUSE	PULASKI, 312, S	LITTLE ROCK	1890	565401	3845504
PU3238	LITTLE ROCK CENTRAL FIRE STATION	MARKHAM, 520, W	LITTLE ROCK	1913	566285	3845487
PU3239	LITTLE ROCK CITY HALL	MARKHAM, 500, W	LITTLE ROCK	1907	566325	3845467
PU3249	TERMINAL HOTEL	VICTORY, 101, S	LITTLE ROCK	1905	565376	3845753
PU3254	WHITE-BAUCUM HOUSE	IZARD, 201, S	LITTLE ROCK	1870	565930	3845347
PU3255	WARD, ZEB BUILDING	MARKHAM, 1001-1003, W	LITTLE ROCK	1881	565785	3845487
PU3262	MANEES, E O HOUSE	4TH, 216, W	NORTH LITTLE ROCK	1895	566935	3846327
PU3263	FAUCETTE, JAMES PETER HOUSE	4TH, 316, W	NORTH LITTLE ROCK	1912	566745	3846347
PU3563	GANS, SOLOMON HOUSE	3RD, 1010, W	LITTLE ROCK	1886	565760	3845271
PU8168	HUIE, GEORGE D D GROCERY STORE BUILDING	PINE, 1400, N	NORTH LITTLE ROCK	1949	567722	3847481
PU9767	RAILROAD CALL HISTORIC DISTRICT	PULASKI, 108-114, S	LITTLE ROCK		581942	3858637
PU5234S	MEMORIAL TO COMPANY A, CAPITOL GUARDS	MACARTHUR PARK, 9TH, & 17TH STS	LITTLE ROCK		567503	3846876
PU5246	BUILDING AT 1512 W ROOSEVELT RD	ROOSEVELT RD, 1512, W	LITTLE ROCK	1928	582069	3858292
WH0652	METHODIST EPISCOPAL CHURCH, SOUTH	CENTER & MAIN	BALD KNOB	1927	630208	3908500
WH0657	CULLUM HOUSE	CENTER	BALD KNOB	1930	630137	3908500
WH0679	ELM STREET HOUSE	ELM ST	BALD KNOB	1925	630105	3908408
WH0680	BROWN HOUSE	ELM ST	BALD KNOB		630125	3908468
WH0681	CAMPBELL-CHRISP HOUSE	ELM, 102	BALD KNOB	1899	630075	3908455
WH0729	MOODY HOUSE	MARKET, 104	BALD KNOB	1914	629901	3908045
WH0737	JAMESON-RICHARDS GAS STATION	AR 367 & VINE	BALD KNOB	1931	630095	3908318
WH0738	JAMESON-RICHARDS CAF	AR 367	BALD KNOB	1931	630105	3908338
WH0740	FOX MOTEL HOUSE	AR 367	BALD KNOB	1925	630366	3908801
WH0750	BONE, LUKE GROCERY - BOARDING HOUSE	MARKET & MAIN	BALD KNOB	1915	630305	3908342
WH1230	ABINGTON, WILLIAM THOMAS HOUSE	AR 67, OLD (CENTER)	BEEBE	1880	602634	3881907
WH1357	BEEBE THEATER	CENTER ST	BEEBE	1930	602165	3881487
WH1368	BEEBE JAIL	MAIN & ILLINOIS STS	BEEBE	1935	602495	3881507
WH1380	POWELL CLOTHING STORE	MAIN, 201, N	BEEBE	1885	602025	3881497
WH1381	STAGGS-HUFFACKER BUILDING	MAIN, N & ILLINOIS, W	BEEBE	1880	595525	3877126
WH1393	STIPE COTTON GIN	CYPRESS & FLORIDA	BEEBE	1930	602256	3881132
WH1396	LAWS-JARVIS HOUSE	MAIN, 409, N	BEEBE	1880	601946	3881696
WH1412	SMITH-MOORE HOUSE	MAIN, 901, N	BEEBE	1880	601930	3882236
WH1443	ANDREWS, COL RALPH HOUSE	CENTER, 517, W	BEEBE	1885	601565	3881167
WH1446	GARRARD, LIZZIE HOUSE	CYPRESS, 221, N	BEEBE	1906	601815	3881547
WH1449	KIMBROUGH, S A HOUSE	ILLINOIS, 302, E	BEEBE	1870	602235	3881657
WH1489	BERRY HOUSE	HICKORY, 208	BEEBE	1920	601445	3881697
WH1503	SELLERS HOUSE	CENTER, 702, W	BEEBE	1925	601405	3881207
WH1587	LEMAY HOUSE	CYPRESS, 305, S	BEEBE	1890	602287	3881095
WH1594	CROSS HOUSE	MAIN, 410, S	BEEBE	1900	601946	3881698
WH1699	CALDWELL HOUSE	2ND, E & SMITH	MCRAE	1925	607345	3886087
WH1711	HERRING BUILDING	1ST ST, 601-603, E	MCRAE	1932	610606	3889486
WH1719	MCRAE JAIL	1ST, E	MCRAE	1934	610606	3889486
WH1856	JUDSONIA HIGH SCHOOL GYMNASIUM	ROADMAN AVE	JUDSONIA	1937	623805	3904608
WH1863	JUDSONIA COMMUNITY BUILDING HISTORIC DISTRICT	JUDSON AVE & 6TH ST	JUDSONIA	1938	623785	3904138
WH1873	KELLY, C D HOUSE	ADAMS & MAIN	JUDSONIA	1925	623605	3903828
WH1886	EDIE, JAMES W HOUSE	JACKSON & WASHINGTON	JUDSONIA	1883	623845	3903698
WH1899	HENSON, ALFRED W HOUSE	MAIN, 111	JUDSONIA	1884	623610	3903918
WH1929	ROBERTSON HOUSE	DANDRIDGE & 2ND	KENSETT	1910	620985	3899588
WH1955	MILLS HOUSE	SEARCY, 200, W	KENSETT	1921	621095	3899708
WH1956	HALL, FRED HOUSE	SEARCY & 2ND	KENSETT	1930	621135	3899678
WH2511	COLLISON HOUSE		BALD KNOB	1951	630241	3908666
WO0031	WATERWORKS		MCCRORY	1935-1936	663691	3902929
WO0139	GROCERY AT 117 N. EDMONDS		MCCRORY	1910	663781	3903044
WH0001	MISSOURI PACIFIC DEPOT	MARKET & RAMEY STS	BALD KNOB	1915	630065	3908438
WH0003	MISSOURI PACIFIC DEPOT	CENTER ST	BEEBE	1910	602085	3881347
WH0016	BOOTH-WEIR HOUSE	AR 367, 4906	MCRAE	1911	607965	3886977
WH0392	JUDSONIA BRIDGE	CR 66	JUDSONIA		623715	3903573

Bald Knob Floodplain						
FID	Shape	OBJECTID	ATTRIBUTE	WETLAND_TY	ACRES	SHAPE_Leng
0	Polygon	2362	PEM1A	Freshwater Emergent Wetland	5.487833	596.732286
1	Polygon	2363	PEM1A	Freshwater Emergent Wetland	17.930996	1695.324808
2	Polygon	13557	PFO1A	Freshwater Forested/Shrub Wetland	1.048044	1431.432433
3	Polygon	13617	PFO1A	Freshwater Forested/Shrub Wetland	6.763743	726.100052
4	Polygon	19645	PSS1A	Freshwater Forested/Shrub Wetland	0.996718	332.24928
5	Polygon	20013	PSS1Ax	Freshwater Forested/Shrub Wetland	0.370085	152.36229
6	Polygon	62679	R4SBA	Riverine	0.586199	5589.162647
7	Polygon	170920	PEM1A	Freshwater Emergent Wetland	1.317835	362.013392
8	Polygon	170933	PEM1A	Freshwater Emergent Wetland	1.367254	303.00853
9	Polygon	173058	PFO1A	Freshwater Forested/Shrub Wetland	5.896778	628.711939
10	Polygon	173069	PFO1A	Freshwater Forested/Shrub Wetland	11.793933	1918.473601
11	Polygon	173094	PFO1A	Freshwater Forested/Shrub Wetland	1.522129	2062.596526
12	Polygon	173101	PFO1A	Freshwater Forested/Shrub Wetland	3.366576	560.100815
13	Polygon	173107	PFO1A	Freshwater Forested/Shrub Wetland	10.260466	2886.105598
14	Polygon	173118	PFO1A	Freshwater Forested/Shrub Wetland	3.074988	646.264039
15	Polygon	173170	PFO1A	Freshwater Forested/Shrub Wetland	14.055801	16426.35043
16	Polygon	316378	PEM1A	Freshwater Emergent Wetland	0.583859	205.150536
17	Polygon	316382	PEM1A	Freshwater Emergent Wetland	4.059604	532.012038
18	Polygon	316390	PEM1A	Freshwater Emergent Wetland	0.4536	163.796144
19	Polygon	316391	PEM1A	Freshwater Emergent Wetland	0.986047	258.717718
20	Polygon	316397	PEM1A	Freshwater Emergent Wetland	0.137087	84.639723
21	Polygon	316398	PEM1A	Freshwater Emergent Wetland	0.144821	87.390666
22	Polygon	316406	PEM1A	Freshwater Emergent Wetland	4.771332	723.741338
23	Polygon	316409	PEM1A	Freshwater Emergent Wetland	8.624527	909.889839
24	Polygon	316412	PEM1A	Freshwater Emergent Wetland	7.092075	1044.622452
25	Polygon	316551	PEM1A	Freshwater Emergent Wetland	2.781237	719.575991
26	Polygon	316711	PEM1A	Freshwater Emergent Wetland	2.414238	1204.122491
27	Polygon	316723	PEM1A	Freshwater Emergent Wetland	0.259987	162.913047
28	Polygon	316750	PEM1A	Freshwater Emergent Wetland	0.562409	718.073036
29	Polygon	316755	PEM1A	Freshwater Emergent Wetland	11.432926	1325.16114
30	Polygon	316758	PEM1A	Freshwater Emergent Wetland	2.058184	488.020429
31	Polygon	316760	PEM1A	Freshwater Emergent Wetland	0.558989	210.884265
32	Polygon	316761	PEM1A	Freshwater Emergent Wetland	0.276943	138.20987
33	Polygon	316763	PEM1A	Freshwater Emergent Wetland	4.223871	636.880407
34	Polygon	316776	PEM1A	Freshwater Emergent Wetland	0.142059	201.082358
35	Polygon	316789	PEM1A	Freshwater Emergent Wetland	0.501161	170.80105
36	Polygon	316808	PEM1A	Freshwater Emergent Wetland	1.075578	1087.498285
37	Polygon	316814	PEM1A	Freshwater Emergent Wetland	0.596156	284.121921
38	Polygon	316857	PEM1A	Freshwater Emergent Wetland	1.773452	300.664029
39	Polygon	316861	PEM1A	Freshwater Emergent Wetland	12.162558	1017.680033
40	Polygon	317911	PEM1Ad	Freshwater Emergent Wetland	17.832287	3994.813063
41	Polygon	317969	PEM1Ad	Freshwater Emergent Wetland	1.24248	367.080624
42	Polygon	317970	PEM1Ad	Freshwater Emergent Wetland	3.509472	707.836422
43	Polygon	317971	PEM1Ad	Freshwater Emergent Wetland	4.75888	1999.25862
44	Polygon	317972	PEM1Ad	Freshwater Emergent Wetland	1.441417	313.649648

45	Polygon	317975	PEM1Ad	Freshwater Emergent Wetland	1.311394	806.67396
46	Polygon	318123	PEM1Ah	Freshwater Emergent Wetland	1.237966	285.374854
47	Polygon	318124	PEM1Ah	Freshwater Emergent Wetland	0.544206	181.053905
48	Polygon	328675	PFO1/SS1Ad	Freshwater Forested/Shrub Wetland	11.663278	1287.053519
49	Polygon	329283	PFO1A	Freshwater Forested/Shrub Wetland	3.446455	3604.655285
50	Polygon	329349	PFO1A	Freshwater Forested/Shrub Wetland	0.41252	155.428259
51	Polygon	329363	PFO1A	Freshwater Forested/Shrub Wetland	1.215957	280.661933
52	Polygon	329396	PFO1A	Freshwater Forested/Shrub Wetland	7.519524	687.139303
53	Polygon	329489	PFO1A	Freshwater Forested/Shrub Wetland	13.246131	1939.9864
54	Polygon	329522	PFO1A	Freshwater Forested/Shrub Wetland	1.432089	1941.25551
55	Polygon	329596	PFO1A	Freshwater Forested/Shrub Wetland	7.051893	996.265427
56	Polygon	329676	PFO1A	Freshwater Forested/Shrub Wetland	131.834347	11735.28185
57	Polygon	329873	PFO1A	Freshwater Forested/Shrub Wetland	1.420895	1926.130192
58	Polygon	329877	PFO1A	Freshwater Forested/Shrub Wetland	0.056715	1814.454759
59	Polygon	330803	PFO1A	Freshwater Forested/Shrub Wetland	1.323955	354.178659
60	Polygon	330841	PFO1A	Freshwater Forested/Shrub Wetland	71.477988	19552.44853
61	Polygon	330865	PFO1A	Freshwater Forested/Shrub Wetland	92.05458	11200.79352
62	Polygon	330866	PFO1A	Freshwater Forested/Shrub Wetland	1.326019	335.816582
63	Polygon	330902	PFO1A	Freshwater Forested/Shrub Wetland	0.607547	194.08375
64	Polygon	330905	PFO1A	Freshwater Forested/Shrub Wetland	41.651618	7095.097813
65	Polygon	330953	PFO1A	Freshwater Forested/Shrub Wetland	29.717948	2929.653352
66	Polygon	330957	PFO1A	Freshwater Forested/Shrub Wetland	59.329854	4247.836514
67	Polygon	330966	PFO1A	Freshwater Forested/Shrub Wetland	6.583508	804.295343
68	Polygon	331079	PFO1A	Freshwater Forested/Shrub Wetland	8.116918	8828.679167
69	Polygon	331085	PFO1A	Freshwater Forested/Shrub Wetland	5.431949	1133.159136
70	Polygon	331122	PFO1A	Freshwater Forested/Shrub Wetland	5.236666	801.77408
71	Polygon	331136	PFO1A	Freshwater Forested/Shrub Wetland	0.79054	235.634774
72	Polygon	331153	PFO1A	Freshwater Forested/Shrub Wetland	35.470499	2930.694952
73	Polygon	331164	PFO1A	Freshwater Forested/Shrub Wetland	2.676807	701.838664
74	Polygon	331167	PFO1A	Freshwater Forested/Shrub Wetland	3.325134	2090.205226
75	Polygon	331192	PFO1A	Freshwater Forested/Shrub Wetland	38.017282	5783.708501
76	Polygon	331280	PFO1A	Freshwater Forested/Shrub Wetland	1.860374	447.646254
77	Polygon	331308	PFO1A	Freshwater Forested/Shrub Wetland	1.366303	310.228088
78	Polygon	331321	PFO1A	Freshwater Forested/Shrub Wetland	0.028716	970.284947
79	Polygon	331331	PFO1A	Freshwater Forested/Shrub Wetland	9.524818	4643.71039
80	Polygon	331364	PFO1A	Freshwater Forested/Shrub Wetland	20.888918	2254.361217
81	Polygon	331383	PFO1A	Freshwater Forested/Shrub Wetland	3.695316	672.052109
82	Polygon	331395	PFO1A	Freshwater Forested/Shrub Wetland	3.300285	539.697091
83	Polygon	331436	PFO1A	Freshwater Forested/Shrub Wetland	0.551815	2748.944735
84	Polygon	331549	PFO1A	Freshwater Forested/Shrub Wetland	5.656035	1023.815198
85	Polygon	331643	PFO1A	Freshwater Forested/Shrub Wetland	0.585213	182.540454
86	Polygon	331661	PFO1A	Freshwater Forested/Shrub Wetland	6.710033	3993.913122
87	Polygon	331715	PFO1A	Freshwater Forested/Shrub Wetland	21.423792	5087.080276
88	Polygon	331718	PFO1A	Freshwater Forested/Shrub Wetland	14.460132	1672.02967
89	Polygon	331721	PFO1A	Freshwater Forested/Shrub Wetland	1.201569	1835.49079
90	Polygon	331752	PFO1A	Freshwater Forested/Shrub Wetland	7.590381	2669.085595
91	Polygon	331783	PFO1A	Freshwater Forested/Shrub Wetland	1.830686	320.213645

92	Polygon	331834	PFO1A	Freshwater Forested/Shrub Wetland	0.703742	200.67779
93	Polygon	331849	PFO1A	Freshwater Forested/Shrub Wetland	2.866305	448.601208
94	Polygon	331851	PFO1A	Freshwater Forested/Shrub Wetland	1.526647	5366.887747
95	Polygon	331988	PFO1A	Freshwater Forested/Shrub Wetland	45.920575	12361.04819
96	Polygon	332025	PFO1A	Freshwater Forested/Shrub Wetland	0.921268	1859.297613
97	Polygon	332075	PFO1A	Freshwater Forested/Shrub Wetland	1.045189	343.462372
98	Polygon	332126	PFO1A	Freshwater Forested/Shrub Wetland	3.457393	559.242019
99	Polygon	332141	PFO1A	Freshwater Forested/Shrub Wetland	0.472844	655.675121
100	Polygon	332144	PFO1A	Freshwater Forested/Shrub Wetland	21.408221	4100.241566
101	Polygon	332145	PFO1A	Freshwater Forested/Shrub Wetland	6.719002	1388.948737
102	Polygon	332191	PFO1A	Freshwater Forested/Shrub Wetland	18.585639	1509.810787
103	Polygon	332409	PFO1A	Freshwater Forested/Shrub Wetland	24.808766	10556.37516
104	Polygon	332469	PFO1A	Freshwater Forested/Shrub Wetland	8.933518	3140.679547
105	Polygon	332480	PFO1A	Freshwater Forested/Shrub Wetland	9.854142	1273.171633
106	Polygon	332494	PFO1A	Freshwater Forested/Shrub Wetland	1.58865	351.611413
107	Polygon	332497	PFO1A	Freshwater Forested/Shrub Wetland	28.725751	5294.633395
108	Polygon	332506	PFO1A	Freshwater Forested/Shrub Wetland	5.997271	596.775139
109	Polygon	332510	PFO1A	Freshwater Forested/Shrub Wetland	3.15865	652.095231
110	Polygon	332515	PFO1A	Freshwater Forested/Shrub Wetland	2.436776	3304.896776
111	Polygon	332543	PFO1A	Freshwater Forested/Shrub Wetland	3.588887	639.570034
112	Polygon	332550	PFO1A	Freshwater Forested/Shrub Wetland	0.275425	380.975399
113	Polygon	332554	PFO1A	Freshwater Forested/Shrub Wetland	11.04103	1279.497781
114	Polygon	332564	PFO1A	Freshwater Forested/Shrub Wetland	0.37977	147.992021
115	Polygon	332574	PFO1A	Freshwater Forested/Shrub Wetland	3.968926	531.995924
116	Polygon	332587	PFO1A	Freshwater Forested/Shrub Wetland	2.147691	368.154634
117	Polygon	332591	PFO1A	Freshwater Forested/Shrub Wetland	3.009914	638.825213
118	Polygon	332593	PFO1A	Freshwater Forested/Shrub Wetland	1.569598	349.476938
119	Polygon	332605	PFO1A	Freshwater Forested/Shrub Wetland	19.433354	2375.456479
120	Polygon	332621	PFO1A	Freshwater Forested/Shrub Wetland	1.265071	289.79822
121	Polygon	332623	PFO1A	Freshwater Forested/Shrub Wetland	1.407738	334.549152
122	Polygon	332627	PFO1A	Freshwater Forested/Shrub Wetland	18.204979	1130.87093
123	Polygon	332661	PFO1A	Freshwater Forested/Shrub Wetland	4.489744	778.881582
124	Polygon	332693	PFO1A	Freshwater Forested/Shrub Wetland	9.110306	1309.086508
125	Polygon	332697	PFO1A	Freshwater Forested/Shrub Wetland	2.267021	389.990883
126	Polygon	332710	PFO1A	Freshwater Forested/Shrub Wetland	11.712971	1185.628131
127	Polygon	332713	PFO1A	Freshwater Forested/Shrub Wetland	1.808475	369.795339
128	Polygon	332732	PFO1A	Freshwater Forested/Shrub Wetland	9.353268	1129.514917
129	Polygon	332734	PFO1A	Freshwater Forested/Shrub Wetland	5.203229	644.659135
130	Polygon	332735	PFO1A	Freshwater Forested/Shrub Wetland	1.779413	2411.478228
131	Polygon	332763	PFO1A	Freshwater Forested/Shrub Wetland	3.067288	2454.556189
132	Polygon	332769	PFO1A	Freshwater Forested/Shrub Wetland	0.687668	204.073157
133	Polygon	332783	PFO1A	Freshwater Forested/Shrub Wetland	0.207442	289.275922
134	Polygon	332793	PFO1A	Freshwater Forested/Shrub Wetland	8.711907	964.094224
135	Polygon	332803	PFO1A	Freshwater Forested/Shrub Wetland	7.003933	632.783494
136	Polygon	332860	PFO1A	Freshwater Forested/Shrub Wetland	7.872844	1007.060828
137	Polygon	332878	PFO1A	Freshwater Forested/Shrub Wetland	10.764944	1081.63342
138	Polygon	332886	PFO1A	Freshwater Forested/Shrub Wetland	2.341662	2088.115299

139	Polygon	332894	PFO1A	Freshwater Forested/Shrub Wetland	31.077767	3135.438886
140	Polygon	332963	PFO1A	Freshwater Forested/Shrub Wetland	0.920338	249.430649
141	Polygon	332966	PFO1A	Freshwater Forested/Shrub Wetland	7.9065	1350.52979
142	Polygon	332970	PFO1A	Freshwater Forested/Shrub Wetland	0.001287	74.25463
143	Polygon	332972	PFO1A	Freshwater Forested/Shrub Wetland	1.34379	3543.670467
144	Polygon	332982	PFO1A	Freshwater Forested/Shrub Wetland	7.247939	1240.99509
145	Polygon	332985	PFO1A	Freshwater Forested/Shrub Wetland	33.325174	2751.501165
146	Polygon	332986	PFO1A	Freshwater Forested/Shrub Wetland	10.11099	935.559826
147	Polygon	332987	PFO1A	Freshwater Forested/Shrub Wetland	5.540423	748.85302
148	Polygon	332990	PFO1A	Freshwater Forested/Shrub Wetland	1.578381	288.404038
149	Polygon	332992	PFO1A	Freshwater Forested/Shrub Wetland	3.788776	467.555963
150	Polygon	333002	PFO1A	Freshwater Forested/Shrub Wetland	8.201288	1214.758214
151	Polygon	333003	PFO1A	Freshwater Forested/Shrub Wetland	13.396043	1354.35257
152	Polygon	333004	PFO1A	Freshwater Forested/Shrub Wetland	26.756759	1672.048554
153	Polygon	333016	PFO1A	Freshwater Forested/Shrub Wetland	61.248425	2604.198432
154	Polygon	333019	PFO1A	Freshwater Forested/Shrub Wetland	5.473184	930.751052
155	Polygon	333022	PFO1A	Freshwater Forested/Shrub Wetland	16.978933	1796.469059
156	Polygon	333023	PFO1A	Freshwater Forested/Shrub Wetland	1.348358	498.184763
157	Polygon	333024	PFO1A	Freshwater Forested/Shrub Wetland	1.421987	500.325994
158	Polygon	333025	PFO1A	Freshwater Forested/Shrub Wetland	2.676704	416.331151
159	Polygon	333029	PFO1A	Freshwater Forested/Shrub Wetland	4.603155	523.082694
160	Polygon	333040	PFO1A	Freshwater Forested/Shrub Wetland	1.585257	503.948489
161	Polygon	333045	PFO1A	Freshwater Forested/Shrub Wetland	5.06899	759.834446
162	Polygon	333053	PFO1A	Freshwater Forested/Shrub Wetland	1.48462	1239.704036
163	Polygon	333062	PFO1A	Freshwater Forested/Shrub Wetland	0.565693	194.480376
164	Polygon	333070	PFO1A	Freshwater Forested/Shrub Wetland	8.043611	1622.800383
165	Polygon	333071	PFO1A	Freshwater Forested/Shrub Wetland	2.513534	943.222875
166	Polygon	333079	PFO1A	Freshwater Forested/Shrub Wetland	5.64906	868.057711
167	Polygon	333089	PFO1A	Freshwater Forested/Shrub Wetland	4.217698	1487.701071
168	Polygon	333094	PFO1A	Freshwater Forested/Shrub Wetland	4.485334	1376.378303
169	Polygon	333096	PFO1A	Freshwater Forested/Shrub Wetland	4.620126	1358.571944
170	Polygon	333098	PFO1A	Freshwater Forested/Shrub Wetland	7.259984	1009.071971
171	Polygon	333102	PFO1A	Freshwater Forested/Shrub Wetland	5.131861	577.715295
172	Polygon	333123	PFO1A	Freshwater Forested/Shrub Wetland	3.863594	1143.066335
173	Polygon	333125	PFO1A	Freshwater Forested/Shrub Wetland	14.666168	4105.189471
174	Polygon	333131	PFO1A	Freshwater Forested/Shrub Wetland	8.783211	6292.487983
175	Polygon	333133	PFO1A	Freshwater Forested/Shrub Wetland	1.861623	551.478766
176	Polygon	333138	PFO1A	Freshwater Forested/Shrub Wetland	1.924077	2852.197255
177	Polygon	333157	PFO1A	Freshwater Forested/Shrub Wetland	14.156784	8766.067572
178	Polygon	333172	PFO1A	Freshwater Forested/Shrub Wetland	0.51568	208.859752
179	Polygon	333182	PFO1A	Freshwater Forested/Shrub Wetland	1.021033	1854.322286
180	Polygon	333186	PFO1A	Freshwater Forested/Shrub Wetland	3.794005	564.554832
181	Polygon	333194	PFO1A	Freshwater Forested/Shrub Wetland	0.339739	469.12142
182	Polygon	333204	PFO1A	Freshwater Forested/Shrub Wetland	6.13884	634.254384
183	Polygon	333205	PFO1A	Freshwater Forested/Shrub Wetland	7.245368	1200.370528
184	Polygon	333231	PFO1A	Freshwater Forested/Shrub Wetland	140.765845	3822.873722
185	Polygon	333234	PFO1A	Freshwater Forested/Shrub Wetland	1.730842	437.13126

186	Polygon	333248	PFO1A	Freshwater Forested/Shrub Wetland	1.619768	536.051869
187	Polygon	333256	PFO1A	Freshwater Forested/Shrub Wetland	4.692281	538.083072
188	Polygon	333258	PFO1A	Freshwater Forested/Shrub Wetland	2.646059	497.956169
189	Polygon	333262	PFO1A	Freshwater Forested/Shrub Wetland	15.972603	1107.0349
190	Polygon	333266	PFO1A	Freshwater Forested/Shrub Wetland	0.621507	264.321203
191	Polygon	333267	PFO1A	Freshwater Forested/Shrub Wetland	1.941816	355.309999
192	Polygon	333269	PFO1A	Freshwater Forested/Shrub Wetland	0.462017	183.612753
193	Polygon	333274	PFO1A	Freshwater Forested/Shrub Wetland	16.049484	1681.203045
194	Polygon	333276	PFO1A	Freshwater Forested/Shrub Wetland	15.919401	1622.717247
195	Polygon	333277	PFO1A	Freshwater Forested/Shrub Wetland	29.699874	2266.089697
196	Polygon	333278	PFO1A	Freshwater Forested/Shrub Wetland	7.818009	1163.441633
197	Polygon	333298	PFO1A	Freshwater Forested/Shrub Wetland	6.810597	900.131152
198	Polygon	333300	PFO1A	Freshwater Forested/Shrub Wetland	15.406483	5486.708111
199	Polygon	333301	PFO1A	Freshwater Forested/Shrub Wetland	5.438909	901.922676
200	Polygon	333306	PFO1A	Freshwater Forested/Shrub Wetland	2.896369	431.531306
201	Polygon	333307	PFO1A	Freshwater Forested/Shrub Wetland	42.835817	2100.6145
202	Polygon	333312	PFO1A	Freshwater Forested/Shrub Wetland	16.727596	1404.103616
203	Polygon	333319	PFO1A	Freshwater Forested/Shrub Wetland	11.575432	1307.752541
204	Polygon	333329	PFO1A	Freshwater Forested/Shrub Wetland	9.218435	5706.365224
205	Polygon	333330	PFO1A	Freshwater Forested/Shrub Wetland	8.001395	966.125985
206	Polygon	333333	PFO1A	Freshwater Forested/Shrub Wetland	9.048904	933.870752
207	Polygon	333334	PFO1A	Freshwater Forested/Shrub Wetland	15.2153	2235.763459
208	Polygon	333357	PFO1A	Freshwater Forested/Shrub Wetland	1.263391	4547.653421
209	Polygon	333359	PFO1A	Freshwater Forested/Shrub Wetland	11.236687	1280.910641
210	Polygon	333393	PFO1A	Freshwater Forested/Shrub Wetland	0.751572	400.573112
211	Polygon	333394	PFO1A	Freshwater Forested/Shrub Wetland	17.102937	4856.980656
212	Polygon	333404	PFO1A	Freshwater Forested/Shrub Wetland	1.041146	503.084714
213	Polygon	333426	PFO1A	Freshwater Forested/Shrub Wetland	13.36391	1561.358235
214	Polygon	333430	PFO1A	Freshwater Forested/Shrub Wetland	0.833703	4720.664816
215	Polygon	339859	PFO1Ad	Freshwater Forested/Shrub Wetland	3.787358	791.978001
216	Polygon	339860	PFO1Ad	Freshwater Forested/Shrub Wetland	3.39064	444.382346
217	Polygon	339863	PFO1Ad	Freshwater Forested/Shrub Wetland	8.575137	734.75844
218	Polygon	339865	PFO1Ad	Freshwater Forested/Shrub Wetland	4.222359	550.977826
219	Polygon	339867	PFO1Ad	Freshwater Forested/Shrub Wetland	1.691135	586.092624
220	Polygon	339872	PFO1Ad	Freshwater Forested/Shrub Wetland	10.065713	2330.242264
221	Polygon	339876	PFO1Ad	Freshwater Forested/Shrub Wetland	2.249743	2278.26486
222	Polygon	339877	PFO1Ad	Freshwater Forested/Shrub Wetland	1.151198	4982.270757
223	Polygon	340256	PFO1Ax	Freshwater Forested/Shrub Wetland	2.117261	3608.042362
224	Polygon	351220	PSS1/EM1A	Freshwater Forested/Shrub Wetland	16.104695	4713.259469
225	Polygon	351620	PSS1/FO1A	Freshwater Forested/Shrub Wetland	0.985533	395.871758
226	Polygon	351837	PSS1A	Freshwater Forested/Shrub Wetland	2.411042	377.285264
227	Polygon	351982	PSS1A	Freshwater Forested/Shrub Wetland	1.779636	422.939057
228	Polygon	352044	PSS1A	Freshwater Forested/Shrub Wetland	0.990191	234.658113
229	Polygon	352076	PSS1A	Freshwater Forested/Shrub Wetland	1.626249	321.276803
230	Polygon	352097	PSS1A	Freshwater Forested/Shrub Wetland	0.478044	162.490205
231	Polygon	352102	PSS1A	Freshwater Forested/Shrub Wetland	1.063329	246.205757
232	Polygon	352103	PSS1A	Freshwater Forested/Shrub Wetland	0.571749	265.04204

233	Polygon	352125	PSS1A	Freshwater Forested/Shrub Wetland	1.074346	246.602619
234	Polygon	352129	PSS1A	Freshwater Forested/Shrub Wetland	1.438347	282.466493
235	Polygon	352136	PSS1A	Freshwater Forested/Shrub Wetland	3.408531	493.229873
236	Polygon	352137	PSS1A	Freshwater Forested/Shrub Wetland	9.789323	1217.495293
237	Polygon	352139	PSS1A	Freshwater Forested/Shrub Wetland	9.205874	1172.77428
238	Polygon	352140	PSS1A	Freshwater Forested/Shrub Wetland	3.789016	551.384443
239	Polygon	352490	PSS1Ad	Freshwater Forested/Shrub Wetland	2.268037	369.869236
240	Polygon	352511	PSS1Ah	Freshwater Forested/Shrub Wetland	0.918775	337.472599
241	Polygon	393946	PUSAx	Freshwater Pond	2.95546	592.568389
242	Polygon	396325	R4SBA	Riverine	1.116957	1517.341555
243	Polygon	396327	R4SBA	Riverine	2.109908	6053.917326
244	Polygon	396675	R4SBAx	Riverine	1.051378	4286.478733
245	Polygon	396681	R4SBAx	Riverine	1.726534	5636.215645
246	Polygon	396689	R4SBAx	Riverine	0.616774	841.818737
247	Polygon	396690	R4SBAx	Riverine	2.612493	6274.92212
248	Polygon	396691	R4SBAx	Riverine	3.779292	11986.24663
249	Polygon	396692	R4SBAx	Riverine	5.263207	17976.28546
250	Polygon	445092	PFO1A	Freshwater Forested/Shrub Wetland	8.670351	1129.911489
251	Polygon	445124	PFO1Ax	Freshwater Forested/Shrub Wetland	1.146089	1628.978528
252	Polygon	445633	PFO1A	Freshwater Forested/Shrub Wetland	2.908917	494.556489

Bald Knob Stream Crossings

FID	Shape *	COMID	FDATE	RESOLUTION	GNIS_ID	GNIS_NAME	LENGTHKM	REACHCODE	FLOWDIR	WBAREACOMI	FTYPE	FCODE	SHAPE_LENG	ENABLED	COMID_1	SO	SC	SHAPE_STLe
0	Polyline ZM	0	8/1/2004	Medium	49707	Gum Creek	0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	2	2	2578.847792
1	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	1697.66948
2	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	1735.842913
3	Polyline ZM	0	8/1/2004	Medium	53102	Overflow Creek	0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	4	4	1736.633538
4	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	2	2	3656.937137
5	Polyline ZM	0	8/1/2004	Medium	51298	Little Mingo Creek	0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	2	2	4784.889271
6	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	2788.275036
7	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	2623.035358
8	Polyline ZM	0	8/1/2004	Medium	51313	Little Red River	0	1.101E+13	With Digitized	0	ArtificialPath	0	0	T	0	6	6	1464.30519
9	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	2556.867461
10	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	3608.569052
11	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	2204.845766
12	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	2	2	1523.417713
13	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	2343.580003
14	Polyline ZM	0	8/1/2004	Medium	46668	Black Creek	0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	2	2	1628.876043
15	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	1443.20206
16	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	2684.086488
17	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	3972.224713
18	Polyline ZM	0	8/1/2004	Medium	47412	Caney Creek	0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	2	2	4736.671089
19	Polyline ZM	0	8/1/2004	Medium	81862	Glaise Creek	0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	3	3	2771.246961
20	Polyline ZM	0	8/1/2004	Medium			0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	1687.960805
21	Polyline ZM	0	8/1/2004	Medium	49204	Fourteen Slough	0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	1569.339824
22	Polyline ZM	0	8/1/2004	Medium	49043	Fifteen Slough	0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	2267.89429
23	Polyline ZM	0	8/1/2004	Medium	48282	Cut-Off Creek	0	1.101E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	3467.93448
24	Polyline ZM	0	8/1/2004	Medium	78762	White River	0	1.101E+13	With Digitized	0	ArtificialPath	0	0	T	0	8	8	4530.926658
25	Polyline ZM	0	8/1/2004	Medium	1101901	Arkansas River	0	1.11102E+13	With Digitized	0	ArtificialPath	0	0	T	0	9	9	6485.787617
26	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	Uninitialized	0	CanalDitch	0	0	T	0	0	0	2361.328616
27	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2325.012425
28	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	3374.095539
29	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2564.794062
30	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1600.451104
31	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2846.289912
32	Polyline ZM	0	8/1/2004	Medium	78531	Tenmile Bayou	0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	66.673879
33	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	3	0	1570.256213
34	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1850.365818
35	Polyline ZM	0	8/1/2004	Medium	76864	Elbow Slu	0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1859.023751
36	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	CanalDitch	0	0	T	0	2	2	1238.91287
37	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1700.054248
38	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2967.848519
39	Polyline ZM	0	8/1/2004	Medium	48619	Dry Bayou	0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	4092.645983
40	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1389.344068
41	Polyline ZM	0	8/1/2004	Medium	70431	Alligator Bayou	0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2976.368942
42	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	548.77061
43	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1674.073523
44	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	4	4	2309.418256
45	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	ArtificialPath	0	0	T	0	4	4	1724.904644
46	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	7266.762756
47	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	2	0	2878.867508
48	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	3618.997877
49	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	4814.602769
50	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	4819.640008
51	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	Uninitialized	0	StreamRiver	0	0	T	0	0	0	4146.640178
52	Polyline ZM	0	8/1/2004	Medium	83266	Saint Francis River	0	8.0202E+12	With Digitized	0	ArtificialPath	0	0	T	0	7	7	11006.48725
53	Polyline ZM	0	8/1/2004	Medium	465962	Mississippi River	0	8.0101E+12	With Digitized	0	ArtificialPath	0	0	T	0	10	10	8347.400735
54	Polyline ZM	0	8/1/2004	Medium			0	8.0101E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	3187.37529
55	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2252.750288
56	Polyline ZM	0	8/1/2004	Medium	76254	DeView, Bayou	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	4	4	2950.036398
57	Polyline ZM	0	8/1/2004	Medium	53710	Possum Creek	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	5571.133386
58	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	9800.814722
59	Polyline ZM	0	8/1/2004	Medium	76485	Cache River	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	6	6	3390.7796
60	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1125.342421
61	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	0	1036.980268
62	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	0	1653.838787
63	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	6221.161928
64	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1004.050876
65	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1819.668883
66	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1381.533903
67	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	Uninitialized	0	StreamRiver	0	0	T	0	0	0	2102.77873
68	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	Uninitialized	0	StreamRiver	0	0	T	0	0	0	4861.9184
69	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	7430.897365
70	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2373.745754
71	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1008.501301
72	Polyline ZM	0	8/1/2004	Medium	48630	Dry Branch	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	3498.169482
73	Polyline ZM	0	8/1/2004	Medium	47378	Cane Creek	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	2016.157081
74	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1647.901123
75	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1373.614522
76	Polyline ZM	0	8/1/2004	Medium	51422	Long Creek	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	6893.395803
77	Polyline ZM	0	8/1/2004	Medium	53942	Red Cut Slough	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	5	5	64.526176
78	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	5	0	869.66379
79	Polyline ZM	0	8/1/2004	Medium	76735	Cypress Bayou	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	5	0	2628.221132
80	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1216.013606
81	Polyline ZM	0	8/1/2004	Medium	51004	Lawrence Branch	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1627.095535
82	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1504.45922
83	Polyline ZM	0	8/1/2004	Medium	49735	Gum Springs Creek	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	351.289994
84	Polyline ZM	0	8/1/2004	Medium	49430	Glade Creek	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	4119.233876
85	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1702.229819
86	Polyline ZM	0	8/1/2004	Medium	47168	Bull Creek	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	4	4	1740.865488
87	Polyline ZM	0	8/1/2004	Medium	81842	Des Arc, Bayou	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	5	5	5025.371115
88	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1102.533626
89	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1758.813844
90	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	4727.023837
91	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	4115.215243
92	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	433.996824
93	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1926.099868
94	Polyline ZM	0	8/1/2004	Medium	76141	Two Prairie, Bayou	0	8.0204E+12	With Digitized	0	CanalDitch	0	0	T	0	3	3	1542.832228
95	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	With Digitized	0	CanalDitch	0	0	T	0	2	2	525.640602

96	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	1975.479769
97	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	3048.028062
98	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	1691.47568
99	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	2701.249747
100	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	2762.528923
101	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	5745.667677
102	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1903.712207
103	Polyline ZM	0	8/1/2004	Medium	76258	Meto, Bayou	0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	4	4	3626.980664
104	Polyline ZM	0	8/1/2004	Medium	83274	Second Creek	0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	13919.04409
105	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	Uninitialized	0	StreamRiver	0	0	T	0	0	0	4616.812248
106	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	4736.822721
107	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2571.521336
108	Polyline ZM	0	8/1/2004	Medium	83148	First Creek	0	8.02021E+12	With Digitized	0	CanalDitch	0	0	T	0	3	3	3984.580988
109	Polyline ZM	0	8/1/2004	Medium	47068	Bushy Creek Ditch	0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	1340.85118
110	Polyline ZM	0	8/1/2004	Medium	47068	Bushy Creek Ditch	0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	1529.016263
111	Polyline ZM	0	8/1/2004	Medium	56797	Caney Creek	0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	1502.29238
112	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1048.702836
113	Polyline ZM	0	8/1/2004	Medium	83189	'"Anguille River'	0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	5	5	2826.178141
114	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	3416.471313
115	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	7060.064912

Blad Knob Threatened & Endangered Species										
COMNAME	**SCINAME**	**SPCODE**	**VIPCODE**	**UNIT**	**UNITNAME**	**STATUS**	**LEADOFFICE**	**FEDREG**	**PUBDATE**	**EFFECTDATE**
Rabbitsfoot	Quadrula cylindrica ssp. cylindrica	F03X	I01	RF8a	White River	FINAL	FF04ER1000	80FR 24691	20150430	20150601

NAME	City	County	Acres
Earle City Park	Memphis	Shelby	4.578307
Marion Recreation Complex	Memphis	Shelby	100.9
E.H. Crump Park	Memphis	Shelby	4.331836
Martyrs Park	Memphis	Shelby	8.444422
Tom Lee Park	Memphis	Shelby	27.04
Ashburn-Coppock Park	Memphis	Shelby	7.824728
Army-Navy Park	Memphis	Shelby	0.921307
Desoto Park	Memphis	Shelby	14.62
Durham Park	Higginson	White	0.021296
4th St Park	North Little Rock	Pulaski	0.910384
Woodruff County Fairgrounds		Woodruff	17.33071
Park	Parkin	Cross	3.750409
Cache River National Wildlife Refuge		Woodruff, Jackson, Monroe, Prairie	1136.587423
Marion Complex	Marion	Crittenden	100.864971
Cowen Park	Kensett	White	0.012035
Park	Cabot	Lonoke	11.168634
Jessie Wynne Park	Wynne	Cross	0.422031
Park	Wynne	Cross	0.93059
Galloway Park	Jacksonville	Pulaski	0.69227
14th Street Park	North Little Rock	Pulaski	1.020889
Sherman Park	North Little Rock	Pulaski	6.006921
Departee Creek Wildlife Management Area		White	30.05489
Conley Park	North Little Rock	Pulaski	1.496847
Holland Bottom Wildlife Management Area		Lonoke, Pulaski	1981.14536
Veterans Park	Cabot	Lonoke	6.465296
Pleasure Park Recreation Center	Jacksonville	Pulaski	5.3239
Stonewall Park	Jacksonville	Pulaski	4.34381
Frank Witkowiski Park	North Little Rock	Pulaski	0.357749
Park	Wynne	Cross	0.620192
Park	Earle	Crittenden	9.582793
Walter Raney Park	McCrory	Woodruff	0.017269
Bald Knob National Wildlife Refuge		White	287.000325
River Front Park	North Little Rock	Pulaski	14.088417
Dupree Park	Jacksonville	Pulaski	92.328624
We Orr Park	Judsonia	White	0.568549
Hayden Smith Park	Wynne	Cross	0.057286
Holland Bottoms Willow Oak Forest Preserve		Lonoke	59.743585
McRae Memorial Park	McRae	White	0.033048
Stagecoach Park	Jacksonville	Pulaski	0.490446
Fireman Park	Jacksonville	Pulaski	1.49989
City Park	Earle	Crittenden	4.577889
Danny Wayne Mathis Memorial Park	Ward	Lonoke	14.495852
EN Desha Community Park	Wynne	Cross	2.423453

AECOM

Identified Environmental Resources:

Pine Bluff Alignment

Pine Bluff Cultural Resources		
OBJECTID	**TYPE**	**Source**
129	Airport	http://gis.arkansas.gov/?product=all-cultural-feature-point
648	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
649	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
720	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
785	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
786	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
858	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
860	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
863	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
1004	Antenna Mast	http://gis.arkansas.gov/?product=all-cultural-feature-point
2043	Boat Ramp	http://gis.arkansas.gov/?product=all-cultural-feature-point
2170	Boat Ramp	http://gis.arkansas.gov/?product=all-cultural-feature-point
2501	Boat Ramp	http://gis.arkansas.gov/?product=all-cultural-feature-point
2322	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
2323	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
2324	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
2325	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
2326	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
2327	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
2328	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
2329	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
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5712	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
5713	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
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5793	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
5795	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
5798	Business Establishments	http://gis.arkansas.gov/?product=all-cultural-feature-point
5864	Camp or Lodge	http://gis.arkansas.gov/?product=all-cultural-feature-point
7478	Camp or Lodge	http://gis.arkansas.gov/?product=all-cultural-feature-point
7479	Camp or Lodge	http://gis.arkansas.gov/?product=all-cultural-feature-point
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44673	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
45789	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
45802	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
45803	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
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48795	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
48842	Church	http://gis.arkansas.gov/?product=all-cultural-feature-point
38719	Church with Cemetery Adjacent	http://gis.arkansas.gov/?product=all-cultural-feature-point
44119	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
44122	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
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44178	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
44180	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
45567	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
47931	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
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55397	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
55399	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
55781	City Hall	http://gis.arkansas.gov/?product=all-cultural-feature-point
55802	County or State Prison	http://gis.arkansas.gov/?product=all-cultural-feature-point
55803	County or State Prison	http://gis.arkansas.gov/?product=all-cultural-feature-point
49363	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
49364	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
49365	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
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49372	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
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49763	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
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53709	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
54117	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
54119	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
54120	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
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54126	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
55430	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
55953	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
55954	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
55955	Factory or Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
49419	Fairgrounds or Speedway	http://gis.arkansas.gov/?product=all-cultural-feature-point
49816	Fairgrounds or Speedway	http://gis.arkansas.gov/?product=all-cultural-feature-point
50258	Fish Hatchery	http://gis.arkansas.gov/?product=all-cultural-feature-point
50259	Fish Hatchery	http://gis.arkansas.gov/?product=all-cultural-feature-point
50701	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51128	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51192	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51566	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point

51567	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51568	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51570	Grain_Elevator	http://gis.arkansas.gov/?product=all-cultural-feature-point
51641	Gravel Pit	http://gis.arkansas.gov/?product=all-cultural-feature-point
51643	Gravel Pit	http://gis.arkansas.gov/?product=all-cultural-feature-point
50386	Museum, General	http://gis.arkansas.gov/?product=all-cultural-feature-point
50394	Museum, General	http://gis.arkansas.gov/?product=all-cultural-feature-point
51243	Nursery	http://gis.arkansas.gov/?product=all-cultural-feature-point
51316	Nursery	http://gis.arkansas.gov/?product=all-cultural-feature-point
50428	Observation or Lookout Tower	http://gis.arkansas.gov/?product=all-cultural-feature-point
51667	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
51668	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
51669	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
51672	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
51673	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
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51742	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
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51751	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
52095	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
52096	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
52141	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
52142	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
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52648	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
53084	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
53085	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
53086	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
53087	Post Office	http://gis.arkansas.gov/?product=all-cultural-feature-point
53883	Power Plant	http://gis.arkansas.gov/?product=all-cultural-feature-point
53891	Power Substation	http://gis.arkansas.gov/?product=all-cultural-feature-point
53955	Power Substation	http://gis.arkansas.gov/?product=all-cultural-feature-point
53957	Power Substation	http://gis.arkansas.gov/?product=all-cultural-feature-point
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54338	Power Substation	http://gis.arkansas.gov/?product=all-cultural-feature-point
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55188	Power Substation	http://gis.arkansas.gov/?product=all-cultural-feature-point
55287	Power Substation	http://gis.arkansas.gov/?product=all-cultural-feature-point
55625	Power Substation	http://gis.arkansas.gov/?product=all-cultural-feature-point
49181	Quarry	http://gis.arkansas.gov/?product=all-cultural-feature-point
50965	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
50966	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
50980	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
51858	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
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53191	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
54055	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
54059	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
54060	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
54433	Radio or Television Station	http://gis.arkansas.gov/?product=all-cultural-feature-point
52281	Sawmill	http://gis.arkansas.gov/?product=all-cultural-feature-point
54868	Sawmill	http://gis.arkansas.gov/?product=all-cultural-feature-point
51428	Town Hall or Courthouse	http://gis.arkansas.gov/?product=all-cultural-feature-point
52684	Town Hall or Courthouse	http://gis.arkansas.gov/?product=all-cultural-feature-point
54927	Town Hall or Courthouse	http://gis.arkansas.gov/?product=all-cultural-feature-point
55981	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
56120	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
56121	Trailer Park	http://gis.arkansas.gov/?product=all-cultural-feature-point
56306	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56349	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56355	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56583	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56584	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56756	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56757	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56899	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56900	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56906	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56996	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
56997	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
57057	Water Supply Tank or Standpipe	http://gis.arkansas.gov/?product=all-cultural-feature-point
	Post Office	161 GE Patterson Ave Memphis, TN 38103
	Church	369 GE Patterson Ave Memphis, TN 38126
	Church	502 S Main St Memphis, TN 38103, United States
	Church	292 Virginia Ave W Memphis, TN 38103
	Museum, General	450 Mulberry St Memphis, TN 38103
	Museum, General	421 S Main St Memphis, TN 38103

Pine Bluff Floodplain						
FID	Shape	OBJECTID	ATTRIBUTE	WETLAND_TY	ACRES	SHAPE_Leng
0	Polygon	2150	PEM1A	Freshwater Emergent Wetland	1.036244	294.605986
1	Polygon	2155	PEM1A	Freshwater Emergent Wetland	2.09152	502.39027
2	Polygon	2327	PEM1A	Freshwater Emergent Wetland	0.606326	219.186715
3	Polygon	2331	PEM1A	Freshwater Emergent Wetland	1.031739	263.126614
4	Polygon	2334	PEM1A	Freshwater Emergent Wetland	0.621879	245.060244
5	Polygon	2338	PEM1A	Freshwater Emergent Wetland	0.710207	806.656383
6	Polygon	2451	PEM1Ax	Freshwater Emergent Wetland	7.252441	1188.70018
7	Polygon	2452	PEM1Ax	Freshwater Emergent Wetland	1.558061	422.502179
8	Polygon	12165	PFO1A	Freshwater Forested/Shrub Wetland	20.934795	2906.513391
9	Polygon	12200	PFO1A	Freshwater Forested/Shrub Wetland	27.705227	2094.667015
10	Polygon	12254	PFO1A	Freshwater Forested/Shrub Wetland	8.160838	1315.320199
11	Polygon	12261	PFO1A	Freshwater Forested/Shrub Wetland	2.30469	544.903649
12	Polygon	12295	PFO1A	Freshwater Forested/Shrub Wetland	1.663143	1122.336669
13	Polygon	12375	PFO1A	Freshwater Forested/Shrub Wetland	6.552282	779.086101
14	Polygon	12410	PFO1A	Freshwater Forested/Shrub Wetland	11.637492	1826.925561
15	Polygon	12438	PFO1A	Freshwater Forested/Shrub Wetland	91.145902	11472.84807
16	Polygon	12486	PFO1A	Freshwater Forested/Shrub Wetland	16.495381	1223.636215
17	Polygon	12507	PFO1A	Freshwater Forested/Shrub Wetland	21.590745	2079.481242
18	Polygon	12552	PFO1A	Freshwater Forested/Shrub Wetland	6.818561	896.793808
19	Polygon	12617	PFO1A	Freshwater Forested/Shrub Wetland	12.229278	1677.405806
20	Polygon	12839	PFO1A	Freshwater Forested/Shrub Wetland	1.782991	410.912966
21	Polygon	12862	PFO1A	Freshwater Forested/Shrub Wetland	2.652241	610.653471
22	Polygon	12895	PFO1A	Freshwater Forested/Shrub Wetland	36.975382	11430.13362
23	Polygon	12948	PFO1A	Freshwater Forested/Shrub Wetland	1.908731	1015.748667
24	Polygon	12985	PFO1A	Freshwater Forested/Shrub Wetland	13.898458	3061.551723
25	Polygon	12998	PFO1A	Freshwater Forested/Shrub Wetland	1.345503	8590.177817
26	Polygon	13105	PFO1A	Freshwater Forested/Shrub Wetland	1.266135	1458.156696
27	Polygon	13285	PFO1A	Freshwater Forested/Shrub Wetland	2.966645	5197.536771
28	Polygon	13307	PFO1A	Freshwater Forested/Shrub Wetland	1.460923	358.044279
29	Polygon	13314	PFO1A	Freshwater Forested/Shrub Wetland	2.351971	407.250241
30	Polygon	13319	PFO1A	Freshwater Forested/Shrub Wetland	2.901368	657.16685
31	Polygon	13321	PFO1A	Freshwater Forested/Shrub Wetland	0.130357	1206.654561
32	Polygon	13327	PFO1A	Freshwater Forested/Shrub Wetland	3.412551	664.04736
33	Polygon	13328	PFO1A	Freshwater Forested/Shrub Wetland	3.672192	596.230059
34	Polygon	13338	PFO1A	Freshwater Forested/Shrub Wetland	4.906943	665.742688
35	Polygon	13345	PFO1A	Freshwater Forested/Shrub Wetland	1.319973	302.78267
36	Polygon	13349	PFO1A	Freshwater Forested/Shrub Wetland	1.064117	311.625291
37	Polygon	13351	PFO1A	Freshwater Forested/Shrub Wetland	0.552444	206.982977
38	Polygon	13353	PFO1A	Freshwater Forested/Shrub Wetland	15.008757	2017.303234
39	Polygon	13354	PFO1A	Freshwater Forested/Shrub Wetland	5.756163	11976.26339
40	Polygon	13356	PFO1A	Freshwater Forested/Shrub Wetland	1.11686	299.887227
41	Polygon	13358	PFO1A	Freshwater Forested/Shrub Wetland	12.351351	1817.136921
42	Polygon	13359	PFO1A	Freshwater Forested/Shrub Wetland	3.849295	661.390622
43	Polygon	13366	PFO1A	Freshwater Forested/Shrub Wetland	8.784999	1124.580492
44	Polygon	13367	PFO1A	Freshwater Forested/Shrub Wetland	32.694553	2755.944526

45	Polygon	13372	PFO1A	Freshwater Forested/Shrub Wetland	2.215898	745.246658
46	Polygon	13383	PFO1A	Freshwater Forested/Shrub Wetland	4.843773	968.305547
47	Polygon	13386	PFO1A	Freshwater Forested/Shrub Wetland	11.251597	931.497402
48	Polygon	13392	PFO1A	Freshwater Forested/Shrub Wetland	15.076782	2706.504159
49	Polygon	13557	PFO1A	Freshwater Forested/Shrub Wetland	1.048044	1431.432433
50	Polygon	14143	PFO1Ax	Freshwater Forested/Shrub Wetland	0.904362	5755.224769
51	Polygon	19371	PSS1A	Freshwater Forested/Shrub Wetland	4.518698	549.327094
52	Polygon	19525	PSS1A	Freshwater Forested/Shrub Wetland	8.600793	1320.799849
53	Polygon	19555	PSS1A	Freshwater Forested/Shrub Wetland	0.184872	2684.200818
54	Polygon	19583	PSS1A	Freshwater Forested/Shrub Wetland	0.528452	1546.885699
55	Polygon	19597	PSS1A	Freshwater Forested/Shrub Wetland	0.94132	235.102068
56	Polygon	19600	PSS1A	Freshwater Forested/Shrub Wetland	0.214601	108.752004
57	Polygon	19601	PSS1A	Freshwater Forested/Shrub Wetland	0.705119	247.632882
58	Polygon	19645	PSS1A	Freshwater Forested/Shrub Wetland	0.996718	332.24928
59	Polygon	20012	PSS1Ax	Freshwater Forested/Shrub Wetland	1.722613	425.042997
60	Polygon	21810	PSS4A	Freshwater Forested/Shrub Wetland	2.994065	541.920362
61	Polygon	62679	R4SBA	Riverine	3.18356	5589.162647
62	Polygon	106291	PEM1A	Freshwater Emergent Wetland	1.658591	380.127784
63	Polygon	106292	PEM1A	Freshwater Emergent Wetland	0.409984	570.707582
64	Polygon	106319	PEM1A	Freshwater Emergent Wetland	0.053708	59.712741
65	Polygon	106320	PEM1A	Freshwater Emergent Wetland	0.460432	396.671862
66	Polygon	106321	PEM1A	Freshwater Emergent Wetland	0.083565	71.116526
67	Polygon	106322	PEM1A	Freshwater Emergent Wetland	0.389338	185.412969
68	Polygon	106323	PEM1A	Freshwater Emergent Wetland	3.512859	651.326212
69	Polygon	106326	PEM1A	Freshwater Emergent Wetland	0.525008	188.728564
70	Polygon	106327	PEM1A	Freshwater Emergent Wetland	0.128001	141.757885
71	Polygon	106329	PEM1A	Freshwater Emergent Wetland	3.036413	959.118407
72	Polygon	106330	PEM1A	Freshwater Emergent Wetland	2.107169	493.769194
73	Polygon	106333	PEM1A	Freshwater Emergent Wetland	1.693299	575.190181
74	Polygon	106334	PEM1A	Freshwater Emergent Wetland	1.461845	301.763176
75	Polygon	106335	PEM1A	Freshwater Emergent Wetland	2.167892	374.987295
76	Polygon	106338	PEM1A	Freshwater Emergent Wetland	1.178062	287.192325
77	Polygon	106339	PEM1A	Freshwater Emergent Wetland	0.314474	196.015276
78	Polygon	106340	PEM1A	Freshwater Emergent Wetland	1.831551	588.227232
79	Polygon	106342	PEM1A	Freshwater Emergent Wetland	0.866248	312.068637
80	Polygon	106344	PEM1A	Freshwater Emergent Wetland	0.266975	138.70213
81	Polygon	106586	PEM1A	Freshwater Emergent Wetland	0.998097	1666.077676
82	Polygon	106599	PEM1Ad	Freshwater Emergent Wetland	0.769019	251.895027
83	Polygon	106608	PEM1Ad	Freshwater Emergent Wetland	0.867744	260.642051
84	Polygon	106615	PEM1Ad	Freshwater Emergent Wetland	2.402514	1767.410218
85	Polygon	106621	PEM1Ad	Freshwater Emergent Wetland	1.927059	529.231273
86	Polygon	106622	PEM1Ad	Freshwater Emergent Wetland	1.67702	376.077189
87	Polygon	106624	PEM1Ad	Freshwater Emergent Wetland	2.302802	890.904362
88	Polygon	106670	PEM1Ad	Freshwater Emergent Wetland	0.849736	1291.7564
89	Polygon	106671	PEM1Ad	Freshwater Emergent Wetland	0.952948	277.210052
90	Polygon	106677	PEM1Ad	Freshwater Emergent Wetland	0.718705	256.436534
91	Polygon	106678	PEM1Ad	Freshwater Emergent Wetland	3.112191	461.11485

92	Polygon	106679	PEM1Ad	Freshwater Emergent Wetland	0.702298	340.51675
93	Polygon	110205	PFO1/4A	Freshwater Forested/Shrub Wetland	2.38403	632.450244
94	Polygon	110210	PFO1/4A	Freshwater Forested/Shrub Wetland	0.921554	284.317966
95	Polygon	110234	PFO1/4An	Freshwater Forested/Shrub Wetland	4.401506	736.667038
96	Polygon	110235	PFO1/4An	Freshwater Forested/Shrub Wetland	113.762616	4731.924891
97	Polygon	110289	PFO1/SS1A	Freshwater Forested/Shrub Wetland	44.74098	3094.130679
98	Polygon	110292	PFO1/SS1A	Freshwater Forested/Shrub Wetland	0.954067	300.997935
99	Polygon	110293	PFO1/SS1A	Freshwater Forested/Shrub Wetland	38.044308	4700.781443
100	Polygon	110298	PFO1/SS1A	Freshwater Forested/Shrub Wetland	3.254567	560.698035
101	Polygon	112333	PFO1A	Freshwater Forested/Shrub Wetland	1.607862	2186.714603
102	Polygon	112337	PFO1A	Freshwater Forested/Shrub Wetland	2.539448	479.904287
103	Polygon	112345	PFO1A	Freshwater Forested/Shrub Wetland	1.383171	350.421266
104	Polygon	112346	PFO1A	Freshwater Forested/Shrub Wetland	6.523066	1113.441511
105	Polygon	112355	PFO1A	Freshwater Forested/Shrub Wetland	0.452198	1469.204433
106	Polygon	112359	PFO1A	Freshwater Forested/Shrub Wetland	1.182162	908.976159
107	Polygon	112360	PFO1A	Freshwater Forested/Shrub Wetland	1.775773	1523.40227
108	Polygon	112373	PFO1A	Freshwater Forested/Shrub Wetland	0.349734	168.015387
109	Polygon	112376	PFO1A	Freshwater Forested/Shrub Wetland	3.265107	893.890243
110	Polygon	112377	PFO1A	Freshwater Forested/Shrub Wetland	3.809063	924.788612
111	Polygon	112397	PFO1A	Freshwater Forested/Shrub Wetland	0.360728	406.594949
112	Polygon	112399	PFO1A	Freshwater Forested/Shrub Wetland	9.925725	1805.780366
113	Polygon	112402	PFO1A	Freshwater Forested/Shrub Wetland	4.011047	2639.517381
114	Polygon	112421	PFO1A	Freshwater Forested/Shrub Wetland	1.142798	367.376241
115	Polygon	112436	PFO1A	Freshwater Forested/Shrub Wetland	8.067391	1202.000598
116	Polygon	112443	PFO1A	Freshwater Forested/Shrub Wetland	24.919169	2760.648191
117	Polygon	112451	PFO1A	Freshwater Forested/Shrub Wetland	4.226685	998.775461
118	Polygon	112457	PFO1A	Freshwater Forested/Shrub Wetland	20.016308	3522.553478
119	Polygon	112459	PFO1A	Freshwater Forested/Shrub Wetland	20.470838	7107.295685
120	Polygon	112467	PFO1A	Freshwater Forested/Shrub Wetland	0.116221	900.758349
121	Polygon	112472	PFO1A	Freshwater Forested/Shrub Wetland	22.971702	2249.142065
122	Polygon	112477	PFO1A	Freshwater Forested/Shrub Wetland	0.76114	945.841276
123	Polygon	112481	PFO1A	Freshwater Forested/Shrub Wetland	2.075103	734.286102
124	Polygon	112484	PFO1A	Freshwater Forested/Shrub Wetland	7.46967	896.731083
125	Polygon	112494	PFO1A	Freshwater Forested/Shrub Wetland	17.215898	2719.373004
126	Polygon	112499	PFO1A	Freshwater Forested/Shrub Wetland	7.342139	1419.744786
127	Polygon	112506	PFO1A	Freshwater Forested/Shrub Wetland	7.892271	1188.941235
128	Polygon	112508	PFO1A	Freshwater Forested/Shrub Wetland	11.432186	1842.706913
129	Polygon	112517	PFO1A	Freshwater Forested/Shrub Wetland	20.893655	2209.163868
130	Polygon	112536	PFO1A	Freshwater Forested/Shrub Wetland	0.118664	3421.921424
131	Polygon	112537	PFO1A	Freshwater Forested/Shrub Wetland	4.398446	1744.277044
132	Polygon	112538	PFO1A	Freshwater Forested/Shrub Wetland	27.12615	3127.182007
133	Polygon	112546	PFO1A	Freshwater Forested/Shrub Wetland	1.765473	490.298778
134	Polygon	112550	PFO1A	Freshwater Forested/Shrub Wetland	0.673046	213.82253
135	Polygon	112554	PFO1A	Freshwater Forested/Shrub Wetland	2.500549	742.874815
136	Polygon	112556	PFO1A	Freshwater Forested/Shrub Wetland	7.133153	990.590642
137	Polygon	112565	PFO1A	Freshwater Forested/Shrub Wetland	13.317842	1510.487784
138	Polygon	112586	PFO1A	Freshwater Forested/Shrub Wetland	5.757277	960.496821

139	Polygon	112589	PFO1A	Freshwater Forested/Shrub Wetland	0.722698	578.397408
140	Polygon	112602	PFO1A	Freshwater Forested/Shrub Wetland	0.500098	258.034548
141	Polygon	112604	PFO1A	Freshwater Forested/Shrub Wetland	0.567645	216.834406
142	Polygon	112606	PFO1A	Freshwater Forested/Shrub Wetland	4.335178	6032.051046
143	Polygon	112607	PFO1A	Freshwater Forested/Shrub Wetland	0.443442	181.378504
144	Polygon	112614	PFO1A	Freshwater Forested/Shrub Wetland	2.119063	532.425688
145	Polygon	112622	PFO1A	Freshwater Forested/Shrub Wetland	30.123701	3132.575216
146	Polygon	112632	PFO1A	Freshwater Forested/Shrub Wetland	1.739312	442.889991
147	Polygon	112639	PFO1A	Freshwater Forested/Shrub Wetland	38.026904	3013.680038
148	Polygon	112641	PFO1A	Freshwater Forested/Shrub Wetland	0.263249	364.557423
149	Polygon	112642	PFO1A	Freshwater Forested/Shrub Wetland	0.645228	258.492404
150	Polygon	112647	PFO1A	Freshwater Forested/Shrub Wetland	0.843221	366.308266
151	Polygon	112649	PFO1A	Freshwater Forested/Shrub Wetland	2.372084	495.749546
152	Polygon	112654	PFO1A	Freshwater Forested/Shrub Wetland	0.930796	983.025267
153	Polygon	112655	PFO1A	Freshwater Forested/Shrub Wetland	27.180969	4250.562231
154	Polygon	112664	PFO1A	Freshwater Forested/Shrub Wetland	0.65819	300.344707
155	Polygon	112665	PFO1A	Freshwater Forested/Shrub Wetland	0.144123	1776.342168
156	Polygon	112671	PFO1A	Freshwater Forested/Shrub Wetland	2.760819	717.737727
157	Polygon	112687	PFO1A	Freshwater Forested/Shrub Wetland	0.254816	353.163777
158	Polygon	112688	PFO1A	Freshwater Forested/Shrub Wetland	0.301401	143.078018
159	Polygon	112691	PFO1A	Freshwater Forested/Shrub Wetland	16.69123	8641.367279
160	Polygon	112694	PFO1A	Freshwater Forested/Shrub Wetland	0.418007	1300.397401
161	Polygon	112695	PFO1A	Freshwater Forested/Shrub Wetland	0.596053	1562.703206
162	Polygon	112705	PFO1A	Freshwater Forested/Shrub Wetland	3.024858	692.062046
163	Polygon	112715	PFO1A	Freshwater Forested/Shrub Wetland	0.93091	267.395192
164	Polygon	112716	PFO1A	Freshwater Forested/Shrub Wetland	0.688369	267.944109
165	Polygon	112741	PFO1A	Freshwater Forested/Shrub Wetland	1.023686	375.836393
166	Polygon	112745	PFO1A	Freshwater Forested/Shrub Wetland	0.593317	219.596193
167	Polygon	112750	PFO1A	Freshwater Forested/Shrub Wetland	0.089327	129.943161
168	Polygon	112751	PFO1A	Freshwater Forested/Shrub Wetland	0.299759	139.612394
169	Polygon	112752	PFO1A	Freshwater Forested/Shrub Wetland	0.206685	105.470534
170	Polygon	112756	PFO1A	Freshwater Forested/Shrub Wetland	1.202774	2525.943735
171	Polygon	112767	PFO1A	Freshwater Forested/Shrub Wetland	2.664655	628.754074
172	Polygon	112777	PFO1A	Freshwater Forested/Shrub Wetland	0.655857	218.691065
173	Polygon	112789	PFO1A	Freshwater Forested/Shrub Wetland	1.396619	1306.74092
174	Polygon	112817	PFO1A	Freshwater Forested/Shrub Wetland	9.885893	1978.026059
175	Polygon	112836	PFO1A	Freshwater Forested/Shrub Wetland	0.97874	332.936965
176	Polygon	112849	PFO1A	Freshwater Forested/Shrub Wetland	3.898155	4964.269692
177	Polygon	112882	PFO1A	Freshwater Forested/Shrub Wetland	1.172779	1463.429214
178	Polygon	112889	PFO1A	Freshwater Forested/Shrub Wetland	0.60183	184.816257
179	Polygon	112891	PFO1A	Freshwater Forested/Shrub Wetland	4.057072	1135.387998
180	Polygon	112900	PFO1A	Freshwater Forested/Shrub Wetland	8.257844	1200.324221
181	Polygon	112922	PFO1A	Freshwater Forested/Shrub Wetland	0.841419	228.700429
182	Polygon	112936	PFO1A	Freshwater Forested/Shrub Wetland	8.607194	1607.420237
183	Polygon	112943	PFO1A	Freshwater Forested/Shrub Wetland	12.688905	2489.718623
184	Polygon	112951	PFO1A	Freshwater Forested/Shrub Wetland	5.350169	1079.020083
185	Polygon	112956	PFO1A	Freshwater Forested/Shrub Wetland	0.907807	227.501172

186	Polygon	112958	PFO1A	Freshwater Forested/Shrub Wetland	1.395156	3546.025723
187	Polygon	112970	PFO1A	Freshwater Forested/Shrub Wetland	2.103943	407.954195
188	Polygon	113006	PFO1A	Freshwater Forested/Shrub Wetland	2.179791	416.768981
189	Polygon	113009	PFO1A	Freshwater Forested/Shrub Wetland	3.450383	671.309943
190	Polygon	113012	PFO1A	Freshwater Forested/Shrub Wetland	0.943575	325.92718
191	Polygon	113016	PFO1A	Freshwater Forested/Shrub Wetland	1.878864	529.229389
192	Polygon	113027	PFO1A	Freshwater Forested/Shrub Wetland	1.769693	511.343698
193	Polygon	113032	PFO1A	Freshwater Forested/Shrub Wetland	0.856904	247.744153
194	Polygon	113037	PFO1A	Freshwater Forested/Shrub Wetland	35.226227	4734.22186
195	Polygon	113045	PFO1A	Freshwater Forested/Shrub Wetland	0.859172	429.498007
196	Polygon	113049	PFO1A	Freshwater Forested/Shrub Wetland	2.514828	517.131476
197	Polygon	113058	PFO1A	Freshwater Forested/Shrub Wetland	3.770306	843.488134
198	Polygon	113084	PFO1A	Freshwater Forested/Shrub Wetland	46.135443	7628.34854
199	Polygon	113085	PFO1A	Freshwater Forested/Shrub Wetland	4.286308	510.812329
200	Polygon	113187	PFO1A	Freshwater Forested/Shrub Wetland	1.648223	651.793366
201	Polygon	113484	PFO1A	Freshwater Forested/Shrub Wetland	2.767089	499.509637
202	Polygon	113791	PFO1A	Freshwater Forested/Shrub Wetland	0.23605	1101.840802
203	Polygon	113951	PFO1A	Freshwater Forested/Shrub Wetland	5.054266	728.982598
204	Polygon	114110	PFO1A	Freshwater Forested/Shrub Wetland	4.268873	848.279005
205	Polygon	114167	PFO1A	Freshwater Forested/Shrub Wetland	0.641859	875.284446
206	Polygon	114182	PFO1A	Freshwater Forested/Shrub Wetland	9.134969	1831.661079
207	Polygon	114307	PFO1A	Freshwater Forested/Shrub Wetland	1.951692	2642.265018
208	Polygon	114403	PFO1A	Freshwater Forested/Shrub Wetland	3.069907	4813.831596
209	Polygon	114728	PFO1A	Freshwater Forested/Shrub Wetland	0.184586	258.423294
210	Polygon	115017	PFO1A	Freshwater Forested/Shrub Wetland	1.543548	6296.407038
211	Polygon	115036	PFO1A	Freshwater Forested/Shrub Wetland	0.438396	1569.392657
212	Polygon	115048	PFO1A	Freshwater Forested/Shrub Wetland	73.814742	3624.017911
213	Polygon	115057	PFO1A	Freshwater Forested/Shrub Wetland	83.416142	5597.653989
214	Polygon	115073	PFO1A	Freshwater Forested/Shrub Wetland	15.414181	1883.94698
215	Polygon	115103	PFO1Ad	Freshwater Forested/Shrub Wetland	7.311964	1412.967843
216	Polygon	115109	PFO1Ad	Freshwater Forested/Shrub Wetland	2.792004	828.143837
217	Polygon	115110	PFO1Ad	Freshwater Forested/Shrub Wetland	3.907546	1008.629134
218	Polygon	115121	PFO1Ad	Freshwater Forested/Shrub Wetland	9.755271	2777.888195
219	Polygon	115161	PFO1Ad	Freshwater Forested/Shrub Wetland	1.746166	318.114137
220	Polygon	115162	PFO1Ad	Freshwater Forested/Shrub Wetland	1.686887	767.763761
221	Polygon	115163	PFO1Ad	Freshwater Forested/Shrub Wetland	0.237943	166.677611
222	Polygon	115164	PFO1Ad	Freshwater Forested/Shrub Wetland	0.607596	671.810098
223	Polygon	115166	PFO1Ad	Freshwater Forested/Shrub Wetland	3.698971	654.123502
224	Polygon	115167	PFO1Ad	Freshwater Forested/Shrub Wetland	13.713492	2132.187826
225	Polygon	115169	PFO1Ad	Freshwater Forested/Shrub Wetland	0.588793	183.554571
226	Polygon	115170	PFO1Ad	Freshwater Forested/Shrub Wetland	1.295156	431.976644
227	Polygon	115172	PFO1Ad	Freshwater Forested/Shrub Wetland	8.202826	947.248948
228	Polygon	115173	PFO1Ad	Freshwater Forested/Shrub Wetland	10.238007	3670.220612
229	Polygon	115179	PFO1Adn	Freshwater Forested/Shrub Wetland	4.16707	546.843147
230	Polygon	115180	PFO1Adn	Freshwater Forested/Shrub Wetland	25.293439	1805.766817
231	Polygon	115202	PFO1Ah	Freshwater Forested/Shrub Wetland	0.961612	333.736331
232	Polygon	115203	PFO1Ah	Freshwater Forested/Shrub Wetland	0.669716	214.000279

233	Polygon	115204	PFO1Ah	Freshwater Forested/Shrub Wetland	2.265134	517.358332
234	Polygon	115294	PFO1An	Freshwater Forested/Shrub Wetland	10.988487	1117.609642
235	Polygon	115297	PFO1An	Freshwater Forested/Shrub Wetland	2.384834	677.227361
236	Polygon	115298	PFO1An	Freshwater Forested/Shrub Wetland	1.925933	368.07193
237	Polygon	121812	PFO4/1An	Freshwater Forested/Shrub Wetland	9.222748	1079.106025
238	Polygon	121842	PFO4A	Freshwater Forested/Shrub Wetland	0.433664	594.440688
239	Polygon	121843	PFO4A	Freshwater Forested/Shrub Wetland	0.514905	567.528889
240	Polygon	121850	PFO4A	Freshwater Forested/Shrub Wetland	0.304334	608.680305
241	Polygon	121851	PFO4A	Freshwater Forested/Shrub Wetland	1.016611	293.573618
242	Polygon	121853	PFO4A	Freshwater Forested/Shrub Wetland	0.83689	323.181329
243	Polygon	121855	PFO4A	Freshwater Forested/Shrub Wetland	0.455863	165.487997
244	Polygon	121867	PFO4An	Freshwater Forested/Shrub Wetland	6.742182	1283.62408
245	Polygon	121868	PFO4An	Freshwater Forested/Shrub Wetland	7.305972	1251.327734
246	Polygon	121869	PFO4An	Freshwater Forested/Shrub Wetland	1.70891	309.121413
247	Polygon	121876	PFO4An	Freshwater Forested/Shrub Wetland	1.222816	324.982507
248	Polygon	121878	PFO4An	Freshwater Forested/Shrub Wetland	4.62871	690.158409
249	Polygon	125762	PSS1A	Freshwater Forested/Shrub Wetland	2.436563	464.505588
250	Polygon	125772	PSS1A	Freshwater Forested/Shrub Wetland	2.189549	403.389439
251	Polygon	125773	PSS1A	Freshwater Forested/Shrub Wetland	0.86505	233.363111
252	Polygon	125785	PSS1A	Freshwater Forested/Shrub Wetland	0.659082	288.33965
253	Polygon	125787	PSS1A	Freshwater Forested/Shrub Wetland	3.333861	866.318567
254	Polygon	125944	PSS1A	Freshwater Forested/Shrub Wetland	4.191019	817.327319
255	Polygon	125962	PSS1Ad	Freshwater Forested/Shrub Wetland	0.50229	164.473064
256	Polygon	125963	PSS1Ad	Freshwater Forested/Shrub Wetland	0.549759	248.975335
257	Polygon	125970	PSS1Ah	Freshwater Forested/Shrub Wetland	1.393849	498.049677
258	Polygon	125993	PSS1Ah	Freshwater Forested/Shrub Wetland	0.403717	175.326425
259	Polygon	127621	PSS4A	Freshwater Forested/Shrub Wetland	0.135285	95.824761
260	Polygon	127622	PSS4A	Freshwater Forested/Shrub Wetland	0.123139	83.654117
261	Polygon	127623	PSS4A	Freshwater Forested/Shrub Wetland	2.691434	861.588467
262	Polygon	127635	PSS4Ad	Freshwater Forested/Shrub Wetland	3.981851	945.63134
263	Polygon	127638	PSS4Adn	Freshwater Forested/Shrub Wetland	9.455655	969.842079
264	Polygon	127639	PSS4Ah	Freshwater Forested/Shrub Wetland	0.150595	95.595518
265	Polygon	127640	PSS4An	Freshwater Forested/Shrub Wetland	12.069171	1294.950928
266	Polygon	137852	R4SBAx	Riverine	3.158556	8243.168211
267	Polygon	137859	R4SBAx	Riverine	0.275836	1546.125095
268	Polygon	137900	R4SBAx	Riverine	2.265022	5107.744255
269	Polygon	309894	PFO1A	Freshwater Forested/Shrub Wetland	6.712305	810.092956
270	Polygon	316367	PEM1A	Freshwater Emergent Wetland	0.36477	501.51074
271	Polygon	316458	PEM1A	Freshwater Emergent Wetland	0.697947	950.773348
272	Polygon	316615	PEM1A	Freshwater Emergent Wetland	29.422077	2207.985932
273	Polygon	316646	PEM1A	Freshwater Emergent Wetland	7.525761	795.237065
274	Polygon	316691	PEM1A	Freshwater Emergent Wetland	36.857016	5001.378937
275	Polygon	316715	PEM1A	Freshwater Emergent Wetland	1.231471	274.511641
276	Polygon	316739	PEM1A	Freshwater Emergent Wetland	5.916055	2263.846885
277	Polygon	316750	PEM1A	Freshwater Emergent Wetland	0.562409	718.073036
278	Polygon	316755	PEM1A	Freshwater Emergent Wetland	11.432926	1325.16114
279	Polygon	316758	PEM1A	Freshwater Emergent Wetland	2.058184	488.020429

280	Polygon	316760	PEM1A	Freshwater Emergent Wetland	0.558989	210.884265
281	Polygon	316761	PEM1A	Freshwater Emergent Wetland	0.276943	138.20987
282	Polygon	317709	PEM1Ad	Freshwater Emergent Wetland	0.818845	264.543681
283	Polygon	317719	PEM1Ad	Freshwater Emergent Wetland	0.475482	171.347706
284	Polygon	317729	PEM1Ad	Freshwater Emergent Wetland	0.099548	85.554754
285	Polygon	317731	PEM1Ad	Freshwater Emergent Wetland	0.551845	211.486489
286	Polygon	317732	PEM1Ad	Freshwater Emergent Wetland	1.64341	493.852338
287	Polygon	317739	PEM1Ad	Freshwater Emergent Wetland	0.248233	147.648434
288	Polygon	318123	PEM1Ah	Freshwater Emergent Wetland	1.237966	285.374854
289	Polygon	328670	PFO1/SS1Ad	Freshwater Forested/Shrub Wetland	1.615851	413.762022
290	Polygon	329065	PFO1A	Freshwater Forested/Shrub Wetland	33.762004	2607.196583
291	Polygon	329095	PFO1A	Freshwater Forested/Shrub Wetland	3.843436	621.453654
292	Polygon	330445	PFO1A	Freshwater Forested/Shrub Wetland	2.353051	568.269609
293	Polygon	330476	PFO1A	Freshwater Forested/Shrub Wetland	0.959384	417.736589
294	Polygon	330586	PFO1A	Freshwater Forested/Shrub Wetland	3.187941	601.947344
295	Polygon	330684	PFO1A	Freshwater Forested/Shrub Wetland	1.066543	2158.954731
296	Polygon	330699	PFO1A	Freshwater Forested/Shrub Wetland	0.525509	1475.644954
297	Polygon	330723	PFO1A	Freshwater Forested/Shrub Wetland	17.629925	1342.301627
298	Polygon	330769	PFO1A	Freshwater Forested/Shrub Wetland	4.006858	547.052206
299	Polygon	330805	PFO1A	Freshwater Forested/Shrub Wetland	6.609675	626.789529
300	Polygon	330807	PFO1A	Freshwater Forested/Shrub Wetland	13.677549	1189.875297
301	Polygon	330840	PFO1A	Freshwater Forested/Shrub Wetland	59.460852	2217.819012
302	Polygon	330850	PFO1A	Freshwater Forested/Shrub Wetland	4.683455	557.902895
303	Polygon	330851	PFO1A	Freshwater Forested/Shrub Wetland	53.544637	2752.690575
304	Polygon	330878	PFO1A	Freshwater Forested/Shrub Wetland	11.740749	1074.94809
305	Polygon	330882	PFO1A	Freshwater Forested/Shrub Wetland	9.028627	907.952127
306	Polygon	330886	PFO1A	Freshwater Forested/Shrub Wetland	9.658998	1059.306165
307	Polygon	330889	PFO1A	Freshwater Forested/Shrub Wetland	222.417174	11097.77633
308	Polygon	330890	PFO1A	Freshwater Forested/Shrub Wetland	18.706387	13731.78281
309	Polygon	330912	PFO1A	Freshwater Forested/Shrub Wetland	2.158507	356.347536
310	Polygon	330913	PFO1A	Freshwater Forested/Shrub Wetland	8.916058	688.010663
311	Polygon	330939	PFO1A	Freshwater Forested/Shrub Wetland	6.387713	671.609143
312	Polygon	330942	PFO1A	Freshwater Forested/Shrub Wetland	41.453851	2705.423199
313	Polygon	330944	PFO1A	Freshwater Forested/Shrub Wetland	7.15378	783.590623
314	Polygon	330946	PFO1A	Freshwater Forested/Shrub Wetland	31.514011	9847.26551
315	Polygon	330967	PFO1A	Freshwater Forested/Shrub Wetland	15.065903	1314.824811
316	Polygon	330969	PFO1A	Freshwater Forested/Shrub Wetland	58.761508	23109.98179
317	Polygon	330987	PFO1A	Freshwater Forested/Shrub Wetland	3.920367	893.418648
318	Polygon	331025	PFO1A	Freshwater Forested/Shrub Wetland	305.062292	6901.470259
319	Polygon	331034	PFO1A	Freshwater Forested/Shrub Wetland	121.906229	5138.216914
320	Polygon	331059	PFO1A	Freshwater Forested/Shrub Wetland	8.204685	1885.917381
321	Polygon	331102	PFO1A	Freshwater Forested/Shrub Wetland	9.735497	1137.391472
322	Polygon	331103	PFO1A	Freshwater Forested/Shrub Wetland	35.163116	5193.858046
323	Polygon	331104	PFO1A	Freshwater Forested/Shrub Wetland	6.759578	2160.54008
324	Polygon	331116	PFO1A	Freshwater Forested/Shrub Wetland	12.855955	1237.640359
325	Polygon	331125	PFO1A	Freshwater Forested/Shrub Wetland	13.801056	1495.87108
326	Polygon	331129	PFO1A	Freshwater Forested/Shrub Wetland	4.3959	680.094464

327	Polygon	331202	PFO1A	Freshwater Forested/Shrub Wetland	7.153465	649.694054
328	Polygon	331206	PFO1A	Freshwater Forested/Shrub Wetland	3.450345	467.253386
329	Polygon	331215	PFO1A	Freshwater Forested/Shrub Wetland	6.569079	1332.429093
330	Polygon	331220	PFO1A	Freshwater Forested/Shrub Wetland	10.769256	1004.114081
331	Polygon	331544	PFO1A	Freshwater Forested/Shrub Wetland	5.678187	551.170977
332	Polygon	331555	PFO1A	Freshwater Forested/Shrub Wetland	116.313425	7078.305333
333	Polygon	331557	PFO1A	Freshwater Forested/Shrub Wetland	6.318699	748.793496
334	Polygon	331600	PFO1A	Freshwater Forested/Shrub Wetland	18.722402	1233.451912
335	Polygon	331615	PFO1A	Freshwater Forested/Shrub Wetland	6.066514	677.51553
336	Polygon	331625	PFO1A	Freshwater Forested/Shrub Wetland	1.052846	351.073787
337	Polygon	331647	PFO1A	Freshwater Forested/Shrub Wetland	17.488091	6146.431423
338	Polygon	331652	PFO1A	Freshwater Forested/Shrub Wetland	1.150532	247.350474
339	Polygon	331655	PFO1A	Freshwater Forested/Shrub Wetland	265.326243	9384.204966
340	Polygon	331697	PFO1A	Freshwater Forested/Shrub Wetland	13.029606	1190.893242
341	Polygon	331704	PFO1A	Freshwater Forested/Shrub Wetland	2.311915	353.168899
342	Polygon	331737	PFO1A	Freshwater Forested/Shrub Wetland	0.370472	1074.314106
343	Polygon	331762	PFO1A	Freshwater Forested/Shrub Wetland	12.575246	1406.7313
344	Polygon	331764	PFO1A	Freshwater Forested/Shrub Wetland	22.0708	2359.66057
345	Polygon	331765	PFO1A	Freshwater Forested/Shrub Wetland	2.918562	444.820402
346	Polygon	331798	PFO1A	Freshwater Forested/Shrub Wetland	3.353202	444.046182
347	Polygon	331819	PFO1A	Freshwater Forested/Shrub Wetland	6.183235	636.40507
348	Polygon	331837	PFO1A	Freshwater Forested/Shrub Wetland	120.010715	5365.834513
349	Polygon	331867	PFO1A	Freshwater Forested/Shrub Wetland	10.985573	2126.948941
350	Polygon	331872	PFO1A	Freshwater Forested/Shrub Wetland	26.098619	2254.778441
351	Polygon	331897	PFO1A	Freshwater Forested/Shrub Wetland	18.22632	2927.11322
352	Polygon	331906	PFO1A	Freshwater Forested/Shrub Wetland	32.650483	1715.007625
353	Polygon	331909	PFO1A	Freshwater Forested/Shrub Wetland	26.771928	2040.900175
354	Polygon	331927	PFO1A	Freshwater Forested/Shrub Wetland	100.361916	37851.17292
355	Polygon	331928	PFO1A	Freshwater Forested/Shrub Wetland	32.015816	4855.961889
356	Polygon	331935	PFO1A	Freshwater Forested/Shrub Wetland	6.762095	707.892814
357	Polygon	331940	PFO1A	Freshwater Forested/Shrub Wetland	131.723915	7693.885218
358	Polygon	331951	PFO1A	Freshwater Forested/Shrub Wetland	5.532041	659.239947
359	Polygon	331985	PFO1A	Freshwater Forested/Shrub Wetland	6.049881	659.27766
360	Polygon	332078	PFO1A	Freshwater Forested/Shrub Wetland	16.033113	2295.724494
361	Polygon	332149	PFO1A	Freshwater Forested/Shrub Wetland	1.474635	449.174653
362	Polygon	332170	PFO1A	Freshwater Forested/Shrub Wetland	0.335014	162.988833
363	Polygon	332237	PFO1A	Freshwater Forested/Shrub Wetland	0.874847	427.952119
364	Polygon	332247	PFO1A	Freshwater Forested/Shrub Wetland	4.798151	668.7301
365	Polygon	332249	PFO1A	Freshwater Forested/Shrub Wetland	2.167303	676.214178
366	Polygon	332250	PFO1A	Freshwater Forested/Shrub Wetland	3.156829	640.64068
367	Polygon	332259	PFO1A	Freshwater Forested/Shrub Wetland	11.434886	1034.179897
368	Polygon	332260	PFO1A	Freshwater Forested/Shrub Wetland	4.110709	4915.225157
369	Polygon	332263	PFO1A	Freshwater Forested/Shrub Wetland	0.636746	1439.622906
370	Polygon	332267	PFO1A	Freshwater Forested/Shrub Wetland	25.732155	1740.430987
371	Polygon	332277	PFO1A	Freshwater Forested/Shrub Wetland	1.486843	455.117236
372	Polygon	332286	PFO1A	Freshwater Forested/Shrub Wetland	16.965477	3902.205929
373	Polygon	332298	PFO1A	Freshwater Forested/Shrub Wetland	1.117741	647.510481

374	Polygon	332311	PFO1A	Freshwater Forested/Shrub Wetland	0.989211	282.691532
375	Polygon	332318	PFO1A	Freshwater Forested/Shrub Wetland	8.25352	936.080656
376	Polygon	332341	PFO1A	Freshwater Forested/Shrub Wetland	44.297001	3043.725252
377	Polygon	332353	PFO1A	Freshwater Forested/Shrub Wetland	21.359649	1544.400533
378	Polygon	332420	PFO1A	Freshwater Forested/Shrub Wetland	26.299319	1358.067565
379	Polygon	332437	PFO1A	Freshwater Forested/Shrub Wetland	2.595204	587.161423
380	Polygon	332456	PFO1A	Freshwater Forested/Shrub Wetland	0.516893	706.703682
381	Polygon	332460	PFO1A	Freshwater Forested/Shrub Wetland	78.385798	3412.778934
382	Polygon	332471	PFO1A	Freshwater Forested/Shrub Wetland	3.419636	653.411357
383	Polygon	332480	PFO1A	Freshwater Forested/Shrub Wetland	9.854142	1273.171633
384	Polygon	332482	PFO1A	Freshwater Forested/Shrub Wetland	17.516557	7636.785344
385	Polygon	332491	PFO1A	Freshwater Forested/Shrub Wetland	4.287236	2102.593696
386	Polygon	332494	PFO1A	Freshwater Forested/Shrub Wetland	1.58865	351.611413
387	Polygon	332506	PFO1A	Freshwater Forested/Shrub Wetland	5.997271	596.775139
388	Polygon	332510	PFO1A	Freshwater Forested/Shrub Wetland	3.15865	652.095231
389	Polygon	332517	PFO1A	Freshwater Forested/Shrub Wetland	38.099434	4414.459244
390	Polygon	332518	PFO1A	Freshwater Forested/Shrub Wetland	63.695115	4554.217251
391	Polygon	332525	PFO1A	Freshwater Forested/Shrub Wetland	9.902885	950.351697
392	Polygon	332543	PFO1A	Freshwater Forested/Shrub Wetland	3.588887	639.570034
393	Polygon	332550	PFO1A	Freshwater Forested/Shrub Wetland	0.275425	380.975399
394	Polygon	332554	PFO1A	Freshwater Forested/Shrub Wetland	11.04103	1279.497781
395	Polygon	332561	PFO1A	Freshwater Forested/Shrub Wetland	10.669606	1107.139554
396	Polygon	332564	PFO1A	Freshwater Forested/Shrub Wetland	0.37977	147.992021
397	Polygon	332572	PFO1A	Freshwater Forested/Shrub Wetland	16.694451	1767.639238
398	Polygon	332587	PFO1A	Freshwater Forested/Shrub Wetland	2.147691	368.154634
399	Polygon	332593	PFO1A	Freshwater Forested/Shrub Wetland	1.569598	349.476938
400	Polygon	332605	PFO1A	Freshwater Forested/Shrub Wetland	19.433354	2375.456479
401	Polygon	332621	PFO1A	Freshwater Forested/Shrub Wetland	1.265071	289.79822
402	Polygon	332623	PFO1A	Freshwater Forested/Shrub Wetland	1.407738	334.549152
403	Polygon	332661	PFO1A	Freshwater Forested/Shrub Wetland	0.605823	778.881582
404	Polygon	339696	PFO1Ad	Freshwater Forested/Shrub Wetland	2.935802	418.203133
405	Polygon	339698	PFO1Ad	Freshwater Forested/Shrub Wetland	3.434504	7142.008384
406	Polygon	339722	PFO1Ad	Freshwater Forested/Shrub Wetland	0.932545	252.541202
407	Polygon	339723	PFO1Ad	Freshwater Forested/Shrub Wetland	13.559409	1387.701817
408	Polygon	339724	PFO1Ad	Freshwater Forested/Shrub Wetland	0.956274	315.213031
409	Polygon	339726	PFO1Ad	Freshwater Forested/Shrub Wetland	4.304867	563.683232
410	Polygon	339727	PFO1Ad	Freshwater Forested/Shrub Wetland	2.890972	459.892321
411	Polygon	339729	PFO1Ad	Freshwater Forested/Shrub Wetland	1.174746	350.152018
412	Polygon	339730	PFO1Ad	Freshwater Forested/Shrub Wetland	1.754318	461.354437
413	Polygon	339732	PFO1Ad	Freshwater Forested/Shrub Wetland	0.085867	265.479529
414	Polygon	339733	PFO1Ad	Freshwater Forested/Shrub Wetland	7.432334	1236.459522
415	Polygon	339734	PFO1Ad	Freshwater Forested/Shrub Wetland	2.223683	1075.390646
416	Polygon	339739	PFO1Ad	Freshwater Forested/Shrub Wetland	2.435268	740.667641
417	Polygon	340185	PFO1Ax	Freshwater Forested/Shrub Wetland	1.86464	2533.08816
418	Polygon	340189	PFO1Ax	Freshwater Forested/Shrub Wetland	2.262209	10610.23832
419	Polygon	340208	PFO1Ax	Freshwater Forested/Shrub Wetland	0.596802	823.742111
420	Polygon	340250	PFO1Ax	Freshwater Forested/Shrub Wetland	0.758851	1033.082455

421	Polygon	351190	PSS1/ABF	Freshwater Forested/Shrub Wetland	14.276242	3228.750722
422	Polygon	351193	PSS1/ABF	Freshwater Forested/Shrub Wetland	0.229664	126.004353
423	Polygon	351194	PSS1/ABF	Freshwater Forested/Shrub Wetland	0.093717	96.09786
424	Polygon	351195	PSS1/ABF	Freshwater Forested/Shrub Wetland	5.534063	1511.683508
425	Polygon	351196	PSS1/ABF	Freshwater Forested/Shrub Wetland	5.863625	971.517998
426	Polygon	351197	PSS1/ABF	Freshwater Forested/Shrub Wetland	0.48771	172.621818
427	Polygon	351955	PSS1A	Freshwater Forested/Shrub Wetland	0.000024	367.422053
428	Polygon	351986	PSS1A	Freshwater Forested/Shrub Wetland	2.570393	513.532676
429	Polygon	351989	PSS1A	Freshwater Forested/Shrub Wetland	17.030607	1618.479842
430	Polygon	351990	PSS1A	Freshwater Forested/Shrub Wetland	3.38453	445.010729
431	Polygon	352029	PSS1A	Freshwater Forested/Shrub Wetland	2.762925	539.520512
432	Polygon	352031	PSS1A	Freshwater Forested/Shrub Wetland	2.453458	353.675836
433	Polygon	352035	PSS1A	Freshwater Forested/Shrub Wetland	1.539273	332.3591
434	Polygon	352060	PSS1A	Freshwater Forested/Shrub Wetland	2.270439	601.266611
435	Polygon	352068	PSS1A	Freshwater Forested/Shrub Wetland	5.391992	843.454927
436	Polygon	352071	PSS1A	Freshwater Forested/Shrub Wetland	4.453895	856.522487
437	Polygon	352076	PSS1A	Freshwater Forested/Shrub Wetland	1.626249	321.276803
438	Polygon	396212	R4SBA	Riverine	3.063661	4177.900026
439	Polygon	396222	R4SBA	Riverine	1.481505	3822.529184
440	Polygon	396247	R4SBA	Riverine	1.12885	1541.460969
441	Polygon	396272	R4SBA	Riverine	0.743969	2021.836922
442	Polygon	396531	R4SBAx	Riverine	0.847737	5861.525864
443	Polygon	396544	R4SBAx	Riverine	6.849015	14727.18915
444	Polygon	396557	R4SBAx	Riverine	0.958634	4469.503054
445	Polygon	396582	R4SBAx	Riverine	0.214775	3069.353171
446	Polygon	396596	R4SBAx	Riverine	0.650409	1372.563287
447	Polygon	396597	R4SBAx	Riverine	0.964952	2593.854802
448	Polygon	396602	R4SBAx	Riverine	4.119042	5565.866877
449	Polygon	396611	R4SBAx	Riverine	0.559024	2907.444902
450	Polygon	396614	R4SBAx	Riverine	0.010773	1552.515071
451	Polygon	445079	PFO1A	Freshwater Forested/Shrub Wetland	0.129995	736.058513
452	Polygon	445080	PFO1A	Freshwater Forested/Shrub Wetland	7.355178	2322.696669
453	Polygon	445081	PFO1A	Freshwater Forested/Shrub Wetland	107.863734	12280.76355
454	Polygon	445082	PFO1A	Freshwater Forested/Shrub Wetland	4.960146	934.309421
455	Polygon	445083	PFO1A	Freshwater Forested/Shrub Wetland	28.741229	3062.100967
456	Polygon	445084	PFO1A	Freshwater Forested/Shrub Wetland	18.206211	1528.469088
457	Polygon	445085	PFO1A	Freshwater Forested/Shrub Wetland	4.131439	594.635692
458	Polygon	445459	PFO1A	Freshwater Forested/Shrub Wetland	78.621761	2835.765844
459	Polygon	445467	PFO1A	Freshwater Forested/Shrub Wetland	86.78307	4027.512637

Pine Bluff National Register of Historic Places						
RESOURCE_N	HISTORIC_N	ADDRESS	NEAREST_TO	CONSTRUCTI	UTMX	UTMY
CT0030	DABBS STORE	AVALON, 1320, S	WEST MEMPHIS	1912	755745	3891058
CT0108	MEMPHIS & ARKANSAS BRIDGE	INTERSTATE 55	WEST MEMPHIS/MEMPHIS	1949	766335	3891188
AR0061	STANDARD ICE CO BUILDING	MAIN, 517, S	STUTTGART	1926	632899	3818300
AR0100	RICELAND HOTEL	MAIN & 3RD, SW CORNER	STUTTGART	1923	632895	3818597
AR0121	ARKANSAS COUNTY COURTHOUSE - NORTHERN DISTRIC	3RD, E & S COLLEGE STS, CORNER OF	STUTTGART	1928	632961	3818550
AR0155	U S POST OFFICE - STUTTGART	MAPLE, 302, S	STUTTGART	1931	632735	3818554
JE0189	ST LOUIS SAN FRANCISCO (FRISCO) RAILWAY COACH #661	DIXIE WOODS DR, 2815	PINE BLUFF	1883	586550	3792063
JE0202	WATSON, JOHN BROWN MEMORIAL LIBRARY BUILDING	UNIVERSITY DR, 1200, N	PINE BLUFF	1939	591822	3787514
JE0283	DOLLARWAY ROAD	US 65, S OFF	REDFIELD VIC		575868	3806989
JE0294	HUDSON-GRACE-BORRESON HOUSE	BARRAQUE, 719, W	PINE BLUFF		591168	3788015
JE0302	MERCHANTS & PLANTERS BANK		PINE BLUFF	1892	591762	3788029
JE0305	THE HOTEL PINES	MAIN ST & 5TH AVE	PINE BLUFF	1913	591355	3787567
JE0317	YAUCH-RAGAR HOUSE	STATE, 625, S	PINE BLUFF	1907	591946	3787318
JE0327	TRULOCK-COOK HOUSE	2ND AVE, 703, W	PINE BLUFF	1903	591206	3787950
JE0330	ROTH-ROSENZWEIG HOUSE	2ND AVE, 717, W	PINE BLUFF	1894	591157	3787951
JE0336	LEE, R E HOUSE	2ND AVE, 1302, W	PINE BLUFF	1893	590618	3787901
JE0343	TRINITY EPISCOPAL CHURCH	3RD AVE & OAK ST	PINE BLUFF		591161	3787837
JE0348	UNION STATION	4TH AVE, 201, E	PINE BLUFF	1906	591539	3787488
JE0350	FERGUSON HOUSE		PINE BLUFF	1896	591009	3787623
JE0351	DU BOCAGE	4TH AVE, 1115, W	PINE BLUFF	1866	590794	3787707
JE0358	PRIGMORE HOUSE	5TH AVE, 1104, W	PINE BLUFF	1873	590886	3787563
JE0366	KNOX, R M HOUSE	6TH AVE, 1504, W	PINE BLUFF	1885	590435	3787356
JE0369	DILLEY HOUSE	LAUREL, 656	PINE BLUFF	1902	591333	3787264
JE0390	MASONIC TEMPLE PRINCE HALL BUILDING	4TH AVE, 119, E	PINE BLUFF	1902	591899	3787487
JE0400	TRULOCK-GOULD-MULLIS HOUSE	BARRAQUE, 704, W	PINE BLUFF	1876	591201	3788018
JE0440	NATIONAL GUARD ARMORY	2ND AVE, 623, W	PINE BLUFF	1931	591249	3787951
JE0534	WEST JAMES STREET OVERPASS	JAMES ST, W, E OF HWY 365, APPX 2 BLKS AT RR CROSSING	REDFIELD	1924	574890	3811886
JE0543S	PINE BLUFF CONFEDERATE MONUMENT		PINE BLUFF		591795	3788136
JE0544S	STRENGTHEN THE ARM OF LIBERTY MONUMENT	10TH AVE, BETWEEN GEORGIA & STATE STS	PINE BLUFF		592025	3786966
JE0550	SAENGER THEATRE		PINE BLUFF	1924	591736	3787699
JE0554	MILLS, DAVID I HOUSE	BARRAQUE, 715, N	PINE BLUFF	1902	591174	3788073
JE0561	DOLLARWAY ROAD (AMENDMENT)	SEE QUAD MAP	REDFIELD VIC	1914	575905	3808326
JE0563	ARKANSAS LOUISIANA GAS COMPANY BUILDING	6TH AVE, 116, W	PINE BLUFF	1950	591720	3787394
JE0571	WABBASEKA METHODIST EPISCOPAL CHURCH, SOUTH		WABBASEKA	1925	610526	3802737
JE0575	ST LOUIS SOUTHWESTERN ENGINE #336	PORT RD, 1720	PINE BLUFF	1909	593377	3788084
JE0585	COMMUNITY THEATRE	2ND AVE, 207, W	PINE BLUFF	1889	591705	3787736
JE0591	PINE BLUFF CIVIC CENTER	8TH AVE, 200, E	PINE BLUFF	1963	591995	3787049
PU3823	IRENE APARTMENTS	17TH, 2123, W	LITTLE ROCK	1929	564261	3843839
PU3824	FLOYD, GEORGE C HOUSE	17TH, 2119, W	LITTLE ROCK	1931	564282	3843839
PU3825	TIEDEMAN, A L HOUSE	17TH, 2117, W	LITTLE ROCK	1926	564292	3843838
PU3826	REYNOLDS, C E HOUSE	17TH, 2115, W	LITTLE ROCK	1910	564303	3843838
MO0002	JEFFERIES BUILDING	MADISON, 122	CLARENDON	1890	654404	3840301
MO0003	BONDI BROTHERS STORE	MADISON, 104	CLARENDON	1904	654375	3840301
MO0004	GOLDMAN & SON STORE	MAIN, 101	CLARENDON	1893	654341	3840275
MO0010	BOUNDS STORE	2ND, 105	CLARENDON	1917	654447	3840308
MO0012	CLARENDON METHODIST-EPISCOPAL CHURCH, SOUTH	3RD, 121	CLARENDON	1912	654632	3840359
MO0025	MERCHANTS & PLANTERS BANK	MADISON, 214	CLARENDON	1921	654481	3840304
MO0027	MANNING, LEE, & MOORE LAW OFFICE	COURT, 109	CLARENDON	1895	654379	3840218
MO0028	MONROE COUNTY COURTHOUSE	MADISON, 123	CLARENDON	1912	654405	3840252
MO0031	ELLAS-MCKAY HOUSE	WALLS, 404, N	CLARENDON	1890	654645	3840626
MO0032	BANK OF CLARENDON	COURT, 125	CLARENDON	1924	654398	3840223
MO0045	EWAN BUILDING	2ND, 124-128	CLARENDON	1903	654468	3840195
MO0046	NEW SOUTH INN	2ND, 132-164	CLARENDON	1903	654468	3840183
MO0047	GALLOWAY, ORTH C HOUSE	PARK, 504	CLARENDON	1910	654919	3840689
MO0054	BATEMAN-GRIFFITH HOUSE	JEFFERSON, 316	CLARENDON	1930	654688	3840410
MO0058	HIGHWAY 79 BRIDGE	US 79	CLARENDON	1931	654165	3839827
MO0061	MIDLAND DEPOT	MIDLAND, 205	CLARENDON	1915	654471	3840008
MO0082	BLACK, MAJOR WILLIAM FAMILY HOUSE	ASH, 311, W	BRINKLEY	1895	664869	3861841
MO0085	GAZZOLA & VACCARO BUILDING	CYPRESS, 131-135, W	BRINKLEY	1916	665163	3861997
MO0090	LO BEELE HOUSE	NEW YORK AVE, 312, S	BRINKLEY	1910	664793	3861611
MO0110	RUSHER HOTEL	CEDAR, 127, W	BRINKLEY	1915	665185	3862067
MO0112	ST JOHN THE BAPTIST CATHOLIC CHURCH	ASH, W & NEW ORLEANS	BRINKLEY	1928	665125	3861827
MO0128	MOUNT ZION MISSIONARY BAPTIST CHURCH	MAIN, 409, S	BRINKLEY	1909	665025	3861482
PU3781	PARKER, G M HOUSE	SCHILLER, 1322, S	LITTLE ROCK	1912	564364	3844191
PU3782	MAGNOLIA GAS STATION	14TH, 2121, W	LITTLE ROCK	1945	564291	3844170
PU3784	HOUSE AT 1415 S PARK ST	PARK ST, 1415, S	LITTLE ROCK	1910	564293	3844119
PU3787	HOUSE AT 1421 S PARK ST	PARK ST, 1421, S	LITTLE ROCK	1920	564292	3844087
PU3793	REUTELHUBER, FRED J HOUSE	SCHILLER, 1412, S	LITTLE ROCK	1910	564362	3844142
PU3797	HOLLIS, DR J H HOUSE	SCHILLER, 1510, S	LITTLE ROCK	1910	564358	3844038
PU3798	RUNYAN, J P HOUSE	SCHILLER, 1514, S	LITTLE ROCK	1901	564357	3844019
PU3799	CAPEL BUILDING	16TH, 2121, W	LITTLE ROCK	1926	564275	3843952
PU3800	DUPLEX AT 2117-2119 W 16TH ST	16TH, 2117-2119, W	LITTLE ROCK	1910	564296	3843951
PU3801	DUPLEX AT 2113-2115 W 16TH ST	16TH, 2113-2115, W	LITTLE ROCK	1925	564316	3843950
PU3806	LENON, J FRANK HOUSE	16TH, 2015, W	LITTLE ROCK	1895	564431	3843947
PU3810	HOUSE AT 1621 S PARK ST	PARK ST, 1621, S	LITTLE ROCK	1920	564285	3843872
PU3812	HOLLIS, J W HOUSE	17TH, 2120, W	LITTLE ROCK	1923	564282	3843884
PU3813	VAIL, MS S E HOUSE	17TH, 2118, W	LITTLE ROCK	1915	564291	3843884
PU3817	JENKINS, E E HOUSE	17TH, 2100, W	LITTLE ROCK	1915	564377	3843882
PU3818	HOUSE AT 2030 W 17TH ST	17TH, 2030, W	LITTLE ROCK	1920	564395	3843877
PU3819	SCHAAL, OSCAR HOUSE	17TH, 2020, W	LITTLE ROCK	1923	564406	3843881
PU3822	MOORE, MS M W HOUSE	17TH, 2004, W	LITTLE ROCK	1903	564484	3843878
JE0595	LAKE, C E HOUSE	4TH AVE, 918, W	PINE BLUFF	1930	590960	3787630
JE0598	FERGUSON, C M HOUSE	4TH AVE, 902, W	PINE BLUFF	1896	590985	3787646
JE0602	BOONE-MURPHY-MOORE HOUSE	4TH AVE, 714, W	PINE BLUFF	1861	591140	3787640
JE0616	KATZENSTEIN HOUSE	5TH AVE, 902, W	PINE BLUFF	1915	591010	3787520

JE0673	LONE STAR BAPTIST CHURCH	SHERIDAN RD, 620	REDFIELD	1901	574581	3811491
JE0676	ST LOUIS SOUTHWESTERN RAILWAY CABOOSE #2325	DIXIE WOODS DR, 2815	PINE BLUFF	1920	586586	3792043
JE0686		PORT RD, 1700	PINE BLUFF	1940	593479	3787838
JE0687	ST LOUIS SOUTHWESTERN RAILWAY WORK TRAIN	PORT RD, 1700	PINE BLUFF		593408	3787823
JE0689	DODX GUARD CAR #G-56	PORT RD, 1700	PINE BLUFF	1943	593489	3787894
JE0690	U S ARMY SNOW PLOW #SN-87	PORT RD, 1700	PINE BLUFF	1953	593448	3787904
JE0907	PINE BLUFF COMMERCIAL HISTORIC DISTRICT		PINE BLUFF		591797	3787736
PU1503	TREADWAY, M A & CO BUILDING SITE	ARCH, 2221-2223, S	LITTLE ROCK	1910	565863	3841313
PU2025	LINCOLN AVENUE VIADUCT	CANTRELL, 1820	LITTLE ROCK	1928	564954	3845956
PU3077	ARKANSAS STATE CAPITOL	WOODLANE, 514	LITTLE ROCK	1899	565192	3845122
PU3098	MOPAC STATION	MARKHAM, 1400, W	LITTLE ROCK	1921	563735	3845607
PU3776	MONK, REV ALONZO HOUSE	SCHILLER, 1224, S	LITTLE ROCK	1912	564364	3844316
PU3777	CARL, MRS MARY HOUSE	SCHILLER, 1300, S	LITTLE ROCK	1912	564364	3844308
PU3778	JACKSON, G F HOUSE	SCHILLER, 1308, S	LITTLE ROCK	1922	564364	3844265
PU3779	LEWIS, G A HOUSE	SCHILLER, 1312, S	LITTLE ROCK	1915	564364	3844244
PU3780	DASHIELL, R M HOUSE	SCHILLER, 1320, S	LITTLE ROCK	1903	564364	3844201
PU3828	MCCONNELL, A D HOUSE	17TH, 2101, W	LITTLE ROCK	1922	564376	3843836
PU3829	HOUSE AT 2025 W 17TH ST	17TH, 2025, W	LITTLE ROCK	1912	564376	3843836
PU3831	MILLER, T H HOUSE	17TH, 2017, W	LITTLE ROCK	1910	564412	3843835
PU3833	FLETCHER, J R HOUSE	17TH, 2005, W	LITTLE ROCK	1929	564465	3843833
PU3846	BRACY, E D HOUSE	PARK ST, 1709, S	LITTLE ROCK	1912	564283	3843825
PU3848	WAGNER, L T HOUSE	PARK ST, 1717, S	LITTLE ROCK	1917	564282	3843788
PU3849	WOOTEN, J E HOUSE	PARK ST, 1721, S	LITTLE ROCK	1917	564282	3843770
PU3851	WHITWELL, W I HOUSE	PARK ST, 1809, S	LITTLE ROCK	1895	564280	3843713
PU3858	CAHILL, S F HOUSE	18TH, 2105, W	LITTLE ROCK	1922	564353	3843727
PU3859	LADNER, W A HOUSE	18TH, 2103, W	LITTLE ROCK	1917	564363	3843727
PU3860	NICHOLS, R K HOUSE	18TH, 2101, W	LITTLE ROCK	1917	564372	3843726
PU3862	ELLIOTT, B F HOUSE	SCHILLER, 1812, S	LITTLE ROCK	1910	564349	3843696
PU3863	JACKSON, L S HOUSE	SCHILLER, 1816, S	LITTLE ROCK	1919	564390	3843675
PU3873	BAIN, DR BURLEY C HOUSE	BATTERY, 1508-1510, S	LITTLE ROCK	1914	564630	3843226
PU4495	ABRAMS HOUSE	PULASKI, 300, S	LITTLE ROCK	1904	565425	3845327
PU4948	ROGOSKI, WILLIAM L HOUSE	MARSHALL, 2417, S	LITTLE ROCK	1919	564012	3844720
PU4990	BROENING, W F HOUSE	WOLFE, 2417, S	LITTLE ROCK	1920	564711	3842871
PU5005	DUNAWAY HOUSE	BATTERY, 2022, S	LITTLE ROCK	1915	564595	3843267
PU5007	SADLER, WILLIAM L HOUSE	BATTERY, 2011, S	LITTLE ROCK	1923	564637	3843326
PU5008	RICE-BOWMAN HOUSE	BATTERY, 2015, S	LITTLE ROCK	1871	564637	3843322
PU5010	HOPSON, DOUGLAS HOUSE	BATTERY, 2100, S	LITTLE ROCK	1914	564630	3843222
PU5012	GRIFFEY HOUSE	BATTERY, 2110, S	LITTLE ROCK	1927	564629	3843211
PU5013	LORD, JETHRO D HOUSE	BATTERY, 2118, S	LITTLE ROCK	1920	564629	3843202
PU5014	TEDFORD, WILLIAM L HOUSE	BATTERY, 2124, S	LITTLE ROCK	1920	564628	3843196
PU5015	HOUSE AT 2101 S BATTERY	BATTERY, 2101, S	LITTLE ROCK	1906	564630	3843222
PU5017	HOUSE AT 2123 S BATTERY	BATTERY, 2123, S	LITTLE ROCK	1906	564629	3843198
PU5018	HOUSE AT 2200 S BATTERY	BATTERY, 2200, S	LITTLE ROCK	1917	564630	3843226
PU5019	GANS, FELIX HOUSE	BATTERY, 2204, S	LITTLE ROCK	1920	564630	3843226
PU5020	WEINMANN, JOHN F HOUSE	BATTERY, 2214, S	LITTLE ROCK	1916	564630	3843226
PU5023	HOUSE AT 2203 S BATTERY	BATTERY, 2203, S	LITTLE ROCK	1920	564630	3843226
PU5024	MCGILL, DR ALBERT G HOUSE	BATTERY, 2209, S	LITTLE ROCK	1924	564630	3843226
PU5026	HOUSE AT 2217 S BATTERY	BATTERY, 2217, S	LITTLE ROCK	1914	564630	3843226
PU5027	SPARLING, ARTHUR E HOUSE	BATTERY, 2223, S	LITTLE ROCK	1922	564630	3843226
PU5029	DENIS, HERMAN L HOUSE	BATTERY, 2310, S	LITTLE ROCK	1909	564630	3843226
PU5030	BECKER, ARTHUR C HOUSE	BATTERY, 2314, S	LITTLE ROCK	1913	564630	3843226
PU5031	HOUSE AT 2322 S BATTERY	BATTERY, 2322, S	LITTLE ROCK	1917	564630	3843226
PU5032	HOUSE AT 2301 S BATTERY	BATTERY, 2301, S	LITTLE ROCK	1912	564630	3843226
PU5034	HOUSE AT 2311 S BATTERY	BATTERY, 2311, S	LITTLE ROCK	1917	564630	3843226
PU5035	PUGH, HORACE G HOUSE	BATTERY, 2323, S	LITTLE ROCK	1913	564630	3843226
PU5036	GRAY, DR OSCAR HOUSE	BATTERY, 2401, S	LITTLE ROCK	1914	564630	3843226
PU5037	HOUSE AT 2403 S BATTERY	BATTERY, 2403, S	LITTLE ROCK	1927	564630	3843226
PU5038	HOUSE AT 2405 S BATTERY	BATTERY, 2405, S	LITTLE ROCK	1927	564630	3843226
PU4768S	CONFEDERATE SOLDIERS MONUMENT	STATE CAPITOL GROUNDS	LITTLE ROCK		565085	3845207
PU4770S	MONUMENT TO CONFEDERATE WOMEN	STATE CAPITOL GROUNDS	LITTLE ROCK		565085	3845207
PU3166	ROSELAWN MEMORIAL PARK GATEHOUSE	ASHER AVE, 2801	LITTLE ROCK	1924	563655	3843417
PU3221	ASSOCIATED REFORMED PRESBYTERIAN CHURCH	12TH, 3323, W	LITTLE ROCK	1925	563045	3844427
PU3231	COMPTON-WOOD HOUSE	SPRING, 1305, S	LITTLE ROCK	1902	565065	3844827
PU3237	LEIPER-SCOTT HOUSE	PULASKI, 312, S	LITTLE ROCK	1890	565401	3845504
PU3249	TERMINAL HOTEL	VICTORY, 101, S	LITTLE ROCK	1905	565376	3845753
PU3254	WHITE-BAUCUM HOUSE	IZARD, 201, S	LITTLE ROCK	1870	565930	3845347
PU3255	WARD, ZEB BUILDING	MARKHAM, 1001-1003, W	LITTLE ROCK	1881	565785	3845487
PU3275	HANGER COTTON GIN	HARPER RD & GATES LN	SWEET HOME	1876	569905	3838552
PU3310	PORTER, LAMAR ATHLETIC FIELD	7TH, 2700, W	LITTLE ROCK	1936	563845	3845067
PU3453	MCGUIRE, THOMAS R HOUSE	RICE, 114, S	LITTLE ROCK	1904	564075	3845567
PU3563	GANS, SOLOMON HOUSE	3RD, 1010, W	LITTLE ROCK	1886	565760	3845271
PU3664	HOUSE AT 2321 W 16TH ST	16TH, 2321, W	LITTLE ROCK	1905	564063	3843958
PU3665	HOUSE AT 2319 W 16TH ST	16TH, 2319, W	LITTLE ROCK	1915	564072	3843958
PU3741	STANSBURY JR, J W HOUSE	PARK ST, 1710, S	LITTLE ROCK	1926	564237	3843813
PU3744	ALEXANDER, H P HOUSE	PARK ST, 1722, S	LITTLE ROCK	1917	564235	3843753
PU3745	HOUSE AT 1801 S DENNISON	DENNISON, 1801, S	LITTLE ROCK	1920	564171	3843755
PU3746	HOUSE AT 1805 S DENNISON	DENNISON, 1805, S	LITTLE ROCK	1910	564171	3843736
PU3747	HOUSE AT 1811 S DENNISON	DENNISON, 1811, S	LITTLE ROCK	1920	564170	3843706
PU3748	HOUSE AT 1815 S DENNISON	DENNISON, 1815, S	LITTLE ROCK	1925	564169	3843687
PU3755	SMITH, PEYTON HOUSE	PARK ST, 1810, S	LITTLE ROCK	1926	564233	3843693
PU3756	PITTARD, F B HOUSE	PARK ST, 1814, S	LITTLE ROCK	1926	564232	3843669
PU3758	EMBRY, J W HOUSE	PARK ST, 1822, S	LITTLE ROCK	1926	564231	3843621
PU3762	NAUCK, CARL A HOUSE	12TH, 2121, W	LITTLE ROCK	1906	564297	3844394
PU3764	COHLUS, CHRISTIAN HOUSE	PARK ST, 1219, S	LITTLE ROCK	1906	564300	3844329
PU3765	JONES, W R HOUSE	PARK ST, 1221, S	LITTLE ROCK	1914	564299	3844319
PU3766	PATOCKA, FRANK HOUSE	PARK ST, 1223, S	LITTLE ROCK	1903	564299	3844309
PU3772	HOUSE AT 1210-1212 S SCHILLER	SCHILLER, 1210-1212, S	LITTLE ROCK	1910	564365	3844372

PU3775	LEWIS, G A HOUSE	SCHILLER, 1220, S	LITTLE ROCK	1912	564364	3844332
PU5302	DILLARD, J N HOUSE	SCHILLER, 2118, S	LITTLE ROCK	1924	564423	3843210
PU5303	JAMES, W R HOUSE	SCHILLER, 2120, S	LITTLE ROCK	1924	564423	3843208
PU5304	KILBURY, M L HOUSE	SCHILLER, 2122, S	LITTLE ROCK	1920	564423	3843206
PU5305	DUPLEX AT 2101-2103 S SCHILLER	SCHILLER, 2101, S	LITTLE ROCK	1927	564424	3843230
PU5306	ROREX, E C HOUSE	SCHILLER, 2105, S	LITTLE ROCK	1925	564424	3843225
PU5307	BERRY, HOMER R HOUSE	SCHILLER, 2109, S	LITTLE ROCK	1930	564423	3843221
PU5308	GARWOOD, SAMUEL M HOUSE	SCHILLER, 2200, S	LITTLE ROCK	1920	564420	3843120
PU5310	HYDE, W A HOUSE	SCHILLER, 2210, S	LITTLE ROCK	1912	564420	3843110
PU5311	CHERRY, R C HOUSE	SCHILLER, 2214, S	LITTLE ROCK	1924	564420	3843106
PU5315	ROSE, LEE W HOUSE	SCHILLER, 2207, S	LITTLE ROCK	1906	564420	3843114
PU5319	ROBINSON, THOMAS J HOUSE	SCHILLER, 2223, S	LITTLE ROCK	1902	564419	3843098
PU5320	WELCH, C W HOUSE	SCHILLER, 2300, S	LITTLE ROCK	1906	564416	3843020
PU5322	DUPLEX AT 2318 S SCHILLER	SCHILLER, 2318, S	LITTLE ROCK	1916	564415	3843000
PU5343	MAYER, MAXWELL F HOUSE	BATTERY, 2016, S	LITTLE ROCK	1922	564605	3843307
PU5594	PARNELL HALL		LITTLE ROCK	1931	564195	3845742
PU7769	HOUSE AT 307 S THAYER	THAYER, 307, S	LITTLE ROCK	1929	563981	3845325
PU9726	HOUSE AT 603 S MARTIN	MARTIN, 603, S	LITTLE ROCK	1946	563905	3845127
PU9974	LAMB-MCSWAIN HOUSE	RICE, 2124, S	LITTLE ROCK	1926	564005	3843227
PU9976	LITTLE ROCK NATIONAL CEMETERY	CONFEDERATE BLVD, 2523	LITTLE ROCK		567992	3842695
SF	CAMPBELL HOUSE		FORREST CITY	1917	702191	3876600
SF0030	MANN HOUSE	FORREST ST, 422	FORREST CITY	1913	702385	3876042
SF0039	SMITH HOUSE	MEMPHIS AVE, 220, S	WHEATLEY	1919	672725	3864827
SF0054	FIRST UNITED METHODIST CHURCH	IZARD, 101, S	FORREST CITY	1917	702224	3876328
SF0078	BOND, SCOTT FAMILY PLOT	HWY, E, 70, .3 MILE WEST OF 5TH ST	MADISON	1933	707075	3876917
PU5162	TILGHMAN, N LACY HOUSE	21ST, 1917, W	LITTLE ROCK	1911	564612	3843225
PU5163	HOUSE AT 1919 W 21ST ST	21ST, 1919, W	LITTLE ROCK	1929	564610	3843225
PU5188	HOUSE AT 1922 W 22ND ST	22ND, 1922, W	LITTLE ROCK	1910	568836	3842962
PU5189	KIRKWOOD, T WADE HOUSE	22ND, 1915, W	LITTLE ROCK	1918	568823	3842963
PU5190	HOUSE AT 1921 W 22ND ST	22ND, 1921, W	LITTLE ROCK	1920	568833	3842962
PU5192	HOUSE AT 2008 W 22ND ST	22ND, 2008, W	LITTLE ROCK	1920	564469	3843119
PU5218	HOUSE AT 1914 W 23RD ST	23RD, 1914, W	LITTLE ROCK	1917	564598	3843015
PU5219	FLANEN, EUGENE H HOUSE	23RD, 1918, W	LITTLE ROCK	1917	564594	3843015
PU5220	HUBBARD'S DAY CARE HOME	23RD, 2011, W	LITTLE ROCK	1924	564501	3843018
PU5243	MITCHELL, JAMES, SCHOOL		LITTLE ROCK	1915	564569	3842900
PU5270S	MINNESOTA MONUMENT	CONFEDERATE BLVD, 2523	LITTLE ROCK		567851	3842591
PU5271	LITTLE ROCK CONFEDERATE MEMORIAL	CONFEDERATE BLVD	LITTLE ROCK		567851	3842584
PU5272	GEORGE, CARRIE HOUSE	SCHILLER, 1851, S	LITTLE ROCK	1908	564437	3843562
PU5274	RIEFF, H F HOUSE	SCHILLER, 1857, S	LITTLE ROCK	1920	564437	3843549
PU5276	FOX, J E HOUSE	SCHILLER, 1865, S	LITTLE ROCK	1925	564436	3843533
PU5278	CROW, SALLY HOUSE	SCHILLER, 1868, S	LITTLE ROCK	1908	564436	3843524
PU5280	RUNYAN, J P HOUSE	SCHILLER, 1902, S	LITTLE ROCK	1912	564434	3843457
PU5282	ST LUKE'S HOSPITAL	SCHILLER, 1924, S	LITTLE ROCK	1912	564433	3843436
PU5283	GOSNELL, J A HOUSE	SCHILLER, 1907, S	LITTLE ROCK	1914	564434	3843453
PU5284	STODDARD, WILLIAM HOUSE	SCHILLER, 1909, S	LITTLE ROCK	1913	564434	3843451
PU5285	CRAWFORD, W R HOUSE	SCHILLER, 1915, S	LITTLE ROCK	1914	564433	3843446
PU5286	ADAMS, L J HOUSE	SCHILLER, 2005, S	LITTLE ROCK	1925	564430	3843357
PU5287	HOUSE AT 2011 S SCHILLER	SCHILLER, 2011, S	LITTLE ROCK	1926	564429	3843349
PU5288	LESSENBERRY, BENJAMIN HOUSE	SCHILLER, 2015, S	LITTLE ROCK	1927	564429	3843344
PU5289	LAWSON, ALF A HOUSE	SCHILLER, 2017, S	LITTLE ROCK	1932	564429	3843342
PU5292	ALLEN, A H HOUSE	SCHILLER, 2000, S	LITTLE ROCK	1927	564430	3843363
PU5294	COY, F A HOUSE	SCHILLER, 2012, S	LITTLE ROCK	1925	564429	3843347
PU5295	BRANNER, G C HOUSE	SCHILLER, 2014, S	LITTLE ROCK	1925	564429	3843344
PU5297	JEFFRIES, H W HOUSE	SCHILLER, 2018, S	LITTLE ROCK	1924	564429	3843339
PU5298	HARTUNG, OTTO R HOUSE	SCHILLER, 2024, S	LITTLE ROCK	1929	564429	3843331
	Austin, John Alexander, House		Memphis			
	South Main Street Historic District (Boundary Increase)		Memphis			
	South Main Street Historic District (Boundary Increase)		Memphis			
	Tennessee Brewery		Memphis			
	U.S. Marine Hospital Executive Building and Laundry-Kitchen		Memphis			

Pine Bluff Stream Crossings

FID	Shape *	COMID	FDATE	RESOLUTION	GNIS_ID	GNIS_NAME	LENGTHKM	REACHCODE	FLOWDIR	WBAREACOMI	FTYPE	FCODE	SHAPE_LENG	ENABLED	COMID_1	SO	SC	SHAPE_STLe
0	Polyline ZM	0	8/1/2004	Medium	53272	Pennington Bayou	0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	3	3	1683.906553
1	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	2959.364199
2	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	2739.017219
3	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	2515.040598
4	Polyline ZM	0	8/1/2004	Medium	76960	Fourche Creek	0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	4	4	4537.042602
5	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	3616.103067
6	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	5403.604051
7	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	1732.945734
8	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	ArtificialPath	0	0	T	0	4	4	625.955602
9	Polyline ZM	0	8/1/2004	Medium	1101901	Arkansas River	0	1.11102E+13	With Digitized	0	ArtificialPath	0	0	T	0	9	9	8325.14613
10	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	1705.060319
11	Polyline ZM	0	8/1/2004	Medium	47392	Caney Bayou	0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	3	3	1199.727391
12	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	4205.946798
13	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	4513.196854
14	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	3150.833441
15	Polyline ZM	0	8/1/2004	Medium	78772	Wildcat Creek	0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	2	2	5045.296893
16	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	5069.146523
17	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	3	3	1013.890307
18	Polyline ZM	0	8/1/2004	Medium	56130	Weaver Creek	0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	3	3	4013.572074
19	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	2	2	1210.704353
20	Polyline ZM	0	8/1/2004	Medium	46106	Barnes Creek	0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	2	2	3238.664148
21	Polyline ZM	0	8/1/2004	Medium	47342	Campbell Bayou	0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	2	2	5733.372419
22	Polyline ZM	0	8/1/2004	Medium	48791	Eastwood Bayou	0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	745.866189
23	Polyline ZM	0	8/1/2004	Medium	47830	Clear Creek	0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	3	3	4647.754944
24	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	2	2	2964.645915
25	Polyline ZM	0	8/1/2004	Medium	55694	Tulley Creek	0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	5294.581312
26	Polyline ZM	0	8/1/2004	Medium			0	1.11102E+13	With Digitized	0	StreamRiver	0	0	T	0	1	1	3483.41231
27	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	0	1364.495166
28	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1428.35452
29	Polyline ZM	0	8/1/2004	Medium	78531	Tenmile Bayou	0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1430.56669
30	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2244.306186
31	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	3148.017007
32	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	4	4	458.796312
33	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2895.079714
34	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	3955.368452
35	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	4	0	2171.124211
36	Polyline ZM	0	8/1/2004	Medium	83199	Little Crow Creek	0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1679.736808
37	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	ArtificialPath	0	0	T	0	1	1	4474.073289
38	Polyline ZM	0	8/1/2004	Medium	83199	Little Crow Creek	0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1506.497428
39	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	939.136095
40	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1173.112786
41	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	5037.295019
42	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	4424.348797
43	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1941.49512
44	Polyline ZM	0	8/1/2004	Medium	83114	Crow Creek	0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	2098.839115
45	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	4	0	3442.714197
46	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2065.805796
47	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	427.568586
48	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	3	0	1358.07581
49	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	Uninitialized	0	StreamRiver	0	0	T	0	0	0	3578.411855
50	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	5009.369442
51	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	4	4	71.553177
52	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	4	0	2377.09742
53	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2676.024929
54	Polyline ZM	0	8/1/2004	Medium			0	8.0202E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	3605.121114
55	Polyline ZM	0	8/1/2004	Medium	465962	Mississippi River	0	8.0101E+12	With Digitized	0	ArtificialPath	0	0	T	0	10	10	8347.400735
56	Polyline ZM	0	8/1/2004	Medium	83266	Saint Francis River	0	8.0202E+12	With Digitized	0	ArtificialPath	0	0	T	0	7	7	3105.690628
57	Polyline ZM	0	8/1/2004	Medium			0	8.0101E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	3187.37529
58	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1382.253714
59	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	0	450.489565
60	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1462.695804
61	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2339.889108
62	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	Uninitialized	0	StreamRiver	0	0	T	0	0	0	4085.890778
63	Polyline ZM	0	8/1/2004	Medium	78192	Roc Roe Bayou	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	2113.0463
64	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2507.585987
65	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	Uninitialized	0	StreamRiver	0	0	T	0	0	0	5134.879743
66	Polyline ZM	0	8/1/2004	Medium	48875	Elm Slough	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	6091.842956
67	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	4682.34235
68	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	Uninitialized	0	StreamRiver	0	0	T	0	0	0	1618.90942
69	Polyline ZM	0	8/1/2004	Medium	77423	Grue Bayou, La	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	4	4	1635.586759
70	Polyline ZM	0	8/1/2004	Medium	54767	Sherril Creek	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2502.087021
71	Polyline ZM	0	8/1/2004	Medium	51293	Little LaGrue Bayou	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	2760.08078
72	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	1438.029081
73	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2589.871634
74	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1762.796822
75	Polyline ZM	0	8/1/2004	Medium	76258	Meto, Bayou	0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	5	5	241.919604
76	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	5000.037592
77	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2691.001565
78	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	1558.987898
79	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	StreamRiver	0	0	T	0	0	0	1787.060301
80	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	2445.680069
81	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	584.237663
82	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	1496.535499
83	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	6859.425829
84	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	6580.295156
85	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	2803.548848
86	Polyline ZM	0	8/1/2004	Medium	83171	Hog Tusk Creek	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1936.0653
87	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	2422.291896
88	Polyline ZM	0	8/1/2004	Medium			0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1699.892021
89	Polyline ZM	0	8/1/2004	Medium	78664	Wabbaseka Bayou	0	8.0204E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	10285.71737
90	Polyline ZM	0	8/1/2004	Medium	83150	Flat Fork Creek	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	7413.686654
91	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	8070.631438
92	Polyline ZM	0	8/1/2004	Medium	83077	Big Creek	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	3	3	2530.113296
93	Polyline ZM	0	8/1/2004	Medium	83203	Long Branch	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1621.486573
94	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	Uninitialized	0	StreamRiver	0	0	T	0	0	0	1844.116973
95	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1481.160506

96	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	6421.362262
97	Polyline ZM	0	8/1/2004	Medium	46550	Big Cypress Creek	0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	481.003678
98	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	6953.714416
99	Polyline ZM	0	8/1/2004	Medium			0	8.0203E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1815.212978
100	Polyline ZM	0	8/1/2004	Medium			0	8.04021E+12	Uninitialized	0	CanalDitch	0	0	T	0	0	0	2828.297589
101	Polyline ZM	0	8/1/2004	Medium	54864	Simpson Creek	0	8.0402E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2455.230338
102	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2055.499757
103	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	1018.93769
104	Polyline ZM	0	8/1/2004	Medium	78762	White River	0	8.0203E+12	With Digitized	0	ArtificialPath	0	0	T	0	8	8	12281.69039
105	Polyline ZM	0	8/1/2004	Medium	83189	"'Anguille River'	0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	5	5	3562.726211
106	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2379.094031
107	Polyline ZM	0	8/1/2004	Medium	83036	Caney Creek	0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	4292.359297
108	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	5761.513751
109	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	2009.697212
110	Polyline ZM	0	8/1/2004	Medium	83104	Coffee Creek	0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	2	2	974.269746
111	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	Uninitialized	0	StreamRiver	0	0	T	0	0	0	2312.792346
112	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	4586.576465
113	Polyline ZM	0	8/1/2004	Medium			0	8.02021E+12	With Digitized	0	StreamRiver	0	0	T	0	1	1	7545.07445

Pine Bluff Threatened & Endangered Species										
COMNAME	**SCINAME**	**SPCODE**	**VIPCODE**	**UNIT**	**UNITNAME**	**STATUS**	**LEADOFFICE**	**FEDREG**	**PUBDATE**	**EFFECTDATE**
Rabbitsfoot	Quadrula cylindrica ssp. cylindrica	F03X	I01	RF8b	White River	FINAL	FF04ER1000	80FR 24691	20150430	20150601

Pine BluffParks			
NAME	**City**	**County**	**Acres**
Earle City Park	Memphis	Shelby	4.578307
Marion Recreation Complex	Memphis	Shelby	100.9
E.H. Crump Park	Memphis	Shelby	4.331836
Martyrs Park	Memphis	Shelby	8.444422
Tom Lee Park	Memphis	Shelby	27.04
Ashburn-Coppock Park	Memphis	Shelby	7.824728
Army-Navy Park	Memphis	Shelby	0.921307
Desoto Park	Memphis	Shelby	14.62
Packingtown Community Park	Pine Bluff	Jefferson	0.057359
Swaggerty Park	Little Rock	Pulaski	8.933879
Regional Park	Pine Bluff	Jefferson	88.254537
Bryant Park	Stuttgart	Arkansas	0.057355
Poplar Street Park	Pine Bluff	Jefferson	1.098033
Altheimer Jones Park	Altheimer	Jefferson	3.430674
Franklin Park	West Memphis	Crittenden	8.131029
Arkansas State Fair Grounds/AR Live Stock Grounds	Little Rock	Pulaski	109.916182
Park	Edmondson	Crittenden	1.257024
Southside Park	Little Rock	Pulaski	13.727695
Southside Park	Forrest City	St. Francis	5.126552
Barton Park	Little Rock	Pulaski	6.71446
Greenlee Park	Brinkley	Monroe	11.812924
Fourche Bottoms Park	Little Rock	Pulaski	315.08006
Park	Pine Bluff	Jefferson	2.286774
Park	Webbaseka	Jefferson	4.73072
Lincoln Park	Forrest City	St. Francis	0.057307
Church Camp	Redfield	Jefferson	24.258611
Park	Clarendon	Monroe	13.404269
Oakland Park	Pine Bluff	Jefferson	124.117651
Park	Brinkley	Monroe	0.057292
South Little Park	Little Rock	Pulaski	2.169276
Park	West Memphis	Crittenden	6.824408
Interstate Park	Little Rock	Pulaski	72.448111
Park	Webbaseka	Jefferson	1.304102
Park	Humphrey	Arkansas	1.338815
River Front Park	North Little Rock	Pulaski	0.531303
Tom Gulley Park	Little Rock	Pulaski	0.069257
Water Street Tennis Court	Forrest City	St. Francis	0.057289
Lake Pine Bluff Park	Pine Bluff	Jefferson	9.319687
Fletcher Park	Little Rock	Pulaski	1.522668
Townsend Park	Pine Bluff	Jefferson	0.295403
Lake Street Park	Forrest City	St. Francis	0.125939
Lamar Porter Field	Little Rock	Pulaski	8.712454
F.B. Baugh Rec Area	Redfield	Jefferson	32.138129
Riverfront RV Park		Monroe	0.05734
Southeast ARK Live Stock Show Grounds / Hestand Stadium	Pine Bluff	Jefferson	28.002011
Arkansas National Guard	Little Rock	Pulaski	14.985773
Central High School National Historic Site	Little Rock	Pulaski	25.303591
Cache River National Wildlife Refuge		Woodruff, Jackson, Monroe, Prairie	110.448539
White River National Wildlife Refuge		Desha, Monroe, Phillips, Arkansas	2394.300406
Pine Bluff Arsenal		Jefferson	2234.558103
Bayo Meto Wildlife Management Area		Arkansas, Jefferson	87.196076

AECOM

B

Appendix B:

Agency and Stakeholder Coordination

Railroad Agreements: Status

Railroad	Status
Amtrak	• Letter sent to Mike Franke, Amtrak, on April 11, 2013.
BNSF	• Letter sent to DJ Mitchell, BNSF, on April 11, 2013. • BNSF requested additional information on the study scope; meeting/telephone call is to be scheduled for the week of 5/20/2013 with DJ Mitchell, BNSF, to provide additional information on the scope of the study.
CN	• Letter sent to Paul LaDue, CN, on April 11, 2013. • CN requested additional information on the study scope; meeting is scheduled with Paul LaDue, CN, on 5/13/2013 to discuss the scope of the study.
CSX	• Letter sent to Marco Turra, CSX, on April 11, 2013. • CSX requested additional information on the study scope; conference call to be scheduled with Marco Turra, CSX, to provide additional information on the scope of the study.
UP	• Letter sent to Mark Bristol, UP, on April 11, 2013. • 5/8/2013 call occured with Mark Bristol, UP, to discuss UP's involvement in the study. • UP requesting a meeting with AHTD in Omaha to discuss.

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director
Telephone (501) 569-2000
Voice/TTY 711

P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

April 11, 2013

Mr. Mike Franke
Chief – State Government Contracts
National Railroad Passenger Corporation – Amtrak
500 W. Jackson Blvd
Chicago, IL 60661

Dear Mr. Franke:

Reference is made to passenger rail planning studies that have recently been initiated by the Arkansas State Highway and Transportation Department.

Your assistance is requested in obtaining useful information for these studies. The studies will consist of an evaluation of the feasibility of extending passenger rail service between Little Rock, Arkansas and Memphis, Tennessee and a Service Development Plan for the Arkansas portion of the South Central High-Speed Rail Corridor.

We have contracted with URS Corporation for the studies and Mr. Earl Wacker with URS Corporation will be contacting you soon on our behalf to develop a Memorandum of Understanding that will address data needs.

If additional information is needed, please advise.

Sincerely,

Alan Meadors
Planning and Research Engineer

cc: Assistant Chief Engineer – Planning
URS Corporation
BNSF Railway
CN
CSXT
Union Pacific Corporation

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

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Director
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Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

April 11, 2013

Mr. DJ Mitchell
AVP Passenger Operations
BNSF Railway
2600 Lou Menk Dr, 00B-3
Fort Worth, TX 76131-2830

Dear Mr. Mitchell:

Reference is made to passenger rail planning studies that have recently been initiated by the Arkansas State Highway and Transportation Department.

Your assistance is requested in obtaining useful information for these studies. The studies will consist of an evaluation of the feasibility of extending passenger rail service between Little Rock, Arkansas and Memphis, Tennessee and a Service Development Plan for the Arkansas portion of the South Central High-Speed Rail Corridor.

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If additional information is needed, please advise.

Sincerely,

Alan Meadors
Planning and Research Engineer

cc: Assistant Chief Engineer – Planning
URS Corporation
Amtrak
CN
CSXT
Union Pacific Corporation

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Little Rock, Arkansas 72203-2261
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www.arkansashighways.com

April 11, 2013

Mr. Paul E. Ladue
Region Director, Contracts & Administration
CN
17641 South Ashland Avenue
Homewood, IL 60430

Dear Mr. Ladue:

Reference is made to passenger rail planning studies that have recently been initiated by the Arkansas State Highway and Transportation Department.

Your assistance is requested in obtaining useful information for these studies. The studies will consist of an evaluation of the feasibility of extending passenger rail service between Little Rock, Arkansas and Memphis, Tennessee and a Service Development Plan for the Arkansas portion of the South Central High-Speed Rail Corridor.

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If additional information is needed, please advise.

Sincerely,

Alan Meadors
Planning and Research Engineer

cc: Assistant Chief Engineer – Planning
URS Corporation
Amtrak
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ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

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www.arkansashighways.com

April 11, 2013

Mr. Steve Potter
Assistant Vice President
CSXT
500 Water Street
Jacksonville, FL 32202

Dear Mr. Potter:

Reference is made to passenger rail planning studies that have recently been initiated by the Arkansas State Highway and Transportation Department.

Your assistance is requested in obtaining useful information for these studies. The studies will consist of an evaluation of the feasibility of extending passenger rail service between Little Rock, Arkansas and Memphis, Tennessee and a Service Development Plan for the Arkansas portion of the South Central High-Speed Rail Corridor.

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If additional information is needed, please advise.

Sincerely,

Alan Meadors
Planning and Research Engineer

cc: Assistant Chief Engineer – Planning
URS Corporation
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CN
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April 11, 2013

Mr. Mark Bristol
AVP Interline Ops & Network Planning
Union Pacific Corporation
Mail Stop 1120
1400 Douglas Street
Omaha, NE 68179

Dear Mr. Bristol:

Reference is made to passenger rail planning studies that have recently been initiated by the Arkansas State Highway and Transportation Department.

Your assistance is requested in obtaining useful information for these studies. The studies will consist of an evaluation of the feasibility of extending passenger rail service between Little Rock, Arkansas and Memphis, Tennessee and a Service Development Plan for the Arkansas portion of the South Central High-Speed Rail Corridor.

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If additional information is needed, please advise.

Sincerely,

Alan Meadors
Planning and Research Engineer

cc: Assistant Chief Engineer – Planning
URS Corporation
Amtrak
BNSF Railway
CN
CSXT

AECOM

C

Appendix C:

Rail Traffic Controller Operation Modeling

OPERATIONS MODELING

Rail operations modeling was performed for the proposed Arkansas intercity passenger rail service to evaluate the feasibility of adding a passenger rail service going from Texarkana, Arkansas, to Memphis, Tennessee. If feasible a Service Development Plan will be prepared to evaluate connection to the Amtrak Texas Eagle. The outputs from this modeling effort estimate the level of infrastructure upgrades required for passenger and freight operations along the corridor.

1 MODELING METHODOLOGIES

Service along the corridor was modeled to assess the operational impact of added service and associated improvements. The software Rail Traffic Controller (RTC) by Berkley Systems was utilized to complete the modeling effort.

Overview and Description of the Rail Traffic Controller Tool

Rail Traffic Controller© (RTC) is a powerful computer program created by Berkeley Simulation Software, LLC, which simulates the operation of trains over a railroad network. Variations can be made in network track layouts, train consists and schedules, and operating rules and constraints, which allows the testing of such changes before they are implemented. RTC is used by all North American Class I railroads and many transit and commuter railroads for evaluation and planning of their operations and capital expenditures.

RTC and human dispatchers make their decisions based on the many factors involved in a train's characteristics:

- Priority
- Train length and weight
- Locomotive power

All other elements equal, when making a decision about a conflict between trains, dispatchers will generally minimize the total cost of delay to the trains involved. They will do this for all the trains involved in the decision, and will move trains like chess pieces, until a satisfactory conflict resolution occurs.

Dispatchers must make these decisions before the final conflict resolution occurs. There are many factors which guide the best dispatching decisions and it takes a highly experienced and competent dispatcher to plan and react to ever changing conditions. The RTC simulation model has the luxury of revising its decisions until the delay cost for a conflict is minimized, and so can review all conflict resolution decisions and apply a relative cost to them. The human dispatcher lacks this advantage and may be much more constrained by time, and may not have the same quality of information, especially about the state of adjacent dispatching territories.

2 LIMITS AND MAKEUP

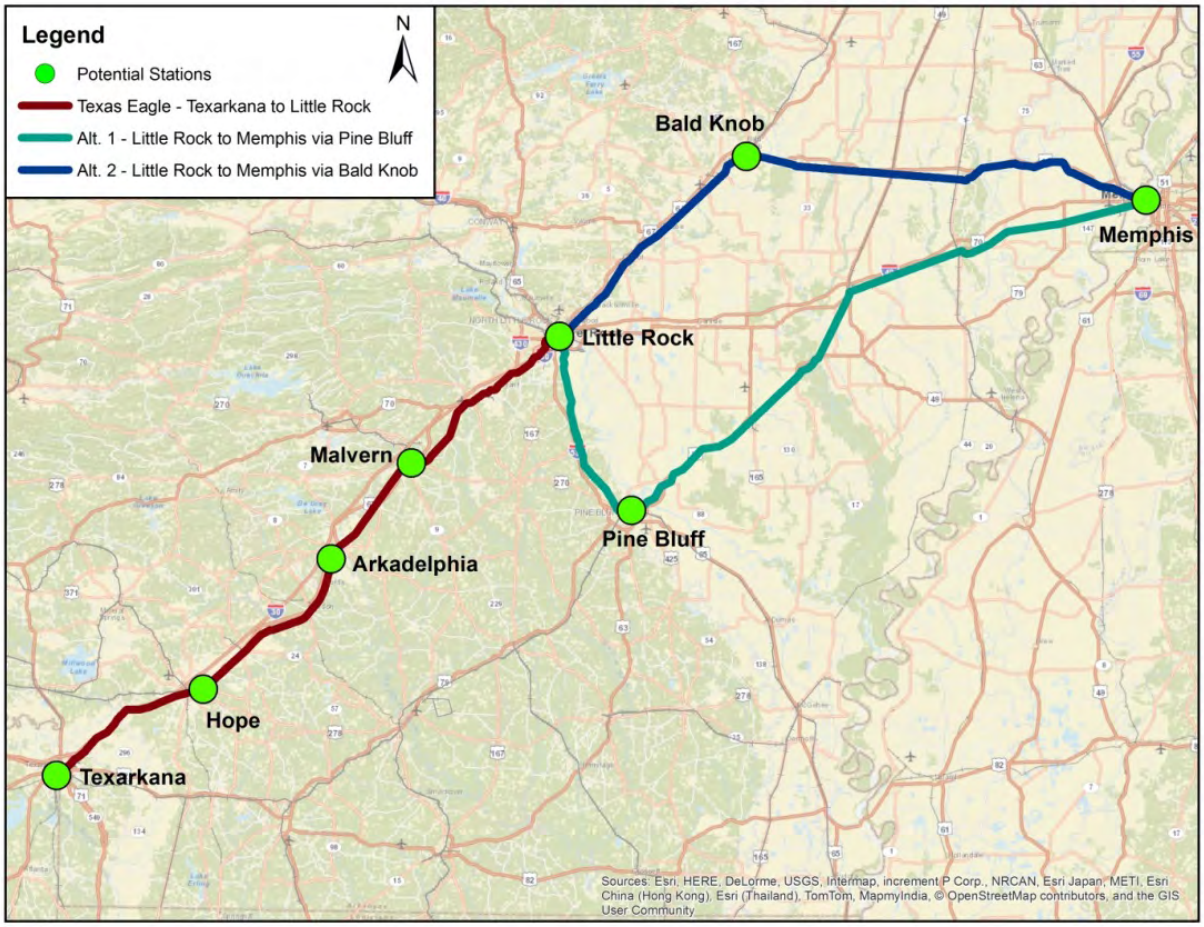
Geographic Extent

The RTC model created for this study analyzes the proposed service corridor in two areas. The first study area is the Union Pacific Railroad (UPRR) corridor from Little Rock, Arkansas to Memphis, Tennessee via two alternative paths, shown in Figure 1:

- Alternative 1 extends southeast toward Pine Bluff on the White Bluff Subdivision. From Pine Bluff, the corridor continues northeast toward Memphis along the Pine Bluff, Jonesboro, and Brinkley Subdivisions. The length of the model is approximately 180 miles.

- Alternative 2 extends northeast toward Bald Knob along the Hoxie Subdivision. From Bald Knob, the corridor then follows the Memphis Subdivision going east toward Memphis. The length of the model is approximately 150 miles.

Figure 1 – Map of Passenger Rail Service Alternatives



The second study area is the UPRR corridor from Texarkana, Arkansas to Little Rock, Arkansas. The length of this model is approximately 150 miles.

Existing Service and Operations

Alternative 1 has existing freight operations and Alternative 2 has both existing freight and passenger operations. The Texarkana – Little Rock corridor has both existing freight and passenger operations as well. UPRR currently owns all of the tracks within all corridors and existing freight schedules are unknown until further information can be received from UPRR. Freight train count data is utilised to estimate freight volume on the modeled network. The data collection process is described in the following section. For passenger rail service, Amtrak's Texas Eagle currently runs through the Texarkana – Little Rock corridor and Alternative 2 corridor between Little Rock and Bald Knob. The Texas Eagle schedule is described in the following table:

Table 1 – Amtrak Texas Eagle Schedule (Daily)

Amtrak Texas Eagle Schedule (Daily)	
Southbound	
Walnut Ridge, AR	12:37a
Little Rock, AR	3:10a
Malvern, AR	3:55a
Arkadelphia, AR	4:20a
Texarkana, AR	5:58a
Northbound	
Texarkana, AR	8:43p
Arkadelphia, AR	10:02p
Malvern, AR	10:26p
Little Rock, AR	11:39p
Walnut Ridge, AR	1:41a

Due to the time of day the Texas Eagle will be passing though the study area, the Texas Eagle was not included in the model. The proposed passenger trains will have completed their scheduled runs before the Texas Eagle enters the study area.

Freight Train Data Collection

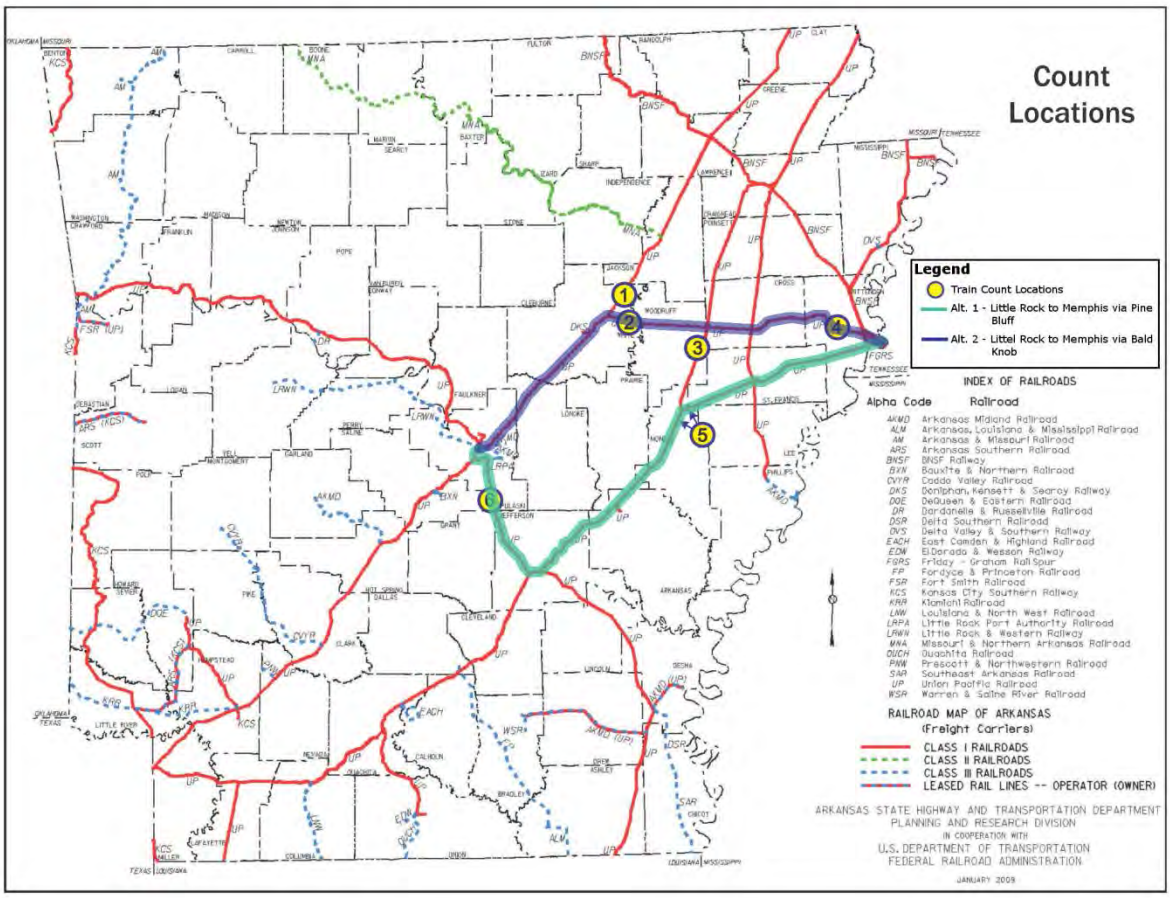
This study has taken the train count approach to collect freight train data. The train data was gathered at six locations listed below, and shown in Figure 2:

- Bald Knob –
  - Hoxie Sub – Location 1
  - Memphis Sub – Location 2
- Jonesboro Sub – Location 3
- West of Marion – Location 4
- Brinkley – Location 5
- White Bluff Sub – Location 6

Freight train data was gathered in the field for 14 hours/day (6AM to 8PM) for 2 weeks through video recording at wayside. Information gathered includes the following and can be found in Appendix A.

- Locomotive number (s)
- Number of cars
- Direction of train

Figure 2 – Train Count Locations



For the Texarkana – Little Rock corridor, no train count data was available. Freight schedules were randomly generated following a Poisson distribution assuming 40 freight trains per day as per the FRA Crossing Inventory Search. In order to match the observed directionality of freight traffic on the Hoxie subdivision, freight traffic on the Texarkana – Little Rock corridor was generated at a ratio of approximately 10 northbound freight trains to every 1 southbound freight train.

Modeled Train Composition and Schedule

Freight Train Assumptions and Limitations

With the video recordings, there is no accurate way to determine whether the cars are loaded or empty. Therefore the study adopts a conservative approach and assumes all freight trains are loaded with an average weight of 70 tons per car. The general modeling approach for freight trains composition is described below:

- Freight Train Composition: Specific number of locomotive(s) + cars indicated in train data
- Locomotive: Assuming C 44-9 (4400 HP)
- Cars: 70 tons per car

Train data collected included 791 train inputs over a 2 week period, with trains varying in size between simply 1 loco up to a train with over 280 cars. Of the two weeks of input data, seven consecutive days with the most freight traffic were selected to build a more conservative model. Due to the nature of the train data, freight train schedules modeled were based on the following principles:

- All modeled freight trains passed by the train count location according to the recorded time
- Freight trains will generate and terminate from the closest junction point based on the recorded appearance with one exception:
    - If the train data shows that it is reasonable to believe the train went from one train count location to the next (i.e. same train composition within a reasonable amount of time), then the train will go beyond the closest junction point towards the next train count location and terminate at the next junction point.
- Scheduled freight train generation and termination times are based on the calculated travel time.

With the above assumptions, the model assumes no freight trains will dwell on the main line for any switching moves. Based on the lack of train service design detail, operations along the corridor are difficult to model with certainty.

For the Texarkana – Little Rock route, modeled train length was randomly generated following a Normal distribution based on the observed distribution of consists from the train counts. The consists were generated as follows:

- Locomotives:
    - Mean: 2 locomotives
    - Standard deviation: 1 locomotive
    - Minimum: 1 locomotives
    - An additional locomotive was added if the generated consist was found to be underpowered
    - Assuming C 44-9 (4400 HP)
- Cars:
    - Mean: 77 cars
    - Standard deviation: 39 cars
    - Minimum: 0 cars
    - Assuming 70 tons per car

<u>Passenger Trains</u>

Train equipment for the proposed passenger service has been assumed to use the same equipment as Amtrak's Texas Eagle. The passenger train composition is described below:

- Passenger Train Composition:
    - 79 MPH - 1 P42-DC (4250 HP) locomotive + 6 coaches (90 tons per coach)
    - 110 MPH - 2 P42-DC (4250 HP) locomotive + 6 coaches (90 tons per coach)

The length and weight comes to a total of 579 ft & 674 tons for 79 MPH and 648 ft & 808 ft for 110 MPH.

RTC Dispatch Priorities

Trains are dispatched and run based on their specific priority and right of way for the track segment on which they are operating. Train priority in RTC ranges from rank 1 to rank 7, rank 1 being highest priority and rank 7 being lowest priority. The priority ranks acts as a scale in RTC to determine how important it is for a train to be running on time. The following guidelines were used when assigning dispatch rank:

- Rank 1 should only be assigned to commuter trains.
- Rank 2 should be assigned to most or all of the passenger trains in a case.

- Rank 3 can be used for passenger trains that are clearly much lower priority than the rank 2 trains.
- Rank 4 can be used for extremely urgent freight trains, such as UPS.
- Rank 5 and 6 should not be used for most cases; they are available to help with special ranking problems that might arise.
- Rank 7 should be used for most trains. A train type should be considered rank 7 unless proven otherwise.

The following list ranks the priorities that are given to various vehicle types by the model:

- Proposed Passenger Rail – Rank 1
- Freight Train – Rank 7

With passenger trains being highest priority rank and freight trains being the lowest priority, RTC will favor passenger trains and allow them to move along the corridor with minimal disturbance.

Track Alignment and Speed Limits

Track Alignment
Track alignment was based on UPRR's condensed profile drawings, March, 2005. UPRR's condensed profile drawings can be found in Appendix B.

Subdivision Speed
Subdivision speed limits used in the simulation were based on UPRR's timetable #5, July 09, 2012. UPRR's timetable can be found in Appendix C.

Permanent Slow Orders

Permanent slow orders (PSO) used in the simulation were based on UPRR's timetable #5, July 09, 2012. UPRR's timetable can be found in Appendix B and Table 2 shows the existing track speed observed within the study area. In Table 2, PSGR refers to the passenger rail speed limit and FRT refers to the freight rail speed limit. PSOs were reviewed to determine whether they could be removed or lessened with small upgrades. With the aid of the software Google Earth, PSOs were evaluated with the following guidelines:

- Speed restrictions at junction points are to be maintained as is.
- No realignment outside of current right-of-way.
- Apparent track geometry (curvature) related PSOs were assessed by computing the potential for adjusting superelevation; passenger trains to operate at a maximum unbalance of 3". Assume existing freight unbalance of 1".
- Level crossing related PSOs were assessed by complexity of the crossing via images from Google Earth. Complex level crossings were maintained as is while minor crossing upgrades were applied to PSOs deemed as removable or mitigable. Crossing upgrades may include but not limited to lengthening track circuits, implementing or upgrading gate/barrier, implementing constant warning time track circuit, etc.
- Areas of apparent wayside issues such as industrial switching activity were maintained as is.

Table 2 – Existing Track Speed

Subdivision	Mile Point of PSO		Subdivision Speed (mph)		PSO Speed (mph)	
	Start	End	PSGR	FRT	PSGR	FRT
Brinkley	8.2	8.3	60		15+	
	42.5	45.0			35	
Jonesboro	214.7	215.1	70		25	
	215.1	220.4			55	
	232.5	234.0			40+	
	242.6	242.8			50	
	246.0	246.5			55	
	255.7	256.3	60		50	
	258.2	258.5			50	
	260.9	263.2			30	
White Bluff	311.1	311.5	60		50	
	329.0	332.2			50	
Memphis	370.0	(X)	60		40	
	346.4	345.5			50	
	336.1	334.8			50	
	334.8	333.3			40	
	299.1	298.6			40	
	298.6	298.2			25	
Hoxie	292.1	292.7	75	70	60	60
	292.7	293.1			50	50
	294.1	294.6			70	60
	322.4	323.6			65	60
	333.2	333.5			60	60

The summary of PSO locations which could potentially be removed or lessened can be found in the results section of the report.

PSOs were not evaluated for the Little Rock subdivision which includes the Texarkana – Little Rock corridor.

RTC Modeling Methodology Applied to the Study

The RTC modeling effort included four cases to assess the impacts of the proposed passenger service on existing and proposed infrastructure.

Case 1: Existing Freight Traffic with Existing Infrastructure

The purpose of case 1 is to establish the existing freight schedule according to the recorded train arrival times and measure the existing freight train performance.

Based on UPRR's track charts and timetables, the existing track alignment, speed limits, PSO, signal locations were modeled accordingly. Signal logic was assumed to be a fixed block system with at least 2 blocks for train braking. The existing freight trains were modeled according to the collected field data. Of the two weeks of input data, seven consecutive days with the most freight traffic were selected to build a more conservative model. As described in previous sections, the video recordings only captured freight trains between 6AM – 8PM; therefore the simulation period was one week with trains running only during the daytime.

Case 2a, b, c, d: Existing Freight Traffic + Passenger Service with Existing Infrastructure

The purpose of Case 2 options is to determine the impact of the passenger service with no infrastructure improvement.

The Case 2 options introduce the proposed passenger service with two daily round trips running at morning and evening peak hours. Based on the ridership forecasts, the peak hour departure times were provided a one hour range variable:

- 7:30AM – 8:30AM for morning peak hour
- 4:30PM – 5:30PM for evening peak hour

These were then provided as an input variable in order to determine the optimum time of departure based on the least impact on route capacity. Specific departure times for both peak periods were developed and are described in the results section of this report.

Through Case 2a – 2d, the impacts of the various proposed passenger services were assessed. The various Case 2 options include Alternative 1 & 2 with target speed of 79 MPH and 110 MPH respectively.

Case 3a, b, c, d: Existing Freight Traffic + Passenger Service with Additional Infrastructure

The purpose of Case 3 options is to determine the required infrastructure for the added passenger service while bringing up the freight performance back to Case 1 performance level.

Some infrastructure upgrades have been predetermined as required and are described below:

- Removing or improving current PSOs that require small infrastructure upgrades or alterations. The list of suggested PSOs to be removed or lessened can be found in the results section.

With passenger trains stopping at the Memphis Central Station and the Little Rock Union Station, it is assumed passenger trains will be dwelling off the mainline track at the terminal stations. However, passenger trains will be sitting on the mainline track at intermediate stations such as Pine Bluff and Bald Knob. When either passenger and/or freight performance criteria were not met, infrastructure upgrades were provided including but not limited to additional sidings, speed limit increases, switch upgrades, additional track, additional signals, etc. The required infrastructure upgrades can be found in the results section.

Case 4a, b, c, d: Existing Freight Traffic + Passenger Service with Limited Infrastructure Upgrades

The purpose of Case 4 is to determine the effect of limited infrastructure improvements on freight performance and passenger service. In this case, freight performance was expected to show slight improvement over Case 2, but not necessarily return to Case 1 performance level.

The following infrastructure upgrades were used:

- For 79 MPH service, no sidings were upgraded and no extra mainline track was added. Only crossings and superelevations were improved to the same degree as the 79 MPH service in Case 3.
- For 110 MPH service, only the infrastructure additions and improvements for the 79 MPH service in Case 3 were used.

RTC Result Evaluation Criteria

In order to determine the impacts of the proposed passenger service, the simulation results were evaluated based on the following level of service measurement:

- Freight train performance: Delay minutes per 100 freight train miles. The study measured the freight performance in the freight only simulation case and compared with the Freight + Proposed Passenger case. The delay minutes per 100 freight train miles value will be discussed in the results section of the report.
- Passenger train performance: On time performance (OTP) with a 6 min OTP threshold. For passenger train performance, the study has adopted a 90% OTP as an acceptable level of service.

3 SIMULATION RESULTS

Permanent Slow Order Review

According to the PSO review criteria described in previous sections, the PSOs have been evaluated and Table 3 summarizes the PSOs that could potentially be removed or lessened. PSOs with no suggested PSO speed means it would be difficult and/or costly to improve.

Table 3 – Potential Removal or Lessening of PSOs

Alternative	Subdivision	Mile Point of PSO		Subdivision Speed (mph)	PSO Speed (mph)		Suggested PSO Speed (Proposed 79 MPH Passenger Service)		Suggested PSO Speed (Proposed 110 MPH Passenger Service)	
		Start	End	FRT	PSGR	FRT	PSGR[1]	FRT[1]	PSGR[1]	FRT[1]
1	Brinkley	8.2	8.3	60	15+		-	-	-	-
		42.5	45.0		35		45 MPH	-	45 MPH	-
	Jonesboro	214.7	215.1	70	25		-	-	-	-
		215.1	220.4		55		70 MPH	-	70 MPH	-
		232.5	234.0		40+		-	-	-	-
		242.6	242.8		50		70 MPH	-	70 MPH	-
		246.0	246.5		55		-	-	-	-
		255.7	256.3	60	50		70 MPH	-	70 MPH	-
		258.2	258.5		50		-	-	-	-
		260.9	263.2		30		45 MPH	-	45 MPH	-

Alternative	Subdivision	Mile Point of PSO		Subdivision Speed (mph)	PSO Speed (mph)		Suggested PSO Speed (Proposed 79 MPH Passenger Service)		Suggested PSO Speed (Proposed 110 MPH Passenger Service)	
	White Bluff	311.1	311.5	60	50		-	-	-	-
		329.0	332.2		50		-	-	-	-
2	**Memphis**	370.0	(X)	60	40		-	-	-	-
		346.4	345.5		50		-	-	-	-
		336.1	334.8		50		-	-	-	-
		334.8	333.3		40		50 MPH	-	50 MPH	-
		299.1	298.6		40		-	-	-	-
		298.6	298.2		25		-	-	-	-
	Hoxie	292.1	292.7	70	60	60	Remove	Remove	80 MPH	70 MPH
		292.7	293.1		50	50	-	-	-	-
		294.1	294.6		70	60	-	-	-	-
		322.4	323.6		65	60	Remove	Remove	80 MPH	70 MPH
		333.2	333.5		60	60	70 MPH	-	70 MPH	-

1. PSOs with no suggested PSO speed means it would probably be difficult and/or costly to improve and therefore no change is indicated in this table.

Superelevation and crossing upgrades deemed necessary to reach the suggested PSO speeds were incorporated into the list of suggested infrastructure changes.

PSOs were not evaluated for the Little Rock subdivision which includes the Texarkana – Little Rock corridor.

Case Results – Train Performance

The simulation results for the Little Rock – Memphis corridor are shown in Table 4 and Table 5 for Alternative 1 and 2, respectively. The freight performance baseline determined in Case 1 is 6.10 minutes of delay per 100 train miles on the Alternative 1 route and 2.10 minutes of delay per 100 train miles on the Alternative 2 route. As observed from the Case 2 options results, Alternative 1's performance level for both freight and passenger trains dropped significantly below the acceptable range. It would require a tremendous amount of infrastructure upgrades to bring the performance back to an acceptable level; therefore Alternative 1 was not considered for Case 3 and 4 in order to reduce simulation effort.

Table 4 – Simulation Results for Little Rock – Memphis Corridor via Pine Bluff (7 days)

		Freight only	Freight and Passenger	
		Case 1 (Current)	Case 2a (79 MPH)	Case 2b (110 MPH)
Freight	Delay (min per 100 train miles)	**6.10**	12.99	12.33
	Train Count	**190**	190	190
Passenger	OTP (%)	**n/a**	42.9	35.7
	Train Count	**0**	28	28
	Avg Travel Time (hour)	**n/a**	3.82	3.43

Table 5: Simulation Results for Little Rock – Memphis Corridor via Bald Knob (7 days)

		Freight only	Freight and Passenger	
		Case 1 (Current)	Case 2c (79 MPH)	Case 2d (110 MPH)
Freight	Delay (min per 100 train miles)	**2.10**	5.78	2.83
	Train Count	**151**	151	151
Passenger	OTP (%)	**n/a**	96.4	75.0
	Train Count	**0**	28	28
	Avg Travel Time (hour)	**n/a**	2.92	2.61
		Case 1 (Current)	Case 3c (79 MPH)	Case 3d (110 MPH)
Freight	Delay (min per 100 train miles)	**2.10**	2.59	1.81
	Train Count	**151**	151	151
Passenger	OTP (%)	**n/a**	96.4	92.9
	Train Count	**0**	28	28
	Avg Travel Time (hour)	**n/a**	2.89	2.55
		Case 1 (Current)	Case 4c (79 MPH)	Case 4d (110 MPH)
Freight	Delay (min per 100 train miles)	**2.10**	5.74	2.30
	Train Count	**151**	151	151
Passenger	OTP (%)	**n/a**	96.4	78.6
	Train Count	**0**	28	28
	Avg Travel Time (hour)	**n/a**	2.91	2.59

The above simulation results were achieved with the following passenger train departure times:

- Alternative 1:
  - Little Rock – 7:55 AM & 4:55 PM
  - Memphis – 8:20 AM & 5:20 PM
- Alternative 2:
  - Little Rock – 8:00 AM & 5:00 PM
  - Memphis – 8:30 AM & 5:30 PM

The simulation results for the Texarkana – Little Rock corridor are shown in Table 6. The freight performance baseline determined in Case 1 is 22.56 minutes of delay per 100 train miles.

Table 6 – Simulation Results for Texarkana – Little Rock Corridor (7 days)

		Freight only	Freight and Passenger	
		Case 1 (Current)	Case 2a (79 MPH)	Case 2b (110 MPH)
Freight	Delay (min per 100 train miles)	**22.56**	31.00	29.45
	Train Count	**273**	273	273
Passenger	OTP (%)	**n/a**	96.4	92.9
	Train Count	**0**	28	28
	Avg Travel Time (hour)	**n/a**	2.43	2.17
		Case 1 (Current)	Case 3a (79 MPH)	Case 3b (110 MPH)
Freight	Delay (min per 100 train miles)	**22.56**	25.11	24.40
	Train Count	**273**	273	273
Passenger	OTP (%)	**n/a**	100.0	92.9
	Train Count	**0**	28	28
	Avg Travel Time (hour)	**n/a**	2.43	2.20

The above simulation results were achieved with the following passenger train departure times:

- Texarkana - 5:34 AM & 3:04 PM
- Little Rock - 8:30 AM & 6:00 PM

The simulation shows that the Texarkana – Little Rock corridor requires double track along the entire corridor in order to keep average freight and passenger OTP at an acceptable level. This is due to the level of freight traffic on the Texarkana – Little Rock corridor.

Partially upgrading to double track on the Texarkana – Little Rock corridor had little effect on the average freight delay. The remaining portions of single track create bottlenecks that prevent freight performance from improving. The only way to significantly improve freight performance is to upgrade the entire Texarkana – Little Rock corridor to double track.

Rail Infrastructure Characteristics

The following list of suggested infrastructure changes was determined from model results to accommodate the proposed passenger service. As described in earlier sections, superelevation upgrades were assumed to be 3” unbalanced for passenger train and 1” unbalanced for freight train. Crossing upgrades generally include but not limited to lengthening track circuits, implementing or upgrading gate/barrier, implementing constant warning time track circuit, etc. For subdivision upgrade to 110 MPH, typical upgrades include but not limited to new crossties, ballast, surfacing, new rail, etc. A further study is recommended to investigate the existing track condition to accurately quantify the upgrade details.

For Little Rock – Memphis corridor:

- Case 1: Existing infrastructure profiled in the UPRR track chart – No changes.
- Case 2a & c: Upgrading overall passenger train speed limit to 79 MPH within the corridor.
- Case 2b & d: Upgrading overall passenger train speed limit to 110 MPH within the corridor.
- Case 3c: The following infrastructure improvements were included:
    - Upgrading superelevation for 4 curves between Mile Post 333.3 – 334.8 in Hoxie Subdivision.
    - Crossing upgrade at Mile Post 333.93 and 334.60 in Memphis Subdivision.
    - Extend siding between Mile Post 345.2 – 347.5 in Memphis Subdivision.
    - New 2nd main track between Mile Post 349.1 – 359.6 in Memphis Subdivision.
    - Connect siding between Mile Post 361.5 – 363.6 in Memphis Subdivision.
    - Upgrading siding speed limit to 30 MPH between Mile Post 363.6 – 369 in Memphis Subdivision.
    - Upgrading superelevation for 1 curve between Mile Post 333.2 – 333.5 in Hoxie Subdivision.
    - Crossing upgrades at Mile Post 292.18, 292.53, 322.8, 322.92, 323.00, 323.06 in Hoxie Subdivision.
- Case 3d: The following infrastructure improvements were included:
    - New 2nd main track between Mile Post 289 – 294.2 in Memphis Subdivision.
    - Upgrading superelevation for 4 curves between Mile Post 333.3 – 334.8 in Hoxie Subdivision.
    - Crossing upgrade at Mile Post 333.93 and 334.60 in Memphis Subdivision.
    - Extend siding between Mile Post 345.2 – 347.5 in Memphis Subdivision.
    - New 2nd main track between Mile Post 349.1 – 359.6 in Memphis Subdivision.
    - Upgrade siding to 2nd main track between Mile Point 359.6 – 361.5 in Memphis Subdivision.
    - New 2nd main track between Mile Post 361.5 – 363.6 in Memphis Subdivision.
    - Upgrade siding to 2nd main track between Mile Post 363.6 – 369 in Memphis Subdivision.
    - Upgrade 6 turnouts to 30 MPH between Mile Post 363.6 – 369 in Memphis Subdivision.
    - Upgrading superelevation for 1 curve between Mile Post 333.2 – 333.5 in Hoxie Subdivision.
    - Crossing upgrades at Mile Post 292.18, 292.53, 322.8, 322.92, 323.00, 323.06 in Hoxie Subdivision.
- Case 4c: The following infrastructure improvements were included:
    - Upgrading superelevation for 4 curves between Mile Post 333.3 – 334.8 in Hoxie Subdivision.
    - Crossing upgrade at Mile Post 333.93 and 334.60 in Memphis Subdivision.
    - Upgrading superelevation for 1 curve between Mile Post 333.2 – 333.5 in Hoxie Subdivision.
    - Crossing upgrades at Mile Post 292.18, 292.53, 322.8, 322.92, 323.00, 323.06 in Hoxie Subdivision.
- Case 4d: The following infrastructure improvements were included:
    - Upgrading superelevation for 4 curves between Mile Post 333.3 – 334.8 in Hoxie Subdivision.
    - Crossing upgrade at Mile Post 333.93 and 334.60 in Memphis Subdivision.
    - Extend siding between Mile Post 345.2 – 347.5 in Memphis Subdivision.
    - New 2nd main track between Mile Post 349.1 – 359.6 in Memphis Subdivision.
    - Connect siding between Mile Post 361.5 – 363.6 in Memphis Subdivision.
    - Upgrading siding speed limit to 30 MPH between Mile Post 363.6 – 369 in Memphis Subdivision.
    - Upgrading superelevation for 1 curve between Mile Post 333.2 – 333.5 in Hoxie Subdivision.

- Crossing upgrades at Mile Post 292.18, 292.53, 322.8, 322.92, 323.00, 323.06 in Hoxie Subdivision.

For Texarkana – Little Rock Corridor:

- Case 1: Existing infrastructure profiled in the UPRR track chart – No changes.
- Case 2a: Upgrading overall passenger train speed limit to 79 MPH within the corridor.
- Case 2b: Upgrading overall passenger train speed limit to 110 MPH within the corridor.
- Case 3a: The following infrastructure improvements were included:
  - New 2nd main track and upgrade sidings to 2nd main track between Mile Post 370.26 – 422.36 in Little Rock subdivision
  - New 2nd main track and upgrade sidings to 2nd main track between Mile Post 429.30 – 480.41 in Little Rock subdivision
- Case 3b: The following infrastructure improvements were included:
  - New 2nd main track and upgrade sidings to 2nd main track between Mile Post 370.26 – 422.36 in Little Rock subdivision
  - New 2nd main track and upgrade sidings to 2nd main track between Mile Post 429.30 – 480.41 in Little Rock subdivision

Summary of Infrastructure Changes

The summary of the suggested infrastructure changes are listed below:

For Little Rock – Memphis corridor:

- Case 1:
  - No change
- Case 2a & c:
  - Upgrading overall passenger train speed limit to 79 MPH within the corridor
- Case 2b & d:
  - Upgrading overall passenger train speed limit to 110 MPH within the corridor
- Case 3c:
  - 4.4 miles of siding extension (30 MPH)
  - 10.5 miles of 2nd main track (new track)
  - 5.4 miles of siding upgrade (30 MPH)
  - Superelevation upgrade for 5 curves
  - 8 crossing upgrades
  - Upgrading overall passenger train speed limit to 79 MPH within the corridor
- Case 3d:
  - 2.3 miles of siding extension (30 MPH)
  - 17.8 miles of 2nd main track (new track)
  - 7.3 miles of 2nd main track (siding upgrade)
  - Upgrade 6 turnouts to 30 MPH
  - Superelevation upgrade for 5 curves
  - 8 crossing upgrades
  - Upgrading overall passenger train speed limit to 110 MPH within the corridor
- Case 4c:
  - Superelevation upgrade for 5 curves
  - 8 crossing upgrades
  - Upgrading overall passenger train speed limit to 79 MPH within the corridor
- Case 4d:
  - 4.4 miles of siding extension (30 MPH)
  - 10.5 miles of 2nd main track (new track)
  - 5.4 miles of siding upgrade (30 MPH)
  - Superelevation upgrade for 5 curves
  - 8 crossing upgrades

    - Upgrading overall passenger train speed limit to 110 MPH within the corridor

For Texarkana – Little Rock Corridor:

- Case 1:
    - No change
- Case 2a:
    - Upgrading overall passenger train speed limit to 79 MPH within corridor
- Case 2b:
    - Upgrading overall passenger train speed limit to 110 MPH within the corridor
- Case 3a:
    - 78.8 miles of 2nd main track (new track)
    - 24.3 miles of 2nd main track (siding upgrade)
    - Upgrading overall passenger train speed limit to 79 MPH within corridor
- Case 3b:
    - 78.8 miles of 2nd main track (new track)
    - 24.3 miles of 2nd main track (siding upgrade)
    - Upgrading overall passenger train speed limit to 110 MPH within corridor

Recommended Infrastructure Changes

This study recommends the infrastructure changes listed below:

For Little Rock – Memphis corridor:

- 79 MPH service: Additional track was required to reduce freight delays to their original level. However, OTP for passenger service was above the acceptable limit of 90% without additional track. Superelevation and crossing upgrades had a negligible effect on freight delay and passenger OTP. It is therefore recommended that no infrastructure improvements be implemented, as per Case 2c.
- 110 MPH service: With no infrastructure improvements and with limited infrastructure improvements, passenger service OTP was well below the acceptable limit of 90%. It is therefore recommended that full infrastructure improvements be implemented, as per Case 3d.

For Texarkana – Little Rock Corridor:

- 79 MPH service: Double track on the entire Texarkana – Little Rock corridor was required to reduce freight delays to within 3 minutes per 100 train miles of their original level. However, OTP for passenger service was above the acceptable limit of 90% without additional track. It is therefore recommended that no infrastructure improvements be implemented, as per Case 2a.
- 110 MPH service: Double track on the entire Texarkana – Little Rock corridor was require to reduce freight delays to within 2 minutes per 100 train miles of their original level. However, OTP for passenger service was above the acceptable limit of 90% without additional track. It is therefore recommended that no infrastructure improvements be implemented, as per Case 2b.

Appendix A:
Collected Freight Train Data

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/9/2014	6:18:00 AM	NB	STATION #4	2	25
9/9/2014	6:40:00 AM	SB	STATION #5	2	94
9/9/2014	6:51:37 AM	SB	STATION #1	2	0
9/9/2014	6:59:00 AM	SB	STATION #3	3	111
9/9/2014	7:11:00 AM	SB	STATION #3	3	100
9/9/2014	7:23:11 AM	NB	STATION #1	3	105
9/9/2014	7:29:00 AM	SB	STATION #3	2	98
9/9/2014	7:30:00 AM	SB	STATION #5	3	108
9/9/2014	7:44:00 AM	SB	STATION #5	3	100
9/9/2014	7:48:00 AM	NB	STATION #4	2	49
9/9/2014	7:48:00 AM	WB	STATION #2	2	79
9/9/2014	7:57:00 AM	SB	STATION #5	2	98
9/9/2014	8:46:00 AM	SB	STATION #6	7	0
9/9/2014	8:46:00 AM	SB	STATION #3	2	26
9/9/2014	8:58:46 AM	NB	STATION #1	3	128
9/9/2014	9:14:00 AM	SB	STATION #3	2	97
9/9/2014	9:16:00 AM	SB	STATION #5	2	26
9/9/2014	9:17:00 AM	NB	STATION #6	4	134
9/9/2014	9:45:00 AM	SB	STATION #5	2	98
9/9/2014	9:48:00 AM	SB	STATION #6	3	135
9/9/2014	10:25:00 AM	SB	STATION #3	1	0
9/9/2014	10:50:00 AM	SB	STATION #5	1	1
9/9/2014	11:05:05 AM	NB	STATION #1	1	61
9/9/2014	11:14:30 AM	NB	STATION #1	2	10
9/9/2014	11:48:24 AM	NB	STATION #1	2	84
9/9/2014	11:58:00 AM	SB	STATION #3	2	127
9/9/2014	12:18:00 PM	NB	STATION #5	2	14
9/9/2014	12:28:00 PM	SB	STATION #5	2	121
9/9/2014	12:57:00 PM	NB	STATION #3	2	14
9/9/2014	1:07:00 PM	SB	STATION #6	4	75
9/9/2014	1:07:00 PM	SB	STATION #3	2	93
9/9/2014	1:30:00 PM	SWB	STATION #5	1	84
9/9/2014	1:39:00 PM	NB	STATION #6	2	40
9/9/2014	1:39:00 PM	SB	STATION #5	2	92
9/9/2014	1:47:00 PM	SB	STATION #4	2	35
9/9/2014	1:49:30 PM	NB	STATION #1	3	72
9/9/2014	1:52:00 PM	SB	STATION #3	3	93
9/9/2014	1:58:00 PM	SWB	STATION #5	1	103
9/9/2014	2:14:00 PM	SB	STATION #3	2	39
9/9/2014	2:43:00 PM	SB	STATION #5	2	39
9/9/2014	2:48:33 PM	SB	STATION #1	4	118
9/9/2014	2:57:00 PM	NB	STATION #6	2	95
9/9/2014	3:07:41 PM	NB	STATION #1	3	123
9/9/2014	3:17:00 PM	SB	STATION #6	3	92

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/9/2014	3:18:00 PM	WB	STATION #2	2	35
9/9/2014	3:38:50 PM	NB	STATION #1	2	79
9/9/2014	3:49:00 PM	NB	STATION #4	2	115
9/9/2014	3:54:00 PM	NB	STATION #6	3	73
9/9/2014	3:56:00 PM	SB	STATION #3	2	89
9/9/2014	4:07:20 PM	SB	STATION #1	2	106
9/9/2014	4:09:00 PM	EB	STATION #2	3	63
9/9/2014	4:14:00 PM	SB	STATION #6	1	87
9/9/2014	4:25:00 PM	NB	STATION #4	2	23
9/9/2014	4:30:28 PM	NB	STATION #1	1	0
9/9/2014	4:47:00 PM	SB	STATION #5	2	90
9/9/2014	5:20:00 PM	NB	STATION #4	3	63
9/9/2014	5:21:57 PM	NB	STATION #1	1	0
9/9/2014	5:36:00 PM	NB	STATION #6	3	133
9/9/2014	5:49:00 PM	SB	STATION #6	2	43
9/9/2014	5:50:00 PM	EB	STATION #2	3	87
9/9/2014	6:36:00 PM	EB	STATION #2	3	58
9/9/2014	6:38:00 PM	NB	STATION #4	2	31
9/9/2014	7:19:00 PM	SB	STATION #5	3	96
9/9/2014	7:35:00 PM	SB	STATION #4	3	74
9/9/2014	7:44:00 PM	SB	STATION #5	2	96
9/9/2014	7:52:00 PM	SWB	STATION #5	3	73
9/10/2014	6:23:00 AM	SB	STATION #5	3	83
9/10/2014	6:24:00 AM	NB	STATION #4	2	100
9/10/2014	6:34:35 AM	NB	STATION #1	2	113
9/10/2014	6:48:55 AM	NB	STATION #1	2	110
9/10/2014	6:50:00 AM	NB	STATION #6	3	105
9/10/2014	6:52:00 AM	NB	STATION #4	3	126
9/10/2014	7:06:03 AM	NB	STATION #1	2	57
9/10/2014	7:32:00 AM	SB	STATION #6	3	137
9/10/2014	7:36:00 AM	SB	STATION #4	2	107
9/10/2014	7:50:02 AM	NB	STATION #1	2	59
9/10/2014	8:08:00 AM	SB	STATION #3	2	96
9/10/2014	8:22:00 AM	SB	STATION #3	2	27
9/10/2014	8:23:28 AM	NB	STATION #1	2	124
9/10/2014	8:32:00 AM	SB	STATION #4	3	118
9/10/2014	8:34:00 AM	SB	STATION #3	2	26
9/10/2014	8:40:00 AM	SB	STATION #5	2	97
9/10/2014	8:53:00 AM	SB	STATION #5	2	27
9/10/2014	8:55:00 AM	SB	STATION #3	3	127
9/10/2014	8:56:00 AM	EB	STATION #2	2	71
9/10/2014	9:10:42 AM	NB	STATION #1	2	98
9/10/2014	9:25:00 AM	SB	STATION #5	3	126
9/10/2014	9:36:00 AM	SB	STATION #5	2	26

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/10/2014	9:44:43 AM	NB	STATION #1	2	27
9/10/2014	10:02:00 AM	NB	STATION #6	3	109
9/10/2014	10:14:00 AM	SB	STATION #6	7	0
9/10/2014	10:29:00 AM	SB	STATION #5	1	0
9/10/2014	10:48:00 AM	WB	STATION #2	2	114
9/10/2014	10:58:00 AM	NB	STATION #4	2	66
9/10/2014	11:09:00 AM	NB	STATION #4	0	4
9/10/2014	11:21:00 AM	SB	STATION #6	3	106
9/10/2014	11:48:05 AM	SB	STATION #1	2	71
9/10/2014	11:59:00 AM	NB	STATION #6	2	22
9/10/2014	12:29:00 PM	SB	STATION #6	7	85
9/10/2014	12:36:00 PM	SB	STATION #4	4	130
9/10/2014	12:40:00 PM	SWB	STATION #5	1	43
9/10/2014	12:42:00 PM	EB	STATION #2	2	56
9/10/2014	1:01:00 PM	SB	STATION #4	1	0
9/10/2014	1:02:00 PM	SB	STATION #4	1	0
9/10/2014	1:12:00 PM	NB	STATION #6	3	108
9/10/2014	1:26:00 PM	SB	STATION #3	2	135
9/10/2014	1:44:00 PM	SB	STATION #6	2	66
9/10/2014	1:50:00 PM	NB	STATION #5	2	21
9/10/2014	1:59:00 PM	NB	STATION #4	2	56
9/10/2014	2:00:00 PM	SB	STATION #5	2	135
9/10/2014	2:16:00 PM	SB	STATION #6	3	134
9/10/2014	2:32:00 PM	NB	STATION #3	2	21
9/10/2014	2:38:00 PM	SB	STATION #4	1	1
9/10/2014	3:45:00 PM	NB	STATION #6	3	54
9/10/2014	4:39:00 PM	EB	STATION #2	2	62
9/10/2014	4:46:00 PM	SB	STATION #3	2	94
9/10/2014	4:54:00 PM	SB	STATION #3	3	71
9/10/2014	5:11:04 PM	NB	STATION #1	2	105
9/10/2014	5:13:00 PM	SB	STATION #5	2	90
9/10/2014	5:26:00 PM	SB	STATION #5	2	72
9/10/2014	5:27:00 PM	NB	STATION #6	3	104
9/10/2014	5:43:57 PM	NB	STATION #1	3	106
9/10/2014	5:47:00 PM	NB	STATION #4	1	62
9/10/2014	6:19:00 PM	NB	STATION #6	4	138
9/10/2014	6:24:56 PM	NB	STATION #1	2	135
9/10/2014	6:29:00 PM	SB	STATION #3	2	110
9/10/2014	6:52:11 PM	NB	STATION #1	2	109
9/10/2014	6:59:00 PM	SB	STATION #5	2	110
9/11/2014	6:55:00 AM	NB	STATION #4	4	23
9/11/2014	7:04:00 AM	SB	STATION #3	2	98
9/11/2014	7:06:00 AM	SB	STATION #6	2	119
9/11/2014	7:25:00 AM	SB	STATION #3	2	37

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/11/2014	7:33:00 AM	SB	STATION #5	2	96
9/11/2014	7:39:00 AM	SB	STATION #3	2	76
9/11/2014	7:53:00 AM	SB	STATION #5	1	37
9/11/2014	7:56:00 AM	SB	STATION #3	2	23
9/11/2014	8:02:00 AM	SB	STATION #6	3	132
9/11/2014	8:10:00 AM	SB	STATION #5	2	76
9/11/2014	8:25:00 AM	SB	STATION #5	2	23
9/11/2014	8:38:13 AM	NB	STATION #1	2	125
9/11/2014	8:56:00 AM	EB	STATION #2	2	67
9/11/2014	9:12:00 AM	SB	STATION #6	2	64
9/11/2014	9:22:45 AM	SB	STATION #1	3	132
9/11/2014	9:42:00 AM	SB	STATION #4	4	50
9/11/2014	9:45:47 AM	NB	STATION #1	2	73
9/11/2014	10:08:13 AM	NB	STATION #1	2	100
9/11/2014	10:09:00 AM	SB	STATION #3	3	137
9/11/2014	10:11:00 AM	NB	STATION #6	3	93
9/11/2014	10:41:00 AM	SB	STATION #5	3	136
9/11/2014	10:48:00 AM	WB	STATION #2	2	115
9/11/2014	10:52:20 AM	NB	STATION #1	2	52
9/11/2014	11:06:00 AM	SB	STATION #6	5	101
9/11/2014	11:14:17 AM	NB	STATION #1	3	132
9/11/2014	11:18:00 AM	SB	STATION #4	3	67
9/11/2014	12:03:00 PM	NB	STATION #5	2	12
9/11/2014	12:22:00 PM	NB	STATION #4	3	96
9/11/2014	12:43:00 PM	WB	STATION #2	2	75
9/11/2014	12:47:09 PM	NB	STATION #1	2	93
9/11/2014	12:57:00 PM	SWB	STATION #5	1	21
9/11/2014	1:06:00 PM	SB	STATION #3	2	112
9/11/2014	1:56:00 PM	SB	STATION #1	2	51
9/11/2014	1:58:00 PM	NB	STATION #3	2	12
9/11/2014	2:02:00 PM	SB	STATION #5	1	117
9/11/2014	2:04:00 PM	WB	STATION #2	3	50
9/11/2014	2:51:00 PM	NB	STATION #6	2	16
9/11/2014	3:19:00 PM	SB	STATION #3	2	68
9/11/2014	3:20:18 PM	NB	STATION #1	2	116
9/11/2014	3:45:00 PM	SB	STATION #5	2	68
9/11/2014	4:04:00 PM	SB	STATION #3	1	25
9/11/2014	4:18:00 PM	SWB	STATION #5	3	79
9/11/2014	4:48:00 PM	NB	STATION #6	3	125
9/11/2014	5:07:00 PM	SB	STATION #5	1	25
9/11/2014	5:12:00 PM	NB	STATION #6	3	133
9/11/2014	5:19:00 PM	EB	STATION #2	2	107
9/11/2014	5:23:28 PM	NB	STATION #1	2	55
9/11/2014	5:50:00 PM	NWB	STATION #5	1	3

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/11/2014	5:57:50 PM	NB	STATION #1	2	88
9/11/2014	6:25:00 PM	SWB	STATION #5	1	5
9/11/2014	6:38:00 PM	NB	STATION #5	1	5
9/11/2014	6:51:00 PM	NB	STATION #4	2	102
9/11/2014	7:01:00 PM	SB	STATION #5	1	5
9/11/2014	7:28:00 PM	SB	STATION #4	2	105
9/11/2014	7:49:00 PM	SB	STATION #5	2	100
9/11/2014	8:03:00 PM	SWB	STATION #5	2	77
9/12/2014	6:24:00 AM	SB	STATION #3	2	86
9/12/2014	6:39:00 AM	SB	STATION #5	2	92
9/12/2014	6:40:00 AM	EB	STATION #2	5	62
9/12/2014	6:48:00 AM	SB	STATION #3	2	118
9/12/2014	6:52:13 AM	SB	STATION #1	2	96
9/12/2014	6:53:00 AM	SB	STATION #5	2	85
9/12/2014	6:55:00 AM	EB	STATION #2	2	67
9/12/2014	7:12:00 AM	EB	STATION #2	2	16
9/12/2014	7:14:00 AM	SB	STATION #6	7	0
9/12/2014	7:21:45 AM	NB	STATION #1	4	134
9/12/2014	7:30:00 AM	SWB	STATION #5	3	102
9/12/2014	7:42:00 AM	SB	STATION #3	2	66
9/12/2014	7:54:00 AM	SB	STATION #3	3	14
9/12/2014	7:56:00 AM	SB	STATION #5	2	118
9/12/2014	8:12:00 AM	SB	STATION #5	2	66
9/12/2014	8:24:00 AM	SB	STATION #5	3	14
9/12/2014	8:32:00 AM	NB	STATION #4	5	63
9/12/2014	8:35:14 AM	NB	STATION #1	2	107
9/12/2014	8:56:00 AM	SB	STATION #6	2	121
9/12/2014	9:29:00 AM	NB	STATION #6	3	113
9/12/2014	9:43:00 AM	SB	STATION #4	5	123
9/12/2014	9:48:00 AM	SB	STATION #6	6	95
9/12/2014	10:18:00 AM	EB	STATION #2	2	64
9/12/2014	10:40:00 AM	NB	STATION #6	2	2
9/12/2014	11:06:00 AM	NB	STATION #4	2	68
9/12/2014	11:10:00 AM	NB	STATION #6	2	58
9/12/2014	11:36:00 AM	SB	STATION #3	2	90
9/12/2014	11:40:36 AM	NB	STATION #1	2	137
9/12/2014	11:45:00 AM	NB	STATION #6	3	68
9/12/2014	11:54:00 AM	WB	STATION #2	2	69
9/12/2014	12:06:00 PM	SB	STATION #6	3	80
9/12/2014	12:06:00 PM	SB	STATION #5	2	92
9/12/2014	12:12:00 PM	WB	STATION #2	5	122
9/12/2014	12:14:19 PM	SB	STATION #1	2	43
9/12/2014	12:30:00 PM	SB	STATION #4	1	0
9/12/2014	12:33:18 PM	NB	STATION #1	2	134

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/12/2014	12:43:00 PM	NB	STATION #5	2	15
9/12/2014	12:48:00 PM	SWB	STATION #5	1	21
9/12/2014	1:03:05 PM	NB	STATION #1	2	139
9/12/2014	1:12:00 PM	NB	STATION #3	2	34
9/12/2014	1:19:02 PM	NB	STATION #1	3	113
9/12/2014	1:35:00 PM	NB	STATION #4	2	63
9/12/2014	2:28:00 PM	SB	STATION #3	2	59
9/12/2014	2:50:00 PM	NB	STATION #4	2	5
9/12/2014	2:55:00 PM	SB	STATION #5	2	60
9/12/2014	3:05:00 PM	NB	STATION #6	2	69
9/12/2014	3:10:00 PM	NB	STATION #4	2	16
9/12/2014	3:14:00 PM	EB	STATION #2	2	64
9/12/2014	4:44:00 PM	SB	STATION #4	2	7
9/12/2014	4:50:00 PM	EB	STATION #2	3	118
9/12/2014	5:16:00 PM	NB	STATION #4	2	64
9/12/2014	5:22:00 PM	SB	STATION #3	2	107
9/12/2014	5:38:00 PM	SB	STATION #3	4	103
9/12/2014	5:47:00 PM	EB	STATION #2	2	56
9/12/2014	5:53:00 PM	SB	STATION #5	2	107
9/12/2014	5:54:00 PM	SB	STATION #3	2	69
9/12/2014	6:08:00 PM	NB	STATION #4	3	117
9/12/2014	6:09:00 PM	SB	STATION #5	4	105
9/12/2014	6:21:00 PM	SWB	STATION #5	2	58
9/12/2014	6:42:44 PM	NB	STATION #1	3	142
9/12/2014	6:43:00 PM	SB	STATION #5	3	69
9/12/2014	6:57:00 PM	NB	STATION #4	2	56
9/12/2014	7:53:00 PM	SB	STATION #5	2	96
9/13/2014	6:28:00 AM	NB	STATION #4	2	24
9/13/2014	7:05:59 AM	NB	STATION #1	2	104
9/13/2014	7:17:00 AM	WB	STATION #2	2	131
9/13/2014	7:38:00 AM	SB	STATION #3	2	26
9/13/2014	7:44:00 AM	SB	STATION #6	6	0
9/13/2014	7:44:00 AM	SB	STATION #5	1	0
9/13/2014	7:53:00 AM	EB	STATION #2	1	71
9/13/2014	8:07:00 AM	SB	STATION #5	2	22
9/13/2014	8:14:00 AM	EB	STATION #2	2	52
9/13/2014	8:21:00 AM	SB	STATION #3	2	85
9/13/2014	8:30:31 AM	NB	STATION #1	2	107
9/13/2014	8:40:00 AM	SB	STATION #3	2	95
9/13/2014	8:46:00 AM	SB	STATION #5	2	85
9/13/2014	8:51:43 AM	NB	STATION #1	2	127
9/13/2014	8:55:00 AM	SB	STATION #3	2	48
9/13/2014	9:04:00 AM	SB	STATION #3	2	110
9/13/2014	9:09:00 AM	SB	STATION #6	2	38

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/13/2014	9:09:00 AM	SB	STATION #5	2	94
9/13/2014	9:23:00 AM	SB	STATION #5	2	48
9/13/2014	9:23:00 AM	NB	STATION #4	1	69
9/13/2014	9:24:22 AM	NB	STATION #1	1	27
9/13/2014	9:33:00 AM	NB	STATION #4	2	51
9/13/2014	9:35:00 AM	NB	STATION #1	2	75
9/13/2014	9:35:00 AM	SB	STATION #5	2	101
9/13/2014	9:50:00 AM	SB	STATION #3	2	129
9/13/2014	10:22:00 AM	SB	STATION #5	2	121
9/13/2014	10:36:41 AM	NB	STATION #1	2	95
9/13/2014	10:43:00 AM	EB	STATION #2	2	51
9/13/2014	10:57:36 AM	NB	STATION #1	2	69
9/13/2014	11:03:00 AM	SB	STATION #3	2	39
9/13/2014	11:04:00 AM	SB	STATION #6	4	99
9/13/2014	11:25:54 AM	NB	STATION #1	3	100
9/13/2014	11:29:00 AM	SB	STATION #5	2	39
9/13/2014	12:08:00 PM	NB	STATION #4	2	51
9/13/2014	12:26:05 PM	NB	STATION #1	2	61
9/13/2014	12:56:30 PM	SB	STATION #1	2	64
9/13/2014	1:44:00 PM	SB	STATION #3	2	90
9/13/2014	1:55:00 PM	SWB	STATION #5	3	74
9/13/2014	1:55:00 PM	SB	STATION #6	2	9
9/13/2014	2:16:00 PM	SB	STATION #5	2	90
9/13/2014	2:20:30 PM	NB	STATION #1	2	126
9/13/2014	2:26:00 PM	NB	STATION #6	3	66
9/13/2014	3:01:00 PM	SB	STATION #3	2	106
9/13/2014	3:16:00 PM	SB	STATION #4	2	74
9/13/2014	3:32:00 PM	SB	STATION #5	2	106
9/13/2014	3:44:00 PM	SB	STATION #3	2	42
9/13/2014	3:50:40 PM	NB	STATION #1	1	75
9/13/2014	3:53:00 PM	NB	STATION #4	2	31
9/13/2014	4:08:00 PM	NB	STATION #6	2	9
9/13/2014	4:17:18 PM	NB	STATION #1	2	76
9/13/2014	4:21:00 PM	SB	STATION #3	2	93
9/13/2014	4:37:00 PM	WB	STATION #2	2	77
9/13/2014	4:47:00 PM	SB	STATION #5	2	94
9/13/2014	5:00:05 PM	NB	STATION #1	2	82
9/13/2014	5:01:00 PM	SB	STATION #5	1	42
9/13/2014	5:29:00 PM	SWB	STATION #5	1	117
9/13/2014	5:39:00 PM	SB	STATION #6	2	26
9/13/2014	5:41:52 PM	NB	STATION #1	2	85
9/13/2014	6:30:00 PM	SB	STATION #3	2	98
9/13/2014	6:58:00 PM	SB	STATION #5	2	98
9/14/2014	6:00:00 AM	SWB	STATION #5	1	0

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/14/2014	6:25:00 AM	SB	STATION #6	7	0
9/14/2014	6:37:00 AM	NB	STATION #4	3	112
9/14/2014	6:42:00 AM	EB	STATION #2	1	55
9/14/2014	6:55:00 AM	NB	STATION #6	3	107
9/14/2014	7:16:00 AM	SB	STATION #3	2	79
9/14/2014	7:17:00 AM	SB	STATION #6	3	135
9/14/2014	7:24:15 AM	NB	STATION #1	2	60
9/14/2014	7:32:00 AM	SB	STATION #5	2	62
9/14/2014	7:46:00 AM	SB	STATION #5	2	79
9/14/2014	7:51:00 AM	NB	STATION #4	3	131
9/14/2014	8:04:00 AM	SB	STATION #3	1	0
9/14/2014	8:07:38 AM	NB	STATION #1	2	130
9/14/2014	8:15:00 AM	NB	STATION #4	1	55
9/14/2014	8:33:00 AM	SB	STATION #5	1	54
9/14/2014	8:52:00 AM	SB	STATION #3	3	102
9/14/2014	9:05:00 AM	SB	STATION #5	2	103
9/14/2014	9:28:00 AM	SB	STATION #5	4	102
9/14/2014	9:31:00 AM	NB	STATION #6	2	78
9/14/2014	9:42:00 AM	EB	STATION #2	3	104
9/14/2014	9:46:00 AM	SB	STATION #3	3	101
9/14/2014	10:00:00 AM	SB	STATION #3	2	49
9/14/2014	10:04:00 AM	NB	STATION #1	2	121
9/14/2014	10:18:00 AM	SB	STATION #5	3	101
9/14/2014	10:32:00 AM	SB	STATION #5	2	47
9/14/2014	10:49:00 AM	NB	STATION #6	3	132
9/14/2014	10:59:00 AM	NB	STATION #4	2	104
9/14/2014	11:05:40 AM	NB	STATION #1	2	84
9/14/2014	11:14:00 AM	SB	STATION #6	2	96
9/14/2014	11:50:00 AM	SB	STATION #5	1	0
9/14/2014	11:52:00 AM	NB	STATION #1	2	124
9/14/2014	11:53:00 AM	NB	STATION #6	3	109
9/14/2014	12:13:00 PM	NEB	STATION #5	1	0
9/14/2014	12:42:00 PM	SB	STATION #3	2	60
9/14/2014	1:07:00 PM	SB	STATION #5	2	60
9/14/2014	1:11:00 PM	NB	STATION #6	2	93
9/14/2014	2:04:00 PM	EB	STATION #2	3	108
9/14/2014	2:17:35 PM	NB	STATION #1	2	78
9/14/2014	2:41:28 PM	NB	STATION #1	3	109
9/14/2014	2:48:00 PM	NB	STATION #6	2	92
9/14/2014	2:51:23 PM	NB	STATION #1	2	99
9/14/2014	2:56:00 PM	NB	STATION #5	2	43
9/14/2014	2:56:00 PM	SB	STATION #3	2	115
9/14/2014	3:09:00 PM	SB	STATION #3	2	65
9/14/2014	3:22:00 PM	NB	STATION #4	3	108

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/14/2014	3:22:33 PM	NB	STATION #1	2	65
9/14/2014	3:27:00 PM	SB	STATION #5	2	114
9/14/2014	3:40:00 PM	SB	STATION #5	2	65
9/14/2014	3:40:00 PM	SB	STATION #3	2	91
9/14/2014	3:47:00 PM	NB	STATION #6	2	42
9/14/2014	3:50:00 PM	SWB	STATION #5	1	21
9/14/2014	4:04:00 PM	SB	STATION #6	5	96
9/14/2014	4:14:49 PM	NB	STATION #1	3	66
9/14/2014	4:21:00 PM	NB	STATION #3	2	43
9/14/2014	4:30:00 PM	SB	STATION #5	2	91
9/14/2014	4:31:00 PM	NB	STATION #6	4	81
9/14/2014	5:17:00 PM	SB	STATION #3	3	95
9/14/2014	5:19:00 PM	EB	STATION #2	1	38
9/14/2014	5:20:48 PM	NB	STATION #1	3	96
9/14/2014	5:50:00 PM	SB	STATION #5	3	0
9/14/2014	5:58:00 PM	SB	STATION #3	2	64
9/14/2014	6:10:00 PM	EB	STATION #2	2	70
9/14/2014	6:11:00 PM	SWB	STATION #5	4	80
9/14/2014	6:22:00 PM	NB	STATION #4	1	38
9/14/2014	6:28:00 PM	SB	STATION #5	2	64
9/14/2014	6:38:00 PM	NB	STATION #4	2	40
9/14/2014	6:45:52 PM	NB	STATION #1	3	125
9/14/2014	7:08:00 PM	SWB	STATION #5	4	121
9/14/2014	7:40:00 PM	SWB	STATION #5	2	55
9/15/2014	6:02:32 AM	NB	STATION #1	2	0
9/15/2014	6:19:00 AM	SB	STATION #3	5	155
9/15/2014	6:29:00 AM	NB	STATION #6	3	135
9/15/2014	6:36:00 AM	SB	STATION #5	5	95
9/15/2014	6:49:00 AM	SB	STATION #6	3	135
9/15/2014	6:56:00 AM	SB	STATION #5	5	141
9/15/2014	7:27:00 AM	EB	STATION #2	2	85
9/15/2014	7:36:00 AM	SB	STATION #3	1	23
9/15/2014	7:48:00 AM	SB	STATION #6	6	0
9/15/2014	7:56:00 AM	SB	STATION #3	3	110
9/15/2014	8:02:00 AM	SB	STATION #5	1	23
9/15/2014	8:08:00 AM	SB	STATION #3	2	44
9/15/2014	8:12:00 AM	NB	STATION #6	4	106
9/15/2014	8:24:13 AM	NB	STATION #1	3	135
9/15/2014	8:27:00 AM	SB	STATION #5	4	110
9/15/2014	8:41:00 AM	SB	STATION #5	2	44
9/15/2014	9:19:36 AM	NB	STATION #1	2	64
9/15/2014	9:25:00 AM	SB	STATION #3	3	106
9/15/2014	9:54:00 AM	SB	STATION #3	2	68
9/15/2014	9:55:00 AM	SB	STATION #5	2	106

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/15/2014	10:06:00 AM	SB	STATION #3	4	95
9/15/2014	10:06:00 AM	EB	STATION #2	3	122
9/15/2014	10:25:00 AM	SB	STATION #5	2	68
9/15/2014	10:26:00 AM	SB	STATION #3	2	20
9/15/2014	10:37:00 AM	SB	STATION #5	4	97
9/15/2014	10:56:00 AM	SB	STATION #5	2	15
9/15/2014	10:57:00 AM	SB	STATION #6	2	105
9/15/2014	11:54:13 AM	NB	STATION #1	2	94
9/15/2014	12:11:00 PM	WB	STATION #2	2	73
9/15/2014	12:16:00 PM	NB	STATION #6	2	26
9/15/2014	12:23:58 PM	NB	STATION #1	2	72
9/15/2014	12:56:00 PM	SB	STATION #6	4	88
9/15/2014	1:31:00 PM	SWB	STATION #5	1	102
9/15/2014	1:56:00 PM	SB	STATION #3	2	85
9/15/2014	2:15:05 PM	NB	STATION #1	2	129
9/15/2014	2:21:00 PM	SB	STATION #5	2	87
9/15/2014	2:27:00 PM	SWB	STATION #5	2	96
9/15/2014	2:34:00 PM	NB	STATION #6	3	135
9/15/2014	2:38:48 PM	NB	STATION #1	2	64
9/15/2014	3:13:40 PM	NB	STATION #1	3	136
9/15/2014	3:41:00 PM	EB	STATION #2	3	82
9/15/2014	3:52:22 PM	SB	STATION #1	2	59
9/15/2014	3:55:00 PM	NB	STATION #6	6	30
9/15/2014	4:15:00 PM	EB	STATION #2	2	59
9/15/2014	4:34:00 PM	EB	STATION #2	2	102
9/15/2014	4:56:59 PM	NB	STATION #1	4	90
9/15/2014	5:02:00 PM	SB	STATION #3	2	46
9/15/2014	5:24:00 PM	WB	STATION #2	3	105
9/15/2014	5:33:00 PM	SB	STATION #5	2	46
9/15/2014	5:55:40 PM	NB	STATION #1	3	105
9/15/2014	6:00:00 PM	EB	STATION #2	2	47
9/15/2014	6:10:55 PM	NB	STATION #1	2	95
9/15/2014	7:49:00 PM	NB	STATION #5	3	25
9/15/2014	7:56:00 PM	SWB	STATION #5	2	75
9/16/2014	6:45:00 AM	SWB	STATION #5	2	108
9/16/2014	6:47:00 AM	SB	STATION #3	3	38
9/16/2014	7:05:00 AM	SB	STATION #3	2	90
9/16/2014	7:18:00 AM	SB	STATION #5	2	98
9/16/2014	7:26:00 AM	SB	STATION #3	1	47
9/16/2014	7:34:41 AM	NB	STATION #1	2	135
9/16/2014	7:36:00 AM	SB	STATION #5	2	84
9/16/2014	7:40:00 AM	SB	STATION #6	6	0
9/16/2014	7:42:00 AM	SB	STATION #3	2	73
9/16/2014	7:57:00 AM	SB	STATION #5	1	47

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/16/2014	8:13:00 AM	SB	STATION #5	2	97
9/16/2014	8:16:00 AM	SB	STATION #3	2	101
9/16/2014	8:40:59 AM	NB	STATION #1	3	127
9/16/2014	8:46:00 AM	SB	STATION #5	2	101
9/16/2014	8:48:00 AM	WB	STATION #2	2	104
9/16/2014	8:52:00 AM	SB	STATION #3	3	80
9/16/2014	9:21:00 AM	SB	STATION #5	3	80
9/16/2014	9:48:26 AM	NB	STATION #1	2	63
9/16/2014	10:04:00 AM	SWB	STATION #5	2	47
9/16/2014	10:06:02 AM	NB	STATION #1	2	80
9/16/2014	10:40:00 AM	SB	STATION #3	2	64
9/16/2014	10:48:25 AM	NB	STATION #1	4	106
9/16/2014	10:57:00 AM	SB	STATION #3	2	7
9/16/2014	11:09:00 AM	SB	STATION #5	2	64
9/16/2014	11:16:00 AM	WB	STATION #2	2	95
9/16/2014	11:30:00 AM	SB	STATION #6	3	101
9/16/2014	11:31:00 AM	SB	STATION #5	2	7
9/16/2014	11:49:00 AM	SB	STATION #6	5	76
9/16/2014	11:49:50 AM	NB	STATION #1	2	83
9/16/2014	11:54:00 AM	SB	STATION #3	2	85
9/16/2014	12:25:00 PM	SB	STATION #5	2	85
9/16/2014	12:28:00 PM	SB	STATION #6	2	118
9/16/2014	12:58:40 PM	NB	STATION #1	2	81
9/16/2014	1:37:00 PM	NB	STATION #6	2	27
9/16/2014	1:59:00 PM	SB	STATION #5	2	20
9/16/2014	2:00:00 PM	SB	STATION #3	2	50
9/16/2014	2:08:35 PM	SB	STATION #1	2	92
9/16/2014	2:27:00 PM	SB	STATION #5	2	52
9/16/2014	3:09:00 PM	SWB	STATION #5	2	94
9/16/2014	3:14:20 PM	NB	STATION #1	2	137
9/16/2014	3:18:00 PM	NB	STATION #3	2	20
9/16/2014	3:56:16 PM	NB	STATION #1	1	72
9/16/2014	4:31:05 PM	NB	STATION #1	1	67
9/16/2014	5:12:00 PM	NB	STATION #6	2	105
9/16/2014	6:03:00 PM	SB	STATION #6	4	136
9/16/2014	6:53:00 PM	SB	STATION #3	2	92
9/16/2014	7:22:00 PM	SB	STATION #5	2	96
9/16/2014	7:44:00 PM	SWB	STATION #5	2	76
9/16/2014	8:03:00 PM	SB	STATION #5	3	0
9/17/2014	6:31:00 AM	NB	STATION #6	3	136
9/17/2014	6:31:10 AM	NB	STATION #1	2	93
9/17/2014	7:09:07 AM	NB	STATION #1	2	34
9/17/2014	7:28:07 AM	NB	STATION #1	2	101
9/17/2014	7:30:00 AM	SB	STATION #6	3	135

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/17/2014	7:50:00 AM	SB	STATION #3	2	116
9/17/2014	7:54:57 AM	NB	STATION #1	3	85
9/17/2014	8:00:00 AM	SB	STATION #3	2	91
9/17/2014	8:06:00 AM	NB	STATION #6	4	136
9/17/2014	8:09:10 AM	NB	STATION #1	3	109
9/17/2014	8:19:00 AM	SB	STATION #5	2	116
9/17/2014	8:36:00 AM	NB	STATION #6	3	94
9/17/2014	8:38:00 AM	SB	STATION #5	2	92
9/17/2014	8:53:00 AM	NB	STATION #6	2	14
9/17/2014	9:07:00 AM	SWB	STATION #5	5	50
9/17/2014	9:10:50 AM	NB	STATION #1	3	132
9/17/2014	9:28:45 AM	NB	STATION #1	2	64
9/17/2014	9:36:00 AM	SB	STATION #3	2	109
9/17/2014	9:49:00 AM	SB	STATION #3	2	19
9/17/2014	10:21:00 AM	SB	STATION #5	3	109
9/17/2014	10:22:00 AM	NB	STATION #6	2	84
9/17/2014	10:28:25 AM	SB	STATION #1	2	0
9/17/2014	10:32:00 AM	SB	STATION #5	2	19
9/17/2014	10:56:27 AM	NB	STATION #1	4	185
9/17/2014	11:02:00 AM	SB	STATION #6	4	95
9/17/2014	11:08:40 AM	NB	STATION #1	1	54
9/17/2014	12:34:33 PM	SB	STATION #1	2	74
9/17/2014	1:04:00 PM	NB	STATION #6	6	90
9/17/2014	1:24:00 PM	EB	STATION #2	3	125
9/17/2014	1:24:00 PM	SB	STATION #3	2	53
9/17/2014	1:26:00 PM	SB	STATION #6	2	81
9/17/2014	1:36:00 PM	SB	STATION #3	2	88
9/17/2014	1:36:45 PM	NB	STATION #1	3	121
9/17/2014	1:51:00 PM	SB	STATION #5	2	53
9/17/2014	2:07:00 PM	SB	STATION #5	2	94
9/17/2014	2:13:00 PM	SB	STATION #6	7	0
9/17/2014	2:53:00 PM	NB	STATION #6	3	107
9/17/2014	3:39:00 PM	WB	STATION #2	2	50
9/17/2014	4:05:00 PM	NB	STATION #5	2	24
9/17/2014	4:21:00 PM	NEB	STATION #5	1	2
9/17/2014	4:35:00 PM	NB	STATION #3	2	24
9/17/2014	5:04:00 PM	SWB	STATION #5	1	3
9/17/2014	5:07:00 PM	WB	STATION #2	2	87
9/17/2014	5:17:00 PM	SB	STATION #3	2	50
9/17/2014	5:17:00 PM	NB	STATION #5	1	3
9/17/2014	5:27:00 PM	SB	STATION #3	2	40
9/17/2014	5:50:00 PM	SB	STATION #5	2	50
9/17/2014	5:55:00 PM	SB	STATION #5	1	3
9/17/2014	5:59:00 PM	NB	STATION #6	3	135

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/17/2014	6:25:32 PM	NB	STATION #1	2	49
9/17/2014	6:50:49 PM	NB	STATION #1	3	96
9/17/2014	6:53:00 PM	SB	STATION #3	2	111
9/18/2014	6:04:00 AM	SB	STATION #6	5	0
9/18/2014	6:15:25 AM	NB	STATION #1	2	135
9/18/2014	6:30:00 AM	SB	STATION #5	4	133
9/18/2014	6:48:00 AM	SB	STATION #3	4	138
9/18/2014	7:21:00 AM	SB	STATION #5	4	137
9/18/2014	7:24:00 AM	SB	STATION #3	1	50
9/18/2014	7:36:00 AM	SB	STATION #3	3	135
9/18/2014	7:55:00 AM	SB	STATION #5	1	50
9/18/2014	8:07:00 AM	SB	STATION #3	3	103
9/18/2014	8:07:00 AM	SB	STATION #5	3	136
9/18/2014	8:18:55 AM	SB	STATION #1	2	65
9/18/2014	8:23:00 AM	SB	STATION #3	3	134
9/18/2014	8:35:29 AM	NB	STATION #1	3	75
9/18/2014	8:44:50 AM	NB	STATION #1	2	130
9/18/2014	8:45:00 AM	SB	STATION #5	3	103
9/18/2014	8:58:43 AM	SB	STATION #1	2	0
9/18/2014	9:00:00 AM	SB	STATION #5	3	135
9/18/2014	9:12:00 AM	SB	STATION #3	2	60
9/18/2014	9:28:00 AM	SB	STATION #5	2	42
9/18/2014	9:31:00 AM	SB	STATION #3	2	84
9/18/2014	9:36:45 AM	NB	STATION #1	2	69
9/18/2014	9:41:00 AM	SB	STATION #5	2	60
9/18/2014	9:44:00 AM	SB	STATION #3	2	17
9/18/2014	9:49:52 AM	NB	STATION #1	2	40
9/18/2014	10:00:00 AM	SB	STATION #5	2	84
9/18/2014	10:12:00 AM	SB	STATION #5	2	17
9/18/2014	10:29:00 AM	SB	STATION #3	4	85
9/18/2014	10:36:20 AM	NB	STATION #1	2	130
9/18/2014	10:58:00 AM	SB	STATION #5	4	86
9/18/2014	11:02:25 AM	NB	STATION #1	3	140
9/18/2014	11:18:37 AM	NB	STATION #1	2	107
9/18/2014	12:32:28 PM	NB	STATION #1	1	0
9/18/2014	1:08:00 PM	SB	STATION #3	2	68
9/18/2014	1:23:33 PM	SB	STATION #1	1	58
9/18/2014	1:41:00 PM	SB	STATION #5	2	68
9/18/2014	1:45:24 PM	NB	STATION #1	1	60
9/18/2014	1:48:00 PM	SB	STATION #3	3	74
9/18/2014	2:10:00 PM	SB	STATION #3	2	57
9/18/2014	2:15:00 PM	SB	STATION #5	2	72
9/18/2014	2:39:00 PM	SWB	STATION #5	1	23
9/18/2014	2:56:00 PM	SB	STATION #5	2	57

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/18/2014	3:32:00 PM	EB	STATION #2	2	57
9/18/2014	3:50:49 PM	SB	STATION #1	2	0
9/18/2014	4:20:00 PM	NB	STATION #6	2	90
9/18/2014	4:28:48 PM	NB	STATION #1	3	107
9/18/2014	4:33:00 PM	SB	STATION #3	3	80
9/18/2014	4:45:00 PM	SWB	STATION #5	2	68
9/18/2014	4:54:00 PM	SB	STATION #6	5	89
9/18/2014	5:28:00 PM	NB	STATION #6	2	106
9/18/2014	6:12:34 PM	NB	STATION #1	2	125
9/18/2014	6:23:27 PM	NB	STATION #1	1	71
9/18/2014	6:52:00 PM	NB	STATION #3	2	23
9/18/2014	6:56:05 PM	NB	STATION #1	2	120
9/19/2014	6:02:00 AM	SB	STATION #5	2	116
9/19/2014	6:24:00 AM	SB	STATION #5	2	69
9/19/2014	6:31:00 AM	SB	STATION #6	2	100
9/19/2014	6:51:00 AM	NB	STATION #1	1	76
9/19/2014	7:14:00 AM	SB	STATION #6	3	104
9/19/2014	7:33:00 AM	SB	STATION #3	2	89
9/19/2014	7:34:00 AM	EB	STATION #2	5	60
9/19/2014	7:45:00 AM	SB	STATION #3	2	58
9/19/2014	8:02:00 AM	SB	STATION #3	2	91
9/19/2014	8:04:00 AM	SB	STATION #5	2	89
9/19/2014	8:13:00 AM	SB	STATION #5	3	97
9/19/2014	8:17:00 AM	SB	STATION #5	2	58
9/19/2014	8:23:00 AM	SB	STATION #3	2	19
9/19/2014	8:27:15 AM	NB	STATION #1	6	141
9/19/2014	8:38:00 AM	SB	STATION #3	2	52
9/19/2014	8:50:28 AM	NB	STATION #1	1	64
9/19/2014	8:51:00 AM	SB	STATION #5	2	19
9/19/2014	9:09:00 AM	EB	STATION #2	3	120
9/19/2014	9:09:00 AM	SB	STATION #5	2	77
9/19/2014	9:32:00 AM	EB	STATION #2	2	83
9/19/2014	9:41:44 AM	NB	STATION #1	2	46
9/19/2014	10:41:24 AM	SB	STATION #1	2	64
9/19/2014	11:00:00 AM	SB	STATION #3	2	116
9/19/2014	11:22:55 AM	SB	STATION #1	2	78
9/19/2014	11:40:35 AM	NB	STATION #1	3	119
9/19/2014	11:52:56 AM	NB	STATION #1	3	101
9/19/2014	1:43:00 PM	SB	STATION #3	2	67
9/19/2014	1:55:00 PM	SB	STATION #3	2	104
9/19/2014	2:03:00 PM	NB	STATION #6	3	135
9/19/2014	2:07:00 PM	SB	STATION #3	2	61
9/19/2014	2:08:00 PM	SB	STATION #5	2	67
9/19/2014	2:09:17 PM	SB	STATION #1	2	104

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/19/2014	2:09:17 PM	SB	STATION #1	2	104
9/19/2014	2:25:00 PM	SB	STATION #5	2	104
9/19/2014	2:26:13 PM	NB	STATION #1	1	48
9/19/2014	2:36:01 PM	NB	STATION #1	1	36
9/19/2014	2:37:00 PM	SB	STATION #3	2	15
9/19/2014	2:39:00 PM	SB	STATION #5	1	61
9/19/2014	2:49:00 PM	WB	STATION #2	2	58
9/19/2014	2:57:00 PM	SWB	STATION #5	1	18
9/19/2014	4:33:33 PM	NB	STATION #1	2	126
9/19/2014	4:43:00 PM	NB	STATION #6	4	109
9/19/2014	4:44:59 PM	NB	STATION #1	2	0
9/19/2014	5:04:00 PM	SB	STATION #6	4	97
9/19/2014	5:34:00 PM	SB	STATION #6	2	106
9/19/2014	5:51:00 PM	WB	STATION #2	2	70
9/19/2014	6:11:00 PM	WB	STATION #2	4	0
9/19/2014	6:15:00 PM	SB	STATION #3	4	147
9/19/2014	6:36:00 PM	SB	STATION #3	3	131
9/20/2014	6:16:00 AM	SB	STATION #6	3	134
9/20/2014	6:25:00 AM	NB	STATION #6	2	90
9/20/2014	6:32:00 AM	NB	STATION #4	3	102
9/20/2014	6:32:00 AM	SB	STATION #5	2	63
9/20/2014	6:42:35 AM	NB	STATION #1	2	100
9/20/2014	6:53:20 AM	NB	STATION #1	2	82
9/20/2014	7:47:00 AM	NB	STATION #6	3	108
9/20/2014	7:56:00 AM	SB	STATION #3	2	95
9/20/2014	7:56:44 AM	NB	STATION #1	3	84
9/20/2014	8:08:00 AM	SB	STATION #3	2	96
9/20/2014	8:23:00 AM	SB	STATION #5	2	95
9/20/2014	8:30:00 AM	SB	STATION #3	5	122
9/20/2014	8:35:00 AM	SB	STATION #6	1	18
9/20/2014	8:37:00 AM	SB	STATION #5	2	86
9/20/2014	8:42:00 AM	SB	STATION #3	2	48
9/20/2014	8:54:00 AM	SB	STATION #3	3	48
9/20/2014	9:02:00 AM	SB	STATION #5	5	122
9/20/2014	9:03:00 AM	NB	STATION #6	1	36
9/20/2014	9:08:30 AM	NB	STATION #1	2	94
9/20/2014	9:15:00 AM	SB	STATION #5	2	38
9/20/2014	9:20:00 AM	NB	STATION #6	2	60
9/20/2014	9:22:55 AM	NB	STATION #1	2	45
9/20/2014	9:28:00 AM	SB	STATION #5	3	48
9/20/2014	10:19:00 AM	SB	STATION #6	5	0
9/20/2014	10:31:00 AM	SB	STATION #3	2	95
9/20/2014	10:44:00 AM	NB	STATION #6	3	98
9/20/2014	10:45:30 AM	NB	STATION #1	3	108

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/20/2014	11:03:00 AM	NB	STATION #6	3	144
9/20/2014	11:03:00 AM	SB	STATION #5	2	95
9/20/2014	11:28:08 AM	SB	STATION #1	2	91
9/20/2014	11:44:12 AM	NB	STATION #1	2	109
9/20/2014	11:52:00 AM	SB	STATION #3	2	282
9/20/2014	12:05:16 PM	NB	STATION #1	2	71
9/20/2014	12:11:00 PM	NB	STATION #6	3	131
9/20/2014	12:21:00 PM	SB	STATION #5	2	85
9/20/2014	12:44:00 PM	SWB	STATION #5	3	111
9/20/2014	1:16:00 PM	EB	STATION #2	4	48
9/20/2014	1:41:22 PM	EB	STATION #2	2	72
9/20/2014	1:52:36 PM	NB	STATION #1	3	98
9/20/2014	2:27:00 PM	EB	STATION #2	2	101
9/20/2014	2:32:00 PM	SB	STATION #3	2	91
9/20/2014	2:53:00 PM	SB	STATION #3	4	137
9/20/2014	3:01:00 PM	SB	STATION #5	2	91
9/20/2014	3:16:51 PM	NB	STATION #1	4	126
9/20/2014	3:26:00 PM	SB	STATION #3	2	77
9/20/2014	3:33:31 PM	NB	STATION #1	1	51
9/20/2014	3:45:23 PM	NB	STATION #1	1	51
9/20/2014	3:50:00 PM	SB	STATION #3	3	187
9/20/2014	3:52:00 PM	SB	STATION #5	2	77
9/20/2014	4:00:00 PM	SB	STATION #3	2	69
9/20/2014	4:06:00 PM	SB	STATION #5	5	138
9/20/2014	4:20:00 PM	WB	STATION #2	3	64
9/20/2014	4:21:00 PM	SB	STATION #5	4	110
9/20/2014	4:25:00 PM	SB	STATION #3	3	109
9/20/2014	4:35:00 PM	SB	STATION #5	2	69
9/20/2014	4:57:00 PM	SB	STATION #5	3	109
9/20/2014	5:23:07 PM	NB	STATION #1	2	110
9/20/2014	5:33:00 PM	NB	STATION #6	2	101
9/20/2014	5:54:00 PM	SWB	STATION #5	4	79
9/20/2014	5:59:00 PM	NB	STATION #6	4	104
9/20/2014	5:59:00 PM	WB	STATION #2	2	77
9/20/2014	6:27:00 PM	SB	STATION #3	2	29
9/20/2014	6:55:17 PM	NB	STATION #1	2	38
9/21/2014	6:14:25 AM	NB	STATION #1	2	0
9/21/2014	6:21:00 AM	SB	STATION #5	3	86
9/21/2014	6:34:58 AM	NB	STATION #1	2	75
9/21/2014	6:57:00 AM	NB	STATION #6	2	57
9/21/2014	7:43:00 AM	SB	STATION #3	2	27
9/21/2014	7:47:39 AM	NB	STATION #1	4	84
9/21/2014	7:53:00 AM	SB	STATION #3	2	50
9/21/2014	8:05:00 AM	SB	STATION #3	2	81

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/21/2014	8:09:00 AM	SB	STATION #5	2	27
9/21/2014	8:19:00 AM	SB	STATION #3	3	125
9/21/2014	8:20:00 AM	SB	STATION #6	7	0
9/21/2014	8:21:00 AM	SB	STATION #5	2	51
9/21/2014	8:27:20 AM	NB	STATION #1	3	104
9/21/2014	8:36:00 AM	SB	STATION #5	2	81
9/21/2014	8:45:00 AM	SB	STATION #6	2	74
9/21/2014	8:47:00 AM	SB	STATION #3	2	84
9/21/2014	8:51:00 AM	SB	STATION #5	4	124
9/21/2014	8:58:00 AM	SB	STATION #3	2	50
9/21/2014	9:04:00 AM	NB	STATION #4	3	35
9/21/2014	9:11:00 AM	SB	STATION #3	2	49
9/21/2014	9:19:00 AM	SB	STATION #5	2	84
9/21/2014	9:32:00 AM	SB	STATION #5	2	51
9/21/2014	9:43:00 AM	SB	STATION #5	2	49
9/21/2014	9:48:20 AM	NB	STATION #1	3	112
9/21/2014	10:05:00 AM	EB	STATION #2	2	69
9/21/2014	10:06:00 AM	SB	STATION #3	2	84
9/21/2014	10:22:00 AM	NB	STATION #6	1	1
9/21/2014	10:36:00 AM	SB	STATION #5	2	83
9/21/2014	10:44:00 AM	SB	STATION #6	3	134
9/21/2014	11:01:16 AM	NB	STATION #1	2	104
9/21/2014	11:17:00 AM	NB	STATION #4	2	69
9/21/2014	11:17:53 AM	NB	STATION #1	2	91
9/21/2014	11:35:00 AM	SB	STATION #3	2	95
9/21/2014	11:54:00 AM	SB	STATION #6	2	77
9/21/2014	12:20:00 PM	SB	STATION #5	2	96
9/21/2014	12:20:00 PM	SWB	STATION #5	1	43
9/21/2014	12:46:55 PM	NB	STATION #1	2	96
9/21/2014	1:01:00 PM	SB	STATION #3	3	107
9/21/2014	1:03:00 PM	EB	STATION #2	1	51
9/21/2014	1:31:00 PM	SB	STATION #3	2	76
9/21/2014	1:33:00 PM	SB	STATION #5	3	97
9/21/2014	1:41:00 PM	SB	STATION #3	2	49
9/21/2014	1:55:00 PM	SB	STATION #3	2	103
9/21/2014	1:57:00 PM	SB	STATION #5	2	75
9/21/2014	2:06:00 PM	NB	STATION #4	1	52
9/21/2014	2:14:00 PM	SB	STATION #5	2	49
9/21/2014	2:23:00 PM	SB	STATION #3	2	100
9/21/2014	2:28:00 PM	EB	STATION #2	2	71
9/21/2014	2:31:00 PM	SB	STATION #5	2	103
9/21/2014	2:46:00 PM	SWB	STATION #5	1	75
9/21/2014	2:49:00 PM	NB	STATION #6	3	69
9/21/2014	2:53:00 PM	EB	STATION #2	2	100

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/21/2014	2:57:00 PM	SB	STATION #5	3	100
9/21/2014	3:04:00 PM	SB	STATION #4	2	118
9/21/2014	3:05:03 PM	NB	STATION #1	2	122
9/21/2014	3:10:00 PM	SB	STATION #6	6	106
9/21/2014	3:42:00 PM	NB	STATION #4	2	71
9/21/2014	4:07:00 PM	NB	STATION #5	3	27
9/21/2014	4:20:00 PM	SWB	STATION #5	2	79
9/21/2014	4:26:31 PM	NB	STATION #1	3	120
9/21/2014	4:28:00 PM	NB	STATION #4	2	100
9/21/2014	4:34:00 PM	NB	STATION #3	3	28
9/21/2014	4:41:00 PM	NB	STATION #6	3	104
9/21/2014	4:46:00 PM	WB	STATION #2	2	118
9/21/2014	5:09:00 PM	SB	STATION #5	3	76
9/21/2014	5:31:35 PM	NB	STATION #1	2	113
9/21/2014	5:42:43 PM	NB	STATION #1	4	97
9/21/2014	6:55:10 PM	SB	STATION #1	2	81
9/21/2014	6:59:00 PM	SB	STATION #3	3	151
9/21/2014	7:02:00 PM	NB	STATION #4	2	45
9/22/2014	6:41:00 AM	SB	STATION #5	2	33
9/22/2014	6:46:00 AM	SB	STATION #3	2	114
9/22/2014	7:10:00 AM	SB	STATION #6	7	0
9/22/2014	7:15:00 AM	SB	STATION #5	2	113
9/22/2014	7:35:00 AM	SB	STATION #3	1	46
9/22/2014	7:47:00 AM	NB	STATION #6	1	0
9/22/2014	7:50:00 AM	SB	STATION #3	2	65
9/22/2014	8:04:00 AM	SB	STATION #5	1	46
9/22/2014	8:07:00 AM	SB	STATION #3	3	120
9/22/2014	8:27:00 AM	SB	STATION #3	2	54
9/22/2014	8:37:00 AM	NB	STATION #6	3	104
9/22/2014	8:40:00 AM	SB	STATION #5	3	120
9/22/2014	8:57:00 AM	SB	STATION #5	2	65
9/22/2014	9:00:00 AM	SB	STATION #3	3	110
9/22/2014	9:13:00 AM	SB	STATION #5	2	54
9/22/2014	9:30:00 AM	SB	STATION #5	3	110
9/22/2014	9:32:00 AM	SB	STATION #3	3	97
9/22/2014	9:51:00 AM	SB	STATION #3	2	53
9/22/2014	10:04:00 AM	SB	STATION #3	3	12
9/22/2014	11:07:00 AM	SB	STATION #3	3	100
9/22/2014	11:11:00 AM	NB	STATION #6	2	64
9/22/2014	1:18:27 PM	NB	STATION #1	3	105
9/22/2014	1:50:00 PM	NB	STATION #6	2	114
9/22/2014	3:26:33 PM	NB	STATION #1	2	147
9/22/2014	3:38:00 PM	EB	STATION #2	1	49

Appendix B:
Union Pacific Railroad Condensed Profiles

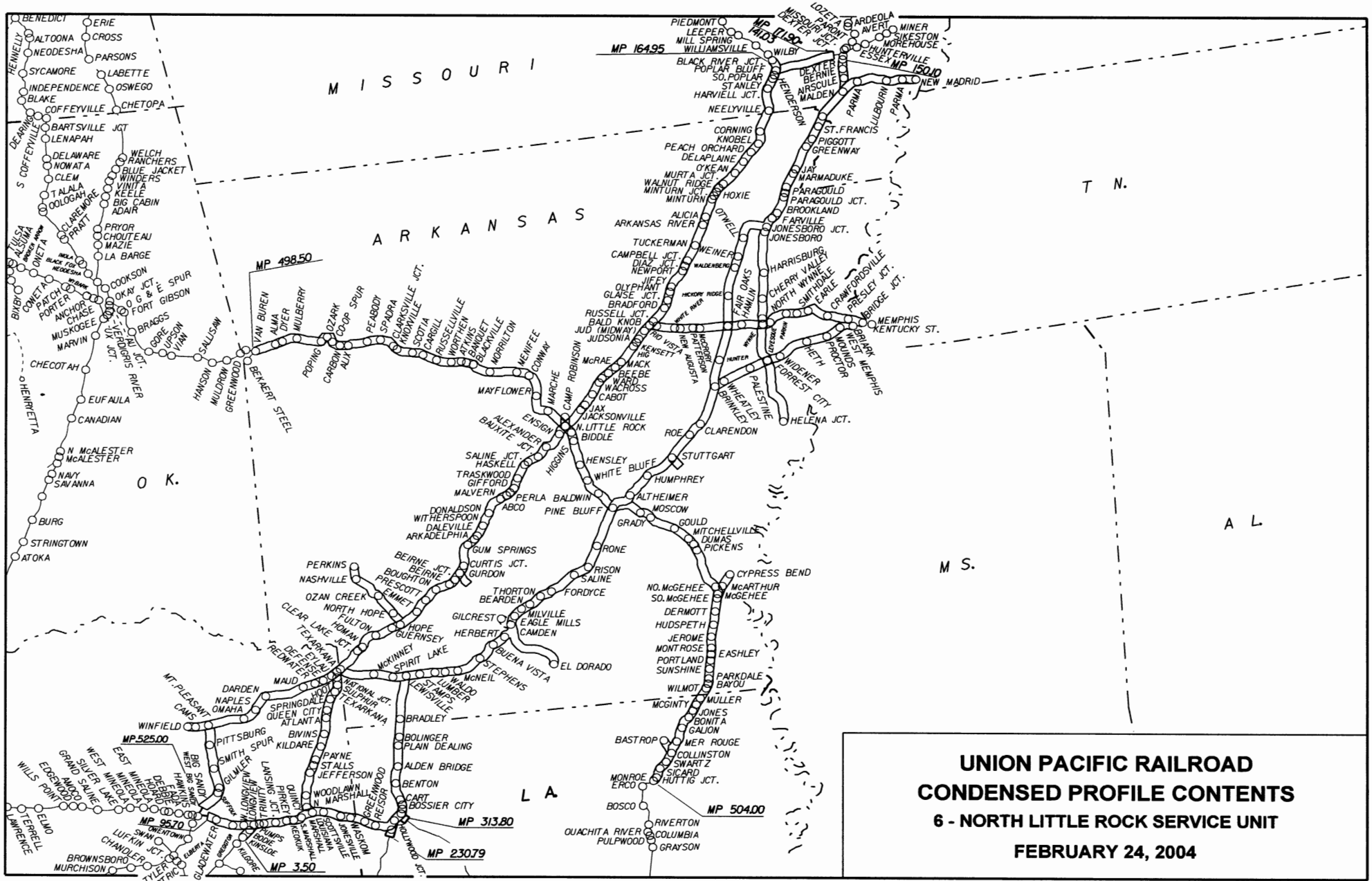
UNION PACIFIC RAILROAD

CONDENSED PROFILES

6.
NORTH LITTLE ROCK SERVICE UNIT

MARCH 1,2005

P:\SU_BOOKS\06_NLR\TITLE.DGN



UNION PACIFIC RAILROAD
CONDENSED PROFILE CONTENTS
6 - NORTH LITTLE ROCK SERVICE UNIT
FEBRUARY 24, 2004

P: /SU BOOKS/06_NLR/MAP. DGN

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UNION PACIFIC RAILROAD

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LAST REVISED: MAY 11, 2004

STRUCTURE ABBREVIATIONS

Bridge Span Type	Bridge Span Descriptions
BM	Steel Beam Span
BMC	Steel Beam Span Continuous
CAB	Concrete Arch Bridge
CBDY	Car Body
CEB	Concrete Encased Beam
CTG	Concrete Through Girder
DPG	Deck Plate Girder
DPG-M	Deck Plate Girder Movable
DTP	Deck Truss Pinned
DTR	Deck Truss Riveted
PCB	Prestressed Concrete Box
PCI	Prestressed Concrete I-Beam
PCS	Prestressed Concrete Slab
PCT	Prestressed Concrete Tee
PTC	Post Tensioned Concrete
PTP	Pony Truss Pinned
PTR	Pony Truss Riveted
PTR-M	Pony Truss Riveted Movable
RCS	Reinforced Concrete Slab
RCT	Reinforced Concrete Tee
RG	Rail Girder
RT	Rail Top
SAB	Stone Arch Bridge
TPG	Through Plate Girder
TPG-M	Through Plate Girder Movable
TSG	Timber Stringers - Glulam
TST	Timber Stringers
TTP	Through Truss Pinned
TTP-M	Through Truss Pinned Movable
TTR	Through Truss Riveted
TTR-M	Through Truss Riveted Movable
WAG	Wagon Bridge

All span types are shown as Ballast Deck; Open Deck is designated by a trailing "OD".

Any movable span will be designated with a "-M" followed by "/" and a designation for the type of movable span: "S"=Swing, "L"=Lift, "B"=Bascule (ex. TTROD-M/S).

Culvert Type	Culvert Descriptions
BAC	Brick Arch Culvert
CAC	Concrete Arch Culvert
CBC	Concrete Box Culvert
CIP	Cast Iron Pipe
CMP	Corrugated Metal Pipe
CMPA	CMP Arch
COMB	Combination
CP	Concrete Pipe
GIP	Galvanized Iron Pipe
MAC	Masonry Arch Culvert
RTC	Rail Top Culvert
SAC	Stone Arch Culvert
SBC	Stone Box Culvert
SPP	Structural Plate Pipe
SPPA	SPP Arch
SSP	Smooth Steel Pipe
VCP	Vitrified Clay Pipe
WBC	Wood Box Culvert
WSP	Wood Stave Pipe

Culverts identified in the Condensed Profile are (a) single culverts 4 ft. in diameter and larger, and (b) multiple culverts totaling 4 ft. in overall span (i.e. 2@24" CMPs would be included).

Multi-segment (type) culverts are designated by "COMB" (Combination).

Tunnel Type	Tunnel Descriptions
CLTU	Concrete Lined Tunnel
CRSH	Concrete Rock Shed
CSSH	Concrete Snow Shed
NRTU	Natural Rock Tunnel
SLTU	Shotcrete Lined Tunnel
SSTU	Steel Sets Tunnel
TCTU	Timber Concrete Tunnel
TSTU	Timber Sets Tunnel

06 North Little Rock SU Condensed Profile Station Index

North Little Rock SU Station Listing for Condensed Profiles

Station	Circ 7	Control Pt	File Name	Page	Service Unit	Subdivision
4TH STREET		CPY165	ref 06.dgn	123	NORTH LITTLE ROCK DIVISION	HOXIE AND DESOTO SUBDIVISION
ABCO	X 390	CPA391	ltrk.dgn	76	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
AIRSCULE	C 190		ref 06.dgn	313	NORTH LITTLE ROCK DIVISION	JONESBORO SUBDIVISION
ALDEN BRIDGE	JH590		shle.dgn	399	NORTH LITTLE ROCK DIVISION	SHREVEPORT SUBDIVISION
ALEXANDER	YD77	CPA359	ltrk.dgn	18 PS #10 H		
ALEXANDER HBD	X 358	CPA358	ltrk.dgn	18 PS #10 H		
ALICIA	X 239	CPY238	hoxi.dgn	109	NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
ALIX	L 117		mi11.dgn	25	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
ALMA	L 149		mi11.dgn	31	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
ALTHEIMER	JH401	CPCB254	pine.dgn	273	NORTH LITTLE ROCK DIVISION	
AMTRAK STA.	X346	CPX346	nlrock.trm	1	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
AMTRAK STA.	X346	CPX346	nlrock.trm	202	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
AMTRAK STA.	X346	CPX346	nlrock.trm	85	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
ANNAPOLIS	X 108	CPD107	popb.dgn	253	ST.LOUIS DIVISION	DESOTO SUBDIVISION
AP & L SPUR	L 083		mi12.dgn	18	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
AP+L SPUR NO.2	L019		mi12.dgn	6	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
AR/LA	C 477		monr.dgn	168	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
AR/MO STATE LINE	X 185		ref 06.dgn	120	NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
AR/MO STATE LINE			ref 06.dgn	310	NORTH LITTLE ROCK DIVISION	JONESBORO SUBDIVISION
AR/TN STATE LINE	XG089		mphs.dgn	151	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
ARK. RIVER CPX345			nlrock.trm	1	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
ARK. RIVER CPX345			nlrock.trm	202	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
ARK. RIVER CPX345			nlrock.trm	85	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
ARK.PWR.& LGT.	X356		ltrk.dgn	18 PS #10 H		
ARKADELPHIA	X 411	CPA411	gurd.dgn	72	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
ARKANSAS RIVER	JH406	CPB261	pine.dgn	270	NORTH LITTLE ROCK DIVISION	JONESBORO SUBDIVISION
ATKINS			mi12.dgn	14	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
ATLANTA	TP024		lgvw.dgn	51	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
BALD KNOB	X288	CPY287	hoxi.dgn	99	NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
BALD KNOB	X 288	CPY289	mphs.dgn	131	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
BASTROP	E 127		warr.dgn	379	NORTH LITTLE ROCK DIVISION	BASTROP IND LEAD
BAUXITE JCT.	S5405	CPA364	ltrk.dgn			
BAUXITE JCT.	S5405	CPA364	ltrk.dgn	82	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
BAYOU	C 470		monr.dgn	169	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
BEARDEN	JH466	CPCB321	lews.dgn	258	NORTH LITTLE ROCK DIVISION	PINE BLUFF SUBDIVISION
BEIRNE	X 430		gurd.dgn	68	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
BEIRNE JCT.	X 429	CPA429	gurd.dgn	69	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
BENTON	JH596		shle.dgn	398	NORTH LITTLE ROCK DIVISION	SHREVEPORT SUBDIVISION
BERGER	XI003		crip.dgn	209	NORTH LITTLE ROCK DIVISION	HOT SPRINGS IND. LEAD

North Little Rock SU Station Listing for Condensed Profiles

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CLARENDON	JH358	CPCB212	pine.dgn	281	NORTH LITTLE ROCK DIVISION	JONESBORO SUBDIVISION
CLARKSVILLE	L093		mi12.dgn	21	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
CLEAR LAKE JCT	X 481	CPA481	gurd.dgn	58	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
CO-OP SPUR	L 123		mi11.dgn	26	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
COLLINSTON	C 505		warr.dgn	380	NORTH LITTLE ROCK DIVISION	BASTROP IND LEAD
COLLINSTON	C 505	CPA480	monr.dgn	163	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
COLT	YD03		para.dgn	343	NORTH LITTLE ROCK DIVISION	HELENA SUBDIVISION
COMERCE ST SW.			shrvpt.trm	217	HOUSTON AND NORTH LITTLE ROCK DIVISIONS	
COMERCE ST SW.			shrvpt.trm	393	HOUSTON AND NORTH LITTLE ROCK DIVISIONS	
COMERCE ST SW.			shrvpt.trm	424	HOUSTON AND NORTH LITTLE ROCK DIVISIONS	
COMMERCE ST SW			shle.dgn		NORTH LITTLE ROCK DIVISIONS	LUFKIN AND SHREVEPORT SUBDIVISIONS
CONNECTION		CPY280	para1.dgn			
CONWAY	L030		mi12.dgn	8	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
CORNING	X 192	CPY190	ref 06.dgn	118	NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
COTTON BELT JCT			brwe.dgn	318	NORTH LITTLE ROCK DIVISION	BRINKLEY SUBDIVISION
COTTON BELT JCT			gill.dgn	317	NORTH LITTLE ROCK DIVISION	
COTTON BELT JCT.			mphs.dgn	156	NORTH LITTLE ROCK DIVISION	TENARK IND. LEAD
COTTON BELT JCT.			mphs1.dgn	69	NORTH LITTLE ROCK DIVISION	BRINKLEY SUBDIVISION
CRAWFORDSVILLE	XG074	CPY362	mphs.dgn			
CREST		CPX341	ltrk.dgn	87	NORTH LITTLE ROCK DIVISION	LITTLE ROCK AND HOXIE SUBDIVISIONS
CREST		CPX341	nlrock.trm	1	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
CREST		CPX341	nlrock.trm	202	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
CREST		CPX341	nlrock.trm	85	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
CRITCO			prhu.dgn	333	NORTH LITTLE ROCK DIVISION	HULBERT IND.LEAD
CULLENDALE	E 037		elda.dgn	371	NORTH LITTLE ROCK DIVISION	EL DORADO SUBDIVISION
CURTIS JCT.	X 422	CPA422	gurd.dgn	70	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
CUTOFF JCT.			reis.dgn	389	NORTH LITTLE ROCK DIVISION	REISOR SUBDIVISION
CYPRESS BEND	C 423		mcgh.dgn	412	NORTH LITTLE ROCK DIVISION	CYPRESS BEND IND.LEAD
D.&R. CONN.			mi12.dgn	17	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
DALEVILLE	X 410		gurd.dgn	72	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
DALLAS JCT	JC626	CPCB481	tymc.dgn	225	NORTH LITTLE ROCK DIVISION	
DALLAS JCT.	JC626	CPCB481	mtat.dgn	402	NORTH LITTLE ROCK DIVISION	COMMERCE SUBDIVISION AND PINE BLUFF SUBDIVISION
DARDEN	JC596	CPCB451	tymc.dgn	231	NORTH LITTLE ROCK DIVISION	
DELAPLAINE	X 208		hoxi.dgn	115	NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
DERMOTT HBD	C 442	CPA419	monr.dgn	174	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
DEXTER	XD024	CPY142	ref 06.dgn	130	NORTH LITTLE ROCK AND ST. LOUIS DIVISIONS	HOXIE AND CHESTER SUBDIVISIONS
DEXTER	XD024	CPY142	sike.dgn	130	NORTH LITTLE ROCK AND ST. LOUIS DIVISIONS	HOXIE AND CHESTER SUBDIVISIONS
DEXTER JCT.	XD026	CP D171	ref 06.dgn	107	NORTH LITTLE ROCK AND ST.LOUIS DIVISIONS	JONESBORO AND CHESTER SUBDIVISIONS
DEXTER JCT.	XD026	CPD171	sike.dgn			

North Little Rock SU Station Listing for Condensed Profiles

Station	Circ 7	Control Pt	File Name	Page	Service Unit	Subdivision
GOOD ROADS	TT003		shrvpt.trm	424	HOUSTON AND NORTH LITTLE ROCK DIVISIONS	
GOULD	K075		pblf.dgn	183	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
GRADY	K 064	CPA369	pblf.dgn	186	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
GRANITE MOUNTAIN	K 005		pblf.dgn	200	NORTH LITTLE ROCK DIVISION	
GREENWAY	C 215	CPCB079	ref 06.dgn	308	NORTH LITTLE ROCK DIVISION	JONESBORO SUBDIVISION
GREENWOOD	TB325		reis.dgn	386	NORTH LITTLE ROCK DIVISION	REISOR SUBDIVISION
GREGGTON	TP094	CPR093	lqvw.dgn	123	NORTH LITTLE ROCK DIVISION	DALLAS SUBDIVISION
GREGGTON HBD	TP098	CPR098	lqvw.dgn	17 PS #10	FT. WORTH & NORTH LITTLE ROCK DIVISIONS	DALLAS SUBDIVISION
GUERNSEY	X 463	CPA463	qurd.dgn	62	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
GUM SPRINGS	X 415		qurd.dgn	71	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
GURDON	X426	CPA247	elda.dgn	369	NORTH LITTLE ROCK DIVISION	GURDON INDUSTRIAL LEAD
GURDON	X 426	CPA427	qurd.dgn	69	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
HAMLIN	XG037		mphs.dgn			
HARAHAN		CPY376	memphis.trm	153	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
HARAHAN		CPY376	memphis.trm	332	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
HARAHAN		CPY377	mphs.dgn	151	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
HARRISBURG	C 280	CPY257	para1.dgn			
HARVIELL JCT.	X 173	CPY172	ref 06.dgn		NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
HASKELL	X 373	CPA371	ltrk.dgn	80	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
HELENA JCT.	C 351	CPY326	para.dgn	335	NORTH LITTLE ROCK DIVISION	HELENA SUBDIVISION
HENDERSON		CPY166	ref 06.dgn	123	NORTH LITTLE ROCK DIVISION	HOXIE AND DESOTO SUBDIVISION
HENSLEY	K 019	CPA325	pblf.dgn	198	NORTH LITTLE ROCK DIVISION	
HENSLEY HBD	K 015	CPA326	pblf.dgn	198	NORTH LITTLE ROCK DIVISION	
HENSLEY SPUR			pblf.dgn	197	NORTH LITTLE ROCK DIVISION	WHITE BLUFF SUBDIVISION
HERBERT	JH458		lews.dgn	254	NORTH LITTLE ROCK DIVISION	PINE BLUFF SUBDIVISION
HETH	XF026		brwe.dgn	326	NORTH LITTLE ROCK DIVISION	BRINKLEY SUBDIVISION
HICKORY RIDGE	JH304	CPCB161	jons.dgn	291	NORTH LITTLE ROCK DIVISION	JONESBORO SUBDIVISION
HIG	X 298	CPY298	hoxi.dgn	97	NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
HIGGINS	K 009	CPA314	pblf.dgn	200	NORTH LITTLE ROCK DIVISION	
HILL		CPX344	nlrock.trm	1	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
HILL		CPX344	nlrock.trm	202	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
HILL		CPX344	nlrock.trm	85	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
HIXON LUMBER CO.			pine.dgn	269	NORTH LITTLE ROCK DIVISION	PINE BLUFF AND JONESBORO SUBDIVISIONS
HOLLYWOOD JCT.	TB316		reis.dgn	389	NORTH LITTLE ROCK DIVISION	REISOR SUBDIVISION
HOMAN	X 478	CPA477	qurd.dgn	59	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
HOMAN HBD		CPX476	qurd.dgn	59	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
HOPE	X 458	CPA458	qurd.dgn	63	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
HOPE	S 5747	CPA458	qurd.dgn	63	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
HOPE	X 458	CPA458	nash.dgn	368	NORTH LITTLE ROCK DIVISION	NASHVILLE SUBDIVISION
HOPE IND. TRACK	XJ003		nash.dgn	367	NORTH LITTLE ROCK DIVISION	NASHVILLE SUBDIVISION
HOT SPRING JCT.			pblf.dgn	201	NORTH LITTLE ROCK DIVISION	
HOT SPRINGS JCT.			crip.dgn	209	NORTH LITTLE ROCK DIVISION	HOT SPRINGS IND. LEAD

North Little Rock SU Station Listing for Condensed Profiles

Station	Circ 7	Control Pt	File Name	Page	Service Unit	Subdivision
KENSETT	X 296		hoxi.dgn	97	NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
KENSETT HBD	X294	CPY295	hoxi.dgn	98	NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
KENTUCKY ST.	XG091	CPY379	memphis.trm	153	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
KENTUCKY ST.	XG091	CPY379	memphis.trm	332	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
KENTUCKY ST.	XG091	CPY379	mphs.dgn	151	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
KEOKUK	TP075	CPR075	lqvw.dgn	41	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
KILDARE	TP037	CPR037	lqvw.dgn	48	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
KNOBEL	YD07	CPY198	ref 06.dgn	117	NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
KNOXVILLE	L091		mi12.dgn	20	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
L&A JCT	JH613		shle.dgn		NORTH LITTLE ROCK DIVISION	SHREVEPORT SUBDIVISION
L&A JCT			shrvpt.trm	220	HOUSTON AND NORTH LITTLE ROCK DIVISIONS	
LA/AR STATE LINE	JH558		shle.dgn	403	NORTH LITTLE ROCK DIVISION	SHREVEPORT SUBDIVISION
LANSING HBD	XG072	CPY357	mphs.dgn	145	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
LANSING JCT.	TP083	CPR082	lqvw.dgn	38	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
LEEPER	X 133		popb.dgn	248	ST.LOUIS DIVISION	DESOTO SUBDIVISION
LEEWOOD YD			mphs.dgn	154	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
LEVY	L003		mi12.dgn	3	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
LEVY	L003		nlrk.dgn	207	NORTH LITTLE ROCK DIVISION	CAMP ROBINSON SPUR
LEVY	B345.70		nlrock.trm	1	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
LEVY	B345.70		nlrock.trm	202	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
LEVY	B345.70		nlrock.trm	85	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
LEVY	L003		ref 06.dgn	3	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
LEWISVILLE	JH534		shle.dgn	407	NORTH LITTLE ROCK DIVISION	SHREVEPORT SUBDIVISION
LEXA	C 349		para.dgn	336	NORTH LITTLE ROCK DIVISION	HELENA SUBDIVISION
LILBOURN			lilb.dgn			
LITTLE ROCK	X346		nlrk.dgn	205	NORTH LITTLE ROCK DIVISION	ROCK ST. INDUSTRIAL LEAD
LOCUST ST.		CPX342	ltrk.dgn	87	NORTH LITTLE ROCK DIVISION	LITTLE ROCK AND HOXIE SUBDIVISIONS
LOCUST ST.		CPX342	mi12.dgn	2	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
LOCUST ST.		CPX342	nlrock.trm	1	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
LOCUST ST.		CPX342	nlrock.trm	202	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
LOCUST ST.		CPX342	nlrock.trm	85	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
LOCUST ST.		CPX342	ref 06.dgn	2	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
LONGVIEW	TP090	CPR089	lqview.trm	138	HOUSTON AND NORTH LITTLE ROCK DIVISIONS	DALLAS, PALESTINE AND LITTLE ROCK SUBDIVISIONS
LONGVIEW	TP090	CPR089	lqvw.dgn	37	NORTH LITTLE ROCK DIVISION	DALLAS AND LITTLE ROCK SUBDIVISIONS
LONGVIEW	TP090	CPR089	pirk.dgn	426	NORTH LITTLE ROCK DIVISION	LE TOURNEAU INDUSTRIAL LEAD
LONGVIEW JCT.		CPR090	lqview.trm	138	HOUSTON AND NORTH LITTLE ROCK DIVISIONS	DALLAS, PALESTINE AND LITTLE ROCK SUBDIVISIONS
LONGVIEW JCT.		CPR090	lqvw.dgn	37	NORTH LITTLE ROCK DIVISION	DALLAS AND LITTLE ROCK SUBDIVISIONS
LOUISIANA AUTO SHED			monr.dgn	68	LIVONIA DIVISION	MONROE SUBDIVISION

North Little Rock SU Station Listing for Condensed Profiles

Station	Circ 7	Control Pt	File Name	Page	Service Unit	Subdivision
MER ROUGE	C 497		monr.dgn	164	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
MILL SPRING	X 135		popb.dgn	248	ST.LOUIS DIVISION	DESOTO SUBDIVISION
MINER	XD049		sike.dgn			
MINTURN JCT.	X 228	CPY229	hoxi.dgn	111	NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
MITCHELLVILLE	K 080	CPA387	pblf.dgn	182	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
MONROE	C524	CPA501	mcgh.dgn	408	NORTH LITTLE ROCK DIVISION	MONROE CITY INDUSTRIAL LEAD
MONROE	C 525	CPA501	monr.dgn		NORTH LITTLE ROCK AND LIVONIA DIVISIONS	
MONROE CPA501			monroe.trm	157	NORTH LITTLE ROCK AND LIVONIA DIVISIONS	MCGEHEE SUBDIVISION
MONROE CPA501			monroe.trm	70	NORTH LITTLE ROCK AND LIVONIA DIVISIONS	MCGEHEE SUBDIVISION
MONSANTO	E 061		elda.dgn	376	NORTH LITTLE ROCK DIVISION	EL DORADO SUBDIVISION
MONTROSE	C 456		monr.dgn	172	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
MOREHOUSE	XD040		sike.dgn	372	ST.LOUIS DIVISION	SIKESTON SUBDIVISION
MORRILTON	L 050		mi12.dgn	12	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
MOSCOW	K 057		pblf.dgn	187	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
MOUNDS	XF013		brwe.dgn	329	NORTH LITTLE ROCK DIVISION	BRINKLEY SUBDIVISION
MT. PLEASANT	JC624	CPCB478	tymc.dgn	226	NORTH LITTLE ROCK DIVISION	PINE BLUFF SUBDIVISION
MT. PLEASANT		CPCB480	mtat.dgn	402	NORTH LITTLE ROCK DIVISION	COMMERCE SUBDIVISION AND PINE BLUFF SUBDIVISION
MULBERRY	L140		mi11.dgn	29	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
MURTA JUNCTION	X 223	CPY224	hoxi.dgn	112	NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
N END YD		CPX339	nlrock.yrd	88	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISIONS
N. LITTLE ROCK	X344		lrbr.dgn	21		
N. LITTLE ROCK	X344		mi12.dgn	2	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
N. LITTLE ROCK	X344		nlrk.dgn	204	NORTH LITTLE ROCK DIVISION	JUNCTION BRIDGE LINE
N. LITTLE ROCK	X344		ref 06.dgn	2	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
N. PINE BLUFF YARD		CPB262	pine.dgn	270	NORTH LITTLE ROCK DIVISION	JONESBORO SUBDIVISION
N. TEXARKANA	X491	CPR489	texark.trm	240	PINE BLUFF AND LITTLE ROCK SUBDIVISIONS	
N. TEXARKANA	X491	CPR489	texark.trm	34	PINE BLUFF AND LITTLE ROCK SUBDIVISIONS	
N. TEXARKANA	X491	CPR489	texark.trm	435	PINE BLUFF AND LITTLE ROCK SUBDIVISIONS	
N. TEXARKANA	X491	CPR489	texark.trm	56	PINE BLUFF AND LITTLE ROCK SUBDIVISIONS	
N.END YD		CPX339	nlrock.trm	1	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
N.END YD		CPX339	nlrock.trm	202	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
N.END YD		CPX339	nlrock.trm	85	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
N.LITTLE ROCK			lrbr.dgn	20		
N.LITTLE ROCK	X 344		ltrk.dgn	87	NORTH LITTLE ROCK DIVISION	LITTLE ROCK AND HOXIE SUBDIVISIONS
N.LITTLE ROCK	X344		pblf.dgn	201	NORTH LITTLE ROCK DIVISION	
N.TEXARKANA	X 489	CPR489	gurd.dgn	57	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
NAPLES	JC603		tymc.dgn	229	NORTH LITTLE ROCK DIVISION	PINE BLUFF SUBDIVISION
NASHVILLE	XJ026		nash.dgn	363	NORTH LITTLE ROCK DIVISION	NASHVILLE SUBDIVISION

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PICKENS	K 086	CPA392	pblf.dgn	181	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
PIEDMONT	X 127	CPD127	popb.dgn	249	ST.LOUIS DIVISION	DESOTO SUBDIVISION
PIGGOTT	C 212		ref 06.dgn	308	NORTH LITTLE ROCK DIVISION	JONESBORO SUBDIVISION
PINE BLUFF	W-10289	CPA352	pblf.dgn	191	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
PINE BLUFF	E-11945	CPA352	pbvd.vrd	189	NORTH LITTLE ROCK DIVISION	PINE BLUFF, JONESBORO & WHITE BLUFF SUBDIVISIONS
PINE BLUFF	E-11945	CPA352	pbvd.vrd	215	NORTH LITTLE ROCK DIVISION	PINE BLUFF, JONESBORO & WHITE BLUFF SUBDIVISIONS
PINE BLUFF	E-11945	CPA352	pbvd.vrd	271	NORTH LITTLE ROCK DIVISION	PINE BLUFF, JONESBORO & WHITE BLUFF SUBDIVISIONS
PINE BLUFF SHOPS			pibluff.trm	190	EAST TEXAS AND NORTH LITTLE ROCK DIVISIONS	
PINE BLUFF SHOPS	JH404		pine.dgn	269	NORTH LITTLE ROCK DIVISION	PINE BLUFF AND JONESBORO SUBDIVISIONS
PINE BLUFF YARD			ipil.dgn	414	NORTH LITTLE ROCK DIVISION	INTERNATIONAL PAPER INDUSTRIAL LEAD
PINE BLUFF YARD			pibluff.trm	190	EAST TEXAS AND NORTH LITTLE ROCK DIVISIONS	
PINE BLUFF YARD		CP A389	ipil.dgn	414	NORTH LITTLE ROCK DIVISION	INTERNATIONAL PAPER INDUSTRIAL LEAD
PINE BLUFF YARD	JH404	CPB263	pine.dgn	270	NORTH LITTLE ROCK DIVISION	JONESBORO SUBDIVISION
PIRKEY	TP076	CPR076	lqvw.dgn	40		
PIRKEY	TP076	CPR076	pirk.dgn	425	NORTH LITTLE ROCK DIVISION	SOUTHWESTERN ELECTRICAL SPUR
PITTSBURG	JC636		tvmc.dgn	223	NORTH LITTLE ROCK DIVISION	
PLAIN DEALING	JH567		shle.dgn	401	NORTH LITTLE ROCK DIVISION	SHREVEPORT SUBDIVISION
POPING	L 130		mi11.dgn	27	NORTH LITTLE ROCK DIVISION	VAN BUREN SUBDIVISION
POPLAR BLUFF	X 166		ref 06.dgn	123	NORTH LITTLE ROCK DIVISION	HOXIE AND DESOTO SUBDIVISION
PORT BOISE	TB305		reis.dgn	381	LIVONIA DIVISION	REISOR SUBDIVISION
PORTLAND	C 460		monr.dgn	171	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
PRESCOTT	X 442	CPA442	qurd.dgn	66	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
PRESCOTT HBD	X 441	CPA437	qurd.dgn	66	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
PRESLEY JCT.	XG082		memphis.trm	153	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
PRESLEY JCT.	XG082		memphis.trm	332	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
PRESLEY JCT. UP/BNSF X-ING	XG082	CPY370	prhu.dgn	334	NORTH LITTLE ROCK DIVISION	HULBERT IND.LEAD
PRESLEY JCT. UP/BNSF X-ING	XG082	CPY370	prhu.dgn	334	NORTH LITTLE ROCK DIVISION	HULBERT IND.LEAD
PRESLEY JCT. UP/BNSF X-ING	XG082	CPY370	prhu.dgn	334	NORTH LITTLE ROCK DIVISION	HULBERT IND.LEAD
PULASKI			nlrock.trm	1	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
PULASKI			nlrock.trm	202	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
PULASKI			nlrock.trm	85	VAN BUREN,HOXIE,LITTLE ROCK AND WHITE BLUFF SUBDIV	
QUEEN CITY	TP021	CPR020	lqvw.dgn	52	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
QUINCY	TP070		lqvw.dgn	41	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
RED		CPR088	lqview.trm	138	HOUSTON AND NORTH LITTLE ROCK DIVISIONS	DALLAS, PALESTINE AND LITTLE ROCK SUBDIVISIONS
RED		CPR088	lqvw.dgn	37	NORTH LITTLE ROCK DIVISION	DALLAS AND LITTLE ROCK SUBDIVISIONS
RED JCT	JH615		shle.dgn		NORTH LITTLE ROCK DIVISIONS	LUFKIN AND SHREVEPORT SUBDIVISIONS
RED JCT			srvpt1.trm	219	HOUSTON AND NORTH LITTLE ROCK DIVISIONS	
RED JCT			srvpt1.trm	395	HOUSTON AND NORTH LITTLE ROCK DIVISIONS	
RED RIVER			shle.dgn		NORTH LITTLE ROCK DIVISIONS	LUFKIN AND SHREVEPORT SUBDIVISIONS

North Little Rock SU Station Listing for Condensed Profiles

Station	Circ 7	Control Pt	File Name	Page	Service Unit	Subdivision
SPIRIT LAKE	JC539		lews.dgn	244	NORTH LITTLE ROCK DIVISION	PINE BLUFF SUBDIVISION
SPR001 SP XING			qurd.dgn	57	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
SPRING ST JCT			shle.dgn		NORTH LITTLE ROCK DIVISIONS	LUFKIN AND SHREVEPORT SUBDIVISIONS
SPRINGDALE	TP015	CPR014	lqvw.dgn	53	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
ST. FRANCIS	C 206	CPCB070	ref 06.dgn	309	NORTH LITTLE ROCK DIVISION	JONESBORO SUBDIVISION
STAMPS	JH530	CPCB385	lews.dgn			
STAMPS	JH530	CPCB385	lews.dgn	246	NORTH LITTLE ROCK DIVISION	PINE BLUFF SUBDIVISION
STANLEY	X 170	CPY170	ref 06.dgn	123	NORTH LITTLE ROCK DIVISION	HOXIE AND DESOTO SUBDIVISION
STANLEY HBD	X171	CPD174	ref 06.dgn		NORTH LITTLE ROCK DIVISION	HOXIE SUBDIVISION
STRAUSS	C 525		monr.dgn	159	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
STUTTGART	JH377	CPCB231	pine.dgn	277	NORTH LITTLE ROCK DIVISION	
STUTTGART WID	JH383	CPCB237	pine.dgn	276	NORTH LITTLE ROCK DIVISION	JONESBORO SUBDIVISION
SUFFOLK	JC657	CPCB512	tymc.dgn	219	NORTH LITTLE ROCK DIVISION	PINE BLUFF SUBDIVISION
SULPHUR	TP008	CPR007	lqvw.dgn	54	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
SULPHUR HBD	TP006	CPR006	lqvw.dgn	54	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
SUNSHINE	C 464	CPA440	monr.dgn	171	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
SWARTZ	C 515	CPA491	monr.dgn	160	NORTH LITTLE ROCK DIVISION	MCGEHEE SUBDIVISION
TENARK	CH042		mphs.dgn	156	NORTH LITTLE ROCK DIVISION	TENARK IND. LEAD
TEXARKANA	TP000		pari.dgn	434	NORTH LITTLE ROCK DIVISION	BONHAM IND LEAD
TEXARKANA	X 491	CPR490	qurd.dgn	57	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
TEXARKANA	TP000	CPR490	lqvw.dgn	55	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
TEXARKANA	TP000	CPR490	texark.trm	240	PINE BLUFF AND LITTLE ROCK SUBDIVISIONS	
TEXARKANA	TP000	CPR490	texark.trm	34	PINE BLUFF AND LITTLE ROCK SUBDIVISIONS	
TEXARKANA	TP000	CPR490	texark.trm	435	PINE BLUFF AND LITTLE ROCK SUBDIVISIONS	
TEXARKANA	TP000	CPR490	texark.trm	56	PINE BLUFF AND LITTLE ROCK SUBDIVISIONS	
TEXARKANA HOLD WEST			qhil.dgn	420	NORTH LITTLE ROCK DIVISION	
TEXARKANA YD	YD02		tymc.dgn	238	NORTH LITTLE ROCK DIVISION	PINE BLUFF SUBDIVISION
TEXAS ST.		CPY380	mphs.dgn	151	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
THORNTON	JH458	CPCB312	lews.dgn	260	NORTH LITTLE ROCK DIVISION	PINE BLUFF SUBDIVISION
TOWER 17		CPY381	mphs.dgn	151	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
TRASKWOOD	X 377	CPA377	ltrk.dgn			
TRINITY	TP085		lqvw.dgn	38	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION
TX/AR STATE LINE			tymc.dgn	238	NORTH LITTLE ROCK DIVISION	PINE BLUFF SUBDIVISION
TX/LA STATE LINE	TB330		reis.dgn	385	NORTH LITTLE ROCK DIVISION	REISOR SUBDIVISION
TYSON FOODS	XD026		sike.dgn			
UP		CPCB925	tymc.dgn	217	FT.WORTH & NORTH LITTLE ROCK DIVISIONS	
UP XING			elda.dgn	371	NORTH LITTLE ROCK DIVISION	EL DORADO SUBDIVISION
UP XING			mphs.dgn	137	NORTH LITTLE ROCK DIVISION	MEMPHIS SUBDIVISION
UP XING			reis.dgn		LIVONIA AND NORTH LITTLE ROCK DIVISION	REISOR SUBDIVISION
UP XING			shle.dgn		NORTH LITTLE ROCK DIVISIONS	LUFKIN AND SHREVEPORT SUBDIVISIONS
UP XING		CPR001	lqvw.dgn	55	NORTH LITTLE ROCK DIVISION	LITTLE ROCK SUBDIVISION

NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

FILE PAGE
LAST REVISED
FEBRUARY 22, 2005
BRIDGES UPDATED
APRIL 7, 2004
RD XING UPDATED
DECEMBER 2, 2002

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879 — 86

TRACKAGE RIGHTS GRANTED TO SSW RWY

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR., MP 343.60, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT - #186576, DATED JUNE 1, 1996.

LITTLE ROCK 151 M. P. 330.00

350 (#2, #1) — 345 (#1)

1-DPGOD-83' | 16-PCB-380'(#1,#2) | 10-PCB-236'(#1,#2) | PS #10 TO (#1) | OH VIADUCT | OH VIADUCT I-SBC 6'X10" | PS #16 POTO (#2) "McGEHEE" | OH VIADUCT | OH VIADUCT | OH VIADUCT | I-CAC 12'X16' | PS #10 HTTO (#1) | DUAL OH VIADUCT | I-CBC 5'X4' OH VIADUCT | I-DPG-63'(#1,#2) | I-DPGOD-38'(#2,#1) | PS #16 POTO (#1) | PS #14 POTO (#2) | OH VIADUCT | PS POTO ROCK ST. IND. LEAD | TO PULASKI → CANT SIG | LITTLE ROCK WESTERN | I-SBC 5.4'X6' | PS POTO (#2) | PS POTO (#1) | BEGIN PULASKI SPUR | OH VIADUCT | PS POTO (#1) | I-DPG-70' | 1106.3' | I-TTROD-336' (#1,#2) | I-TTROD-184' | 2-TTROD-368' | I-DPG-100' | 3-RCT-48' DETECTIVE | 4-BM-124' | READERS

349.90 | 349.00 | 348.70 | 348.03 | 347.95 | 347.60 / 347.57 | 347.25 | 347.03 / 347.00 | 346.90 | 346.80 | 346.71 | 346.70 | 346.62 / 346.60 | 346.50 | 346.30 | 346.17 | 346.05 | 346.00 | 345.93 | 345.73 | 345.60 | 345.48 | 345.46 | 345.20 | 345.10 | 345.10 | 345.05 / 345.00

3495-2 / 3494-2 | 3495-1 / 3494-1 | 3471 / 3470 | 753 | 208 | 209 | 700 | 210

LITTLE FOURCHE BAYOU | ROUCHE BAYOU | ← TO MC GEHEE | W. ROSEVELT RD | WHITE BLUFF SUB. | ASHER AVE | W 14TH | W 13TH | W. 12TH ST | I-630 | W. 7TH ST | ROSE BAYOU | CANTRELL ST. | TO ROCK ST. JCT. 3RD ST | LA HARPE BLVD | ARKANSAS RIVER | RIVERSIDE DR

0.00 | -0.70 | -0.66 | +0.36 | +1.07 | +0.12 | -0.72 | -0.22 | +0.34

EL. 301
CPX348
LR JCT.
X 347
347.25

EL. 265
CPX347
345.94

EL. 264
CPX346
AMTRAK STA
X 346
345.56

EL. 270
CPX345
ARK. RIVER
X 345
345.35

EL. 269
CPX344
HILL
345.10

257 | 286 | 306 | 299 | 260 | 258 | 266 | 270

60-60 / 60-60 | 30-30 / 30-30 | 25-25 / 25-25

48°49' 5-1/4" | 30°35.1' 1" | DFL | 49°06' 2-1/4" | 14°48.9' 2-1/4" | 20°05' 3-1/2" | 39°41.1' 4-1/2"

2°30' | 2°30' | 2°58' | 3°15.6' | 4°00' | 4°57.7'

136 CWR | 133CWR | 136CWR | 141CWR | 133CWR

1975 | 1996-L 2003-H | 1975 | 1999 | 1975 | 89 | 00L 02H | 1975 | 1990 | 1978 | 2000L 2002H | 80 | 2000 | 80 | 78

136 CWR | 133CWR | 136 CWR | 133 CWR | 136CWR | 133CWR | 132 CWR | 133 CWR | 132 CWR

1975 | 2002-L 1990-H | 1975 | 1999 | 96 | 1999 | 75 | 2000H 1999L | 99 | 99H 00L | 1978 | 2002L 2000H | 90 | 2000 | 78

2005 | 1994 | 1994 | 1994 | 2005 | 1994 | 1994

RLP

NO CROSSINGS

P:\SU_BOOKS\06_NLR\LTRK.DGN

NORTH LITTLE ROCK DIVISION
LITTLE ROCK AND HOXIE SUBDIVISIONS

FILE PAGE
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FEBRUARY 14, 2005
BRIDGES UPDATED
APRIL 7, 2004
RD XING UPDATED
NOVEMBER 15, 2000

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS — CONST 1873 BY C&F OF ARK AS STD GA, CHG TO 5', TO STD 6-28-1879 — 87
TRACKAGE RIGHTS GRANTED TO SSW RWY — LINE CHANGE-1961
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR.,

LITTLE ROCK SUBDIVISION — HOXIE SUBDIVISION

345 — 340

4-BM-124 (#1) HTTO
345.00 PS #10
344.99
344.90 1-BM-34' (INDU, #2, #1YD) 1-CMP-9' UNDERPASS
344.30 PS BEG. COFFEYVILLE ML
344.00 DETECTOR READERS
343.95 OH VIADUCT
PS BEG. JCT. BRIDGE LINE
343.77 2-CIP-2.4'
343.70 OH VIADUCT
343.60 DETECTOR READER
343.60
343.60 OH VIADUCT
343.02 PS# 10 HTTO #2
NOTE: YARD TRACK SCHEMATIC SHOWN SIMPLIFIED
342.30 PS# 14 POTO #2
342.25 PS# 14 POTO #1
342.19 PS# 14 POTO #1
342.01 PS# 14 POTO #1
342.00 PS# 14 POTO #1
342.00 1-CBC-12'X12'
4-RCS-86'(#1,#2)
4-RCS-80'(YD)
4-RCS-70'(YD)
4-RCS-78'(YD)
341.90 2-RCS-78'(YD)
4-RCS-78'(YD)
341.87 1-GIP-4.4'
341.87 PS# 14 POTO
341.86 PS# 14 POTO
341.84 PS# 10 POTO
341.81 PS# 14 POTO
MLFUELING
341.05 PS# 10 HTTO #2
340.55 DUAL OH VIADUCTS 100'
340.45 PS # POTO #1

FEWKS DIESEL SHOP
TO COFFEYVILLE
RIVERSIDE DR
W. 4TH ST
DIV OFFICE
TO ROCK ST. JCT.
MAIN ST.
I-30
LOCUST ST.
CANT SIG
U.P.
DARK HOLLOW CREEK
NO. 1
NO. 2
I-40

EL. 340 CPX343 344.30
EL. 254 CPX342 LOCUST ST. 343.92
EL. 254 N. LITTLE ROCK X 344 343.60 YD 01,77
EL. 254 CPX941 342.30
EL. 254 CPX341 CREST 341.96
EL. 340 CPX340 ONE LEAD 340.50

+0.34 +0.08 +0.34 0.00 -0.59

260 258 254 254

30-30 30-30 40-40 40-40

1" 1" 1" 1-1/2" 1" 1" 1-1/4"

24°35.3' 30°48' 6°00' 3°30' 0°59.5' 23°18.6' 50°07.8'

3°00' 3°00' 1°00' 2°12' 0°30' 1°30' 2°00'

132 CWR

132CWR | 141CWR 132CWR | 133CWR | 133CWR | 132 CWR | 133 CWR | 132 CWR | 35 CWR 33 CWR | 132 CWR | 136CWR

1978 | 1989-L 2002-H 78 | 1989-H 78 | 1986 | 1978 | 2000-H 1978-L | 1978 | 2004-L 1997-H | 1978 | 1977

132CWR | 133 CWR | 132 CWR | 133 CWR | 132 CWR | 136 CWR-W | 132 CWR | 141 CWR-L | 136CWR

1978 | 1999 | 89 | 1978 | 89 | 1999 | 89 | 1978 | 2005W 1978 | 1978 | 2002 1992 | 1978 | 1977

1994 1994 1994 2003 2003 2003

PRIVATE

BETHANY RD - BFG

BHW

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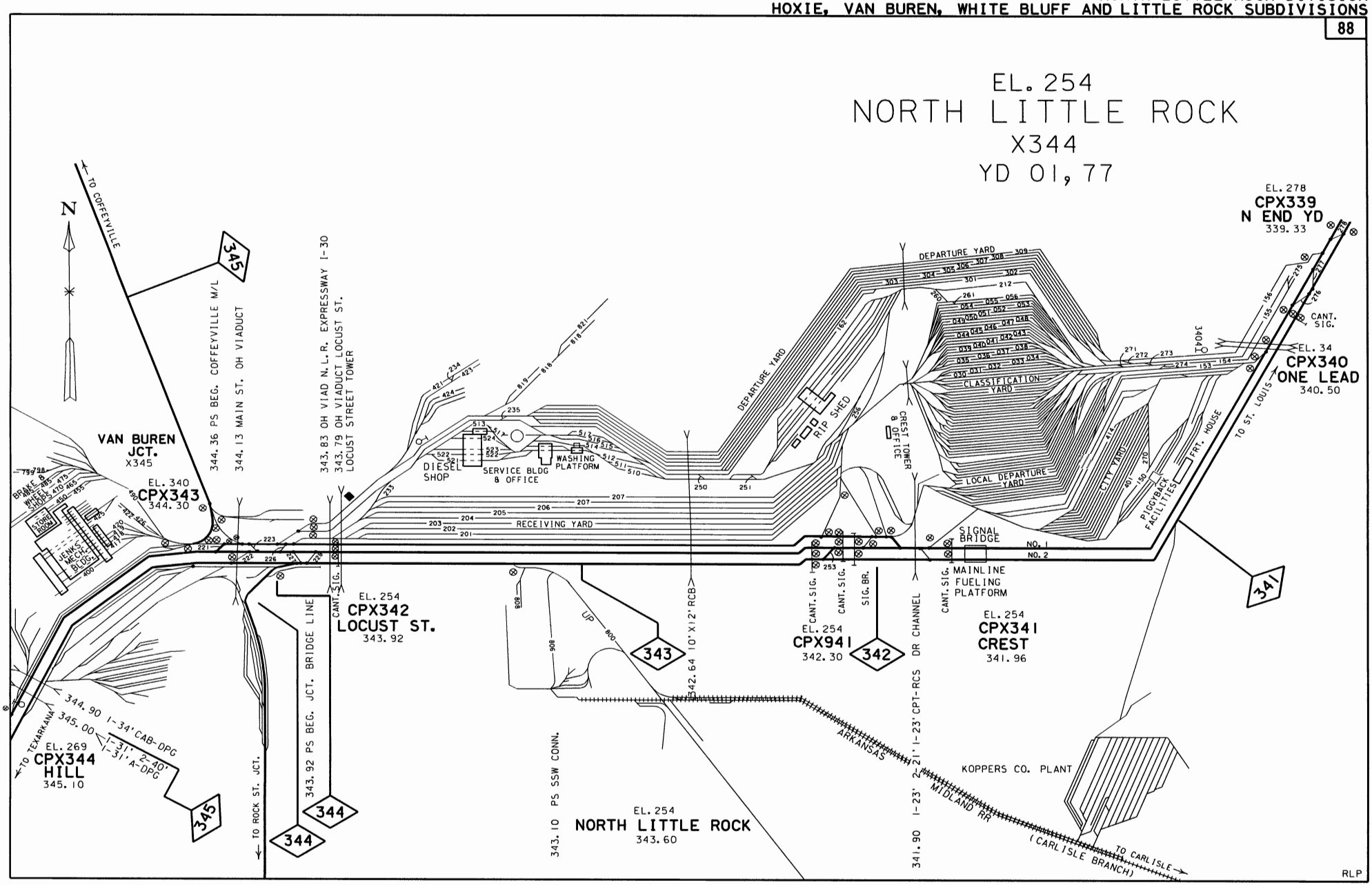
EL. 254
NORTH LITTLE ROCK
X344
YD 01, 77



REVISED AS TO: FEBRUARY 19, 2004

NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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89

340

335

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

PS#14 POTO (#1) 339.44
PS#14 POTO (#2) 339.38
PS#14 POTO (#1) 339.36
PS#14 POTO (#2) 339.30
PS#14 POTO (#1) 339.27
PS#14 POTO (#2) 339.25
PS#14 POTO (#1) 339.19
1-CBC-7'X6' (PED UNDERPASS) 339.15

1-CMP-4' 338.72

3-RCS-66' (#1, #2) 337.50

END 26' TRK CTR 336.80

3367-1
3366-1

2-CBC-5'X9' 335.62

BEGIN 26' TRK CTR 335.35
DUAL O.H. VIADUCT 151' 335.35

NO. 1
NO. 2

CANT SIG

EL. 278
CPX339
NORTH END YARD
339.33

TRANSEL ROAD

3367-2
3366-2

I-440

-0.14 +0.10 +0.03 +0.16 +0.52 +0.11 0.00 +0.13 0.00

275 279 275 274 272 251 250 250 247

40-40
40-40
75-70
75-70

1" ½" ½" ½" ½" ½"

11°49' 1°29' 0°10' 0°10' 0°10' 0°10'

DFL

0°57' 0°15' 0°10' 0°10' 0°10' 0°10'

136CWR 133CWR 136 CWR
1977 1989 1977

136CWR 133CWR 136 CWR
1977 1989 1977

2003
2003
2003
2003

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

FAIRFAX RD-BFG
McCENDON-XS
LUCKY-XS
RIXEL-BFG
WASTE MANAGEMENT-BFG

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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90

335

330

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

334.60 2-CBC-5'X8'
334.25 1-SBC-5'X4'
3343-1 SIGNAL BR.
3343-2
3342-1
3342-2
333.60 3-RCS-48' (#1,#2) 162' 1-DPGOD-50' 4-RCS-64'
NORTH APPROACH
333.22 PS#10 HTTO (#1)
332.95 PS JACKSONVILLE IND. LEAD
TO LITTLE ROCK AIR FORCE BASE
911
116
332.80 1-RCS-22'(#1,#2) 68' 1-BMOD-24'(#1,#2) 1-RCS-22'(#1,#2) 1-SBC-6'X4' 1-SBC-4'X5'
332.80
332.72
332.70 PS#10 HTTO (#1)
ARK RT 161
3325-1 SIGNAL BR.
3324-1
3325-2
3324-2
332.20 OH VIADUCT 100'
MAIN ST
331.77 1-SBC-4'X6'
NO. 1
NO. 2
331.15 2-CBC-4'X6'
331.07 2-CBC-4'X8'
330.78 PS#16 POTO (#1)
330.72 PS#16 POTO (#2)
330.71 PS#20 POTO (#2)
330.64 PS#20 POTO (#1)
CANT SIG
330.50 1-CBC-5'X5'

EL. 276
JACKSONVILLE
X 332
333.00
1032
YD07, 77

EL. 261
CPY331
JAX
X 331
330.76

MAX. GRADE PERCENT (SUB GRADE)

0.00 -0.05 -0.20 -0.12 -0.32 +0.32 0.00 +0.17

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

247 248 253 256 276 261 261

SPEED ALLOWANCE
NO. 1 TRACK: 75-70 | 60-60 | 75-70
NO. 2 TRACK: 75-70 | 60-60 | 75-70

AUTH. SUPER ELEV.: ½" | 4" | 1" | 1-1/2"

TOTAL ANGLE: 10° 17' | 22° 02.5' | 16° 10.5' | 18° 29'

ALIGNMENT & FLANGE LUBRICATORS: DFL 1 & 2

DEGREE OF CURVE: 1° 00' | 2° 02' | 0° 48' | 1° 00'

RAIL
SIDING: 136 CWR | 133CWR | 136 CWR | 133 CWR | 136 CWR
NO. 1 TRACK: 1977 | 1984 | 1977 | 1996 | 2002
NO. 2 TRACK: 2000-H 133CWR | 136 CWR | 133CWR | 136 CWR | 133CWR

SURFACING & LINING
SIDING: 1977 | 1977-L | 1977 | 1987 | 1977 | 1997
NO. 1 TRACK: 2003
NO. 2 TRACK: 2003

TIE GANG
SIDING: 2003
NO. 1 TRACK: 2003
NO. 2 TRACK: 2003

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

HOG PEN XING PRIVATE-SP
REDMAN RD -BFG
GRAHAM ST.-BFG
LOOP RD-BFG

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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91

330

325

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

329.70 3-RCS-54'(#1,#2) WATERWAY
329.20 5-RCS-90'(#1,#2) DETECTOR TALKER
329.20
329.16
3291-1 SIGNAL BR.
3290-1
JACKS BAYOU
PULASKI CO.
LONOKE CO.
3291-2
3290-2
328.45 3-CBC-4'X6'
328.27 3-SSP-4'
328.10 1-CBC-4'X5'
327.80 3-RCS-54'(#1,#2) GRADE BRG CANAL
NO. 1
NO. 2
3275-1
3274-1
327.40 END 26' TRK CTR
3275-2
3274-2
327.07 1-CBC-4'X4.4'
"HOLLAND BOTTOMS"
326.77 3-CBC-4.4'X 5'
326.54 BEGIN 26' TRK CTR
326.35 5-CBC-4'X4'
325.90 5-RCS-92'(#1,#2) BAYOU PRAIRIE
325.80 4-RCS-76'(#1,#2) WATERWAY
325.67 OH VIADUCT 100' CABOT BYPASS HWY 369 / SH 321
3257-1
3256-1
3257-2
3256-2
325.42 5-CBC-3'X4'

+0.17
-0.12
+0.03
-0.13
+0.03
-0.10
-0.08

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C.
A.B.S.

254 256 254 257 256 263

SPEED ALLOWANCE
NO. 1 TRACK 75-70
NO. 2 TRACK 75-70

AUTH. SUPER ELEV.
½" ½" ½" ½"

TOTAL ANGLE
° ° ° °

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE
0°19' 0°19' 0°19' 0°19'

RAIL
SIDING 136 CWR
NO. 1 TRACK 2002 1977
NO. 2 TRACK 136 CWR

SURFACING & LINING
SIDING 1977 2002 1977
NO. 1 TRACK 2003
NO. 2 TRACK 2003

TIE GANG
SIDING 2003
NO. 1 TRACK 2003
NO. 2 TRACK 2003

MJM

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-X

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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92

325

320

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET. (H)
HIGH WATER DET. (W)
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE (T)
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
FL

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

2-CBC-6' X8'
323.52
3238-1
3240-1
3238-2
3240-2

2-CIP-2'
323.32

"CABOT"

1-CIP-4'
322.70

NO. 1
NO. 2

3221-1
3222-1
3221-2
3222-2

1-SBC-4' x 5'
321.85

2-CBC-6' x 7'
321.72

1-CBC-4' X6'
320.75

"AUSTIN"

-0.08
-0.32
+0.30
+0.29

272
290
249

75-70
75-70
65-60
65-60
75-70
75-70

11°55.5' 1"
20°38.5' 1-1/2"
21°23' 1-1/2"

DFL
1 & 2

0°30'
1°00'
1°00'

136 CWR
1977
133 CWR
1994
136 CWR
1977

2000-H
133 CWR
136CWR
133 CWR
136 CWR
1977
1977-L
1977
1994-L
1977
2003
2005-H
2003
2003
2003

MJM

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

ELM-BFG
MAIN-BFG
PINE SH 89-CBFG
LOCUST-BFG
POLK ST-BFG
MAIN-BFG
AUSTIN PED ONLY-S

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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93

WARD #152
M.P. 330.00
M.P. 305.00

320

315 (#1) (#2)

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

319.71 3-CBC-7'X9'
319.60 3-CBC-7'X9'
319.50 6-TST-79'#1,2
CANT SIG 319.32 PS #16 POTO #2
319.26 PS #16 POTO #1
319.24 PS #16 POTO #1
319.18 PS #16 POTO #2
319.05 1-CBC-6'X10'
319.02 2-CBC-6'X10'
317.38 PS #10 HTTO #2 SIGNAL BR.
3173-1
3174-1
317.22 1-CBC-4'X10'
317.20 DETECTOR-TALKER
316.74 2-PCB-50'(#1,#2)
316.20 9-RCS-162'(#1,#2)
315.71 315.70 4-PCB-120'(#1,#2) SIGNAL BR.
3157-1
3156-1
315.00 9-TST-114'
9-TST-113'

NO. 1
NO. 2
016
015
842
3173-2
3174-2
3157-2
3156-2

WATERWAY
CANT SIG
WATERWAY
WATERWAY
WATERWAY
WATERWAY
CYPRESS CREEK
LONOKE CO.
WHITE CO.
WATERWAY

EL. 238
CPY319
WACROSS
X 320
319.27

EL. 242
WARD
X 318
317.60
YD 07,77

+0.15
-0.21
+0.31
+0.29
+0.06
0.00

MAX. GRADE PERCENT (SUB GRADE)

238 252 225 222 218

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK 75-70
NO. 2 TRACK 75-70

AUTH. SUPER ELEV.
1"
1"

TOTAL ANGLE
2°01'
18°26'

ALIGNMENT & FLANGE LUBRICATORS
FL

DEGREE OF CURVE
0°30'
0°30.5'

RAIL
SIDING 136 CWR
NO. 1 TRACK 1977
NO. 2 TRACK 136 CWR

SURFACING & LINING
SIDING 1977
NO. 1 TRACK 2003
NO. 2 TRACK 2004

TIE GANG
SIDING 2003
NO. 1 TRACK 2003
NO. 2 TRACK 2004

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PEYTON-SH319-BFG
MOORE-BFG
MARKHAM-BFG

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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☆ BEEBE, ARK. NAMED AFTER ROSWELL BEEBE, FIRST PRESIDENT OF THE CAIRO AND FULTON RAILROAD

315 (#1) (#2)

310 (#1, #2)

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

| | | |

NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

FILE PAGE
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APRIL 7, 2004
RD XING UPDATED
JUNE 29, 2004

CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN N. LITTLE ROCK, AR, MP 343.60 AND POPLAR BLUFF, MO, MP 165.60, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756 DATED JUNE1, 1996

95

310

305

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER, SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

3097-1 SIGNAL BR.
3098-1
3097-2
3098-2
309.42 2-CBC-4' X6'
309.35 2-CBC-3' X4'
308.70 3-RCS-46' (#1,#2)
308.29 PS #10 HTTO #2
3081-1 SIGNAL BR.
3082-1
3081-2
3082-2
307.93 1-CBC-8' X10'
307.82 1-CBC-8' X10'
306.80 2-CBC-3' X3'
306.57 PS #16 POTO #2
306.51 PS #16 POTO #1
306.50 PS #16 POTO #1
306.44 PS #16 POTO #2
306.30 9-RCS-162' (#1,#2)
306.06 PS #16 POTO #2
305.80 3-RCS-55' (#1,#2)
305.30 2-CIP-2'
305.07 2-CBC-5' X3'

NO. 1
NO. 2
834
018
017
CANT SIG
CANT SIG
WATERWAY
BUSHY CREEK
CANEY CREEK

EL. 230
McRAE
X 308
308.29
727
YD 07,77

EL. 224
CPY307
MACK
X 306
306.51

+0.07 -0.13 0.00 -0.30 +0.27 -0.44 +0.40 +0.08 +0.02 +0.22 -0.31

MAX. GRADE PERCENT (SUB GRADE)

224 226 226 231 226 239 225 222 221 219

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK: 75-70
NO. 2 TRACK: 75-70

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
NO CURVES

DEGREE OF CURVE

RAIL
SIDING: 136 CWR
NO. 1 TRACK: 1977
NO. 2 TRACK: 136 CWR

SURFACING & LINING
SIDING: 1977
NO. 1 TRACK: 2003
NO. 2 TRACK: 2004

TIE GANG
SIDING: 2003
NO. 1 TRACK: 2004
NO. 2 TRACK

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

RIP KIRK RD-X
GRAND AVE-BFG
PEDESTRIAN
DOYLE RD-X
MAIN ST-BFG

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN N. LITTLE ROCK, AR, MP 343.60 AND POPLAR BLUFF, MO, MP 165.60, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756 DATED JUNE1, 1996

305

300

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M. P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. GA. ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN NO LITTLE ROCK, AR., MP343.60 AND POPLAR BLUFF, MO., MP165.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 18676 DATED JUNE 1, 1996

97

300

295

300.00 — 7-TST-91' (#1,#2)
299.90 — 6-TST-79' (#1)
6-TST-78' (#2)
299.90 END 26' TRK CENTERS
"HIGGINSON"
299.30 6-RCS-72' (#1,#2)
298.55 PS#16 POTO #2
298.45 PS#16 POTO #1
298.43 PS#16 POTO #1
298.33 PS#16 POTO #2
298.14 BEGIN 26' TRK CENTERS
298.12 2-CIP-2'
SIGNAL BR.
296.79 2-CBC-6'X6'
296.72 2-CBC-6'X6'
296.52 2-CBC-3.5'X5'
296.50 PS #10 HTTO #1
296.26 PS DK&S RWY TO SEARCY
296.15 PS DK&S FROM DONIPHAN
296.10 PS #10 HTTO #1
295.99 1-CBC-10'X8'
295.87 1-CBC-8'X10'
295.52 1-SBC-4'X2'
295.40 5-RCS-90' (#1,#2)

2968-1
2967-1
2968-2
2967-2
TO SEARCY DK&S
TO DONIPHAN DK&S
783
782
788
019
020
021
NO. 1
NO. 2

WATERWAY
WATERWAY
WATERWAY
BLACK CREEK

EL. 225
CPY298
HIG
X 298
298.40

EL. 223
KENSETT
X 296
296.40
1883
YD 07, 77

-0.13
+0.13
-0.13
+0.11
-0.17
+0.06
+0.24
+0.09
-0.28
+0.16

222
219
226
225
226
223
220
219
226

75-70
75-70

1/2"
1/2"
1/2"
1/2"

0° 10'E
0° 10'E
0° 10'E
0° 10'E

133 CWR
1998
136 CWR
1977
136 CWR
1977
2003
2004
2003
2004

JOK

WALKER ST-BFG
CROSSOVER-XS
PRIVATE-S
BALL PARK-X
PRIVATE VIVIAN HILL-S
PRIVATE-S
CR 406-X
PRIVATE-S
DANDRIDGE-BF
SEARCY ST-BFG
WILBUR MILLS-BFG
WESTPOINT -X
MOBLEY LANE-X

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. GA. ON 6-28-1879 — 98
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN NO LITTLE ROCK, AR., MP343.60 AND POPLAR BLUFF, MO., MP165.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996

295 — TALKER — 290

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

| | | |

NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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BALD KNOB #153
M.P. 305.00 — M.P. 275.00

290 — 285

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET. (H)
HIGH WATER DET. (W)
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE — NO. 1 TRACK / NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL — SIDING / NO. 1 TRACK / NO. 2 TRACK

SURFACING & LINING — SIDING / NO. 1 TRACK / NO. 2 TRACK

TIE GANG — SIDING / NO. 1 TRACK / NO. 2 TRACK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

(#1,#2) 4-BMC-131' 290.00 CANT SIG — OVERFLOW CREEK — EL. 213 CPY290 JUD X 289 289.70 — +0.23 — 213 — 75-70 / 75-70 — 1°30' / 1°30' — 0°45' / 0°45' — 136 CWR — 1977 — 136 CWR — 1977 — 2003 — 2004 — 2003 — 2004 — PRIVATE-S

289.82 PS #20 POTO #1
289.81 PS #20 POTO #2
289.71 3-RCS-54'(#1,#2)
289.70 PS#20 POTO #2
289.69 1-CBC-4'X4'
289.59 END 28' TRK CENTERS
SIGNAL BR.
WATERWAY — -0.45

BALD KNOB #153 M.P. 305.00 — M.P. 275.00

288.60 PS #14 POTO #1
288.59 BEGIN 28' TRK CENTERS
288.54 PS #14 POTO #2
288.53 PS #14 POTO #2
CANT SIG.
288.30 1-SBC-4'X6'
1-CMP-5.4'
288.26 PS MAIN LINE TO MEMPHIS
TO MEMPHIS
EL. 229 CPY289 288.52 — +0.29 — 233 — 40-40 / 40-40 — 1°15' / 1°15' — 0°30' E / 0°30' E — 1-1/2" — 1°16' — 1°00' W — 0°30' E / 0°30' E — 1996 — 1996 — HICKORY-BFG — MAIN-BFG — ELM-BFG

287.97 PS #16 POTO #2
287.91 PS #10 HTTO #1
CANT SIG
287.85 OH VIADUCT-100'(SIDE)
287.70 3-RCS-54'(#1,2) 4-TSTOD-52'(SIDE)
US 64
TUPELO GUM CREEK
EL. 221 CPY287 BALD KNOB X288 287.98 14741 YD07,77 — 0.00 — 221 — 75-60 — 0°35' E / 0°35' E — 1992 — 1992
287.24 DUAL OH VIADUCT-100' (#1(SIDE)
US HWY 67
NO. 1 TRK.
NO. 2 TRK.

CANT SIG
286.74 PS #16 POTO #2
286.69 PS #20 BEGIN 2ND M/L
286.52 2-CBC-10'X7'
MOVEABLE POINT FROG
286.35 2-CBC-8'X4'
EL. 221 CPY286 RUSSELL JCT. X 286 286.72 — -0.19 — 0.00 — 225 — 75-70 — 133 CWR — 1998 — HWY 258-BFG
285.72 2-CBC-4'X8'
285.51 2-CBC-7'X10'
285.40 2-CBC-3'X4'
PRIVATE-S — CURTIS DAVIS RD-X — PRIVATE-S

JOK

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CONSTRUCTED 1886 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC
BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT. AR MO., MP 375.90
PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

131

BALD KNOB #153
M. P. 287.88
M. P. 303.30

290

287.88 PS #14 POTO
BEGIN MEMPHIS LINE

288.37 PS #10 POTO

288.70 6-PCS-79'(SIMN)

289.30 3-RCS-34'(SIMN)

TO ST. LOUIS

TO TEXARKANA

EL. 213
CPY290
JUD
X289
289.70

EL. 228
CPY289
BALD KNOB
X 288
287.86

EL. 226
CPY288
E. BALD KNOB
XG002
288.38

WATERWAY

WATERWAY

-0.42 -0.04 -0.30 -0.06

228 218 217 213

10 70

1" 1" 1" 1"

6°21' 5°15' 39°20'

7°30' 7°30' 2°05' 4°14'

136 CWR 1979
133CWR 1996
136 CWR 1979
1996
1996

JOK

MAIN-X
ELM-X
EAST THIRD-X
COUNTY RD 83-X

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

132

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290

295

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

290.20 6-RCS-110'(SIMN)
290.73 2-CIP-2'
291.20 3-RCS-55'(SIMN)
2915
2914T
291.70 5-PCB-130'(SIMN)
292.48 DETECTOR TALKER
293.00 DETECTOR READER
293.30 PS #10 TO
293.50 30-TST-388'(SIMN)
294.10 16-RCS-289'(SIMN)
294.30 62-RCS-1102'(SIMN)
294.70 43-RCS-754'(SIMN)
295.00 30-BMC-807'(SIMN)

WATERWAY
WATERWAY
WATERWAY
GLAISE CREEK
WATERWAY
WATERWAY
CREEK
CREEK

101

EL. 209
RIO VISTA
XG006
292.80
YD 03

EL. 210
CPY292
RIO VISTA HBD
XG005
292.48

+0.05
-0.07
0.00
+0.12
-0.02
0.00

MAX. GRADE PERCENT (SUB GRADE)

209
210
208
208
210
209

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C.
A.B.S.
SPEED ALLOWANCE

70

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

136 CWR

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1979
1985
1979
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-SP
PRIVATE-SP
WOLTER BUTLER-SP
COUNTY RD 73-X
COUNTY RD 213-X
COUNTY RD 83-XS
PRIVATE-SP

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

133

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET. (H)
HIGH WATER DET. (W)
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

295 (SIMN)
295.00 30-BMC-807'
295.50 6-PCT-148' (SIMN)
296.00 33-RCS-581' (SIMN)
296.40 24-RCS-428' (SIMN)
296.80 18-RCS-320' (SIMN)
297.14
297.30 51-RCS-910' (SIMN)
297.80 74-TST-950' (SIMN)
1107.8' (SIMN)
298.30 18-PCB-437'
1-DPGOD-60'
2-TTROD-M/S-267'
1-TTROD-162'
1-DPGOD-60'
5-PCB-122'
298.80 59-RCT-1475' (SIMN)
299.20 46-RCT-1182' (SIMN)
299.80 41-RCS-779' (SIMN)
300
299.95 PS #16 POTO

2951
2950
2958
CREEK
CREEK
WATERWAY
WATERWAY
WATERWAY
WHITE CO.
WOODRUFF CO.
WATERWAY
WHITE RIVER (OVERFLOW)
WHITE RIVER (OVERFLOW)
EL. 215
WHITE RIVER
XG010
298.50
WATERWAY
WHITE RIVER (OVERFLOW)
WATERWAY
EL. 210
CPY300
299.95

0.00
+0.19
-0.19
0.00
+0.09

209 215 209 209

70 25 40 70
1"
2-1/2"
29°12'
38°02'
3°06'
3°04.5'

136 CWR
1979
33CWR
136 CWR
1996
136 CWR
79
32CWR
36CWR
136 CWR
2003-R
136 CWR
1979
1996
1996
SH 112
79
96
96
JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
PRIVATE-SP

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

134

*CONSTRUCTED 1886 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY

300

305

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

300.49 2-CBC-9'X 7' 1-CBC-9'X 6'
301.22 2-CBC-8'X 5'
301.23 PS #10 HTTO
301.27 PS #16 POTO
301.67 2-CMP-3.5'
302.50 3-RCS-36'(SIMN)
303.40 DETECTOR TALKER
303.62 1-CBC-6'X 4'
304.00 3-PCB-65'(SIMN)
304.60 9-CMP-5'
304.60 3-CMP-5'

102
703
700
3038
3049
3048

WATERWAY
WATERWAY

EL. 216
CPY301
NEW AUGUSTA
XG012
301.27
6280
YD 03

MAX. GRADE PERCENT (SUB GRADE)

+0.09
-0.03
+0.01
-0.46
-0.01

216
214
215
203

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

10
70

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS
R.

DEGREE OF CURVE

RAIL SIDING

SH 112
1979

RAIL MAIN

136 CWR
1979

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1996
1996
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

SIXTH-BFG
ARK 33-BF
PRIVATE
PRIVATE
PRIVATE

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

135

305

310

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

305.20 2-PCB-50'(SIMN)
306.30 18-PCB-464'(SIMN)
306.60 1-PCT-20' > 539'(SIMN)
26-RCS-519' >
306.90 11-RCS-205'(SIMN)
307.40 PS #10 HTTO
308.20 11-RCS-205'(SIMN)
309.22 PS #10 HTTO
309.30 PS #10 HTTO
309.90 PS #10 TO

3058
3093
3092T
3100
704
708
706
103

WATERWAY
WATERWAY
CACHE LAKE
CACHE RIVER

EL. 202
PATTERSON
XG019
307.30
YD 03

EL. 210
McCRORY
XG021
309.29
3002
YD 03

0.00 -0.09 0.00 +0.14 +0.17 -0.06 0.00 +0.10 +0.36 +0.01

202 200 200 202 203 201 201 205 210

70

NO CURVES

136 CWR
1979
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 775-BF
SH-17 MAIN-BF
CR 615-X
PRIVATE-SP
PUBLIC-X CR625
S HWY 145 EDMONDS-CBFG
JOHNSON-BFG

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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136

310

315

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

310.17 2-CBC-7'X 5'
311.80 5-TST-63'(SIMN)
3121
312.50 3-CMP-5'
313.12 2-CMP-2'
313.50 5-TST-64'(SIMN)
313.90 23-RCS-409'(SIMN)
314.10 17-RCS-298'(SIMN)
314.30 9-RCS-162'(SIMN)
3144
314.70 2-CBC-3'X 4'

WATERWAY
WATERWAY
WATERWAY
WATERWAY
DEVIEW BAYOU

+0.01
-0.01
-0.17
-0.13
0.00
+0.10
0.00
+0.04
+0.56

MAX. GRADE PERCENT (SUB GRADE)

211
210
209
207
207
211
211
212

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

70

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

136 CWR

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1979
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-SP
PRIVATE-SP
ARK 648-BF
PRIVATE -S
COUNTY RD 304-X
PRIVATE

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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137

315

320

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

315.21 DETECTOR TALKER
315.80 3-CBC-7'X 5'
316.80 6-RCS-109'(SIMN)
3168
WATERWAY
318.32
318.50 3-RCS-48'(SIMN)
WATERWAY
318.86 UPRR 84°48' XING
057
710
606
055
141
319.01 PS #10 HTTO
319.16 CONN. TO 55W
PS #16 POTO
059
605
319.30 3-RCS-39'(SIMN, YARD)
WATERWAY
WOODRUFF CO.
CROSS CO.
EL. 221
UP XING
318.86
EL. 219
CPY318
319.16
+0.56
-0.11
0.00
-0.02

MAX. GRADE PERCENT
(SUB GRADE)

224
221
221

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

70
40
70
10

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

SH 133 CWR 2000
SH 112 1973

RAIL MAIN

136 CWR
132 CWR

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1979
1973
1996
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

SH 269-BFG
PRIVATE -S
PRIVATE -S
COUNTY RD 508-X
US 49-BF
COUNTY RD 511-X

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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138

320

325

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

320.57 3-CMP-2.5'
320.84 PS #16 POTO
321.30 8-RCS-137'(SIMN)
321.80 3-RCS-40'(SIMN)
322.30 3-TST-34'(SIMN)
323.02 3-CMP-2.5'
323.40 4-CMP-3.5'
3237
3236T
324.90 PS #10 HTTO

605
712

WATERWAY
WATERWAY
WATERWAY

EL. 219
CPY321
FAIR OAKS
XG031
320.85
8197
YD 03,77

EL. 221
HAMLIN
XG037
324.70
YD 03

-0.02
0.00
+0.12
0.00
+0.15
0.00
-0.29

MAX. GRADE PERCENT (SUB GRADE)

219
219
220
220
223
223

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

70
10
60

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

SH 112
1973

RAIL MAIN

132 CWR
1973

SURFACING & LINING
SIDING
1996
MAIN
1996
TIE GANG
SIDING
1996
MAIN
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 521-X
COUNTY RD 515-X
COUNTY RD 18-X
ARK 193-BFG

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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139

325

330

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MILE POST LOCATION	CONTROL POINTS & STATION NAMES	CIRCULAR 7 NUMBER	LGTH (CLEAR) OF SIDING
325.60	30-RCS-540'(SIMN)		
326.10	13-RCS-234'(SIMN)		
326.40	14-RCS-252'(SIMN)		
326.62	2-CMP-3'	3268	
326.80	DETECTOR TALKER		
327.37	2-CMP-2.5'		
328.05	4-CMP-2.5'	3282	
328.80	7-PCB-178'(SIMN)		
329.40	6-RCS-107'(SIMN)		

WATERWAY
L'ANGUILLE RIVER
WATERWAY
WATERWAY
MORGAN CREEK
WATERWAY

-0.25 | +0.12 | 0.00 | +0.37 | +0.05 | 0.00 | +0.31 | +0.11 | 0.00 | -0.13 | 0.00 | +0.21

MAX. GRADE PERCENT (SUB GRADE)

217 | 220 | 220 | 221 | 223 | 223 | 228 | 229 | 229 | 227 | 227 | 233

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

60

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

132 CWR

SURFACING & LINING
SIDING
1973

MAIN
1996

TIE GANG
SIDING
1996

MAIN

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 350-BF

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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140

WYNNE *207
M.P. 319.00
M.P. 345.00

330

335

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

330.15 PS #16 POTO
330.25 1-CBC-5'X 4'
330.50 3-RCS-55'(SIMN)
330.62 1-CBC-5'X 4'
331.45 PS #10 HTTO
332.20 PS #10 HTTO
332.21 PS #10 POTO
332.28 PS #10 HTTO
332.38 PS #16 POTO
332.22=280.23 CONN. HELENA BR.
332.56=280.40 CONN. WYNNE SUB
332.80 3-TPG-138'(SIMN)
334.12 1-CIP-4'
335.00 1-CBC-10'X 9'

TO JONESBORO JCT.
TO HELENA JCT.
WATERWAY
SH 1

EL. 232
CPY330
330.15

EL. 252
CPY332
WYNNE
C 304
332.28
N-8649
S-3666
YD 03

EL. 253
CPY280
WYNNE SUBDIV. CONN
332.56

-0.17
0.00
+0.05
+0.17
+0.30
+0.98
+0.21
-0.87

232 232 234 243 252 325 332

60 10 40 50

2-1/2" 2-1/2" 1" 2" 5-1/2"

24°26' 19°46' DFL 2°24' 25°07' 35°04'

3°00' 3°00' 0°36' 2°40' 3°50'

SH 112
1973
132 CWR
1973
1996
1996
1996
1996

141CWR 2002-L 136CWR 136CWR
133CWR 141CWR
136CWR 132CWR 133 CWR 133CWR
82 1982L 2003H 82H 82 1972 1996 82 1984 04H
82 03L 02L

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

O'11TH ST -X
E ST-BFG
WILSON -BFG
TERRY-BF
KILLOUGH ST-BFG
COUNTY RD 735-X
ARK 284-BF

MJM

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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335

340

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

335.00 1-CBC-10'X 9'
335.12 1-CMP-4.5'
335.70 5-TST-63'(SIMN) 3357 3356
336.12 1-CBC-6'X 6'
336.53 1-CBC-7'X 4'
337.00 8-TST-104'(SIMN)
337.25 1-CBC-6'X 5'
337.40 3-RCS-55'(SIMN)
"LEVESQUE"
339.00 1-RCS-15'(SIMN)
339.60 16-RCT-410' 3-DPGOD-252' 1-BMOD-28' 18-RCS-345' 1-BMOD-27' 32-RCS-570' 1632.1'
3397 3396

WATERWAY WATERWAY WATERWAY FARM RD ST. FRANCIS BAY

-0.87 -0.60 0.00 -0.17 -0.77 +0.02 -0.25 -0.49 0.00

279 259 259 258 229 230 228 223 223

50 60

4-1/4" 2-1/2" 4"

36°47' 24°42' 33°40'

DFL

3°00' 2°00' 2°00'

136CWR 132CWR 141CWR-L 133CWR-H 133 132 CWR 136 CWR 133CWR 136 CWR 132 CWR
2004-H 2002-H 1972 2002-L 1972-H 1984 1972 1979 1996 1979 1970
1996
1996

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 702-X PRIVATE-S PRIVATE-S PRIVATE-SP PRIVATE SH 163-BF

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MEMPHIS SUBDIVISION

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142

340

345

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

340.70 1-CMP-6'

341.00 DETECTOR TALKER

341.10 12-TST-221'(SIMN)

WATERWAY

341.50 1-RCS-15'(SIMN)

COUNTY RD

341.70 1-CBC-12'X 10'
1-CBC-4'X 4'

342.50 1-CBC-5'X 5'
342.57 1-CBC-10'X 12'
342.70 1-CBC-12'X 15'

343.50 7-TST-122'(SIMN)

PRIVATE ROAD

344.20 9-TST-162'(SIMN)

PRIVATE ROAD

3451
3450

-0.00 -0.09 +0.08 -0.09 +0.02 -0.13 0.00 +0.17

222 221 222 221 222 220 220

60

NO CURVES

132 CWR
1970
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 825-X

P:\SU_BOOKS\06_NLR\MPHS.DGN

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

143

FILE PAGE
LAST REVISED
FEBRUARY 19, 2004
BRIDGES UPDATED
NOVEMBER 26, 2002
RD XING UPDATED
JUNE 22, 2000

CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND
BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

345 — 350

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

20-TST-253', 2-DPG-132', 1-TPG-90', 1-DPG-89', 50-RCS-1000', 1575.7'
345.20
ST. FRANCIS RIVER
346.00 1-CBC-10'X 10'
346.70 2-RCS-28', 1-BMOD-25', 2-RCS-28', 81'(SIMN)
W. FRONT ST
346.90 1-RCS-19', 1-BMOD-28', 1-RCS-19', 67'(SIMN)
HWY 75
347.00 1-RCS-16', 1-BMOD-24', 1-RCS-16', 56'(SIMN)
TYRONZA ST
347.10 4-BM-108'(SIMN
WATERWAY
347.53 "PARKIN" PS #16 POTO
EL. 221
CPY347
347.53
349.13 PS #16 POTO
349.27 1-CMP-4'
EL. 222
CPY349
SMITHDALE
XG 060
349.13
7656
YD 03
349.80
CROSS CO.
CRITTENDEN CO.
349.90 1-RCS-18', 1-BMOD-20', 1-RCS-18', 56.2'(SIMN)
PUBLIC RD
113
719

+0.14 -0.20 0.00 -0.14 +0.10 0.00

227 221 221 220 222

60 50 60 20

4-1/4" 4" 7°03.5' 1-1/2" 4"
54°02' 40°05' 34°00'
DFL

3°00' 2°00' 1°00' 2°01'

SH 115 CWR 1996
133 136CWR 141CWR-H 133 133CWR-L 132 CWR 133 133CWR
1984 2003 84 2002-H 1984-L 1984 2002-L 1984-H 1984 1970 1984 2000 84
1996 1996
1996 1996

RLP

CORD 81'-X

GRADE XING DATA
X = X-BUCK
B = " BELL
F = " FLASHER
G = " GATES
W = " WIG WAG
T = " TRAFFIC SIGNAL
S = " STOP SIGN
C = " CANTILEVER

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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144

CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

EBONY #212
M.P. 345.00 — M.P. 365.00

350

355

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C. - - - -
A. B. S. — - —
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

350.60 1-GIP-4' 7-RCS-127' (SIMN)
351.40 5-TSG-64' (SIMN)
351.64 PS #10 HTTO
351.80 4-RCS-72' (SIMN)
351.82 2-CIP-2'
352.10 6-RCS-92' (SIMN, YRD)
352.50 1-RCT-24' 1-TPGOD-32' 80' (SIMN) 1-RCT-24'
353.00 7-RCS-112' (SIMN)
353.90 1-CBC-10'X10'
354.50 5-RCS-80' (SIMN)

WATERWAY
351.11
351.20
CREEK
RUTH ST
720
COMMERCE ST
EL. 222
EARLE
XG 064
352.10
2186
YD 03
PARK ST
N. TUPELO CREEK
WATERWAY

0.00
+0.22
-0.22
-0.01
0.00

222
225
222
221

60

4-1/2"
1-1/2"
4"
4"

21°05'
2°05.3'
22°58.3'
20°58'

DFL

2°10'
1°00'
2°01'
2°01'

132 CWR | 136 | 132 CWR | 136 CWR | 133CWR-L | 132CWR | 133CWR | 136 | 132 CWR
1970 | 1982 | 1970 | 1984-H 2003-L | 84 | 2002-L 1984-H | 1970 | 2000 | 1982 | 1970

1996 — 2002
1996 — 2002

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CR 356-X

P:\SU_BOOKS\06_NLR\MPHS.DGN

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
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FEBRUARY 7, 2002
RD XING UPDATED
JUNE 28, 2004

CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

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EBONY #212
M.P. 345.00 — M.P. 365.00

355

360

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

355.10 1-CMP-4'
355.32 2-GIP-4'
356.40 4-RCS-56'(SIMN)
3565
3564T
356.90 7-PCB-196'(SIMN)
357.30 1-RCS-14', 1-BMOD-20', 1-RCS-14' 48'(SIMN)
357.51 DETECTOR TALKER
358.20 5-PCT-120'(SIMN)
359.57 PS #16 POTO

WATERWAY
BLACK FISH LAKE
COUNTY RD 375
WATERWAY

EL. 221
CPY357
LANSING HBD
XG072
357.41

EL. 222
CPY360
359.57

0.00 +0.09 -0.03 -0.37 +0.50 0.00 +0.11 -0.08 0.00 +0.08 -0.07

MAX. GRADE PERCENT (SUB GRADE)

221 222 220 217 221 221 222 221 221 222 221

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

60

10

AUTH. SUPER ELEV.

1-1/2" 4" 4"
1-1/2" 1-3/4" 2-3/4"
1-1/2"

TOTAL ANGLE

60°06'
45°47'
11°19'

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

1°00' 2°00' 2°01'
1°00' 1°03' 0°52' 1°30'
1°00'

RAIL SIDING

SHI12
1972

RAIL MAIN

136 | 133 CWR | 132 CWR | 136 CWR | 132 CWR

SURFACING & LINING

SIDING 1982 | 2000 | 1971 | 2002 | 1971
MAIN 2002
TIE GANG 2002
SIDING 2002
MAIN

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

BINGS STORE RD-X
COUNTY RD 392-BF
JIM YOUNG RD-X
PRIVATE-S

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FILE PAGE
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OCTOBER 12, 2004
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MARCH 28, 2001
RD XING UPDATED
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CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996

146

360

365

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

360.40 3-RCS-54'(SIMN) 3-TGTOD-47'(SIDE)
361.56 PS #16 HTTO 2-CBC-4'X 3'
361.57
361.72 PS #10 HTTO
361.83 2-CMP-3'
362.25 2-CIP-2.5'
362.52 2-CIP-2.5'
363.10 2-CBC-4'X 3'
363.52 2-CMP-2.5'
363.61 PS #14 HTTO
364.17 2-CIP-4'
364.30 2-GIP-3' PS #14 POTO
364.33
364.55 PS #14 POTO

DRAINAGE DITCH
115
727
100
501 502 503 504 505
400
201 202 401 402 403 404 405 406
700
701 702 703 704

EL. 222
CPY362
CRAWFORDSVILLE
XG074
361.56
9901
YD 03

EL. 224
CPY364
W. MARION
XG076
364.55

-0.02 +0.05 0.00 +0.06 -0.04 +0.11 0.00 +0.09 -0.01 +0.04 0.00

MAX. GRADE PERCENT (SUB GRADE)

220 221 221 222 221 222 222 225 224 225

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

10 60

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

SH 112
1972

RAIL MAIN

132 CWR
1972

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

2002
2002
2002
2002

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
COUNTY RD 382-X
BOONE-BF
MAIN ST./SH 50-BFG
COUNTY RD 372-X
ARK 147-BFG

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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FILE PAGE
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CONSRTUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT. AR., MO., MP375.90 PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

365

370

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

365.55 1-CBC-5' X 4'

366.32 PS #14 POTO (SDG)
366.40 PS #14 POTO
366.50 1-CBC-5' X 5'
366.50 PS #14 POTO (SDG)
366.59 PS #14 POTO

366.80 12-RCS-233' (SIMN)

367.21 1-CBC-3' X 3'
367.40 1-CBC-10' X 8'

367.71 1-CBC-7' X 6', 1-72" SSP
367.90 72" CSP (SIMN)

368.11 PS #10 HTTO
368.15 PS #10 HTTO

TOYOTA AUTO UNLOADING FACILITY

369.97 PS #10 HTTO
369.10 3-PCT-81' (SIMN)

369.40 OH VIADUCT-100'
369.50 4-TSTOD-51' (SIMN)

369.70 PS #15 HTTO
369.80 1-CBC-10' X 10'

201 202 401 402 403 404 405 406 701 702 703 704 720 120 116 734 733 732 731 729

90 RAIL

15 MILE BAYOU
MOLASSES BAYOU
15 DITCH (DRAINAGE)
I-55
PUBLIC RD

EL. 225
MARION
XG 077
365.50
YD 05
0.00

EL. 224
CPY366
E. MARION
366.50
-0.01
-0.04

EL. 222
GAVIN
XG080
368.04
4119
YD 03
0.00
-0.02

EL. 222
W. MEMPHIS IND. L.
XG 085
370.00
-0.10
0.00
+0.13
-0.09

MAX. GRADE PERCENT (SUB GRADE)

225 224 222 222 221 220 220 222

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

60 40

AUTH. SUPER ELEV.

1-1/2" 5-1/4"

TOTAL ANGLE

17°31' 15°22'

ALIGNMENT & FLANGE LUBRICATORS

RL

DEGREE OF CURVE

1°00' 2°30'

RAIL SIDING

141 CWR
133 CWR

RAIL MAIN

132 CWR 132 CWR 136 132 CWR

SURFACING & LINING
SIDING

1972 02H 1972 1982 1972

MAIN
TIE GANG

92L

2002

SIDING

MAIN

2002

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S

SH 11E-BFG

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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FILE PAGE
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CONSRTUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

370 XING

370.05 BNSF 54° 13' 136# XING FROG

3701 3700T GATE BNSF 402K

EL. 222

CPY370
PRESLEY JCT.
BNSF XING
XG 082
370.05
YD 03 EL. 222

W. MEMPHIS IND. L.
XG 085
370.00
0.00

371.07 2-SSP-4'

371.40 DETECTOR TALKER

371.50 2-SSP-2.5'

371.75 1-SSP-4'

372.30 5-BMC-135'(SIMN)

DITCH

3733 3734

373.60 OH VIADUCT-80'
373.65 1-CBC-8'X10'
373.72 2-GIP-3.5'

I-40

SSW RWY

TO JENARK

LEVEE

374.40 38-RCS-730'(SIMN)

WATERWAY

374.80 75-RCS-1440'(SIMN)

WATERWAY

375

0.00 +0.13 0.00 +0.47 +1.30 -0.71 0.00

221 221 221 223 223 227 238 235

40 60

NO CURVES

132 CWR
1972
2002
2002

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

ARK 77 -CBFG

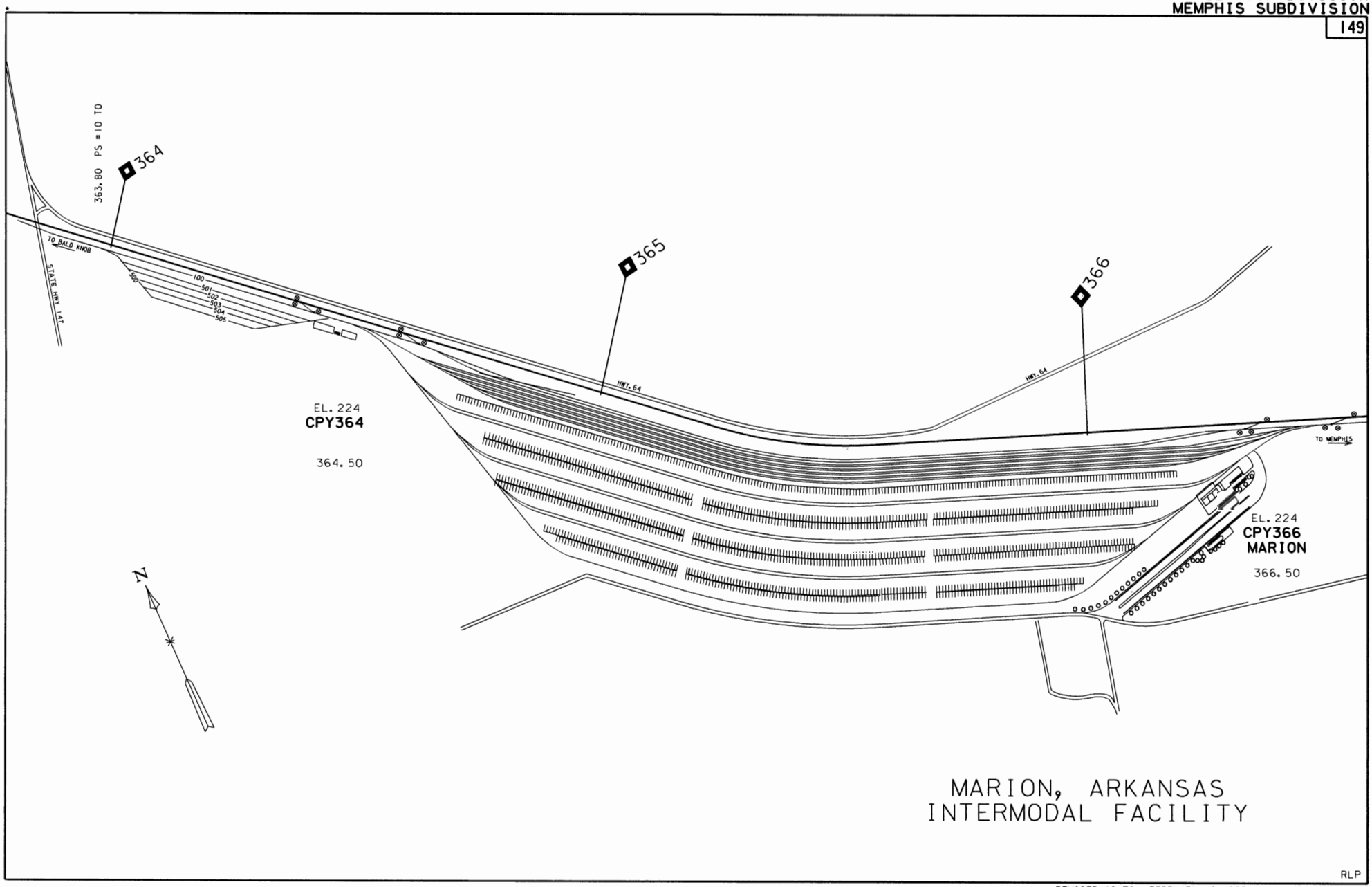
COUNTY RD 49-X

CLUB RD -CB

MOUND CITY RD-F

PRIVATE

P:\SU_BOOKS\06_NLR\MPHS.DGN

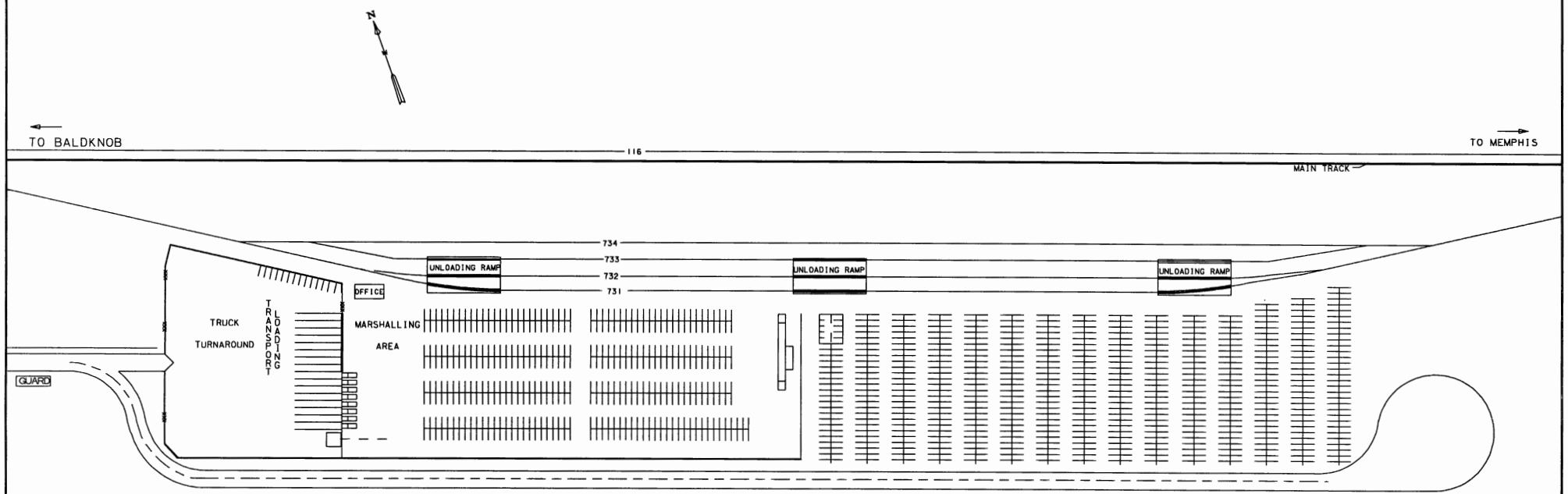


MARION, ARKANSAS
INTERMODAL FACILITY

RLP

REVISED AS TO: FEBRUARY 19, 2004

P:\SU_BOOKS\06_NLR\MARION.DGN



EL. 222
GAVIN
XG080
368.04
4119

GAVIN ARKANSAS
AUTO FACILITY

BHW

REVISED AS TO: SEPTEMBER 8, 2004

P:\SU_BOOKS\06_NLR\GAVIN.DGN

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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CONSTRUCTED BY ARKANSAS AND MEMPHIS RAILWAY BRIDGE AND TERMINAL CO. OPERATION VIA. A.&M.R.B.&T. CO.

CONSTRUCTED BY THE UNION RAILWAY OF MEMPHIS
ACQUIRED BY MISSOURI PACIFIC RR SEPTEMBER 20, 1966

* BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT. AR., MO., MP375.90 PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

** CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

CONTINUOUS YARD LIMITS 376.5 TO EOT

375 — 380

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

375.22 PS#14 POTO BEG. 2ND ML
375.27 PS#14 POTO SSW CONN.
375.29 PS#14 POTO(#2)
375.30 62-RCS-1147'(#1) 62-RCS-1148'(#2)
375.34 PS#14 POTO(#1) 62-RCS-1147'(#1) 62-RCS-1148'(#2)
375.40
375.60 PS#14 POTO CONN TO BNSF
375.88 BN RR 00°00' XING
376.43 PS#16 POTO(#1)
376.48 PS#16 POTO(#2)
376.50 YARD LIMIT
376.51 PS#16 POTO(#2)
376.56 PS#16 POTO(#1)
376.58 UNDERPASS
377.03 39-DPGOD-2345' 1-DTPOD-348' 4-TTPOD-2202' (#1,#2) 4895'
377.10 DETECTOR READERS
377.84 PS#10 POTO(#2)
377.85 2-BMC-92'(#1,#2)
377.88 PS#10 POTO(#1)
377.89 PS#10 POTO(#1)
377.93 PS#10 POTO(#2)
378.04 PS#10 POTO(#2)
378.08 PS#10 POTO(#1,#2)
378.12 PS#10 POTO(#2)
378.13 1-SAC-67'X 5
378.15 1-BM-47'(#1,#2)
378.22 PS#10 POTO
378.29 4-RCS-64'(#1,#2)
378.44 PS#10 POTO(#2)
378.46 PS#10 POTO(#2)
378.54 4-RCS-64'(SIMN)
378.75 4-RCS-62'(SIMN)
378.98 2-BM-102'(SIMN)
379.10 OH PED XING-100'(#1,#2)
379.20 4-RCS-56'(SIMN)
379.41 2-BMC-102'(SIMN)
379.60 1-DPG-60'(SIMN)
380.00 OH VIADUCT-100'

EL. 235
CPY375
BRIARK
XG087
375.28
YD 03

EL. 235
CPY376
BRIDGE JCT.
XG088
375.85
YD 03,77

EL. 267
CPY377
HARAHAN
376.50

EL. 298
AR/TN STATE LINE
XG089
377.03

EL. 277
CPY378
377.88

EL. 270
CPY379
KENTUCKY ST.
XG091
378.06

EL. 265
CPY380
TEXAS ST.
378.20

EL. 263
CPY381
TOWER 17
378.42

EL. 262
ICXING
378.30

MISSISSIPPI RIVER (OVERFLOW)
MISSISSIPPI RIVER
CO. RD 312
CRITTENDEN CO., AR — SHELBY CO., TN
RIVERSIDE DRIVE
FLORIDA ST.
MAIN ST.
3RD ST
4TH ST
DANNY THOMAS BLVD.
MISSISSIPPI AVE.
CRUMP BLVD.
PORTER ST.
CSXT NSEB
UP
UP NSEB
BNSF

0.00 +1.10 -0.75 -0.81 -1.47 -0.39 0.00 -0.40 +0.54 0.00 -0.14 +0.54 -0.71 +1.13

235 299 299 293 284 270 265 265 262 284 284 283 285 291 300

60 25 20 10
20 10
1-1/4" 1" 1" 2" 1" 1" 1"

18°38' DFL 182 3°19.5' 69°07' 11°54' 2°49' 5°04' 4°24' 4°50' 7°00' 28°30' 28°35' 2°52' 3°00' 1°46' 3°52' 5°02' 2°00'

119CWR 115 CWR 32CWR 36CWR 73-HI 04-L 15CWR 136CWR 132 CWR 133 CWR 115 CWR SH133 CWR 112 CWR

1972 1953 1992 1973 1981 1999 1963 2002

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

KENTUCKY-BFG
RIVERSIDE BLVD-CBFG

LRS

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
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CONSTRUCTED BY THE UNION RAILWAY OF MEMPHIS
ACQUIRED BY MISSOURI PACIFIC RR SEPTEMBER 20, 1966
CONTINUOUS YARD LIMITS 376.5 TO EOT

152

MEMPHIS*213
M. P. 365.00 — M. P. 390.88

380 — 385

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION
M. P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

380.00	OH VIADUCT
380.01	DETECTOR READER
380.09	PS #10 HTTO
380.30	OH VIADUCT-100'
380.35	PS #10 HTTO
380.48	4-RCS-63'(SIMN)
380.52	PS #16 HTTO
380.54	PS #16 HTTO
380.60	SARGENT YARD DETECTOR READER
380.70	YARD LIMIT DETECTOR READER
381.04	4-RCS-63'
381.11	1-BM-47'
381.61	1-BM-47'
381.78	4-RCS-50'
382.16	1-DPG-162'
382.20	2-BMC-110'
382.50	4-BMC-160'
382.80	OH VIADUCT
383.00	OH VIADUCT
383.51	CSXT 00° 00' XING
384.20	OH VIADUCT

CSXT

EL. 309
KC JCT.
380.60

EL. 308
MEMPHIS SARGENT YD
XG093
380.70
YD 01, 77

BNSF
S BELLEVUE BLVD
LAMAR AVE
S WILLETT
S McLEAN BLVD
S BARKSDALE
CENTRAL AVE

+0.60 0.00 -0.54 +0.37 -0.10 +0.52 0.00 -0.40 0.00 -0.28 +0.27 -0.37 +0.27 0.00 -0.38 -0.71 -0.43 -0.40

300 309 309 307 309 307 312 312 305 305 302 305 302 304 304 285 279 259

1" 1" 10 10

2°52' 15°01' 37°34.5' 21°12' 2°45' 2°45' 58°18'

2°00' 4°29' 8°39.6' 4°00' 3°00' 3°00' 6°00'

112 CWR 132 CWR
1972

2002 1992
2002 1992

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

ROLAND-BF
ROZELLE-BFG
S COOPER
S COX-BF
E PARKWAY SOUTH
AVERY AVE-BF
S HOLLYWOOD
POPLAR AVE
BRAOD AVE-CBFG
SUMMER AVE
FAXON AVE
BOOLEY AVE
N BINGHAM-CBFG
PERSHING AVE-CBFG
PRIVATE

RLP

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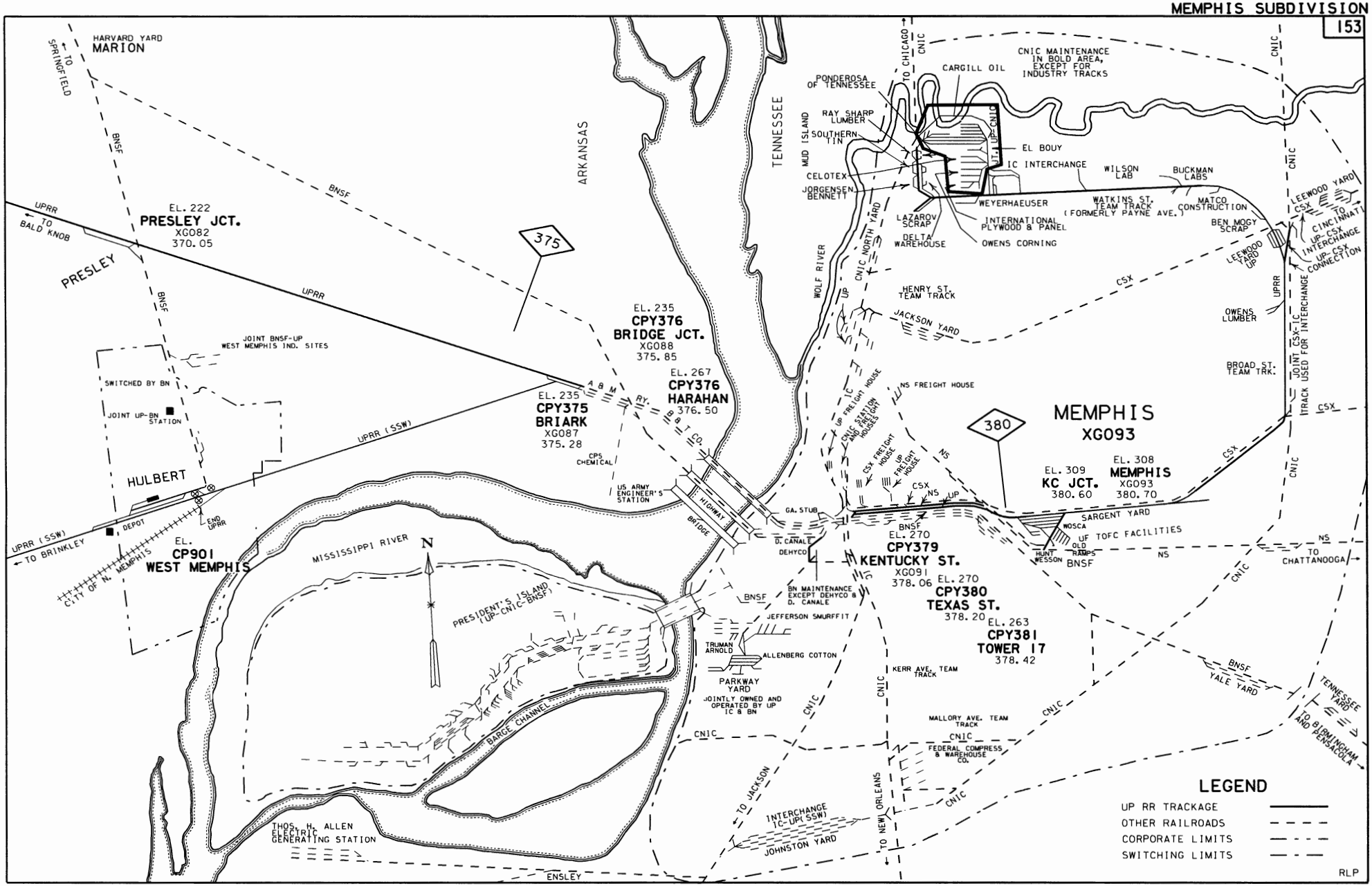
NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

153



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CONSTRUCTED BY THE UNION RAILWAY OF MEMPHIS
ACQUIRED BY MISSOURI PACIFIC RAILROAD SEPTEMBER 20, 1966
CONTINUOUS YATD LIMITS 376.5 TO EOT

154

385

390

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

385.15 4-RCT-83'
38x.xx CSXT xx° XING
388.24 9-TSTOD-138'
388.60 OH VIADUCT
389.95 5-TST-63'

792 791 081 082 083 084 085 086 650 651 LEEWOOD YARD
793 794 801 803 802 804 811 812 818

EL.. LEEWOOD YD

-0.82 +0.03 -0.09 -0.06 -0.03 -0.13 0.00 -0.49 -0.25 0.00 +0.47 +0.06 -0.08 -0.37 -0.47

245 246 243 241 240 238 238 233 231 231 239 240 237 231 229

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

10

AUTH. SUPER ELEV.

TOTAL ANGLE

94° 07'

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE
SIDING
RAIL
NO. 1 TRACK
NO. 2 TRACK

0° 27' 0° 30' 0° 28' 0° 35' 0° 30'

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

JACKSON AVE-X
JACKSON AVE
N HOLLYWOOD-G
SPRINGDALE-C
TUNICA-X
UNIVERSITY-C
PRIVATE
BULAB REALTY
N MCLEAN BLVD-C
NICHOLAS-X
N SEVENTH

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FILE PAGE
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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M. P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

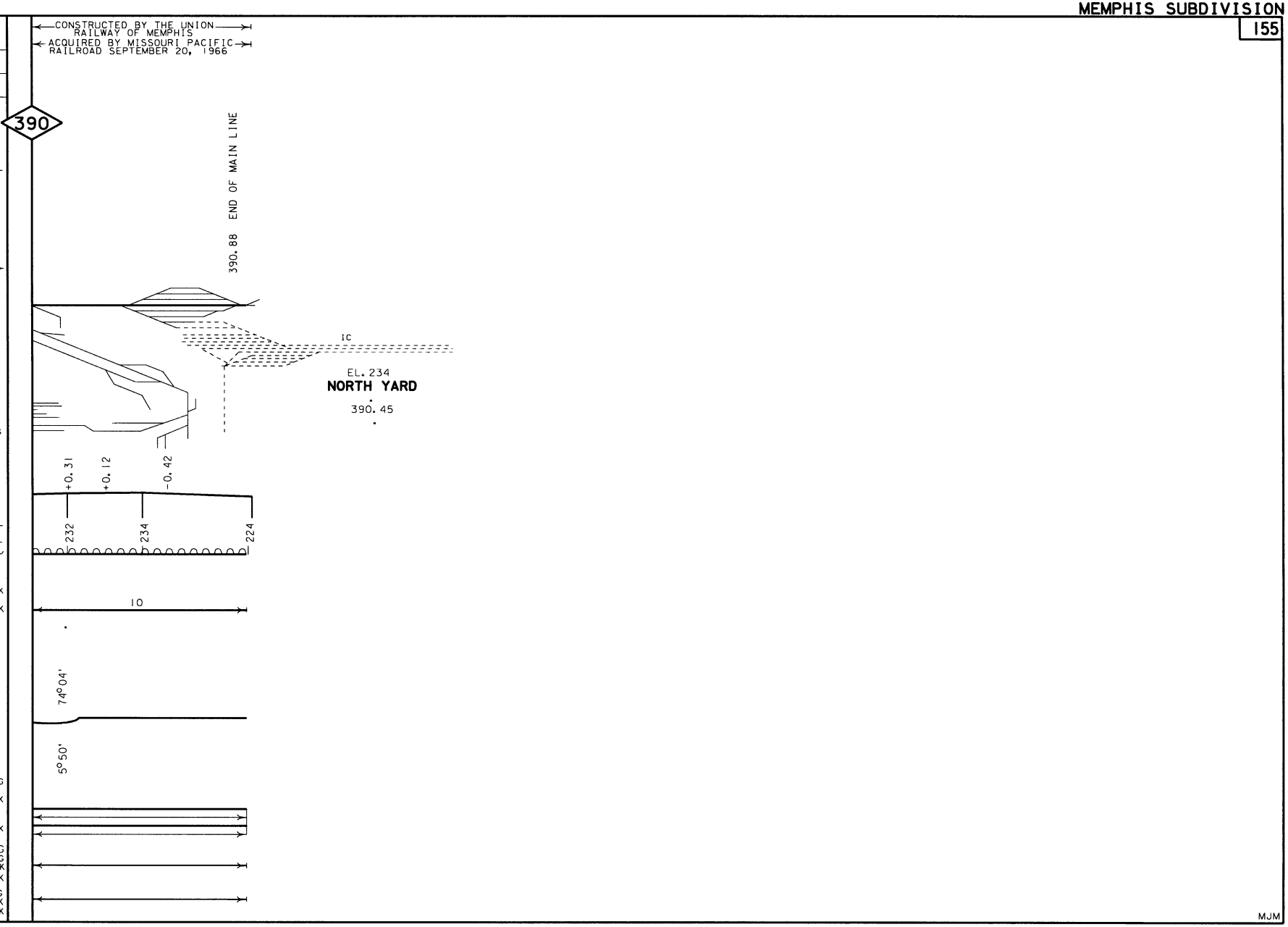
TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
FL

DEGREE OF CURVE
SIDING
NO. 1 TRACK
RAIL
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK



GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

MJM

NORTH LITTLE ROCK DIVISION
MCGEHEE, PINE BLUFF–WHITE BLUFF SUBDIVISION

FILE PAGE
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MARCH 22, 2001
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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CONSTRUCTED 1880 BY THE LITTLE ROCK, MISSISSIPPI & TEXAS RAILWAY
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN PINE BLUFF, AR., MP 349.80 AND LITTLE ROCK, AR., MP 305.14, PER STB FIN DOC, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

192

McGEHEE SUBDIVISION | PINE BLUFF SUBDIVISION | PINE BLUFF SUBDIVISION | WHITE BLUFF SUBDIVISION

350

349.82 PS #9 HTTO
349.80 PS #9 HTTO
349.65 SUBDIVISION LIMITS PS# 16 POTO SSW CONN.
349.65 OH VIADUCT 100' PS# 16 POTO
349.63 PS# 16 POTO
349.56 PS# 16 POTO SSW CONN.
349.55 PS# 16 POTO SSW CONN.
349.51 (2)PS #16 HTTO
349.45 (1)PS #16 HTTO

348.67 (2)PS #16 POTO
348.60 PINEBLUFF SUB =268.80
348.60 WHITEBLUFF SUB
348.58 (1)PS #16 POTO SSW CONN.
348.50 PS #16 POTO SSW CONN.
348.39 SUBDIVISION LIMITS
348.39 OH VIADUCT 100' (SIMN)
348.39 PS #16 POTO
348.13 PS #10 POTO

347.89 1-CBC-12'X 7'
347.45 DUAL OH VIADUCT 100' (NWIS)
346.99 2-CBC-4'X 3'
346.80 1-CBC-8'X 6'
346.26 2-CMP-3'
346.20 PS #10 HTTO
345.90 2-CBC-12'X 10'
345.80 DETECTOR TALKER
345.43 1-CBC-4'X3'
345.23 PS #10 HTTO VIKING BAG ROLLING PIN MANOR
345.02 1-CBC-10'X 8'

345

762 | NO. 1 | NO. 2 | 041 | 040 | 740 | 736 | 741 | 718

UP
EL. 212
OLD PLANTERS SWITCH
K 043
349.80

EL. 212
CPA350
S. UP CONN
349.53

EL. 228
CPA349
N. UP CONN
K 041
348.59

EL. 228
M&K DISTRIBUTORS
348.40

UNIVERSITY AVE
US HWY 65

EL. 229
SHERIDAN LEAD
348.10

EL. 231
JOHNSON'S METAL
RECYCLERS
346.30

EOT
3461
3462

EL. 228
VIKING BAG
345.30

+0.04 +0.07 -0.29 -0.48 -0.19 0.00 +0.10 -0.14 +0.29 -0.30 +0.25 0.00 +0.07 +0.35 -0.21 -0.01

212 211 215 223 229 229 227 228 226 233 231 231 230 225 228

60 30 60

3/4" 3/4" 3/4" 3/4" 3/4" 3-1/2"

0°36' 0°25' 0°27' 2°15' 1°53' 18°54.7' 59°03'

0°30' 0°04.5' 0°06.5' 1°30' 0°40' 1°50.5' 1°00' 0°58' 0°54'

115 CWR | 133 CWR | 136 CWR | 133CWR | 136 CWR | 133 CWR | 133 CWR | 115 CWR | 115 CWR

1972 | 1987 | 2003 | 1989 | 1963-L 2000-H | 1963

133 CWR
1988 | 1981 | 2003 | 2003
2003
1988 | 2003 | 2003
2003

JOK

MISSOURI-BFG
ALABAMA-BFG
STATE-BFG
MAIN-CBFG
PINE-BFG
WALNUT-BFG
BEECH-BFG
ELM PED WALK
CHERRY-BFG
MULBERRY-BFG
SPRUCE-X
ORANGE-X
W. 2ND AVE-BFG
PULLEN ST-BFG
RHINEHART RD-BFG
STURGIS RD-X
INDUSTRIAL RD-BFG

P:\SU_BOOKS\06_NLR\PBLF.DGN

NORTH LITTLE ROCK DIVISION
WHITE BLUFF SUBDIVISION

193

FILE PAGE
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JANUARY 12, 2005
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CONSTRUCTED 1880 BY THE LITTLE ROCK, MISSISSIPPI & TEXAS RAILWAY

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN PINE BLUFF, AR., MP 349.80 AND LITTLE ROCK, AR., MP 305.14, PER STB FIN DOC, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

345

340

PAPERTON LEAD
GAYLORD PLANT

VIKING BAG
ROLLING PIN
MANOR

344.70 1-CBC-4' X3'
344.50 1-CBC-10' X7'
344.41 15-TSTOD-204'(SIMN)
344.41 IND TRK PAPERTON LD
344.21 PS#10 HTTO
344.01 10-RCS-174'(SIMN)
343.29 PS#14 POTO
PINE BLUFF ARSENAL
(U.S. ARMY)
342.25 1-CBC-3' X5'
342.15 1-CBC-3' X5'
341.66 OH VIADUCT 100'(SIMN)
341.65 2-CMP-2'
341.58 PS#14 POTO

WATERWAY
GATE
CANEY BAYOU
US ARMY
HEADLEY RD

EL. 228
PAPERTON LEAD
344.30
YD 08

EL. 235
CPA343
343.30

EL. 240
CARRUTHERS
K 036
342.53
YD 08, 77

EL. 240
CPA342
CARRUTHERS
341.50
8400

-0.01 +0.14 0.00 +0.23 -0.16 -0.43 -0.12 +0.30 -0.07 -0.46 0.00 -0.30 -0.34 -0.40

229 228 228 223 225 238 243 238 239 251 251 258 260

60

14°06.2' I"

0°29.7'

115 CWR

1963

SH 115 CWR

2000 2003

2003

2003

2003

JOK

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

JEFFERSON PKWY-BFG
DIXIE WOOD RD-XS
CORD 769-BF

P:\SU_BOOKS\06_NLR\PBLF.DGN

NORTH LITTLE ROCK DIVISION
WHITE BLUFF SUBDIVISION

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CONSTRUCTED 1880 BY THE LITTLE ROCK, MISSISSIPPI & TEXAS RAILWAY — 194

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN PINE BLUFF, AR., MP349.8 AND LITTLE ROCK, AR., MP305.14, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

340

335

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

339.42 I-GIP-4'
338.52 I-GIP-4'
336.80 I-SBC-4'X3'
335.26 I-SBC-4'X5'

(US ARMY) PINE BLUFF ARSENAL

-0.40 -0.21 -0.39 0.00 -0.28 -0.32 -0.11 -0.39 -0.07 0.00 -0.07 +0.42 -0.17

275 276 322 322 330 334 336 340 341 341 342 340

60

17°56.6' 4" 16°17.6' 5" 35°16.1' 2-1/4"

2°02.2' DFL 2°21.1' 1°18.6'

115 CWR 133CWR 115 CWR 133 CWR 115 CWR

1963 1989 1963 2000 63

2003

2003

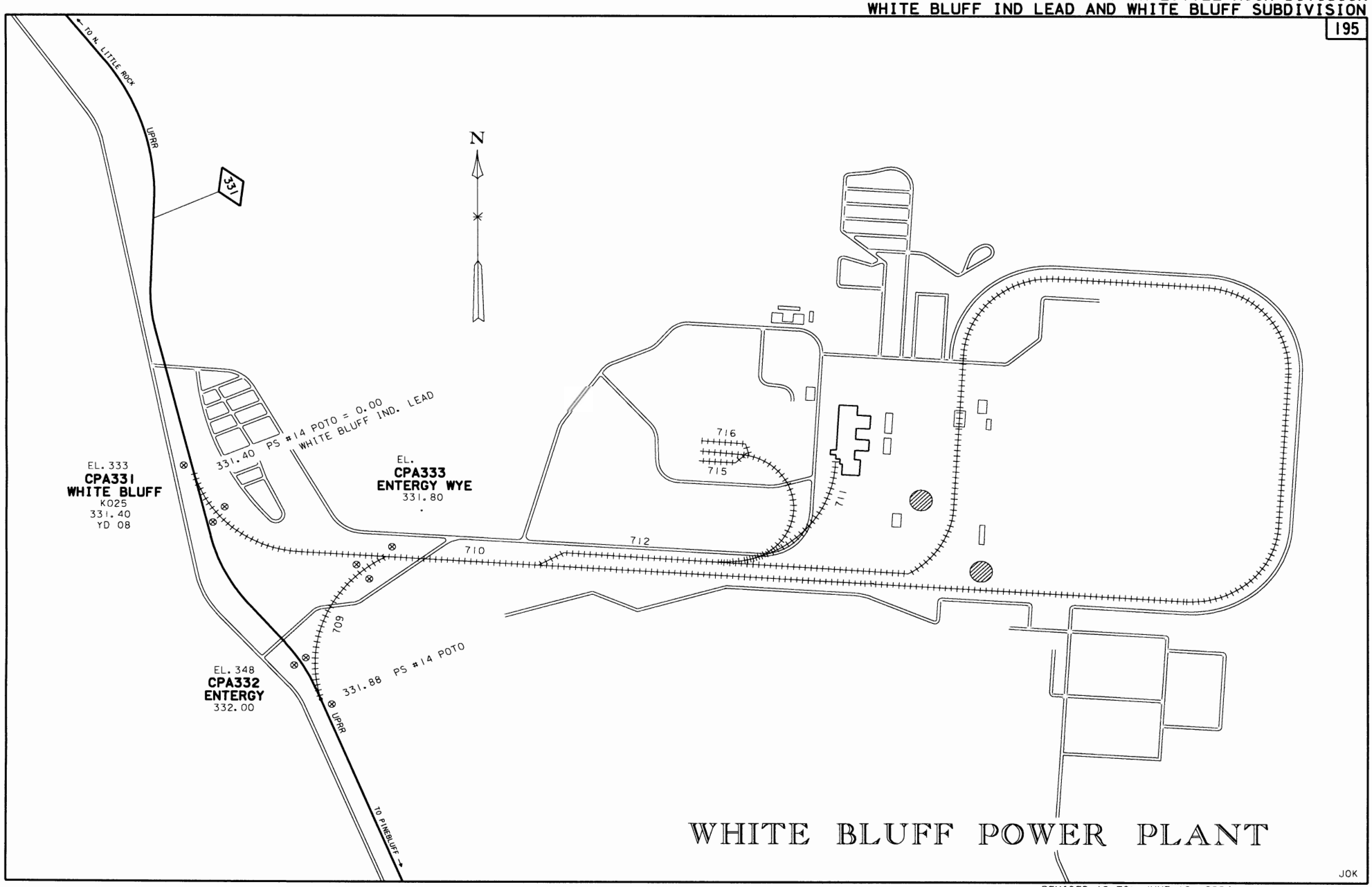
BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

STARK GATE-F

SHELVIA RD-XS

P:\SU_BOOKS\06_NLR\PBLF.DGN



JOK

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NORTH LITTLE ROCK DIVISION
WHITE BLUFF SUBDIVISION

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APRIL 29, 2003
RD XING UPDATED
JUNE 28, 2004

CONSTRUCTED 1880 BY THE LITTLE ROCK, MISSISSIPPI & TEXAS RAILWAY — 196

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN PINE BLUFF, AR., MP349.8 AND LITTLE ROCK, AR., MP305.14, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

335

330

READER

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

334.68 1-SBC-4'X4'
"JEFFERSON" 334.20 DETECTOR TALKER
333.65 1-SBC-5'X5'
333.17 1-SB-6'X6'
332.94 1-SBC-6'X6'
332.63 1-SBC-7'X7'
332.02 PS #14 POTO
331.96 OH VIADUCT 100'(SIMN)
331.40 PS #14 POTO WHITE BLUFF IND. LEAD
330.24 2-CBC-10'X 7'
330.00 DETECTOR

3327
3328

EL. 348
CPA333
ENTERGY WYE
331.80 ST

EL. 348
CPA332
ENTERGY
332.00

EL. 333
CPA331
WHITE BLUFF
K 025
331.40
YD 08

ARROYO ST

710 711 712 715 716 717

POWER PLANT
WHITE BLUFF
ENTERGY

-0.17 +0.04 -0.21 -0.11 +0.17 -0.17 +0.43 +0.69 -0.05 -0.81 -0.40 +0.39 +1.08 +0.43

343 342 344 347 343 345 342 335 336 339 348 327 323

60 50

3°10.5' 1" | 16°04.9' 1-1/2" | 23°15.1' 3-1/2" | 36°06.4' 3-1/2" | 10°38.5' 1-3/4" | 42°12.7' 1-1/2"

0°26' | 0°59.5' | 3°03.3' | 3°01.7' | 1°01.2' | 0°57.3'

DFL

115 CWR 1963 | 136 CWR 2003 | 115 CWR 1963 | 133 CWR 1984 | 11 CWR 63 | 133CWR 1999 | 115CWR 1963 | 133 CWR 1993

2003

2003

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

USSERY RD-XS | CO.RD.-BF | PRIVATE-S | KEARNEY RD-XS | PRIVATE-S | RHODES RD-X

P:\SU_BOOKS\06_NLR\PBLF.DGN

NORTH LITTLE ROCK DIVISION
WHITE BLUFF SUBDIVISION

197

FILE PAGE
LAST REVISED
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BRIDGES UPDATED
APRIL 29, 2003
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JANUARY 8, 2001

CONSTRUCTED 1880 BY THE LITTLE ROCK, MISSISSIPPI & TEXAS RAILWAY
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN PINE BLUFF, AR., MP349.8 AND LITTLE ROCK, AR., MP305.14, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

330 — 325

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M. P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

330.00 DETECTOR "REDFIELD"
329.80 DETECTOR READER OH VIADUCT 127' (SIMN)
329.76
329.26 1-SBC-4' X 5'
328.28 1-SBC-4' X 5'
327.60 2-CBC-10' X 7'
327.13 7-RCS-127' (SIMN)
326.94 2-PCT-47' (SIMN)
326.48 4-PCT-96' (SIMN)
326.43 PS #14 POTO
326.34
326.09 1-CBC-6' X 5'
325.67 1-GIP-5'
325.11 1-CMP-5'

JAMES ST
3285
3284
BORNES CREEK
WATERWAY
WATERWAY
PULASKI CO.
JEFFERSON CO.
507
103

EL. 253
HENSLEY SPUR
325.60

EL. 243
CPA326
326.43

+0.46
0.00
+0.54
+0.35
0.00
-0.47
0.00
-0.43
0.00
-0.06
+0.55

278
248
248
244
236
236
241
241
252
252
253

50
10

42°12.7' 1-3/4"
46°16.3' 3-1/4"
46°12' 3-3/4" 3-1/2"
33°28.3' 2-3/4"
27°13.7' 2-1/2"
19°35.5' 2-3/4"

0°57.3'
2°56.7'
3°06' 2°38'
DFL
2°02.9'
1°55.3'
2°01.7'

SH 132 1964
SH 136 CWR 1988

133 CWR 1993 — 1999 — 86 1999 — 2000 H — 1987
119CWR 1999-L 86L
133 CWR 1964 — 1987
119CWR 1964
133CWR 1987
115 CWR 1963

2003
2003
2003
2003

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

SHERIDAN RD-BFG
OAK RD-XS
EAST HENSLEY RD.-XS

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NORTH LITTLE ROCK DIVISION
WHITE BLUFF SUBDIVISION

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BRIDGES UPDATED MARCH 22, 2001
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CONSTRUCTED 1880 BY THE LITTLE ROCK, MISSISSIPPI & TEXAS RAILWAY

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN PINE BLUFF, AR., MP349.8 AND LITTLE ROCK, AR., MP305.14, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

325

320

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

103

324.71 PS # 14 SPG SW
324.65 5-RCS-85'(SIMN)
324.42 10-RCS-205'(SIMN)
324.15 1-CBC-5'X3'
"WOODSON"
323.85 1-CBC-5'X4'
323.26 2-CBC-5'X3'
322.38 11-TST-141'(SIMN)
321.23 1-CBC-4'X3'
320.80 DETECTOR TALKER

HARRIS BAYOU
CLEAR CREEK
3237
PENNINGTON BAYOU

EL. 237
CPA325
HENSLEY
K 019
324.71
8257
YD 08

EL. 248
CPA326
HENSLEY HBD
K 015
320.80

+0.55 +0.04 0.00 -0.22 -0.38 +0.19 +0.29 0.00 -0.48 +0.36 0.00 -0.18 -0.18 0.00 +0.28

238 237 237 239 249 245 243 243 251 245 245 246 251 251 248

10 50

12°26.5' 1 3/4" 15°13.3' 1 3/4" 32°00' 1 1/4"

DFL

1°01.8' 1°01' 0°50'

SH 136 CWR
1988

115 CWR 1963 | 136 CWR 2003 | 119 CWR 1964 | 136 CWR 2003 | 119 CWR 1964 | 141 CWR 2003 | 119 CWR 1964

2003
2003
2003
2003

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
WOODSON LAT. RD-BF
PRIVATE-S

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NORTH LITTLE ROCK DIVISION
WHITE BLUFF SUBDIVISION

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CONSTRUCTED 1880 BY THE LITTLE ROCK, MISSISSIPPI & TEXAS RAILWAY — 199

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN PINE BLUFF, AR MP 349.8 AND LITTLE ROCK, AR MP 305.14, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996

320

315

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

318.37 1-CBC-5'X 4'
318.24 2-CBC-4'X 3'
316.15 2-CMP-24'
315.75 2-CMP-3'
315.71 PS #14 SPG SW
102
3160
EL. 255
CPA316
315.71

-0.28 +0.50 -0.37 0.00 +0.38 -0.56 -0.05 0.00 +0.39 -0.10 0.00 -0.09

251 243 257 257 245 253 255 255 251 255 255

50
10
4°21.4' I 3/4"
1°03.3'
SH 132
1964
119 CWR
1964
2003
2003
2003
LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
PRIVATE-S
CLARK ST-X
NORTH ST-XS
BROWN-XS
145TH ST-BF
PERKINS - XS
BENNIE BARNES RD-X
SLINKER RD-BFG

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NORTH LITTLE ROCK DIVISION
WHITE BLUFF SUBDIVISION

FILE PAGE
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JUNE 28, 2004

CONSTRUCTED 1880 BY THE LITTLE ROCK, MISSISSIPPI & TEXAS RAILWAY
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN PINE BLUFF, AR MP 349.8 AND LITTLE ROCK, AR MP 305.14, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996
CONSTR. BY THE CHOCTAW, OKLAHOMA & GULF RR - ACQUIRED BY MPRR 11-17-1983

200

315

310

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

313.90 PS #14 POTO
313.51 1-CMP-4'
312.79 3-RCS-55'(SIMN)
"SWEETHOME"
312.26 2-CBC-7'X8'
312.19 2-CBC-8'X7'
"BALLAST PIT"
311.96 PS #10 HTTO
311.47 PS #10 HTTO
310.54 2-SBC-4'X5' 36TH ST
310.36 PS #10 POTO
310.34 OH VIADUCT 100'
310.27 PS #10 POTO
310.24 10-PCB-280'(SIMN)
3-M CORP.
WATERWAY
I-440
FOURCHE BAYOU
PORT AUTHORITY
LITTLE ROCK

EL. 264
CPA314
HIGGINS
K 009
313.90
8912
YD 08

EL. 263
GRANITE MOUNTAIN
K 005
311.90
YD 04

EL. 279
DRURY SPUR
K 006
310.36
2174

EL. 260
CPA310
E. LITTLE ROCK
K004
310.14
8912
YD 04

102

-0.09 | 0.00 | -0.12 | 0.00 | -0.43 | +0.30 | +0.54 | +0.31 | -0.11 | -0.05 | -0.44 | -0.23 | -0.50 | 0.00 | +0.49

MAX. GRADE PERCENT (SUB GRADE)

263 | 263 | 265 | 265 | 268 | 264 | 253 | 252 | 253 | 254 | 258 | 259 | 281 | 281 | 260

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

10 | 50 | 25

AUTH. SUPER ELEV.

3"
3 1/4"
1"
3 1/2"
1 3/4"
1 3/4"

TOTAL ANGLE

32°15.6'
40°09.3'
46°17.3'
53°09.7'
1°45'
53°58'

ALIGNMENT & FLANGE LUBRICATORS RL

1°30.3'
2°19.5'
DFL
0°59.9'
3°02.7'
1°00'
6°00'

DEGREE OF CURVE

SH 132
1964

RAIL SIDING

RAIL MAIN

119CWR | SH112CWR | 119CWR | 136 CWR | 119CWR | SH 112 CWR | 119 CWR | 133 CWR | 119CWR | 115CWR | 133 CWR | 119CWR | 133 CWR

1964 | 1992 | 1964 | 1981 | 1964 | 1992 | 1964 | 1989H 1999L | 1964 | 1971 | 92 | 1964 | 1999H 1996L

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

2003
2003
2003
2003
90

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN

ARK 365-BFG
LYDIE RD /CO RD-X
HARPER RD-BF
3M ROAD-BFG
32ND ST.-X

BHW

P:\SU_BOOKS\06_NLR\PBLF.DGN

NORTH LITTLE ROCK DIVISION
WHITE BLUFF SUBDIVISION

FILE PAGE
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MARCH 28, 2001
RD XING UPDATED
APRIL 17, 2003

CONST. BY THE CHOCTAW, OKLAHOMA & GULF RR ACQUIRED BY MPRR 11-17-1983

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN PINE BLUFF, AR., MP 349.8 AND LITTLE ROCK, AR., MP 305.14, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756 DATED JUNE 1, 1996.

201

310

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

309.99 PS#10 POTO
309.82 PS#10 HTTO
309.78 PS#10 HTTO
309.59 PS#10 HTTO
309.25 I-CMPA-14' X 8'
309.22 PS#10 HTTO
309.01 PS #16 POTO
308.77 4-PCT-90'(SIMN)
308.70 OH VIADUCT 100'(2 TRKS)
308.30 OH VIADUCT 100'
308.10 I-CBC-4'X4'
307.75 OH VIADUCT 100'(2 TRKS)
307.48 PS #16 POTO
307.45 PS #10 RITTAIN SPUR
307.45 6-TST-102'(SIMN)
306.88 I-CBC-10' X 8'
306.48 I-CBC-10' X 5'
306.22 5'X10' RCB
306.02 I-RCB-10' X 8' UNDERPASS
306.00 I-CBC-10' X 10'
305.75 OH VIADUCT 100'
305.73 2-CBC-10' X 5'
305.45 OH VIADUCT 100'
305.33 I-CBC-12' X 6'
347.24 M/L FROM ST. LOUIS
305.14 PS#16 POTO BEGIN M/L
3471
3470

HOT SPRINGS IND. LEAD TO BRITTAIN
TO TEXARKANA
TO ST. LOUIS
#16
OFFICE YARD
720
715
110
700
001 002 003 004 005 006

EL. 251
CPA309
309.05
IND. LEAD ROCK STREET TO
WATERWAY
I-30
EL. 249
HOT SPRING JCT.
307.45
CPA307
BIDDLE
XZ000
307.48
YD 02
ARCH ST.
WATER-WAY
ROOSEVELT RD.
WRIGHT AVE.
EL. 254
N. LITTLE ROCK
X344
343.60
YD 01
EL. 301
CPX348
LR JCT.
X 345
305.14

+0.11
0.00
+0.19
0.00
-0.19
+0.09
0.00
-0.18
0.00
-0.31
-0.47
-1.01

251 251 249 249 251 249 249 251 251 252 254

25

1" 1" 1" 1" 1" 1" 2 1/4" 1" 1" 1"

9°36.3' 4°50' 18°56' 6°00' 16°20' 2°10' 53°25' 53°05' 9°37' 7°00'
DFL DFL DFL

4°00' 2°30' 4°00' 4°00' 1°20' 1°05' 6°53' 2°15' 3°00' 3°00'

SH115CWR
133CWR
136CWR
SH 115 CWR
133CWR
SH115CWR
SH 115 CWR
133 CWR
SH115CWR
133CWR

96 1964 05H 00L 1964 1999 1964 1997 89 1964 1989 1964 1989
6483H 00L

2003
2004
2003
2003
2003
2003

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN

PRIVATE-X
DUGAN ST-BF
COMMERCIAL ST-BFG
CONFEDERATE BLVD-BFG
CHESTER ST-BFG

RLP

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NORTH LITTLE ROCK DIVISION
PINE BLUFF SUBDIVISION

FILE PAGE
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AUGUST 26, 2003
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DECEMBER 20, 2000

CONSTRUCTED BY TEXAS & ST. LOUIS RY-1882 AS NARROW GAUGE, CHANGED TO STANDARD GAUGE 10-18-1886

ST. LOUIS SOUTHWESTERN RY ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN SHREVEPORT, LA., MP 450.67 AND MP 452.11 AND FAIR OAKS, AR., MP 172.50, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

268

275

LINE CHANGE- 1898

270

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

"SORRELLS"

272.80 1-CBC-4'X2.7'
272.56 2-CP-2.5'
272.30 8-TST-98'(SIMN)
272.14 4-PCB-120'(SIMN)
272.00 DUAL OH VIADUCT 100'
271.88 16-TST-199'(SIMN)
271.78 10-TSG-99'(SIMN)
271.30 1-BMOD-14'(SIMN)
270.97 PS #16 POTO
270.73 O.H. VIADUCT 100'
270.50 2-VCP-2'

NO. 1
NO. 2

2735
2736
CREEK
CREEK
I-530
CREEK
DRAINAGE
DRAINAGE
28TH ST.

EL. 233
CPCB271
WEST PINE BLUFF
JH416
270.97
11003'

-0.54 -0.40 +0.27 +0.35 -0.22 +0.55 0.00 -0.23 +0.65 +0.61 +0.87 +0.72 +0.99 +1.01 +0.30 +0.11 0.00 -0.34 -0.95 0.00 +0.12 +0.30

283.30 284.90 282.50 278.60 279.70 276.20 276.20 277.60 276.30 271.40 263.60 255.20 236.40 212.60 211.50 210.80 210.80 212.50 233.30 233.30 231.70

70
30
50

7°16'
5°32'
DFL
0°54'
0°14'

133 CWR
2002

133 CWR | 136CWR | 133 CWR | 136 CWR | 133 CWR
2002 | 8185 | 2002 | 1974 | 2002

1999
1999

2003
2003
2003
2003

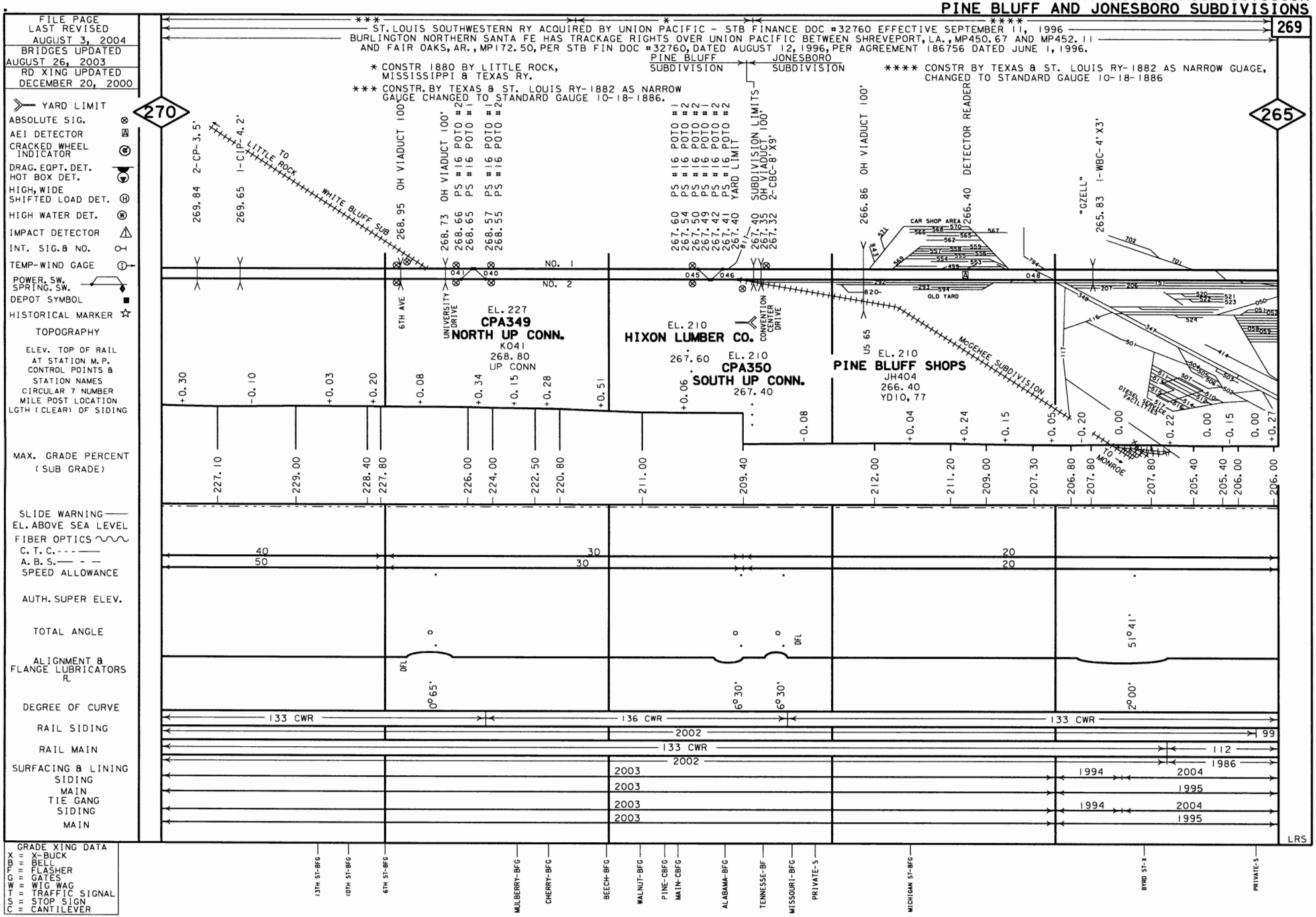
JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

SORRELS RD-BFG
MAPLE ST-BFG
GOOD FAITH RD-BF
34TH ST-BF

P:\SU_BOOKS\06_NLR\PINE.DGN

NORTH LITTLE ROCK DIVISION
PINE BLUFF AND JONESBORO SUBDIVISIONS



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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

FILE PAGE
LAST REVISED
AUGUST 3, 2004
BRIDGES UPDATED
MARCH 5, 2003
RD XING UPDATED
DECEMBER 20, 2000

CONSTR BY TEXAS & ST. LOUIS RY-1882 AS NARROW GUAGE, CHANGED TO STANDARD GAUGE 10-18-1886 **
ST. LOUIS SOUTHWESTERN RY ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN SHREVEPORT, LA., MP450.67 AND MP452.11 AND FAIR OAKS, AR., MP172.50, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

** CONSTR BY T & ST. L RY-1883 AS NARROW GAUGE CHANGED TO STANDARD GAUGE 10-18-1886.

270

265

260

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY
ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

264.08 1-CMP-5'
"MINOT"
263.27 BEG 2ND ML
263.24 PS #10 POTO
263.20 YARD LIMIT
262.80 OH VIADUCT 20'
262.71 2-VCP-2'
262.70 PS #10 HTTO
262.66 2-VCP-2'
262.51 1-WBC-6'X 7'
"WILKINS"
262.49 PS #10 HTTO
"RIVERSIDE"
261.64 PS #14 POTO
261.25 1-BMOD-40'
1-TTROD-M/L-463'
1-TTROD-M/S-440'
2-TTPOD-500'
2-TTROD-428'
2-DPGOD-65'
1935.75' (SIMN)
260.27 7-BMOD-217' (SIMN)
"ROB ROY"

HARBOR IND. RD
YARD OFFICE
HARBOR IND. RD.
ARKANSAS RIVER
PLUM BAYOU
LOCAL YARD
ONE SPOT CAR REPAIR

EL. 205
CPB263
PINE BLUFF YARD
JH404
263.27

EL. 217
CPB262
N. PINE BLUFF YARD
261.70

EL. 217
CPB261
ARKANSAS RIVER
JH406
261.20

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE
AUTH. SUPER ELEV.
TOTAL ANGLE
ALIGNMENT & FLANGE LUBRICATORS
DEGREE OF CURVE
RAIL SIDING
RAIL MAIN
SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

205.20 | 206.00 | 207.80 | 204.30 | 205.80 | 205.80 | 205.00 | 205.00 | 208.00 | 208.00 | 207.00 | 207.40 | 204.00 | 205.00 | 217.00 | 217.00 | 206.00 | 206.00 | 207.00 | 207.00

20 | 20 | 30 | 30 | 70

4" | 4"

23°34' | 34°58'

2°04' | 3°00' | 3°00

133 CWR | 136 CWR | 133CWR

1999 | 1998 | 2000 | 1995-H 2004-L | 1974 | 2000

2004

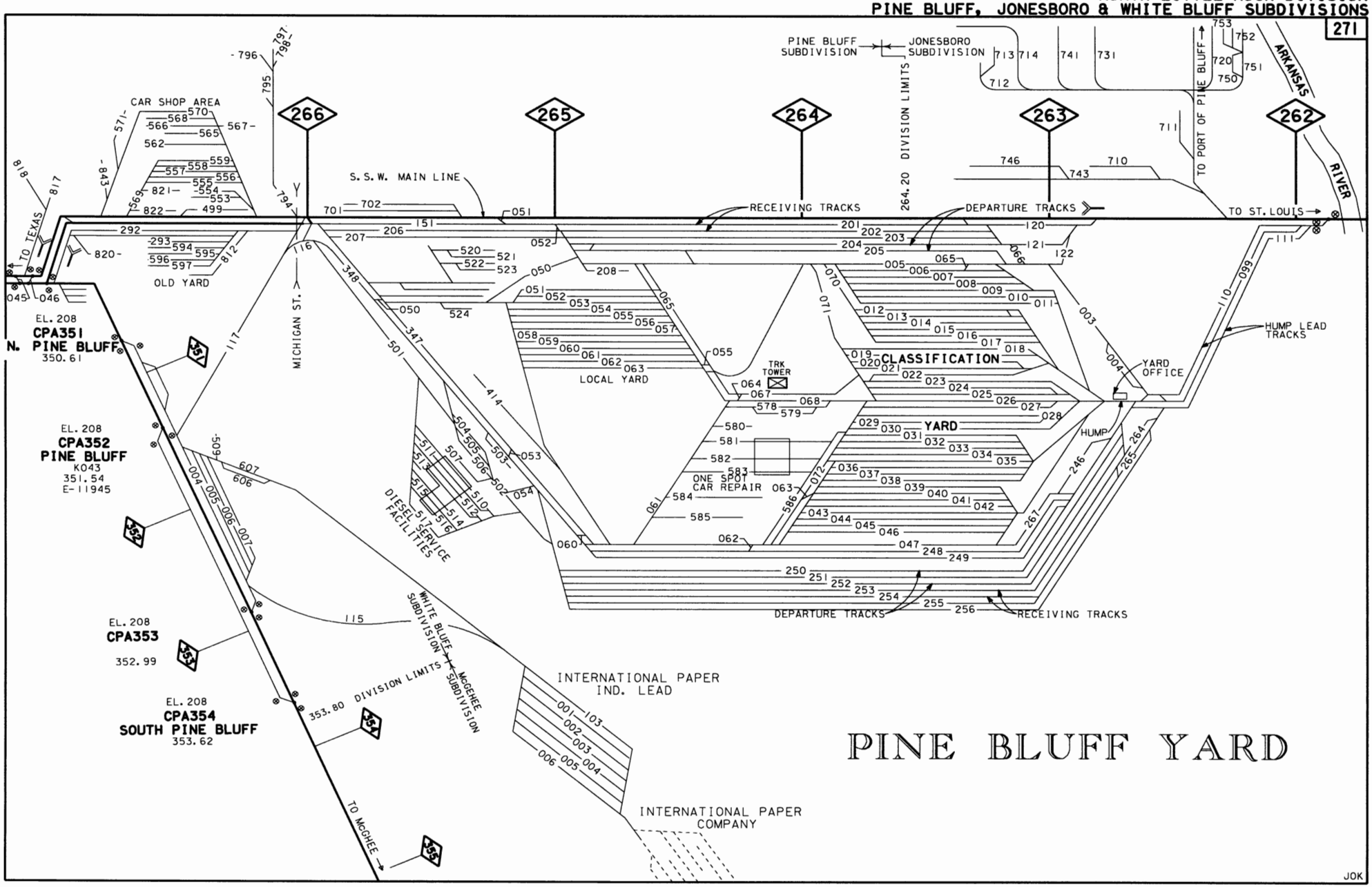
2004

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-XS
PRIVATE-S
ROB ROY RD-F

P:\SU_BOOKS\06_NLR\PINE.DGN



PINE BLUFF YARD

JOK

REVISED AS TO: FEBURARY 19, 2004

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

FILE PAGE
LAST REVISED
FEBRUARY 23, 2004
BRIDGES UPDATED
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JANUARY 11, 2001

CONSTRUCTED BY TEXAS ST. LOUIS RY-1883 AS NARROW GAUGE, CHANGED TO STANDARD GAUGE 10-18-1886
ST. LOUIS AND SOUTHWESTERN RY ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996

272

* ABANDONED ALTHEIMER MP 256.21
TO SHERRY (NLR) MP 292.00 BY ICC
FIN DOC AB-39 (SUB #16X) EFF 7-1-1991

260

255

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

| | | |

NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

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ST. LOUIS AND SOUTHWESTERN RY ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996

273

255

250

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
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MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

254.63 PS#14 POTO
253.89 3-TSTOD-26'(SIMN)
253.37 1-PCB-30'(SIMN)
252.81 1-PCB-30'(SIMN)
252.43 1-CBC-4'X 3'
251.88 13-TST-168'(SIMN)
"WABBASEKA"
251.20 2-CMP-3'
250.54 2-CIP-2.5'
250.00 1-PCB-28'(SIMN)

CREEK
BRADLEY SLOUGH
CREEK
DRAINAGE

EL. 204
CPCB254
ALTHEIMER
JH401
254.63
8556
YD 11

0.00 +0.08 +0.20 +0.13 +0.20 0.00 +0.44 0.00 -0.10 +0.12 +0.20 -0.33 0.00 +0.25 0.00 +0.13 -0.04 0.00 -0.14 -0.38 +0.08 +0.21 +0.38 +0.21 0.00 -0.05 +0.29 +0.11 +0.05 0.00

205.20 204.70 203.60 201.00 200.00 200.00 197.80 197.80 198.00 197.00 196.00 197.00 197.00 196.00 196.00 195.50 196.00 196.00 197.00 202.00 201.50 200.00 197.00 194.50 194.50 195.50 192.00 191.00 190.50 190.00

70 60 30 60 70 60 70

50°04' DFL 21°45'

2°36' 2°06'

133 CWR 136CWR 133 CWR 136CWR 133 CWR 136 CWR

2000 1987-H 2000 1994 2000 1985
SH 112
119 CWR
2000
2004-L
2004
2004
2004
2004

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
PRIVATE-S
PRIVATE-S
BLUE ROCK RD-X
PAW PAW ST.-BFG
CITY STREET-XS
PRIVATE-S

JOK

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

FILE PAGE
LAST REVISED
MARCH 3, 2004
BRIDGES UPDATED
FEBRUARY 19, 2003
RD XING UPDATED
DECEMBER 20, 2000

CONSTRUCTED BY TEXAS ST. LOUIS RY-1883 AS NARROW GAUGE, CHANGED TO STANDARD GAUGE 10-18-1886
ST. LOUIS AND SOUTHWESTERN RY ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996

274

250 (SIMN)

250.00 1-PCB-28'

"WARNERS"

249.20 DETECTOR TALKER

248.36 2-PCB-60'(SIMN)

248.00 2-TSTOD-26'(SIMN)

247.47 8-TST-102'(S

246.58 4-PCB-120'(S

"KRATNEK"

246.02 6-PCB-156'(SIMN)

245.35 7-TST-91'(SIMN)
245.34 PS #14 POTO

245

2487
2486

112

DRAINAGE

BUCK BAYOU

BEAR BAYOU

EL. 187
CPCB245
245.34

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

0.00 -0.05 +0.03 +0.15 -0.10 +0.08 0.00 -0.16 +0.03 -0.06 0.00 +0.04 -0.14 0.00 +0.20 0.00 -0.06 0.00 +0.07 +0.07 -0.10 -0.25

SLIDE WARNING
EL. ABOVE SEA LEVEL

190.00 190.50 190.00 188.00 188.60 188.20 188.20 189.00 188.40 189.00 189.00 188.00 189.00 189.00 188.00 188.00 189.00 189.00 188.00 187.10 187.70

FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

70 55 70 30

AUTH. SUPER ELEV.

TOTAL ANGLE

38°25'
DFL
3°00'

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

136CWR

RAIL MAIN

136 CWR 133 CWR 133 CWR

SURFACING & LINING
SIDING
1985 2000 1986-H 2000
2004-L
SH 112 CWR
2000

MAIN
2004 2004

TIE GANG
SIDING
2000

MAIN
2004

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

JETER ST.-XS

PRIVATE-S

PRIVATE-S

PRIVATE-S

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

FILE PAGE
LAST REVISED
FEBURARY 19, 2004
BRIDGES UPDATED
FEBRUARY 25, 2003
RD XING UPDATED
DECEMBER 20, 2000

CONSTRUCTED BY TEXAS ST. LOUIS RY-1883 AS NARROW GAUGE, CHANGED TO STANDARD GAUGE 10-18-1886
ST. LOUIS AND SOUTHWESTERN RY ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
CROOKED BAYOU CUT-OFF LINE CHANGE-1903

275

245

240

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
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ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
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LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

244.84
244.28 6-CMP-4.5'
243.46 PS #14 POTO
M.P. 242.68
M.P. 242.37
EQUATION
242.24 33-TST-411'(SIMN)
241.52 1-GIP-4.3'
"ROBERTS"
240.64 1-GIP-4.5'
240.22 1-CBC-4'X3'

2411
2416

JEFFERSON CO.
ARKANSAS CO.

CROOKED CREEK

EL. 193
CP CB243
HUMPHREY
JH389
243.46
8797
YD 11

112
113

-0.25
+0.10
+0.03
0.00
-0.13
-0.10
-0.02
-0.16
0.00

190.80
190.00
189.30
189.30
192.50
194.00
194.50
218.50

70
60
30
70

21°32'
3°00'

133 CWR
2000
SH 112 CWR
2000
2004
2004
2004
2004
133 CWR
2000
2004
2004

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

MULBERRY-BFG
DIVISION ST.-BF
SH 152-BFG
OSBORNE RD-X
SENNING LOOP-X

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

FILE PAGE
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FEBURARY 19, 2004
BRIDGES UPDATED
FEBRUARY 19, 2003
RD XING UPDATED
DECEMBER 20, 2000

CONSTRUCTED BY TEXAS AND ST. LOUIS RY - 1883 AS NARROW GAUGE, CHANGED TO STANDARD GAUGE 10-18-1886 — 276
ST. LOUIS SOUTHWESTERN RY ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
BURLINGTON NORTHERN SANTA FE GRANTED TRACKAGE RIGHTS PER AGREEMENT#186756 EFFECTIVE 09-12-96

LINE CHANGE-1903

240 — 235

EQUATION M.P. 239.79 = M.P. 239.48

	239.48	"ABELES"	238.43	"GOLDMAN"	237.70	237.41	236.41	236.16	235.31
	7-TST-90'(SIMN)		37-TST-466'(SIMN)		DETECTOR TALKER	WHEEL IMPACT DETECTOR	2-CIP-3'	2-PCB-50'(SIMN)	1-RCS-15'(SIMN)
				2379 2380					
			WETO BAYOU		EL. 221 CPCB237 STUTTGART WID JH383 237.40			CREEK	
	0.00	+0.02	-0.09	0.00	+0.10	-0.87	0.00	+0.40	+0.10
MAX. GRADE PERCENT (SUB GRADE)	218.50	218.00	218.80	218.80	218.20	220.80	220.80	220.00	
SLIDE WARNING — EL. ABOVE SEA LEVEL									
FIBER OPTICS									
C. T. C.									
A. B. S.									
SPEED ALLOWANCE	70								
AUTH. SUPER ELEV.									
TOTAL ANGLE			13° 35'						
ALIGNMENT & FLANGE LUBRICATORS RL									
DEGREE OF CURVE			1° 40'						
RAIL SIDING									
RAIL MAIN	133 CWR		136CWR				133 CWR		
SURFACING & LINING SIDING	2000		1985				2000		
MAIN					2004				
TIE GANG SIDING									
MAIN	2004				2000		2004		

	-0.10	-0.36	0.00	-0.12	+0.20	-0.04	+0.10	+0.27	-0.05	0.00	-0.30	-0.80	0.00	+0.70	+0.23	0.00
	219.00	219.50	221.30	221.30	222.50	220.50	220.70	220.20	217.50	218.50		218.50	220.00	223.20	220.40	218.80	218.80

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S | CO.RD.8-X | SENNING LOOP-X | GOLDMAN LOOP-X | GREGORY FISCHER RD-X | SH 343-BFG | PRIVATE-S | HWY 79-BFG | CO.RD 19-X

JOK

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

277

FILE PAGE
LAST REVISED
MAY 25, 2004
BRIDGES UPDATED
MAY 31, 2001
RD XING UPDATED
OCTOBER 2, 2002

CONSTRUCTED BY TEXAS AND ST. LOUIS RY - 1883 AS NARROW GAUGE, CHANGED TO STANDARD GAUGE 10-18-1886
ST. LOUIS SOUTHWESTERN RY ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
BURLINGTON NORTHERN SANTA FE GRANTED TRACKAGE RIGHTS PER AGREEMENT#186756 EFFECTIVE 09-12-96

* FORMER CENTRAL ARKANSAS AND EASTERN RY FROM STUTTGART TO ENGLAND-CONSTRUCTED 18XX AND 18XX-ABANDONED 1937

235

230

234.96 2-TSTOD-13'(SIMN)
234.34 1-CMP-4,5'
234.0 DETECTOR READER #623
233.99 1-PCB-30'(SIMN)
233.30 PS#9 HTTO
232.70 RR XING MECH INTERLOC
232.69 PS #10 POTO
"RICELAND FOODS"
232.10 1-CMP-3'
231.16 PS #16 POTO
231.16 6-TST-79'(SIMN)
"PARHAM"

EL. 235
CPCB233
232.72

EL. 237
CPCB231
STUTTGART
JH377
231.17
7406
YD 11,77

← TO STUTTGART INDUSTRIAL LEAD

- YARD LIMIT
- ABSOLUTE SIG.
- AEI DETECTOR
- CRACKED WHEEL INDICATOR
- DRAG. EQPT. DET. HOT BOX DET.
- HIGH, WIDE SHIFTED LOAD DET.
- HIGH WATER DET.
- IMPACT DETECTOR
- INT. SIG. & NO.
- TEMP-WIND GAGE
- POWER SW. SPRING SW.
- DEPOT SYMBOL
- HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

-0.03 -0.01 -0.10 -0.35 -0.42 -0.28 -0.50 -0.24 -0.08 +0.02 0.00 +0.27 -0.10 +0.16 -0.40 0.00 -0.15 0.00 -0.12

MAX. GRADE PERCENT (SUB GRADE)

219.50 220.00 220.50 224.00 227.50 230.00 232.50 234.40 235.80 235.20 235.20 232.00 232.50 232.00 235.20 235.20 237.00 237.00

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

70 40 70 30

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

NO CURVES

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

133 CWR 136 CWR

SURFACING & LINING
SIDING 2000 1990
MAIN 2004 1999
TIE GANG 1999
SIDING 2004 1999
MAIN 1999

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

10TH ST.-X
BUERKLE ST.-BFG
4TH ST.-X
3RD ST.-BF
2ND ST.-BF
MAIN ST.-BFG
COLLEGE ST.-BF
NORTH WOOD ST.-BFG
N. PARK AVE. HWY 165-CBFG
SH 143 RIVER RD-BF
SNOTZWEIER RD-X

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278

230

225

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
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SPRING SW.
DEPOT SYMBOL
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MILE POST LOCATION
LGTH (CLEAR) OF SIDING

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EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

| | | |

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ST. LOUIS SOUTHWESTERN RY ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
BURLINGTON NORTHERN SANTA FE GRANTED TRACKAGE RIGHTS PER AGREEMENT#186756 EFFECTIVE 09-12-96

279

225

220

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

2249
2248

223.20 2-GIP-3'
222.99 1-CMPA-5.4'X 3.3'
222.58 9-PCB-270'(SIMN)
222.37 PS #16 POTO
222.33
222.05 1-CMPA-6'X 3.7'
221.08 5-TST-68'(SIMN)
4-TSTOD-55'(SIDE)
220.42 PS #16 POTO
220.07 1-CBC-10' X8'

127
128

EL. 223
CPCB222
222.37

BIG AGRUE BAYOU
PRAIRIE CO.
MONROE CO.
MAIN LINE

EL. 233
CPCB220
ROE
JH365
220.40
8832
YD 11

-0.02 +0.03 0.00 +0.25 +0.50 0.00 -0.05 +0.80 0.00 -0.50 +0.26 -0.60 -0.03 +0.20 +0.50 0.00 +0.40 0.00 -0.38 -0.54 0.00 +0.35 +0.50

230.30 229.80 229.80 227.80 224.30 224.30 224.70 221.50 221.50 225.00 222.60 225.00 225.50 224.50 223.00 223.00 220.20 220.20 224.00 233.73 233.73 231.63

70 55
30

7°08'

8°00'
10°00'

133 CWR 136 CWR
2000 1981
SH 112 CWR
1997 1981 2002
1997
1997 2002
1997

MJM

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
CO. RD. 111-X
CO. RD. 8-X
PRIVATE-S
PRIVATE-S
ELM RD-X
MAIN ST.-BFG
SH 33-BF

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

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CONSTRUCTED BY TEXAS & ST. LOUIS RY-1883 AS NARROW GAUGE, CHANGED TO STANDARD GAUGE 10-18-1886
ST. LOUIS SOUTHWESTERN RY ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
BURLINGTON NORTHERN SANTA FE GRANTED TRACKAGE RIGHTS PER AGREEMENT# 186756 EFFECTIVE 09-12-1996

280

220

215

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

"BURMA"
219.14 2-VCP-2'

218.17 41-PCB-1068' / 18-PCB-524' / 6-PCB-152' > 1743.84' (SIMN)

218.07 PS# 10 HTTO

217.77 20-TST-286' / 49-PCB-1356' > 1641.68' (SIMN)

217.10 54-PCB-1836' (SIMN)

216.7 DETECTOR TALKER

216.38 6-TST-75' / 17-TST-216' / 5-TST-65' > 356.53' (SIMN)

2185
2186

2163
2164

ROCK ROE BAYOU

WHITE RIVER

3570'

+0.50 | +0.34 | +0.07 | 0.00 | +0.07 | 0.00 | -0.29 | -0.17 | 0.00

218.63 | 201.61 | 201.31 | 201.31 | 201.15 | 201.15 | 205.40 | 206.40

55 | 25

16° 28' | DFL 45° 08' DFL | 5° 52' | 15° 02' | 12° 20' | 15° 53'

2° 00' | 2° 00' | 2° 00' | 2° 00' | 1° 00' | 1° 00'

136 CWR | 14 CWR

1981 | 1988 | 1986 | 1981 | 1980 | 1986 | 1988 | 1974 | 1980 | 02

2002

2002

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S

PRIVATE-S

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

FILE PAGE
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BURLINGTON NORTHERN SANTA FE GRANTED TRACKAGE RIGHTS PER AGREEMENT#186756 EFFECTIVE 09-12-1996

281

215

210

CONSTR BY TEXAS & ST. LOUIS RY-1883
AS NARROW GAUGE, CHANGED TO STANDARD
GAUGE 10-18-1886

3546'

42- PCB- 1074'
15- PCB- 453'
104- TST- 1377'
1- BM- 13'
1- TFGOD- 64'
2- TTROD- M/S- 355'
1- TTROD- 153'
6- TST- 76'

214.76

BRIDGE TENDER

2147'

3570'

214.30 2-CIP-4'

214.23 OH VIADUCT 100'

214.07 PS POTO

213.60 1-CMP-3'

LEVEE

212.30 DETECTOR TALKER
212.26 PS#16 POTO

211.35 1-CMP-3'

210.94 1-CMP-3'

"JEFFRIES"

2146'

WHITE RIVER

HWY 79

EL. 206
WHITE RIVER BRIDGE

EL. 197
CPCB 214
214.07

EL. 198
CPCB212 CLARENDON
JH358
212.30
8400
YD 11

130

129

0.00 214.80 +0.42 -0.04 0.00 -0.02 0.00 -0.48 +0.02 +0.13 -0.40 -0.01 -0.06 0.00

206.40 196.40 197.40 197.40 197.80 197.80 207.50 206.50 205.30 206.90 206.80 207.50

25 70

30

45° 47' DFL 38° 35'

4° 40' 2° 00'

14 CWR 136 CWR

2002 1979 1981 1987 1981

SH 112 SH 112 CWR

2002

2002

2002

2002

MJM

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

RIVER ROAD-BFG
HWY 79-BFG
WALKER-BFG
CO. RD. 122-X
PRIVATE-S

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

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ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

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282

210

205

2088
2098

209.00 DETECTOR TALK ON DEFECT ONLY

"LENOIR" 208.72 1-CMP-3'

208.30 1-CBC-4'X 3'

207.24 3-TSGOD-38'

"KEEVIL"

206.77 1-CBC-4'X 3'

2061
2062

206.20 1-CMP-4'

205.58 4-TST-51'(SIMN)

CREEK

CREEK

0.00 +0.04 -0.01 0.00 -0.09 -0.02 -0.02 -0.06 +0.01

207.50 206.00 206.40 206.40 208.00 208.40 209.00 210.80

70

136 CWR

1981 1975 1982 1985

2002

2002

RLP

PRIVATE-S PRIVATE-S STATE HWY 241-BF CO. RD. 116-X STATE HWY 17-BF CO. RD. 115-X

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

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205

200

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

204.60 1-CMP-3'
204.00 DETECTOR TALKER
203.81 2-CMPA-6'X 3.5'
"BAYLESS"
2035
2034
203.17 1-CMP-3'
202.99 1-CMP-3'
"OVERHOLT"
202.05 2-CMP-6'
201.30 1-CMPA-5.4'X3.3'
200.68 OH VIADUCT 100'
200.60 PS #16 POTO
200.47 BRINKLEY SUBDIVISION 2-CIP-4'

HWY 49
105
132
133
756
757
758
759
760

EL. 212
CPCB200
BRINKLEY
JH343
200.60
YD 11,77

+0.01 0.00 -0.02 +0.04 -0.05 +0.01 -0.02 -0.46

210.20 210.20 210.70 208.70 211.20 210.60 210.95 224.00

70

NO CURVES

136 CWR
1985
2002
2002

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CO. RD.-X
GIBBS RD.-X
S. 16TH RD-X

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

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CONSTRUCTED BY TEXAS AND ST LOUIS RAILWAY - 1882 AS NARROW GAUGE, CHANGED TO STANDARD GAUGE 10-18-1886
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BURLINGTON NORTHERN SANTA FE GRANTED TRACKAGE RIGHTS PER AGREEMENT# 186756 EFFECTIVE 9-12-1996

284

** FORMER CRI & PRR LINE TO TUCUMCARI, N. M.

200

195

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

199.66 1-CBC-4' X 3'
199.01 PS# 10 HTTO
198.92 PS# 16 POTO
198.71 1-CBC-4' X 3'
198.20 PS# 10 HTTO
198.18 1-CP-3"
198.14 PS# 10 HTTO
198.04 2-CBC-2' X 2'
197.56 DUAL OH VIADUCT 100'
197.51 PS# 10 HTTO
197.30 2-GIP-3'
197.02 PS# 16 POTO
196.80 1-CBC-4' X 3' "PIERCILLA"
195.15 2-GIP-3'

090 105 132 133 756 757 755 759 758 760 105 762 137 TO MEMPHIS 134 136 135

INTERSTATE 40

EL. 227
CPCB199
JH342
198.92

EL. 221
CPCB197
EAST BRINKLEY
JH343
197.02
9401

-0.05 -0.19 0.00 +0.22 0.00 +0.05 0.00 +0.10 0.00 +0.40 0.00 -0.10 0.00 -0.30 0.00 +0.43 +0.11 0.00

MAX. GRADE PERCENT (SUB GRADE)

225.25 227.15 227.15 222.00 222.00 221.70 221.70 221.40 221.40 219.80 219.80 220.40 220.40 224.00 224.00 221.00 220.00

SLIDE WARNING —— EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C. - - -
A. B. S. — - —
SPEED ALLOWANCE

70 50 30 70

AUTH. SUPER ELEV.

TOTAL ANGLE

26°01' 22°50'

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

1°00' 1°00'

RAIL SIDING

SH 112 CWR
1992

RAIL MAIN

136 CWR

SURFACING & LINING
SIDING
1985
1992

MAIN
2002
1998
1998

TIE GANG
SIDING
1998

MAIN
2002
1998

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

SYCAMORE ST HWY 238-BFG
MAPLE ST-BFG
ASH ST-BF
E. CYPRESS-BFG US HWY 70
PINE ST-X
FIRST ST-BFG
DIXON ST-X
CROUCH RD-X
CROUCH RD-X

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

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BURLINGTON NORTHERN SANTA FE GRANTED TRACKAGE RIGHTS PER AGREEMENT#186756 EFFECTIVE 9-12-1996

285

195

190

* FORMER XING OF MISSOURI AND NORTHERN ARKANSAS RR.

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER. SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

| | | |

NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

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190

185

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

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ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
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CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1891
1892

187.26 2-CBC-4' X 2'
187.24 PS#16 POTO

186.62 2-CBC-3' X 2.5'

186.31 1-CBC-4' X 3'
"MORELOCKS"

186.06 2-CP-2'

185.70 PS#16 POTO

EL. 236
CPCB187
187.30

EL. 232
CPCB185
HUNTER
JH329
185.70
8593
YD 11

+0.03 +0.14 +0.06 +0.05 0.00 -0.22 -0.18 0.00 +0.33 0.00 -0.23 0.00 +0.23 0.00 -0.22 0.00 -0.10 0.00 +0.33 0.00 -0.17 0.00 -0.07

233.40 233.20 231.00 230.00 229.60 229.60 234.36 236.00 236.00 231.00 231.00 233.25 233.25 231.00 231.00 233.80 233.80 234.30 234.30 232.30 232.30 233.50 233.50 234.10

70
30
NO CURVES
SH 112 CWR
136 CWR

1992
84
1992
1992
89
1992
1998
1998
1986
1998
1998
1986

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
PRIVATE-S
COUNTY RD 580-X
PRIVATE-S
CRESWELL-BFG
ARK HWY 306-BFG
PRIVATE-S
COUNTY RD 550-X

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NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

FILE PAGE
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287

185

180

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

"CRISSMAN" — 182.83 4-TST-59'(SIMN) — 182.53 3-TST-43'(SIMN) — "QUINLAN" — "HILLEMAN" — 181.18 2-CMPA-6'X 3.5'

1833
1832

CANEY CREEK
DRAINAGE

0.00 -0.15 0.00 -0.19 0.00 +0.10 0.00 +0.25 +0.50 +0.30 0.00 -0.50 0.00 -0.11 -0.10

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
234.10 235.17 235.17 239.00 239.00 238.50 238.50 238.00 228.39 227.60 227.60 232.60 232.60 235.82

FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

70

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

136 CWR

SURFACING & LINING
SIDING 1992 1997 1976
MAIN 1986 1996
TIE GANG
SIDING 1986 1996
MAIN

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S — PRIVATE-S — COUNTY RD 538-X — PRIVATE-S — PRIVATE-S — PRIVATE-S — COUNTY RD 526-X

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RD XING UPDATED
JANUARY 9, 2001

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

CONSTRUCTED BY TEXAS AND ST LOUIS RAILWAY – 1882 AS NARROW GAUGE, CHANGED TO STANDARD GAUGE 10-18-1886 — 288
ST. LOUIS SOUTHWESTERN RAILWAY ACQUIRED BY UNION PACIFIC – STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN SHREVEPORT, LA, MP 450.67 AND MP 452.11 AND FAIR OAKS, AR., MP 172.50 PER STB FIN DOC PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756 DATED JUNE 1, 1996.

180 TALKER

179.90 DETECTOR

"BARSEN"

178.75 2-CIP-2.5'

"BEMIS"

178.21 1-TSCOD-14'

DRAINAGE

"MARKLE"

177.28 2-GIP-2.5'

176.90 1-CMP-3'

1767
1766

"PENROSE"

175.98 6-TST-76'

DRAINAGE

175

1799
1798

-0.10 | 0.00 | +0.10 | 0.00 | +0.20 | 0.00 | -0.10 | 0.00 | -0.10 | 0.00 | +0.10 | 0.00 | -0.03 | 0.00 | -0.10

238.22 | 238.22 | 237.20 | 237.20 | 236.20 | 236.20 | 236.70 | 236.70 | 237.30 | 237.30 | 236.70 | 236.70 | 237.00 | 237.00 | 238.00

70

NO CURVES

136CWR — 133 CWR
1976 — 1997
1996
1996

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
PRIVATE-S
PRIVATE-X
COUNTY RD 599
ARK HWY 284-BFG
PRIVATE-S

P:\SU_BOOKS\06_NLR\JONS.DGN

NORTH LITTLE ROCK DIVISION
JONESBORO SUBDIVISION

FILE PAGE
LAST REVISED
MAY 26, 2004
BRIDGES UPDATED
JANUARY 23, 2003
RD XING UPDATED
JANUARY 9, 2001

CONSTRUCTED BY TEXAS AND ST LOUIS RAILWAY - 1882 AS NARROW GAUGE, CHANGED TO STANDARD GAUGE 10-18-1886

ST. LOUIS SOUTHWESTERN RAILWAY ACQUIRED BY UNION PACIFIC - STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN SHREVEPORT, LA, MP 450.67 AND MP 452.11 AND FAIR OAKS, AR., MP 172.50, PER FIN FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756 DATED JUNE 1, 1996.

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS, OVER UNION PACIFIC BETWEEN FAIR OAKS, AR., MP 172.50 AND ILLMO, MO, MP 3.06 PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756 DATED JUNE 1, 1996.

289

175

170

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

174.92
174.37 PS#16 POTO
173.54 1-DPGOD-34' (SIDE) 3-TST-38' (SIMN)
173.20 PS#10 HTTO
172.87 PS#10 SPGSW
172.63 PS#14 POTO 3-CMP-2.5' (EAST LEG OF WYE)
172.63 UPRR XING 84°49' 1-CMPA-6'X4'
172.52 PS#10 HTTO
172.37 PS#10 HTTO
172.06 2-CIP-3'
170.63 4-RCS-60' (SIMN)
170.29 2-CP-3'

BALD KNOB
TO MEMPHIS
US HWY 49
1705
1704

WOODRUFF COUNTY
CROSS COUNTY

EL. 239
CPCB174
174.37

DRAINAGE
MAIN TRACK RAIL

EL. 239
CPCB172
FAIR OAKS
XG031
172.63
8678
YD 03,77

141
761
710
059

0.04
0.00
0.10
0.00
0.05
0.00
0.05
0.00

MAX. GRADE PERCENT (SUB GRADE)

238.00
239.60
239.60
239.00
238.99
240.39
240.39
241.19

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

70
40
70
30
40 OVER RR XINGS

AUTH. SUPER ELEV.

TOTAL ANGLE
13°32'

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE
1°01'

RAIL SIDING
SH 112 CWR
SH133CWR
2000

RAIL MAIN
133 CWR
136 CWR
133 CWR

SURFACING & LINING
SIDING
1997
1992
1997

MAIN
1996
1996

TIE GANG
SIDING
1996

MAIN
1996

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
PRIVATE-X
COUNTY RD 514-X
PRIVATE-S
COUNTY RD 502-X
HWY 64-BFG
COUNTY RD 160-X
COUNTY RD 154-X

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NORTHERN WYE

NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

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FILE PAGE
LAST REVISED
JANUARY 6, 2005
BRIDGES UPDATED
JULY 18, 2000
RD XING UPDATED
JULY 18, 2000

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN

69.23 RR CROSSING
69.07
68.3 3-TSG-41'5"
68.0 4-TST-50'11"

TO ST LOUIS
TO PINE BLUFF
JONESBORO SUBDIVISION
BRINKLEY SUBDIVISION
PRAIRIE CO. — MONROE CO.
686
685
762
134
135
136
132
133
755
756
757
758
759
760

EL. 185
BRINKLEY
JH 343
70.6
YD 11, 77

EL. 185
COTTON BELT JCT
68.5

-0.05
+0.20
+0.47
+0.36
0.00

204.35
203.95
200.65
188.65
186.55

25 | 10 | 25 | 60

136 — 115 CWR
1986 — 1978
1997
1997

* CONSTRUCTED BY MEMPHIS AND LITTLE ROCK RAILROAD-1853

* * ST. LOUIS SOUTHWESTERN RAILWAY AQUIRED JOINT TRACKAGE RIGHTS

* * * SOLD BY CHICAGO, ROCK ISLAND AND PACIFIC RRTO ST. LOUIS SOUTHWESTERN RY (COTTON BELT) AUGUST, 1982

* * * * ST. LOUIS SOUTHWESTERN RAILWAYACQUIRED BY UNION PACIFIC -STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996

* * * * * BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BRINKLEY AR., MP70.6 AND BRIARK, AR., MP4.1 PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT# 166756 DATED JUNE 1, 1996

70

TO PINE BLUFF

EL. 185
BRINKLEY
JH 343
70.6
YD 11, 77

60

SH 112CWR
1976
2002
2002

LRS

N GRAND AVE-X
CITY STREET-X

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NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

FILE PAGE
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JANUARY 22, 2002
RD XING UPDATED
JULY 31, 2000

318

CONSTRUCTED BY MEMPHIS AND LITTLE ROCK RAILROAD-1853
ST. LOUIS SOUTHWESTERN RAILWAY AQUIRED JOINT TRACKAGE RIGHTS
SOLD BY CHICAGO, ROCK ISLAND AND PACIFIC RRTO ST. LOUIS SOUTHWESTERN RY (COTTON BELT) AUGUST, 1982
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70

65

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

69.43 PS#9 HTTO
69.39 PS#9 POTO
69.23 RR XING
69.07 TO ST LOUIS
68.52 PS#10 HTTO
68.30 3-TSG-41'(SIMN)
68.00 4-TST-51'(SIMN)
65.84 3-PCB-90'(SIMN)

JONESBORO SUBDIVISION
BRINKLEY SUBDIVISION
PRIARIE CO. – MONROE CO.
CREEK
CREEK
EL. 185
COTTON BELT JCT
68.5

-0.05 +0.20 +0.47 +0.36 0.00 -0.18 +0.11 0.00 -0.04 0.00 -0.12

204.35 203.95 200.65 188.65 186.55 186.55 189.65 188.95 188.95 190.45 190.45

60 10 60

1230'

SH 112CWR 136 115 CWR
1978 86 1978
2002 1997
2002 1997

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

MAPLE ST-X
WHITE OAK ST-X
ASH ST-BF
/HWY 70-BF
CYPRESS ST
N GRAND AVE-X
CITY STREET-X
ARMSTRONG LANE-X
PRIVATE-S
PRIVATE-S
MCMILLIAN LANE-X
PRIVATE-S
PRIVATE-S
COUNTY RD 931-X
PRIVATE-S
WILEY LANE

LRS

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NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

FILE PAGE 319

LAST REVISED SEPTEMBER 2, 2004

BRIDGES UPDATED MARCH 22, 2001

RD XING UPDATED SEPTEMBER 12, 2000

CONSTRUCTED BY MEMPHIS AND LITTLE ROCK RAILROAD-1853

ST. LOUIS SOUTHWESTERN RAILWAY AQUIRED JOINT TRACKAGE RIGHTS

SOLD BY CHICAGO, ROCK ISLAND AND PACIFIC RRTO ST. LOUIS SOUTHWESTERN RY (COTTON BELT) AUGUST, 1982

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65 (SIMN)

60

- YARD LIMIT
- ABSOLUTE SIG.
- AEI DETECTOR
- CRACKED WHEEL INDICATOR
- DRAG. EQPT. DET. HOT BOX DET.
- HIGH, WIDE SHIFTED LOAD DET.
- HIGH WATER DET.
- IMPACT DETECTOR
- INT. SIG. & NO.
- TEMP-WIND GAGE
- POWER SW. SPRING. SW.
- DEPOT SYMBOL
- HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

| | | |

NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

FILE PAGE
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BRIDGES UPDATED
MARCH 22, 2001
RD XING UPDATED
JULY 31, 2000

CONSTRUCTED BY MEMPHIS AND LITTLE ROCK RAILROAD-1853
ST. LOUIS SOUTHWESTERN RAILWAY AQUIRED JOINT TRACKAGE RIGHTS FOR PASSENGER TRAINS - 1912 AND FREIGHT TRAINS-1921.
SOLD BY CHICAGO, ROCK ISLAND AND PACIFIC RRTO ST. LOUIS SOUTHWESTERN RY (COTTON BELT) AUGUST, 1982
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320

60

55

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

| | | |

NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

FILE PAGE
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SEPTEMBER 12, 2000

CONSTRUCTED BY MEMPHIS AND LITTLE ROCK RAILROAD-1853
ST. LOUIS SOUTHWESTERN RAILWAY AQUIRED JOINT TRACKAGE RIGHTS FOR PASSENGER TRAINS - 1912 AND FREIGHT TRAINS-1921.
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321

55

50

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
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TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
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CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
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SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

54.70 3-RG-30'(SIMN) — DRAINAGE
53.57 PS#115 SPG SW
53.40 5-TSTOD-69'(SIDE) 7-TST-91'(SIMN) — DRAINAGE
160'
52.10 6-TST-82'(SIDE) 7-TST-92'(SIMN) — CREEK
316'
51.87 PS#115 SPG SW
51.60 1-CBC-5'X 4'
51.10 11-TST-141'(SIMN) — L'ANGUILLE RIVER
50.90 7-TST-90'(SIMN) — L'ANGUILLE RIVER
50.70 51-TST-656'(SIMN) — L'ANGUILLE RIVER

5367
151
1519

EL. 210
PALESTINE
XF 051
51.8
8391

+0.15 -0.14 0.00 +0.12 -0.27 0.00 -0.78 0.00 +0.08 +0.22 +0.29 0.00 -0.37

207.35 204.75 206.55 206.55 205.15 207.65 207.65 210.55 210.55 209.65 208.25 203.05 203.05 212.65

60
10
NO CURVES
115 CWR
1978
2002
2002
2002
2002

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN

PRIVATE-S
COUNTY RD 107-X
PRIVATE-S
PRIVATE-S
WOOD ST-XS
AR HWY 261-BF

P:\SU_BOOKS\06_NLR\BRWE.DGN

NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

322

FILE PAGE
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BRIDGES UPDATED
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CONSTRUCTED BY MEMPHIS AND LITTLE ROCK RAILROAD-1853
ST. LOUIS SOUTHWESTERN RAILWAY AQUIRED JOINT TRACKAGE RIGHTS FOR PASSENGER TRAINS-1912 AND FREIGHT TRAINS-1921.
SOLD BY CHICAGO, ROCK ISLAND AND PACIFIC RRTO ST. LOUIS SOUTHWESTERN RY (COTTON BELT) AUGUST, 1982
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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

50

49.90 1-CBC-6'X 3' "LONGINO"
49.30 3-CMP 3'(SIMN)
49.0 DETECTOR TALKER
"BECKS"
48.50 1-CBC-8'X 4'
48.30 1-CBC-8'X 4'
"REDFERN"
47.37 2-PCB-44'(SIMN)
46.75 O.H. VIADUCT 100'
46.70 6-TST-76'(SIMN)
46.30 4-TST-53'(SIMN)
45.60 1-DPG-42'(SIMN)
45.09 PS #10 115# HTTO 3-TST-37', 1-BM-35', 2-TST-27', 2-TSTOD-28', 1-BMOD-38', 2-TSTOD-26'
45.00 UNDERPASS

45

497
496
CREEK
475
474
DRAINAGE
ST HWY 1 CREEK
DRAINAGE
460
457
US HWY 70
TO HELENA
KOEPNER ST

-0.09
0.00
+0.54
-0.12
0.00
+0.05
-0.20
-0.07
-0.15
-0.47
-0.80
-0.44

213.65
213.65
211.35
214.95
214.95
213.95
217.15
217.85
223.05
226.85
262.05

60

7°05'
1°00'

115 CWR
136CWR
1978
1989
2002
2002

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 315-X
COUNTY RD 219-X

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NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

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ST. LOUIS SOUTHWESTERN RAILWAY AQUIRED JOINT TRACKAGE RIGHTS FOR PASSENGER TRAINS-1912 AND FREIGHT TRAINS-1921.
SOLD BY CHICAGO, ROCK ISLAND AND PACIFIC RRTO ST. LOUIS SOUTHWESTERN RY (COTTON BELT) AUGUST, 1982
ST. LOUIS SOUTHWESTERN RAILWAY ACQUIRED BY UNION PACIFIC -STB FINANCE DOC #32760 EFFECTIVE SEPTEMBER 11, 1996
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BRINKLEY, AR., MP70.6 AND BRIARK, AR., MP4.1, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756 DATED JUNE 1, 1996

323

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

45
3-TST-37' SIMN 99'
1-BM-35'
2-TST-27'
2-TSTOD-28'
1-BMOD-38'
2-TSTOD-26'
ARD 99'
45.00
TO WYNNE
UPRR
DETECTOR READER #624
44.80
EL. 275
FORREST CITY UP XING
XF044
44.80
-0.44
-1.05
-0.79
271.05
287.75
35
7°05'
1°00'
1°00'
6°49'
43°06'
4°10'
136 CWR
1989
1989
2002
2002
+0.11
+0.74
308.21
307.26
299.78
37°10' RL
4°16'
41°02'
3°06'
133CWR
1997
1978
2002
2002
43.4 DETECTOR TALKER
42.90 7-TST-89' (SIMN)
42.50 1-CMP-5.5'
42.50 1-CMP-5'
DRAINAGE
+0.84
+0.94
234.05
225.05
30°42'
2°00'
112 CWR
78
1978
2002
2002
42.00 2-TST-27' (SIMN)
5-TST-63'
1-DPG-40'
41.90 3-TST-39' (SIMN) 141.99'
"CROW CREEK"
7-TST-91'
3-DPGOD-225'
41.60 2-TST-25' 341.18' (SIMN)
DRAINAGE
+0.13
LITTLE COW CREEK
223.65
13°56'
1°02'
112 CWR
1979
1979
2002
2002
CROW CREEK
0.00
223.65
"MADISON"
+0.51
40.80 8-TST-111' (SIMN)
DRAINAGE
210.40
25
60
40
886.74' (SIMN)
1-TTR-158'
10-BM-517'
2-BMF-60'
40.60 12-TST-156'
ST. FRANCIS DIVERSION DITCH
0.00
+0.47
210.40
206.65
0.00
60
JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN

ROSSER ST-BF
AR HWY 1-CBFG
IZARD ST-BF
MADISON ST-X
COUNTY RD 344-X
2ND ST-X

P:\SU_BOOKS\06_NLR\BRWE.DGN

NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

FILE PAGE
LAST REVISED
JANUARY 6, 2005
BRIDGES UPDATED
MARCH 22, 2001
RD XING UPDATED
JULY 31, 2000

CONSTRUCTED BY MEMPHIS AND LITTLE ROCK RAILROAD-1853
ST. LOUIS SOUTHWESTERN RAILWAY AQUIRED JOINT TRACKAGE RIGHTS FOR PASSENGER TRAINS-1912 AND FREIGHT TRAINS-1921.
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324

40

35

91.83'

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

| | | |

NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

FILE PAGE
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SEPTEMBER 02, 2004
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325

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

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EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

35 — 91.83'

35.00 — 2-TST-26', 1-BM-38', 2-TST-26', UNDERPASS

CR 44

"ROUND POND"

33.30 — 12-TST-156' (SIMN)

WATERWAY

331

330

33.00 — 5-TST-65' (SIMN) UNDERPASS

DRAINAGE

"BLACKFISH"

32.00 — 2-TST-26', 1-DPG-29', 4-TST-51' / 106.29' (SIMN)

WATERWAY

31.70 — 1-CMP-5.5'

31.30 — 10-TST-124', 1-DPGOD-80', 7-TST-98' / 301.53' (SIMN)

BOGGY BAYOU

"WHITMORE"

"LUCERN"

30

-0.10 -0.00 -0.15 0.00 +0.22 -0.22 -0.22 0.00 +0.01 0.00 +0.18 0.00 +0.09 -0.27 0.00 +0.24

206.45 206.95 206.99 208.71 208.71 202.91 204.95 209.15 209.15 208.65 208.65 205.15 205.15 204.05 208.65 208.65

60

4°50' 6°42.5' 4°30' 1°40' 10°07.5'

1°06' 0°54' 0°30' 0°50' 0°30'

SH112, 115CWR
1979
2003
2003

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN

AR HWY 75-BF
PRIVATE-S
COUNTY RD 38-X
COUNTY RD 39-X

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NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

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326

30

25

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

29.90 9-TST-127' (SIMN)
29.60 14-TST-181' (SIMN)
"CICALA"
28.80 3-TST-38' (SIMN)
28.70 8-TST-103' (SIMN) UNDERPASS
28.60 3-TST-39' (SIMN)
28.10 11-TST-143' (SIMN)
27.80 19-TST-245' (SIMN)
27.50 3-TST-40' (SIMN)
27.30 10-PCB-300' (SIMN)
27.15 PS#16 115# SPG SW
25.70 7-TSTOD-95' (SIDE)
6-TST-80' (SIMN)
25.41 PS#16 115# SPG SW
25.30 1-X-5', X, 1-CMP-5'

WATERWAY
WATERWAY
295
296
WATERWAY
WATERWAY
WATERWAY
DRAINAGE
DRAINAGE
BOGGY BAYOU
BOGGY BAYOU
272
148
DRAINAGE
253

EL. 204
HETH
XF026
26.90
8391

0.00 +0.09 0.00 -0.18 0.00 +0.16 +0.03 0.00 -0.09 +0.19 0.00

MAX. GRADE PERCENT (SUB GRADE)

204.65 204.65 203.65 203.65 205.65 205.65 204.22 203.90 203.90 206.10 204.65

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

60

AUTH. SUPER ELEV.

TOTAL ANGLE

0°12' 0°16'

ALIGNMENT & FLANGE LUBRICATORS

0°02' 0°03'

DEGREE OF CURVE

SH 115 CWR
1979

RAIL SIDING

RAIL MAIN

SH112, 115CWR

SURFACING & LINING
SIDING
1979
MAIN
2003
TIE GANG
SIDING
2003
MAIN
2003

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
PRIVATE-S
PRIVATE-S
COUNTY RD 39-X
AR HWY 149-BFG

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NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

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327

25

20

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

"JONQUIL" 23.90 DETECTOR TALKER 23.60 1-CMP-4' 23.20 5-TST-70'(SIMN) "TARSUS" 21.45 20.60 6-TST-77'(SIMN) "BROWNS"

2331 2321

DRAINAGE

ST. FRANCIS CO. - CRITTENDEN CO.

2051 2061

DRAINAGE

0.00 -0.20 +0.12 0.00 +0.08 -0.30 0.00 +0.31 0.00 SI. FRANCIS CO. - CRITTENDEN CO. -0.19 0.00

MAX. GRADE PERCENT (SUB GRADE)

204.65 207.95 205.65 205.65 204.65 209.65 209.65 204.65 204.65 206.65

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

60

AUTH. SUPER ELEV.

TOTAL ANGLE

6°22'

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

0°32'

RAIL SIDING

RAIL MAIN

SH112, 115CWR 115 CWR

SURFACING & LINING
SIDING 1979
MAIN 1974
TIE GANG
SIDING 2003
MAIN 2003

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN

COUNTY RD 230-X
HWY 357-BFG
HWY 79-GBFG
PRIVATE-S

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NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

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FILE PAGE
LAST REVISED
AUGUST 10, 2004
BRIDGES UPDATED
FEBRUARY 6, 2002
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JULY 31, 2000

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- YARD LIMIT
- ABSOLUTE SIG.
- AEI DETECTOR
- CRACKED WHEEL INDICATOR
- DRAG. EQPT. DET. HOT BOX DET.
- HIGH, WIDE SHIFTED LOAD DET.
- HIGH WATER DET.
- IMPACT DETECTOR
- INT. SIG. & NO.
- TEMP-WIND GAGE
- POWER SW. SPRING. SW.
- DEPOT SYMBOL
- HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

20

"PROCTOR"

18.90 7-TST-92' (SIMN)

0.00

DRAINAGE CANAL

-0.10

206.65

17.90 3-TST-40' (SIMN)

17.80 3-TST-40' (SIMN)

0.00

SLOUGH

OVER SLOUGH

+0.07

208.45

208.45

17.30 2-TST-27' 1-BM-40' 5-TST-72' / 138.60' (SIMN)

FIFTEEN MILE BAYOU

0.00

207.65

16.3 1-CMP-4'

"EDMONSON"

-0.04

207.65

16.00 7-TST-92' (SIMN)

DRAINAGE

+0.07

208.75

15.50 1-CMP-9'

DRAINAGE

-0.04

207.15

15.10 1-CMP-9' (SIMN)

DRAINAGE

0.00

208.15

15

60

NO CURVES

115 CWR

1974

2003

2003

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 197-X

COUNTY RD 13-X

AR HWY 131-BF

SH 147-BFG

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NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

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FILE PAGE
LAST REVISED
AUGUST 10, 2004
BRIDGES UPDATED
MARCH 22, 2001
RD XING UPDATED
SEPTEMBER 12, 2000

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15

10

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

14.10 PS#14 HTTO
12.71 PS#10 115# HTTO
12.60 6-TST-79' (SIMN)
12.00 4-TST-57' (SIMN)
11.60 PS#10 115# HTTO
"RICEVILLE"
11.10 3-TST-42' 1-BM-40' 3-TST-41' (SIMN) 122.79'
"HILBERT"

146
812
141 140
127 126

EL. 208
MOUNDS
XF013
13.70
6880

TEN WILE BAYOU
CREEK
TEN WILE BAYOU

0.00 | 0.09 | 0.00 | 0.09 | 0.00 | 0.23 | 0.00 | 0.05 | 0.00

208.15 | 208.65 | 208.65 | 210.65 | 210.65 | 211.65 | 211.65 | 213.65

60

NO CURVES

SH 90
1974

115 CWR
1974
2003
2003
2003
2003

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN

KOHN RD-X
AIRPORT RD-BF
PRIVATE-S

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NORTH LITTLE ROCK DIVISION
BRINKLEY SUBDIVISION

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SOLD BY CHICAGO, ROCK ISLAND AND PACIFIC RRTO ST. LOUIS SOUTHWESTERN RY (COTTON BELT) AUGUST, 1982
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330

10

5

(SIMN)

- YARD LIMIT
- ABSOLUTE SIG.
- AEI DETECTOR
- CRACKED WHEEL INDICATOR
- DRAG. EQPT. DET. HOT BOX DET.
- HIGH, WIDE SHIFTED LOAD DET. (H)
- HIGH WATER DET. (W)
- IMPACT DETECTOR
- INT. SIG. & NO.
- TEMP-WIND GAGE
- POWER SW. SPRING. SW.
- DEPOT SYMBOL
- HISTORICAL MARKER
- TOPOGRAPHY
- ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING
- MAX. GRADE PERCENT (SUB GRADE)
- SLIDE WARNING
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- FIBER OPTICS
- C. T. C.
- A. B. S.
- SPEED ALLOWANCE
- AUTH. SUPER ELEV.
- TOTAL ANGLE
- ALIGNMENT & FLANGE LUBRICATORS RL
- DEGREE OF CURVE
- RAIL SIDING
- RAIL MAIN
- SURFACING & LINING SIDING MAIN TIE GANG SIDING MAIN

9.32 PS#10 115# HTTO
8.72 1-CBC-5'X 7'
8.61 PS#11 136# HTTO
8.59 PS#15 115# POTO
8.52 1-RCB-8'X 5'
HULBERT SPUR
BNSF TO PRESLEY JCT.
8.40 1-CBC-4'X 4'
8.38 PS#10 136# HTTO
8.17 PS#10 HTTO
8.13 TENARK IND. LD
PS#10 HTTO
8.07 PS#10 HTTO
"WIMEF"
7.95 PS#10 HTTO
"BAUXIPPI"
6.00 DETECTOR TALKER
5.30 22-TST-282' (SIMN)
5.00 68-TST-864' (SIMN)

811 810 809 032 031 030 808 807 806 805 860 859 118 861 120 890 889

EL. 213

CPY901
WEST MEMPHIS
XG085
8.40
4130
YD 03

ST. FRANCIS LEVEE
DRAINAGE
061 060

0.00 | -0.40 | 0.00 | -0.05 | 0.00 | -0.09 | 0.00 | -0.12 | +0.09

213.65 | 228.05 | 228.05 | 228.95 | 228.95 | 229.95 | 229.95 | 231.95 | 229.95

60 | 25 | 60

NO CURVES

115CWR — SH 112, 115 CWR
1974 — 1979
2003
2003

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S | PUBLIC-X | JEFFERSON ST-X | AVALON ST-BFG | PRIVATE-BFG | 8TH ST-BFG | SOUTH LOOP-BFG | PRIVATE-XS | PRIVATE-S

P:\SU_BOOKS\06_NLR\BRWE.DGN

FILE PAGE
LAST REVISED
AUGUST 10, 2004
BRIDGES UPDATED
FEBRUARY 6, 2002
RD XING UPDATED
SEPTEMBER 12, 2000

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

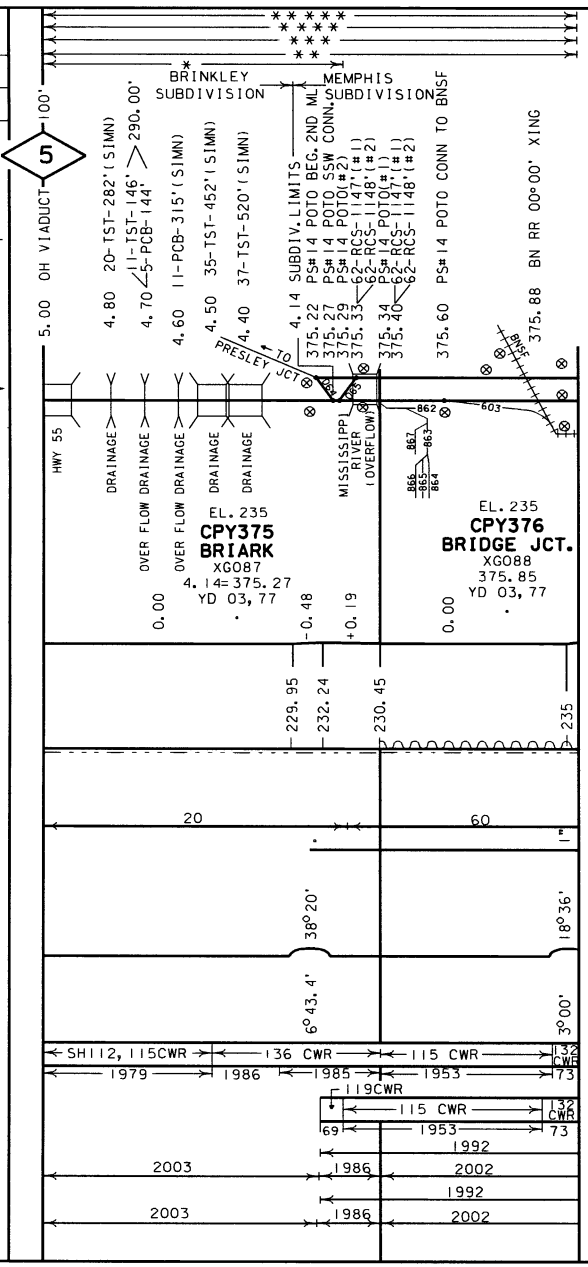
ALIGNMENT & FLANGE LUBRICATORS AL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN



* BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC-BETWEEN BRINKLEY, AR MP70.6 AND BRIARK, AR MP4.10 PER STB FIN DOC #32760 DATED AUGUST 12, 1996, PER AGREEMENT #186765, DATED JUNE 1, 1996

** ST. LOUIS SOUTHWESTERN RAILWAY ACQUIRED BY UNION PACIFIC-STB FIN DOC #32760 EFFECTIVE SEPTEMBER 11, 1996

*** SOLD BY CHICAGO, ROCK ISLAND AND PACIFIC RRTO ST. LOUIS SOUTHWESTERN RY (COTTON BELT) AUGUST, 1982

**** ST. LOUIS SOUTHWESTERN RAILWAY AQUIRED JOINT TRACKAGE RIGHTS FOR PASSENGER TRAINS-1912 AND FREIGHT TRAINS-2-28-1921.

***** CONSTRUCTED BY MEMPHIS AND LITTLE ROCK RAILROAD-1853

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN

NO ROAD CROSSINGS

P:\SU_BOOKS\06_NLR\BRWE.DGN

Appendix C:
Union Pacific Railroad Timetable #5 – North Little Rock Area

PB-27034

NORTH LITTLE ROCK AREA
TIMETABLE #5

Effective 0900 Monday, July 09, 2012

L. M. Fritz, Executive Vice President - Operations
C. A. Scott, Vice President - HDC & Network Operations
J. M. Santamaria, Vice President - Transportation
R. S. Blackburn, Vice President - Northern Region
G. D. Workman, Vice President - Southern Region
S. K. Keller, Vice President - Western Region
D. A. Connell, Vice President - Engineering
B. J. Kanuch, Chief Mechanical Officer
T. F. Jacobi, Vice President - Operating Systems & Practices
R. M. Grimaila, Vice President - Safety & CSO

This document supersedes:

Union Pacific Railroad North Little Rock Timetable 4 effective Jun 22, 2009

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150 YEARS

EXPLANATION OF CHARACTERS

Symbol Represents	
ABS	AUTOMATIC BLOCK SIGNAL
ACS	AUTOMATED CAB SIGNAL
ATC	AUTOMATIC TRAIN CONTROL
ATS	AUTOMATIC TRAIN STOP
CTC	CENTRALIZED TRAFFIC CONTOL
RL	RESTRICTED LIMITS
TWC	TRACK WARRANT CONTROL
DT	DOUBLE TRACK
#MT	MULTIPLE MAIN TRACK - # (number MT's)
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR
(A)	AUTOMATIC INTERLOCKING
B	BASE RADIO STATION
D	DRAW BRIDGE
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION
(M)	MANUAL INTERLOCKING
(S)	STOP SIGN
T	TURNING FACILITY
(X)	RAILROAD CROSSING AT GRADE
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES
Y	YARD LIMITS
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
(11-2)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES
(11-3)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES
N	NORTHWARD
S	SOUTHWARD
E	EASTWARD
W	WESTWARD

Symbol Represents	
C	CENTER
+	HEAD - END RESTRICTION ONLY
(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
(@)	WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRAMSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY

Track Diagram Color Codes

CTC	ATC
ABS	ACS
TWC	ATS
YL / RL / DARK	9.14 / 9.15

OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Order #	Area #	Area Name	Order #	Area #	Area Name	Order #
1	Portland	PB-27020	9	Kansas City	PB-27028	17	Houston	PB-27036
2	Salt Lake City	PB-27021	10	Salina	PB-27029	18	San Antonio	PB-27037
3	Roseville	PB-27022	11	Iowa	PB-27030	0	All Area 3 Hole Singles	PB-27038
4	Los Angeles	PB-27023	12	Twin Cities	PB-27031	0	3" Binder	PB-27019
5	Sunset	PB-27024	13	Chicago	PB-27032	0	Area Tabs (19 Each)	PB-27018
6	Denver	PB-27025	14	St. Louis	PB-27033	0	System Special Instructions	PB-27015
7	North Platte	PB-27026	15	North Little Rock	PB-27034	99	UPRR TRAINING	PB-27099
8	Council Bluffs	PB-27027	16	Dallas / Ft. Worth	PB-27035			

Operating Practices

C. E. Copeland, General Director - Operating Practice

S. L. Foresman, Sr. Director - Operating Practice Rules

Rules Manager	Phone Number	Timetable Area
Rick Carver	402-501-4310	Dallas/Ft Worth - Houston - San Antonio - Salina - North Little Rock
Jack McGinley	909-685-2826	Salt Lake City - Portland - Roseville - Los Angeles - Sunset
Vacant		Chicago - Council Bluffs - Denver - Iowa - Kansas City - North Platte - St. Louis - Twin Cities

NORTH LITTLE ROCK AREA

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Commerce Industrial Lead (0592)..... 22
Conway Industrial Lead (0419)..... 3
Cypress Bend Industrial Lead (0426)..... 48
DK&S Industrial Lead (0401)..... 7
Dolet Hills Lead (0468)..... 33
Dowco Industrial Lead (0448)..... 22
EL DORADO (0418)..... 28
Georgia Street Industrial Lead (0434)..... 39
Gurdon Industrial Lead (0413)..... 13
HELENA (0433)..... 36
Hot Springs Industrial Lead (0422)..... 45
HOXIE (0400)..... 6
HULBERT (0444)..... 37
Jacksonville AFB Industrial Lead (0402)..... 7
JONESBORO (0440)..... 16
LITTLE ROCK (0405)..... 10
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WYNNE (0435)..... 35

NORTH LITTLE ROCK AREA

Station Name	Circ7 #	Subdivision	Page #
4TH STREET	XD000	HOXIE	6
ABCO	X 390	LITTLE ROCK	10
ALDEN BRIDGE	JH590	SHREVEPORT	30
ALEXANDER	X 359	LITTLE ROCK	10
ALEXANDRIA	C 625	MONROE	50
ALICIA	X 239	HOXIE	6
ALIX	L 117	VAN BUREN	2
ALTHEIMER	JH401	JONESBORO	16
ANTONIA	C 601	MONROE	50
ARKADELPHIA	X 411	LITTLE ROCK	10
ARKANSAS RIVER	X 345	LITTLE ROCK	10
ARKANSAS RIVER	JH406	JONESBORO	16
BALD KNOB	X 288	MEMPHIS	38
BALD KNOB	X 288	HOXIE	6
BALDWIN	K 036	WHITE BLUFF	44
BAUXITE JCT. (Trk.2)	X 364	LITTLE ROCK	10
BEARDEN	JH466	PINE BLUFF	20
BEIRNE JCT.	X 429	LITTLE ROCK	10
BERNIE	C 185	JONESBORO	16
BIDDLE	XZ000	WHITE BLUFF	44
BIG SANDY	TP113	PINE BLUFF	20
BIVINS	TP031	LITTLE ROCK	10
BLACKVILLE	L 057	VAN BUREN	2
BNSF JCT. (Trk 2)		LITTLE ROCK	10
BONITA	C 484	MCGEHEE	48
BOSCO	C 540	MONROE	50
BOSSIER CITY	JH612	SHREVEPORT	30
BOUGHTON	X 438	LITTLE ROCK	10
BRADFORD	X 278	HOXIE	6
BRADLEY	JH553	SHREVEPORT	30
BRIARK	XG087	BRINKLEY	42
BRIARK	XG087	MEMPHIS	38
BRIDGE JCT.	XG088	MEMPHIS	38
BRINKLEY	JH343	BRINKLEY	42
BRINKLEY	JH343	JONESBORO	16
BROOKLAND	C 250	JONESBORO	16
BUENA VISTA	JH494	PINE BLUFF	20
CAMDEN	JH482	PINE BLUFF	20
CAMPBELL JCT.	X 258	HOXIE	6
CANE	TB246	REISOR	32
CART	JH610	SHREVEPORT	30
CB101 (HOLD SIGNAL)		JONESBORO	16
CHARLESTON JCT.	XD025	HOXIE	6
CLARENDON	JH358	JONESBORO	16
CLEAR LAKE JCT.	X 481	LITTLE ROCK	10
COLLINSTON	C 505	MCGEHEE	48
CONN. to MEMPHIS SUB.		WYNNE	35
CORNING	X 192	HOXIE	6
COTTON BELT JCT.		BRINKLEY	42
CRAWFORDSVILLE	XG074	MEMPHIS	38
CREST		HOXIE	6
CURTIS JCT.	X 422	LITTLE ROCK	10
CUTOFF JCT	TB315	REISOR	32
CYPRESS	TB236	REISOR	32
D. & R. CONNECTION		VAN BUREN	2
DALLAS JCT.		PINE BLUFF	20
DARDEN	JC596	PINE BLUFF	20
DEXTER	XD024	HOXIE	6
DEXTER JCT.	XD026	JONESBORO	16
DIAZ JCT.	X 259	HOXIE	6
DONALDSON	X 400	LITTLE ROCK	10
DYER	L 146	VAN BUREN	2
E. LITTLE ROCK	K 004	WHITE BLUFF	44
EAGLE MILLS	JH474	PINE BLUFF	20
EAST BALD KNOB	XG002	MEMPHIS	38
EAST BRINKLEY		JONESBORO	16
EAST MCCRORY		MEMPHIS	38
EAST PITTSBURG	JC634	PINE BLUFF	20
EAST TEXARKANA		PINE BLUFF	20
EL DORADO	E 066	EL DORADO	28
EL DORADO JCT.		EL DORADO	28
EL DORADO JCT.		PINE BLUFF	20
EMMET	X 450	LITTLE ROCK	10
ENSIGN	X 352	LITTLE ROCK	10
ENTERGY		WHITE BLUFF	44
ENTERGY WYE (Off MT)		WHITE BLUFF	44
EYLAU	JC568	PINE BLUFF	20
FAIR OAKS	XG031	JONESBORO	16
FAIR OAKS	XG031	MEMPHIS	38
FERN		REISOR	32
FORDYCE	JH452	PINE BLUFF	20
FORREST CITY	XF044	HELENA	36
FORREST CITY	XF044	BRINKLEY	42
FULTON	X 471	LITTLE ROCK	10
GEORGETOWN	C 585	MONROE	50
GERTRUDE		PINE BLUFF	20
GIFFORD	X 385	LITTLE ROCK	10
GLAISE JCT.	X 275	HOXIE	6
GRADY	K 064	MCGEHEE	48
GRAYSON	C 558	MONROE	50
GREENWAY	C 215	JONESBORO	16
GUERNSEY	X 463	LITTLE ROCK	10
GURDON	X 426	LITTLE ROCK	10
HARAHAN		MEMPHIS	38
HARRISBURG	C 280	WYNNE	35
HARVIELL JCT	X 173	HOXIE	6
HASKELL	X 373	LITTLE ROCK	10
HELENA JCT.	C351	HELENA	36
HENDERSON		HOXIE	6
HENSLEY	K 019	WHITE BLUFF	44
HETH	XF026	BRINKLEY	42
HICKORY RIDGE	JH304	JONESBORO	16
HIG	X 298	HOXIE	6
HIGGINS	K 009	WHITE BLUFF	44
HILL		LITTLE ROCK	10
HOLLYWOOD JCT.	TB316	REISOR	32
HOMAN	X 478	LITTLE ROCK	10
HOPE	X 458	NASHVILLE	19
HOPE	X 458	LITTLE ROCK	10
HOXIE	X 226	HOXIE	6
HUDSPETH	C 446	MCGEHEE	48
HULBERT		HULBERT	37
HUMPHREY	JH389	JONESBORO	16
HUNTER	JH329	JONESBORO	16
IVES	XD013	HOXIE	6
JACKSONVILLE	X 332	HOXIE	6

NORTH LITTLE ROCK AREA

Station Name	Circ7 #	Subdivision	Page #
JAX	X 331	HOXIE	6
JAY	C 227	JONESBORO	16
JEFFERSON	TP051	LITTLE ROCK	10
JIFFY	X 269	HOXIE	6
JONESBORO	C 262	WYNNE	35
JONESBORO	C 262	JONESBORO	16
JONESBORO JCT.	C 259	WYNNE	35
JONESBORO JCT.	C 259	JONESBORO	16
JONESVILLE		REISOR	32
JORDAN ST.		SHREVEPORT	30
JUD	X 289	HOXIE	6
JUNLAND	XD006	HOXIE	6
KC JCT.		MEMPHIS	38
KENSETT	X 296	HOXIE	6
KENTUCKY ST.	XG091	MEMPHIS	38
KEOKUK	TP075	LITTLE ROCK	10
KILDARE	TP037	LITTLE ROCK	10
KNOBEL	X 199	HOXIE	6
L&A		MONROE	50
L&A JCT.		SHREVEPORT	30
LAKE END		REISOR	32
LANSING JCT.	TP083	LITTLE ROCK	10
LEWISVILLE	JH534	PINE BLUFF	20
LITTLE ROCK (AMTRAK STA.)	X 346	LITTLE ROCK	10
LOCUST ST		LITTLE ROCK	10
LONGVIEW	TP090	LITTLE ROCK	10
LOUISIANA	TB350	REISOR	32
LOUISIANA JCT.		SHREVEPORT	30
LR JCT.	X 345	WHITE BLUFF	44
LR JCT.	X 347	LITTLE ROCK	10
LUCAS	TB308	REISOR	32
LUMBER	JH527	PINE BLUFF	20
MACK	X 306	HOXIE	6
MALDEN	C 191	JONESBORO	16
MALLIN		MONROE	50
MARCHE	L 010	VAN BUREN	2
MARION	XG076	MEMPHIS	38
MARSHALL	TP067	LITTLE ROCK	10
MARSHALL	TP067	REISOR	32
MARSHALL JCT.		REISOR	32
MAUD	JC582	PINE BLUFF	20
MAYFLOWER	L 021	VAN BUREN	2
McGEHEE	C432	MCGEHEE	48
McKINNEY	JC548	PINE BLUFF	20
McNEIL	JH513	PINE BLUFF	20
MEMPHIS (SARGENT YD.)	XG093	MEMPHIS	38
MENIFEE	L 038	VAN BUREN	2
MINTURN JCT.	X 228	HOXIE	6
MITCHELLVILLE	K 080	MCGEHEE	48
MONROE	C 525	MONROE	50
MONROE	C 525	MCGEHEE	48
MONROE WYE		REISOR	32
MONROE WYE		MONROE	50
MOUNDS	XF013	BRINKLEY	42
MT PLEASANT	JC624	PINE BLUFF	20
MURTA JCT	X 223	HOXIE	6
N. END YARD		HOXIE	6
N. LITTLE ROCK	X 344	LITTLE ROCK	10
N. LITTLE ROCK	X 344	HOXIE	6
N. PINE BLUFF		MCGEHEE	48
N. PINE BLUFF		JONESBORO	16
N. UPRR CONN	K 041	WHITE BLUFF	44
N. UPRR CONN		PINE BLUFF	20
NASHVILLE	XJ026	NASHVILLE	19
NATIONAL JCT.	TP002	LITTLE ROCK	10
NEELYVILLE	X 180	HOXIE	6
NEW AUGUSTA	XG012	MEMPHIS	38
NORPHLET	E 058	EL DORADO	28
NORTH BRIDGE JCT.	X 264	HOXIE	6
NORTH HOPE		LITTLE ROCK	10
NORTH NEWPORT	X 262	HOXIE	6
NORTH TEXARKANA	X 491	LITTLE ROCK	10
NORTH WYNNE	C 303	WYNNE	35
O'KEAN	X 214	HOXIE	6
OLLA	C 572	MONROE	50
OMAHA	JC610	PINE BLUFF	20
ONE LEAD		HOXIE	6
OTWELL	JH280	JONESBORO	16
OUACHITA RIVER		MONROE	50
PALESTINE	XF051	BRINKLEY	42
PARAGOULD	C 243	JONESBORO	16
PAYNE	TP044	LITTLE ROCK	10
PEACH ORCHARD	X 203	HOXIE	6
PERKINS	XJ036	NASHVILLE	19
PICKENS	K 086	MCGEHEE	48
PINE BLUFF	K 043	MCGEHEE	48
PINE BLUFF SHOPS	JH404	PINE BLUFF	20
PINE BLUFF YD.	JH404	PINE BLUFF	20
PINE BLUFF YD.	JH404	JONESBORO	16
PIRKEY	TP076	LITTLE ROCK	10
POPING	L 130	VAN BUREN	2
POPLAR BLUFF	X 166	HOXIE	6
PRESCOTT	X 442	LITTLE ROCK	10
PRESLEY JCT	XG082	HULBERT	37
PRESLEY JCT.	XG082	MEMPHIS	38
QUEEN CITY	TP021	LITTLE ROCK	10
RED		LITTLE ROCK	10
RED JCT.		SHREVEPORT	30
RED RIVER		SHREVEPORT	30
RED RIVER JCT.	C 620	MONROE	50
REISOR	TB321	REISOR	32
RISON	JH434	PINE BLUFF	20
RIVERFRONT YARD	JH615	SHREVEPORT	30
ROE	JH365	JONESBORO	16
RONE	JH425	PINE BLUFF	20
RUSSELL JCT.	X 286	HOXIE	6
RUSSELLVILLE	L 075	VAN BUREN	2
S. UPRR CONN		PINE BLUFF	20
S. UPRR CONN		MCGEHEE	48
SALINE	JH442	PINE BLUFF	20
SALINE JCT.	X 370	LITTLE ROCK	10
SCOTIA	L 085	VAN BUREN	2
SHERIDAN JCT. (Trk.1)	X 368	LITTLE ROCK	10
SHREVEPORT JCT.		SHREVEPORT	30

NORTH LITTLE ROCK AREA

Station Name	Circ7 #	Subdivision	Page #
SMITH	JC646	PINE BLUFF	20
SMITHDALE	XG060	MEMPHIS	38
SOUTH BRIDGE JCT.	X 265	HOXIE	6
SOUTH JONESBORO		JONESBORO	16
SOUTH NEWPORT	X 263	HOXIE	6
SOUTH POPLAR	X 168	HOXIE	6
SOUTH TEXARKANA		LITTLE ROCK	10
SPADRA	L 105	VAN BUREN	2
SPRING ST.		SHREVEPORT	30
SPRINGDALE	TP015	LITTLE ROCK	10
ST. FRANCIS	C 206	JONESBORO	16
STAMPS	JH530	PINE BLUFF	20
STANLEY	X 170	HOXIE	6
STEPHENS	JH503	PINE BLUFF	20
STUTTGART	JH377	JONESBORO	16
SUBDIVISION BEGINS		VAN BUREN	2
SUFFOLK	JC657	PINE BLUFF	20
SULPHUR	TP008	LITTLE ROCK	10
SUNSHINE	C 464	MCGEHEE	48
SWARTZ	C 515	MCGEHEE	48
TEXARKANA	TP000	LITTLE ROCK	10
TEXARKANA YARD	TP000	PINE BLUFF	20
TEXAS ST.		MEMPHIS	38
TEXMO JCT.	TB196	MONROE	50
TEXMO JCT.	TB196	REISOR	32
THORNTON	JH458	PINE BLUFF	20
TIOGA	C 616	MONROE	50
TOWER 17		MEMPHIS	38
TRASKWOOD	X 377	LITTLE ROCK	10
TUCKERMAN	X 252	HOXIE	6
TWC LIMITS		NASHVILLE	19
VAN BUREN WYE	L 001	VAN BUREN	2
WACROSS	X 320	HOXIE	6
WALDENBURG	JH292	JONESBORO	16
WALNUT RIDGE	X 225	HOXIE	6
WEST MEMPHIS	XG085	BRINKLEY	42
WEST PINE BLUFF	JH416	PINE BLUFF	20
WESTDALE	TB286	REISOR	32
WHITE BLUFF	K 025	WHITE BLUFF	44
WHITE RIVER	XG010	MEMPHIS	38
WHITE RIVER		HOXIE	6
WHITE RIVER BDG.		JONESBORO	16
WILLOW GLEN	TB190	MONROE	50
WITHERSPOON	X 406	LITTLE ROCK	10
WOODLAWN	TP058	LITTLE ROCK	10
WORTHEN	L 068	VAN BUREN	2
WYNNE	C 304	MEMPHIS	38
WYNNE	C304	HELENA	36
WYNNE SUB CONN.		MEMPHIS	38

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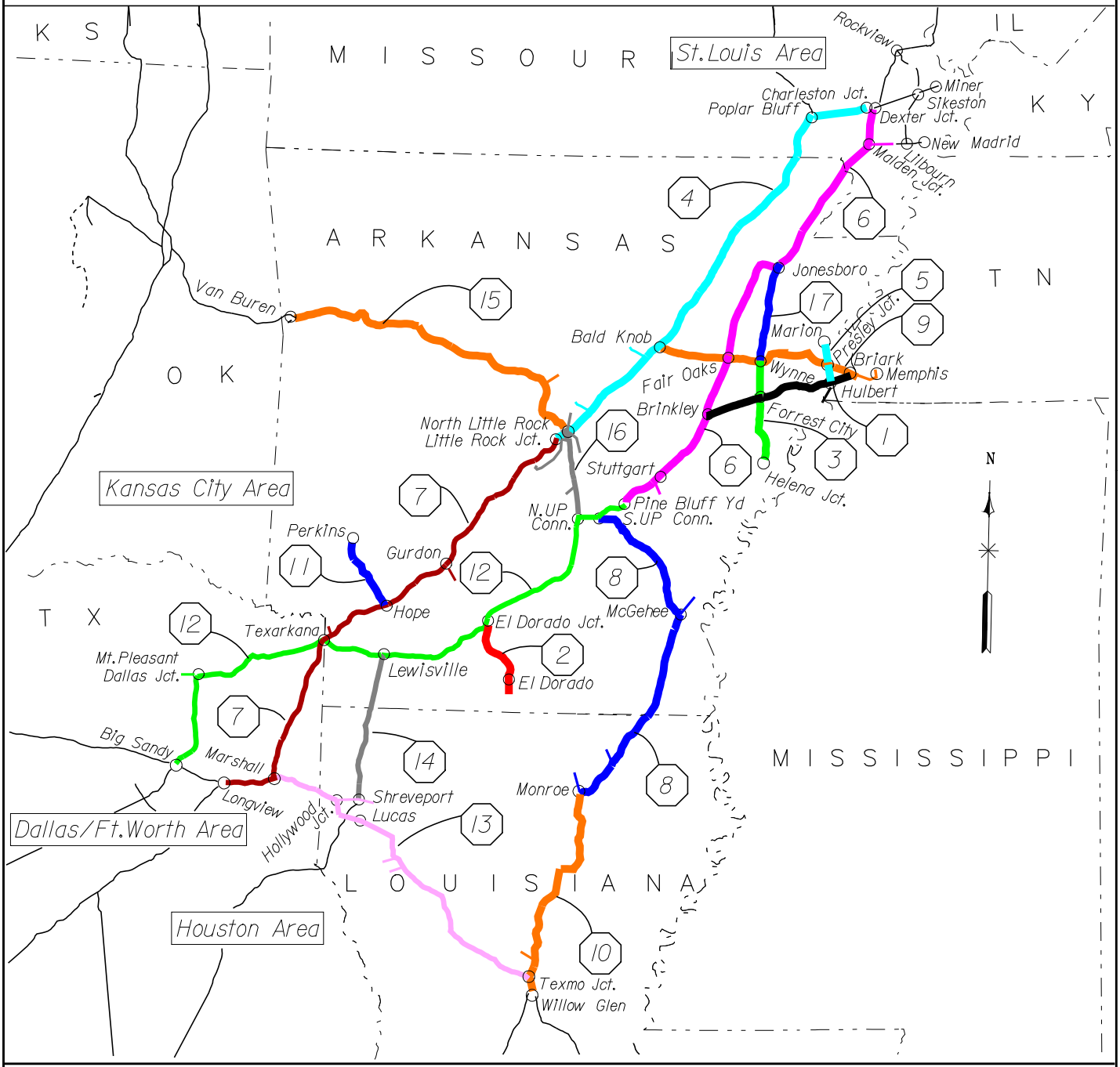
150 YEARS

NORTH LITTLE ROCK AREA

TIMETABLE #5

Effective 0900 Monday, July 9, 2012



1. BRINKLEY	(0445)	7. LITTLE ROCK	(0405)	13. REISOR	(0465)
2. EL DORADO	(0418)	8. MCGEHEE	(0425)	14. SHREVEPORT	(0453)
3. HELENA	(0433)	9. MEMPHIS	(0430)	15. VAN BUREN	(0415)
4. HOXIE	(0400)	10. MONROE	(0450)	16. WHITE BLUFF	(0420)
5. HULBERT	(0444)	11. NASHVILLE	(0411)	17. WYNNE	(0435)
6. JONESBORO	(0440)	12. PINE BLUFF	(0447)		

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HOXIE SUBDIVISION (0400)

Radio Display:

Charleston Jct. to 4th Street 096-096- *34
4th Street to Bradford 051-051- *78

Bradford to Jax 055-055- *35
Jax to N. Little Rock 042-042- *35

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
141.0		CTC	Y141	CHARLESTON JCT. (0.4)	XD025	
141.4 142.7			Y142 Y143	DEXTER B! (10.5)	XD024	6474
151.9 153.8			Y152 Y154	IVES ! (6.3)	XD013	9275
158.2 160.2			Y158 Y160	JUNLAND ! (7.3)	XD006	9878
165.5				POPLAR BLUFF TB (0.1)	X 166	
165.6			Y165	4TH STREET (0.3)	XD000	Yard
165.9		CTC 2MT	Y166	HENDERSON X (1.6)		
167.6			Y168	SOUTH POPLAR X (2.5)	X 168	
170.0			Y170	STANLEY X (2.9)	X 170	
172.9		CTC	Y172	HARVIELL JCT (7.5)	X 173	
179.6 181.3			Y180 Y181	NEELYVILLE ! (10.9)	X 180	8418
190.5 192.2			Y190 Y192	CORNING ! (7.5)	X 192	8355
198.0 200.0			Y198 Y200	KNOBEL ! (4.2)	X 199	9779
202.2 203.9			Y202 Y204	PEACH ORCHARD ! (10.5)	X 203	8061
212.7 214.5			Y213 Y214	O'KEAN ! (10.9)	X 214	8171
223.6		CTC 2MT	Y224	MURTA JCT (1.3)	X 223	
224.9				WALNUT RIDGE (1.4)	X 225	
226.3				(X)BNSF(A) (0.5)		
226.8				HOXIE (1.8)	X 226	
228.6		CTC	Y229	MINTURN JCT. (9.7)	X 228	
238.3 240.0			Y238 Y240	ALICIA ! (11.8)	X 239	8456
250.1 251.8			Y250 Y252	TUCKERMAN ! (8.0)	X 252	8421
258.1		CTC 2MT	Y258	CAMPBELL JCT. (1.4)	X 258	
259.5			Y260	DIAZ JCT. X (2.0)	X 259	
261.5			Y261	NORTH NEWPORT X (1.1)	X 262	Yard
262.6			Y263	SOUTH NEWPORT X (1.3)	X 263	
263.9		CTC	Y264	NORTH BRIDGE JCT. (0.2)	X 264	
264.1				WHITE RIVER D (M) (0.5)		
264.6		CTC 2MT	Y265	SOUTH BRIDGE JCT. (4.7)	X 265	
269.3			Y269	JIFFY X (5.0)	X 269	
274.3		CTC	Y274	GLAISE JCT. (2.9)	X 275	
277.2 279.2			Y277 Y279	BRADFORD ! (9.5)	X 278	9969
286.7		CTC 2MT	Y286	RUSSELL JCT. (1.2)	X 286	
287.9 288.5			Y287 Y289	BALD KNOB TBX (1.8)	X 288	14741
289.7			Y290	JUD X (6.7)	X 289	
296.4				KENSETT (2.0)	X 296	
298.4			Y298	HIG X (8.1)	X 298	
306.5			Y307	MACK X (12.8)	X 306	
319.3			Y319	WACROSS X (11.5)	X 320	
330.8			Y331	JAX X (2.2)	X 331	
333.0				JACKSONVILLE T (6.3)	X 332	
339.3			X339	N. END YARD X (1.2)		
340.5			X340	ONE LEAD (1.4)		
341.9			X341	CREST X (0.4)		
342.3			X941	CP X941 X (1.3)		
343.6				N. LITTLE ROCK BT	X 344	Yard

(202.6)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire Subdivision.

Little Rock Terminal Area:
ABS between West Departure Lead signal (old signal 3404) and CP X339. When West Departure Lead signal displays a STOP indication, contact the Hoxie Sub Dispatcher for permission to pass signal.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts MP 141.0 and MP 343.6	PSGR	FRT
(Except as Below)	**75**	**70**
141.0 and 142.3	25+	25+
165.5 and 165.6	30	30
165.6 and 165.9	40	30
172.1 and 172.9	75	60
184.9 and 185.1	70	60
224.3 and 227.8	50+	50+
226.3 (X)	40	40
226.3 and 226.6	50+	50+
259.0 and 260.3	50	50
263.2 and 264.1	50	50
264.1 and 264.2	40	40
266.6 and 266.9	70	60
288.1 and 288.6	40+	40+
292.1 and 292.7	60	60
292.7 and 293.1	50	50
294.1 and 294.6	70	60
322.4 and 323.6	65	60
333.2 and 333.5	60	60
339.1 and 341.6	40	40
341.6 and 341.7	20+	20+
341.7 and 343.6	40	40

HOXIE SUBDIVISION (0400)

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
CP Y331	40
2. Dual Control Switch Turnouts	
CP Y165, CP Y172, CP Y224, CP Y229, CP Y258, CP Y264, CP Y265, CP Y274	40
MP 165.6 crossover No. 2 track to north end Poplar Bluff yard	15
Newport - No. 1 track to south end of yard CP Y263	15
Bald Knob Yard - All crossovers and siding	10
N. Little Rock - all switches at Crest CP X341	15
3. Misc. Speed Restrictions	
West Departure Lead	20
South Wye Bald Knob	20
North Wye Bald Knob	10
Running Track (MP 342.0 to MP 345.0)	10
MP 339.8 on the West Departure Track over Fairfax crossing	10+

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
CP Y166 and CP Y172;
CP Y224 and CP Y229;
CP Y258 and CP Y264;
CP Y265 and CP Y274;
CP Y286 and North Little Rock.

SI-05 MILEPOST EQUATIONS

MP 141.03 = MP 171.9 on Chester Sub

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
North Little Rock Terminal Area:
All tracks within the following limits, described by the following outer mile post locations:
* MP 359.25 on the Little Rock Sub;
* MP 345.75 on the Van Buren Sub;
* MP 339.20 on the Hoxie Sub;
* MP 345.70 at Vinegar Spur;
* MP 343.10 at the SSW Interchange;
* MP 309.25 on the White Bluff Sub.

Designated Remote Control Zones:

ZONE 1: Track No.153 (East Lead)
Begins at the #13 switch and ending short of the derail located south of the East Departure signal.

ZONE 2: Track No.154, Trim-2
Begins at the #15 switch to the end of track.

ZONE 3: Track No.155, Trim-3
Begins at the #14 switch to end of track.
Track No.150,(city yard lead track), is divided into two sections:
*Zone 4A: Begins at and including switch 57, "57 side door", and extends to and including the south end of switch 401.
*Zone 4B: Begins at and includes #716 lead switch, to and including the north end of switch 401.

North Little Rock Terminal:
Before entering Zones 1, 2, 3, trains and engines must contact the Bowl Yardmaster on channel 047-047.
Before entering Zones 4A or 4B trains and engines must contact the Crest Yardmaster on channel 042-042.
Track 102 can be entered from the north end without entering Zone 4B but to make a southward move out of track 102, you will have to get permission to enter Zone 4A. All trains departing out of the north end of 102 to the main track, will not be considered in Zone 4B.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 144.8	(#) 216.3	(#) 283.4
(#) 157.9	(#) 232.5	(#) 294.9
(#) 171.1	(#) 248.0	(#) 304.0
(#) 183.6	(#) 257.5	(#) 317.2
(#) 201.1	(#) 266.8	(#) 329.2

SI-08 RULES ITEMS

Rule 7.3: Exception - Restriction to not cut off in motion or be struck by any car moving under its own momentum, for articulated and solid drawbar-connected cars, does not apply at the Hump Yard in the North Little Rock Terminal.

SI-09 FRA EXCEPTED TRACKS

FRA Excepted Tracks:
*Tie Plant Lead-tracks: 805, 807, 809, 811;
*Old SP Main track and other industrial tracks in North Little Rock area;
*Frt. House-tracks: 711, 713, 716, & 717;
*Coal Yard-tracks: 421 & 424;
*Southern Compress-tracks: 818 & 819;
*State Warehouse-track: 859;
*Cleaning Tracks: 148 & 149;
*City Yard-tracks: 401 - 414;
*North Little Rock Service tracks:
510 thru 518,521,522,523,524,591;
Rip tracks: 501 thru 510 & 162;
Tracks: 212,531.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Dudley N	148.4	XD017
Bess	151.6	XD014
Boeving N	161.0	XD004
Delaplaine S	207.6	X 208
McRae N	308.2	X 308

SI-11 INDUSTRIAL LEADS

Jacksonville AFB Industrial Lead(0402)
MP 0.0 to MP 0.19, Jacksonville to LRAFB.
Entire lead designated as FRA excepted Track.
Maximum Gross Weight: 134 tons.

DK&S Industrial Lead(0401)
5.5 miles between Kensett, Doniphan and Searcy.
Maximum Gross Weight: 143 tons.
All tracks designated as FRA excepted tracks.
Remote Control Area entire lead.

SI-12 TONNAGE RESTRICTIONS/TPOB

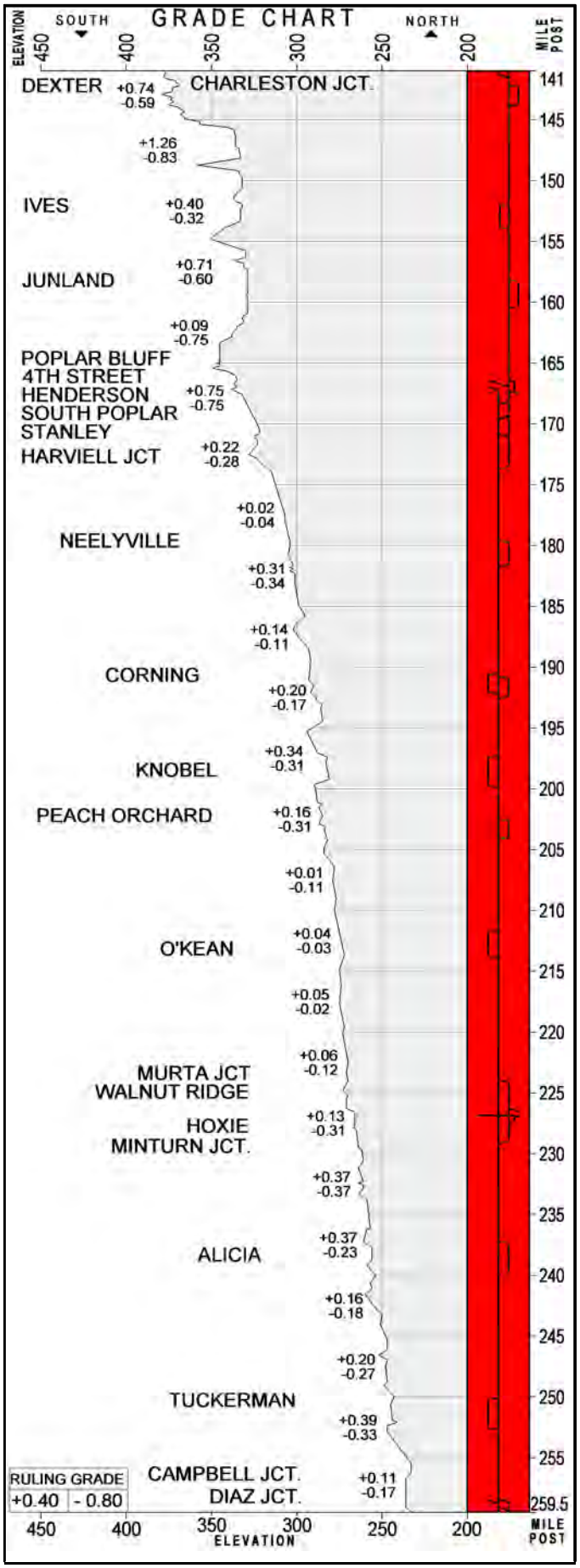
Maximum gross weight: 158 Tons.

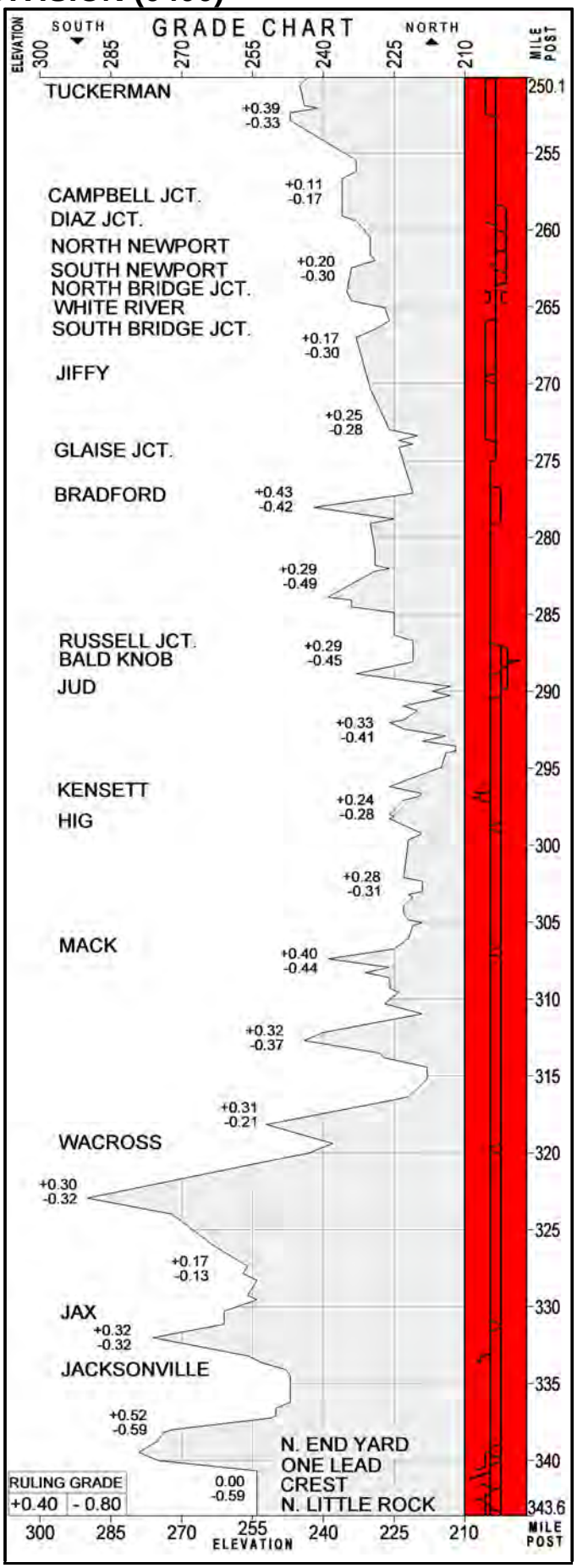
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

North Little Rock 200 Yard:
Prior to lining switches at the south end, contact the Crest Yardmaster on 4242 advising of the desired route. After receiving authority from the Crest Yardmaster, further movement may be made.

HOXIE SUBDIVISION (0400)





JONESBORO SUBDIVISION (0440)

Radio Display:
Dexter Jct. to Malden 096-096- *34
Malden to East Brinkley 014-014- *16
East Brinkley to Pine Bluff Yd 096-096- *18

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
40.3		CTC	D171	DEXTER JCT. (7.7)	XD026	
48.0			CB048	BERNIE !	C 185	7249
49.6			CB050	(7.3)		
55.4			CB055	MALDEN !	C 191	20100
57.4			CB058			
59.6			CB060	(14.9)		
70.3			CB070	ST. FRANCIS !	C 206	7570
72.1			CB072	(8.5)		
78.8			CB079	GREENWAY !	C 215	8277
80.5			CB081	(11.2)		
90.0			CB090	JAY !	C 227	6996
91.5			CB092	(12.0)		
101.4			CB102	CB101 (HOLD SIGNAL) (2.1)		
103.7			CB104	PARAGOULD !	C 243	11480
106.1			CB106	(10.8)		
114.3			CB114	BROOKLAND !	C 250	7263
115.7			CB116	(5.3)		
119.6			Y235	JONESBORO JCT. (2.9)	C 259	
122.5				(X)BNSF(A) (2.3)		
124.8				JONESBORO BY (2.8)	C 262	YARD
127.6			CB127	SOUTH JONESBORO (9.8)		
137.4			CB137	OTWELL !	JH280	7269
138.8			CB139	(12.2)		
149.6			CB149	WALDENBURG !	JH292	7301
151.1			CB151	(11.9)		
161.5			CB161	HICKORY RIDGE !	JH304	7837
163.2			CB163	(11.1)		
172.6			CB172	FAIR OAKS !	XG031	8678
174.4			CB174	(13.1) (X)UPRR(Z)		
185.7			CB185	HUNTER !	JH329	8593
187.3			CB187	(11.3)		
197.0			CB197	EAST BRINKLEY !		9401
198.9			CB199	(3.5)		
200.5			CB200	BRINKLEY T (11.8)	JH343	
212.3			CB212	CLARENDON !	JH358	8400
214.1			CB214	(2.5)		
214.8				WHITE RIVER BDG. (M)D (5.6)		
220.4			CB220	ROE !	JH365	8832
222.4			CB222	(10.8)		
231.2			CB231	STUTTGART !	JH377	7406
232.7			CB233	(12.3)		
243.5			CB243	HUMPHREY !	JH389	8797
245.5			CB245	(11.1)		
254.6			CB254	ALTHEIMER !	JH401	8556
256.5			CB256	(6.6)		
261.2			CB261	ARKANSAS RIVER (M)D (0.5)	JH406	
261.7			CB262	N. PINE BLUFF (1.5)		
263.2			CB263	PINE BLUFF YD. BT	JH404	

(222.3)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire Subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 40.3 and 252.0	
(Except as Below)	**70**
56.6 and 57.5	40
57.5 and 57.9	20
69.8 and 70.5	60
102.0 and 104.3	60
119.6 and 122.5	45
122.5 and 124.5	40
127.4 and 129.3	50
129.3 and 131.5	60
172.4 and 172.6	40
198.4 and 198.6	50+
214.7 and 215.1	25
215.1 and 220.4	55
232.5 and 234.0	40+
242.6 and 242.8	50
246.0 and 246.5	55
Between Mileposts 252.0 and 263.2	
(Except as Below)	**60**
255.7 and 256.3	50
258.2 and 258.5	50
260.9 and 263.2	30

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Stuttgart Siding	25
Siding track Malden between MP 57.5 and MP 57.9	20
Paragould	10
2. Dual Control Switch Turnouts	
South switch Stuttgart	10
CP Y235	25
3. Misc. Speed Restrictions	
Connecting track Fair Oaks siding to Jonesboro Sub (MP 172.9)	10
Stuttgart Yard, Industry tracks and leads	5
Malden yard tracks	5
Jonesboro Yards (except No. 10)	5
Old Knoble Main MP 219.7 to end of trk.	5

SI-04 MAIN TRACK DESIGNATIONS

CP CB058: MP 57.4 off Malden siding designated Malden Jct.

SI-05 MILEPOST EQUATIONS

MP 241.7 = MP 242.0
MP 242.7 = MP 243.0

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
Pine Bluff Yard Area - Main track between:
CP CB261(Jonesboro Sub) to CP A350;
CP A350 to MP 356.0 (McGehee Sub) including Pine Bluff West Siding;
All yard tracks and industry tracks within these limits.

JONESBORO SUBDIVISION (0440)

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 45.1	% 123.9	(#) 204.0
% 52.2	% 126.0	% 209.0
(#) 61.8	(#) 128.6	& 212.3
(#) 74.1	% 130.9	(#)& 216.7
% 82.4	% 141.1	(#) 226.2
(#) 84.9	(#) 141.9	(@) 237.4
% 87.9	% 144.1	(#) 237.7
% 94.1	% 147.4	(#) 249.2
(#) 96.7	(#) 153.7	(#)& 256.6
% 99.4	% 157.6	
(#) 109.9	(#) 167.8	
% 117.8	(#) 179.9	
% 120.8	(#) 191.1	

SI-08 RULES ITEMS

White River Bridge (MP 214.8)(M)D:
When Interlocking Signal displays a Stop Indication, contact Dispatcher for authority to proceed.

SI-09 FRA EXCEPTED TRACKS

Paragould: 738-744, 749.

Jonesboro: 2-8, 11-14, 504, 714, 724, 725, 730, 731.

Weiner: 735, 736.

Brinkley: 132, 133, 136, 137, 755-760 & 762.

Old Knobel: Main track at Paragould from MP 219.7 to end of track.

Stuttgart: South end of 3-8, 085, 165-170, 701, 708, 710, 714, 724, 725, 726, 730, 734, 735.

Dexter: House track.

Malden: 1-5, 501, 502 & 723.

Fair Oaks: 606 & 710.

Clarendon: Track 130.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Airscule	54.6	C 190
Marmaduke	92.9	C 229
Farville	117.8	C 252
Weiner	147.6	JH288

SI-11 INDUSTRIAL LEADS

Stuttgart Industrial Lead:(0442)
MP 233.3 to MP 236.0 (end of track).
Stuttgart - Sta. No. JH377;
(X)UP(S) at MP 233.6.
Maximum Gross Weight: 134 tons.

Business Tracks	MP	Sta.#'s
Ricusky	235.3	XE002

Malden Industrial Lead:(0449)
Extends from Malden Jct.(C191),MP 57.9 to Lilborn (XC021),MP 36.7.
Comply with Rule 6.32.2, Procedure 1, at all crossings at and between MP 42.3 (Route D Catron) and MP 57.17 (Highway 25) due to rusty rail conditions.
Maximum Gross Weight: 134 tons.

Business Tracks	MP	Sta.#'s
Parma	48.5	XC009

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: - 158 tons

Freight trains: Do not exceed 45 MPH if over 132 tons per operative brake.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Six-axle locomotives are not to be operated on tracks listed below:

Dexter.....House tracks
Bernie.....MFA Industry tracks
Airscule.....Spur track
Malden.....Trks 1-5, 501, 723
Paragould.....Trks 706, 738-740, 744, 749
Old Knoble Main.....Entire Track
Farville.....Anheuser Busch spur track
Jonesboro.....Trks 706, 738-740, 744, 749
New yard No.11 track (north 250 feet)
Otwell.....Delta Rice Mill spur track
Weiner.....House track and Riceland Foods spur track
Waldenburg.....Riceland Foods spur track
Hickory Ridge.....Riceland Foods spur track
Brinkley.....Trks 132, 133, 135, 136, 755
Stuttgart.....All industry tracks; Yard tracks 3-8
Humphrey.....Spur track

Pine Bluff Terminal: All trains operating within Pine Bluff Terminal must contact the Yardmaster via Radio Display- 022-022.

Chief Engineer Bulletin 136.4.9: A Train Approach Warning System (TAWS) has been installed, inspected and is certified for use at the following locations: CP CB090, CP CB092, CP CB114, CP CB116

(Z) Interlocking Locations:
Fairoaks (X)UPRR(Z)
MP 172.6 - CP CB172
MP 174.4 - CP CB174

Symbol (Z) Interlocking Instruction:
Rule 9.9.1 (Passing Approach to Automatic Interlocking) applies.

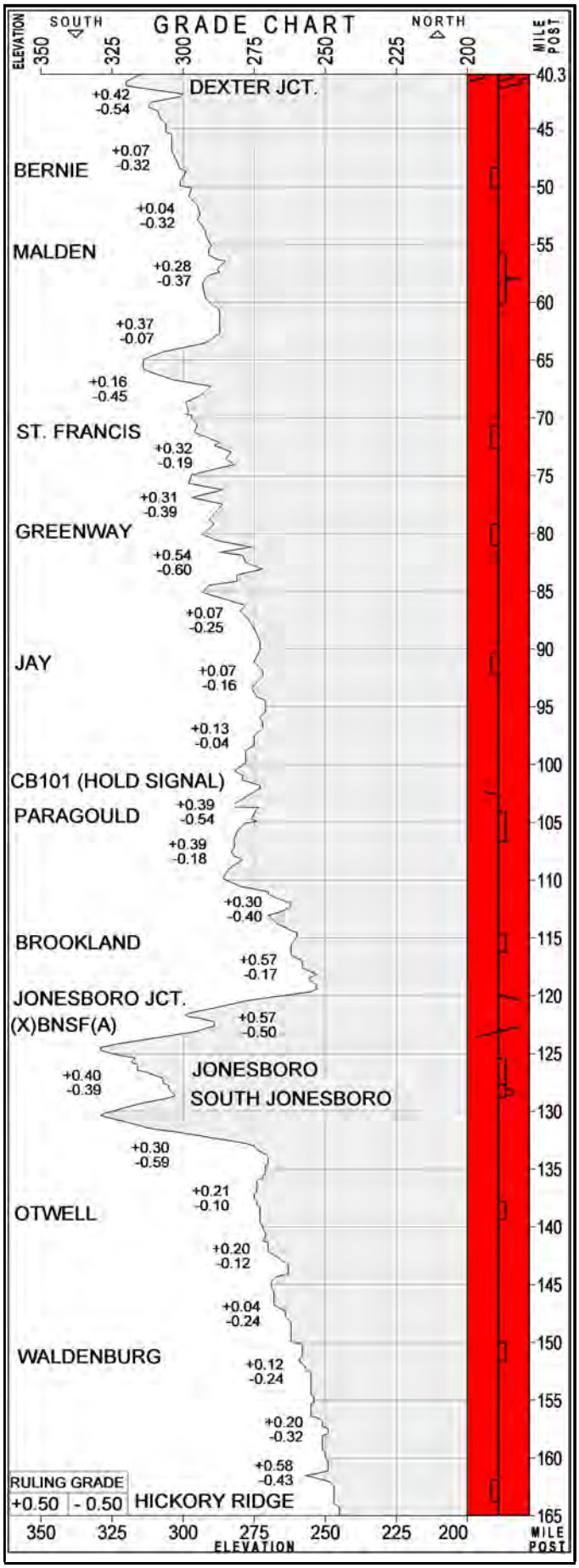
At a signal displaying a Stop indication:
Train movements will be governed as follows:
1. A crew member must contact the train dispatcher and obtain permission:
   * To operate the time release box.
     and
   * To pass the Stop indication (train may not proceed until complying with instructions in release box).

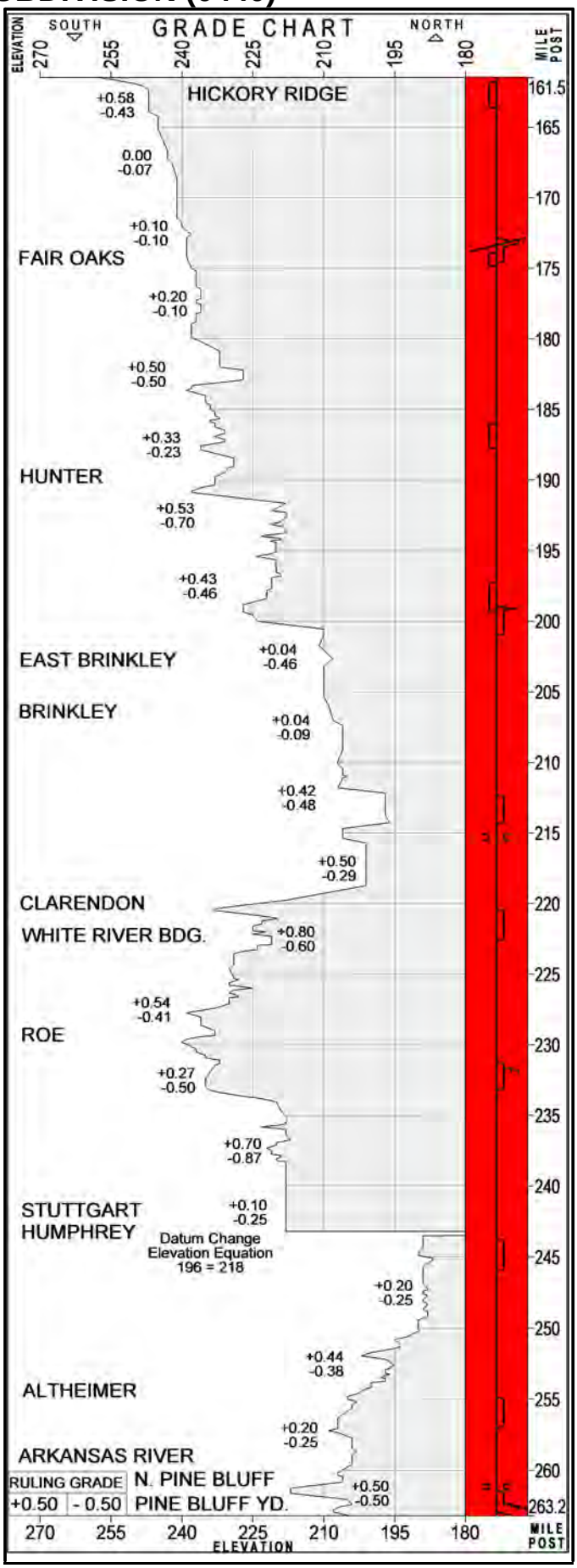
2. The crew will then be governed by the instructions in the release box.

3. After complying with instructions in the release box that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed.

Maintenance of Way movements will be governed as follows:
* When moving through, comply with Rule 42.7.2.
* When working within, comply with Chief Engineer Instruction Bulletin 136.4.8.

JONESBORO SUBDIVISION (0440)





PINE BLUFF SUBDIVISION (0447)

Radio Display:
Pine Bluff to Maud 096-096- *18
Maud to Big Sandy 069-069- *38

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
263.2		YL	CB263	PINE BLUFF YD. BTY	JH404	
				(3.2)		
266.4		YL 2MT ABS		PINE BLUFF SHOPS	JH404	
				(1.0)		
267.4		CTC 2MT	A350	S. UPRR CONN X		
				(1.4)		
268.7			A349	N. UPRR CONN X		
				(2.2)		
271.0		CTC	CB271	WEST PINE BLUFF	JH416	
				(8.9)		
279.9			CB280	RONE !	JH425	7371
281.5			CB282	(7.9)		
287.8			CB288	RISON !	JH434	8963
289.6			CB290	(9.0)		
296.8			CB297	SALINE !	JH442	6763
298.3			CB298	(10.4)		
307.2			CB307	(X)F&P(Z)		
				(0.0)		
308.8			CB309	FORDYCE !	JH452	6980
				(5.3)		
312.5			CB312	THORNTON !	JH458	8392
314.3			CB314	(8.9)		
321.4			CB321	BEARDEN !	JH466	8350
323.2			CB323	(6.0)		
327.1			CB327	EAGLE MILLS !	JH474	6354
328.5			CB329	(10.2)		
336.7			CB337	CAMDEN !	JH482	9670
338.7			CB339	(2.2)		
338.9				EL DORADO JCT.		
				(10.2)		
349.1			CB349	BUENA VISTA !	JH494	7328
350.6			CB351	(7.7)		
356.8			CB357	STEPHENS !	JH503	10159
358.9			CB359	(10.0)		
366.8			CB367	McNEIL T!	JH513	11197
369.1			CB369	(9.2)		
376.0			CB376	LUMBER !	JH527	9084
377.9			CB378	(8.6)		
384.6			CB385	STAMPS !	JH530	8593
386.4			CB387	(4.5)		
387.7			CB388	LEWISVILLE !	JH534	11820
390.3			CB390	(14.1)		
401.8			CB402	McKINNEY !	JC548	8977
403.4			CB404	(12.6)		
414.4			CB414	EAST TEXARKANA		
				(2.0)		
416.4			CB416	GERTRUDE		
				(2.3)		
417.5				TEXARKANA YARD BY	TP000	14100
419.1				(0.4)		
419.1			CB418	(X)UPRR(Z)		
				(0.1)		
419.2			CB419	(X)KCS(Z)		
				(3.8)		
423.0			CB423	EYLAU !	JC568	8500
424.9			CB425	(12.9)		
435.9			CB436	MAUD !	JC582	8056
437.6			CB438	(15.3)		
451.2			CB451	DARDEN !	JC596	7927
452.8			CB453	(12.9)		
464.1			CB464	OMAHA !	JC610	9036
466.0			CB466	(14.2)		
478.3			CB478	MT PLEASANT	JC624	Yard
479.8			CB480	(1.9)		
480.2			CB481	DALLAS JCT.		
				(9.3)		
489.5			CB489	EAST PITTSBURG !	JC634	6709
490.9			CB491	(1.5)		
491.0				(X)KCS(A)		
				(9.6)		
500.6		CTC	CB500	SMITH !	JC646	8492
502.0			CB502	(11.8)		
512.2			CB512	SUFFOLK !	JC657	6574
513.6			CB514	(12.8)		
525.0			CB925	(X)UPRR(Z)		
				(0.1)		
525.1			CB525	BIG SANDY !	TP113	8077

(261.9)

SI-01 MAIN TRACK AUTHORITY

CTC Between: CP A350 and CP CB525.

Yard Limits Between: MP 263.2 and MP 267.4; (includes 2MT between MP 265.7 and MP 267.4).

ABS Between: MP 266.4 and MP 267.4.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts	MPH
263.2 and 419.7 (Except as Below)	**70**
263.2 and 265.7	20
265.7 and 267.4 No.1 & No.2	20
267.4 and 269.0 No.1	30
269.0 and 271.0 No.1	40
267.4 and 269.0 No.2	30
281.5 **W	60+
286.4 and 287.4	40
289.5 **W	50+
287.4 and 291.7	60
291.7 and 292.0	50
292.0 and 294.6	55
294.6 and 295.5	50
296.8 **E	55+
299.4 and 299.9	40
299.9 and 302.4	50
306.6 and 307.0	40
307.0 and 307.3	25
307.3 and 311.5	45
311.5 and 312.2	50
314.8 and 316.8	55
316.8 and 317.6	45
324.3 and 325.8	55
330.0 and 330.2	60
334.6 and 336.6	45
336.6 and 338.0	20
338.0 and 339.9	30
339.9 and 344.4	45
344.4 and 348.9	40
348.9 and 359.0	45
359.0 and 366.0	50
366.0 and 369.8	45
369.8 and 379.8	65
386.7 and 390.4	60
397.3 and 405.2	60
396.6 and 397.0	45
397.0 and 397.3	30
405.2 and 406.9	50
406.9 and 407.8	40
407.8 and 410.6	50
410.6 and 410.9	45
410.9 and 416.4	50
416.4 and 419.1	35
419.1 and 419.7	20+

PINE BLUFF SUBDIVISION (0447)

Between Mileposts	
419.7 and 525.1	
(Except as Below)	**60**
419.7 and 420.0	35
430.2 and 432.5	50
452.7 **W	55+
456.5 and 461.0	50
461.0 and 461.3	45
461.3 and 465.9	50
465.9 and 466.2	45
472.2 and 476.8	50
476.8 and 480.8	35
480.8 and 482.1	45
482.1 and 482.7	55
488.1 and 489.3	50
489.3 and 490.9	55
490.9 and 491.7	35
491.7 and 496.0	50
496.0 and 496.3	45
501.5 and 505.0	50
507.6 and 509.3	45
509.3 and 510.8	35
510.8 and 511.7	45
511.7 and 514.2	50
521.7 and 524.0	50
524.0 and 525.1	40

** Only freight trains exceeding 80 TPOB must comply with speed restriction. Speed restriction will not apply when signal at speed restriction location displays CLEAR.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Big Sandy - connecting to Mineola Sub..	15
Texarkana Siding:	
416.4 and 417.8	20
417.8 and 419.3	10
2. Dual Control Switch Turnouts	
CP CB271	40
3. Misc. Speed Restrictions	
At Big Sandy on connecting track to Mineola Sub	30
Connecting track between Yard 8 Track 110 McGehee Sub and Yard 10 Track 348 Pine Bluff Sub	10
F & P Railroad	10
Connection at Texarkana to No.2 MT on Little Rock Sub	10

SI-04 MAIN TRACK DESIGNATIONS

Two Main tracks between MP 265.7 and MP 271.0.

SI-05 MILEPOST EQUATIONS

MP 267.4 = MP 349.5 on McGehee Sub.
MP 268.7 = MP 348.6 on White Bluff Sub.

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
Pine Bluff Yard Main Track between:
CP CB261(Jonesboro Sub) to CP A350;
CP A350 to MP 356.0(McGehee Sub)
including Pine Bluff West Siding.
All yard and industry tracks within these limits.

Designated Remote Control Zones:
East and West Hump Leads are designated as a Remote Control Zone.
The Remote Control Zone (RCZ) includes both pull back hump leads from the crest on the west end to the clearance point on east end.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 276.6	(#) 362.9	% 462.1
% 285.7	% 371.4	(#) 472.2
(#) 290.9	(#) 381.1	% 475.9
% 300.2	(#)& 395.0	(#) 483.4
(#) 304.2	& 399.6	% 494.1
% 310.5	(#) 408.8	% 498.2
(#) 315.2	% 412.2	(#) 505.5
% 325.0	(#) 421.2	(#) 519.0
(#) 332.1	% 427.5	& 520.7
& 334.3	(#) 431.8	
& 338.8	(#) 443.1	
(#) 344.3	% 447.6	
% 352.3	(#) 457.8	

PINE BLUFF SUBDIVISION (0447)

SI-08 RULES ITEMS

Rule 6.28: Tracks serving Red River Arsenal and Lone Star Depot are protected by a gate located about one mile east of UPRR main track and equipped with a private lock. Movement through this gate is made by calling guard house at 334-2911, from Texarkana.
Movements within Red River Arsenal area between 0800 and 1700 are made only upon the authority of Arsenal yardmaster who can be contacted inside the Arsenal area on Arsenal phone number 2319.

Rule 8.12 Crossover Switches: Exception - No Normal Position for crossover switches at MP 266.2 Compress Crossover. These crossovers may be left lined and locked as last used but must be left either for crossover movement or for straight through movement.

Rule 8.19.1 - Radio Controlled Switches:
Designated Radio Channel 022-022

Location	MP	Normal	Reverse
Pine Bluff Yard	265.3	#2653866 or #2652166	#2653877

Rule 9.2.4: On Pine Bluff Subdivision the indication of signal Rule 9.2.4 as shown in System Special Instructions is revised to read:

"PROCEED PREPARED TO STOP AT SECOND SIGNAL AND BE PREPARED TO ADVANCE ON DIVERGING ROUTE AT NEXT SIGNAL AT PRESCRIBED SPEED THROUGH TURNOUT UNLESS THE NEXT SIGNAL DISPLAYS AN ASPECT MORE FAVORABLE THAN DIVERGING APPROACH OR APPROACH."

Pine Bluff Terminal: ITEM 4A, System Special Instructions (page 13)- Exception: last paragraph revised to read:
Do not move or switch more than eight locomotives within locomotive servicing facilities. However, within Pine Bluff Terminal area, not more than twelve locomotives may be moved between the locomotive servicing facility and the train yards when authorized by a local manager.

Rule 71.2.3: Exception: Pine Bluff Yard only, employees, other than the RCL Operator, may ride a car through Master or Group Retarders when necessary to shove tracks. Retarders must be turned off and employee must wear proper eye protection and hearing protection (ear plugs).

SI-09 FRA EXCEPTED TRACKS

Pine Bluff:
Cleaning tracks 584, 585;
Old Yard track 594;
Old back shop tracks 553 thru 567 and tracks 569,570,571,822,843;
PB Sand & Gravel tracks 794,795,797,798;
Class Yard & Belt Lead tracks 117,103 and tracks 001 thru 006;
Port tracks 700,743,710
Rip tracks: 580,581,582,583 and 586.
Dock tracks: 520,521,522,523 and 524.
Engine Service tracks: 578,579,501 thru 517.
Yard track 065.

Texarkana: All tracks except Main Track and siding; Track 40 & 42; Kerr McGee Lead.

Maud: Pulpwood track.

Naples: Custom Roofing track.

Mt Pleasant: Yard tracks 1,2,4,5,6,710,711,713.

Pittsburg: Tracks 712, 714, 715.

Gilmer: Track 713.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Hixon Lumber Co	267.6	. . .
Millville	326.4	JH472
Herbert	340.5	JH485
Spirit Lake	394.4	JC539
Redwater E	431.0	JC576
Naples W	460.7	JC603
Mt. Pleasant W	479.5	JC624
Pittsburg W	491.7	JC636

SI-11 INDUSTRIAL LEADS

Commerce Industrial Lead:(0592)
Off Main Track at MP 480.2 Dallas Jct.
MP 480.2 to MP 481.5, 1.3 Miles.
Rule 6.32.2
All Trains Comply with Rule 6.32.2, Procedure 1 at and between the following crossing(s):
MP 480.26 (MLK St) and End of Track MP 489.4.
(Due to rusty rail conditions).
Stop Signs are located on main track in advance of the crossing at MP 488.8 (Spur 185).
Train or engine may pass Stop sign after a crew member is positioned on the ground at the crossing to provide warning.
Maximum Gross Weight: 134 tons.

Dowco Industrial Lead:(0448)
Off Main Track at MP 373.3.
Extends 6.45 miles from MP 0.0 to MP 6.45.
MP 0.0 to 0.5.....10 mph
MP 0.5 to 6.45.....20 mph
Comply with Rule 6.32.2, Procedure 1, at all crossings at and between
MP 0.10 (Highway 98) and MP 5.20 (Highway 344) due to rusty rail conditions.
Maximum Gross Weight: 134 tons.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 tons

Freight Trains Exceeding:
120 TPOB must not exceed 60 MPH,
132 TPOB must not exceed 45 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Pine Bluff Terminal: All trains operating within Pine Bluff terminal must contact the Yardmaster via Radio Display-022-022.

Track Breach Protection:
Employee Established Track Breach Protection may be active:
Location: Pine Bluff Yard Limits
Between MP 263.2 and MP 267.4
Designated Radio Channel: 022-022

Trains departing Pine Bluff Yard: A member of the crew must communicate with the yardmaster for route and authority to depart. Conductors and/or engineers on eastbound trains arriving Pine Bluff Yard will contact Pine Bluff Tower for yarding instructions when crossing Missouri Street.

Trains departing Texarkana Yard: A member of the crew must communicate with train dispatcher for authority to depart.

Six Axle Locomotives: Not to be operated on tracks listed below:
Pine Bluff - All tracks local yard except southend of track No. 053;
all tracks off Port lead;
Planters Cotton Seed;
all old Rip and Shop Tracks;
all tracks Belt Lead and Class Yard;
Hixon Lumber tracks 817, 818, 843, 571, 570,
Old yard track 293, 594 and Pine Bluff Sand & Gravel tracks.
Texarkana - Kerr-McGee, and Hostler Track.
Lone Star Lead at Redwater.
Mt. Pleasant Yard - Tracks 4 & 5, and scale track.
Gilmer - Dean Lumber Track.

Texarkana: CP CB418 - Interlocking Time Release Instructions at Texarkana are located on the signal mast, not in the interlocking limits.

(Z) Interlocking Locations:
(X)F&P(Z) at MP 307.2 (CP CB307)
(X)UPRR(Z) at MP 419.1 (CP R001)
(X)UPRR(Z) at MP 525.0 (CP CB925)
(X)KCS(Z) at MP 419.2 (CP CB419)

Symbol (Z) Interlocking Instructions:
Rule 9.9.1 (Passing Approach to Automatic Interlocking) applies.

At a signal displaying a Stop indication:
Train movements will be governed as follows:
1. A crew member must contact the train dispatcher and obtain permission:
   * To operate the time release box.
     and
   * To pass the Stop indication (train may not proceed until complying with instructions in release box).

2. The crew will then be governed by the instructions in the release box.

3. After complying with instructions in the release box that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed.

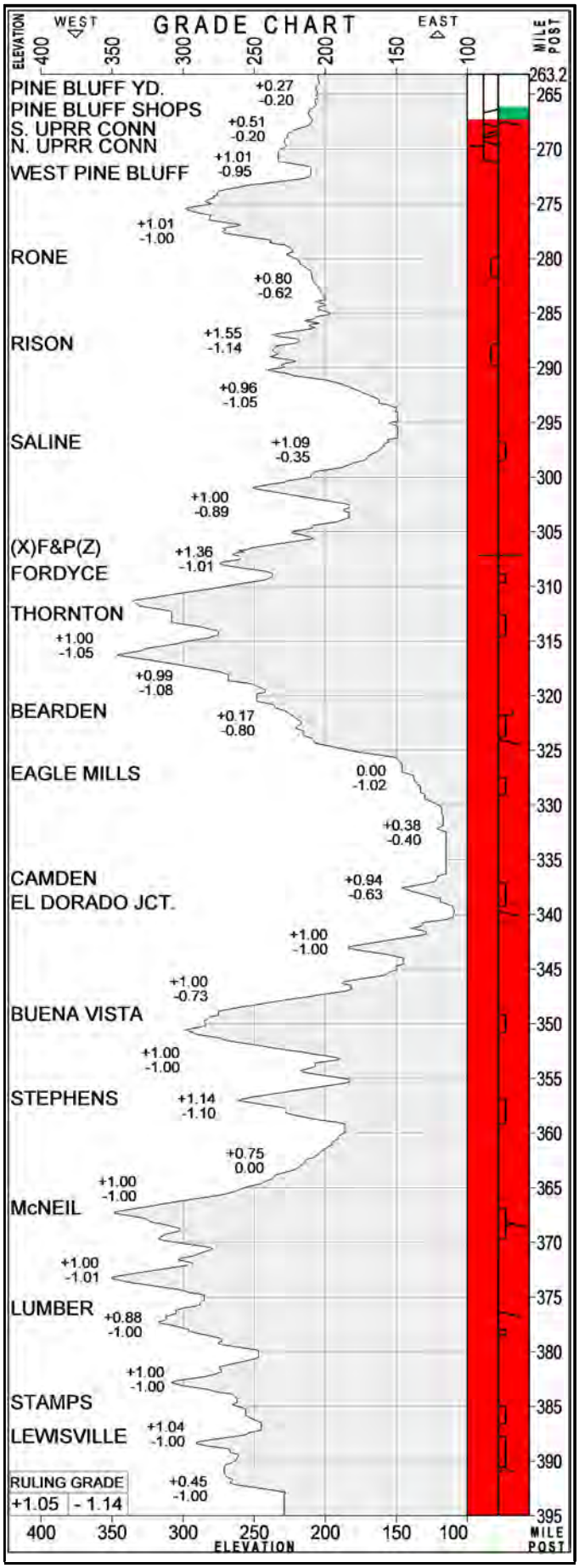
Maintenance of Way movements will be governed as follows:
* When moving through, comply with Rule 42.7.2.
* When working within, comply with Chief Engineer Instruction Bulletin 136.4.8.

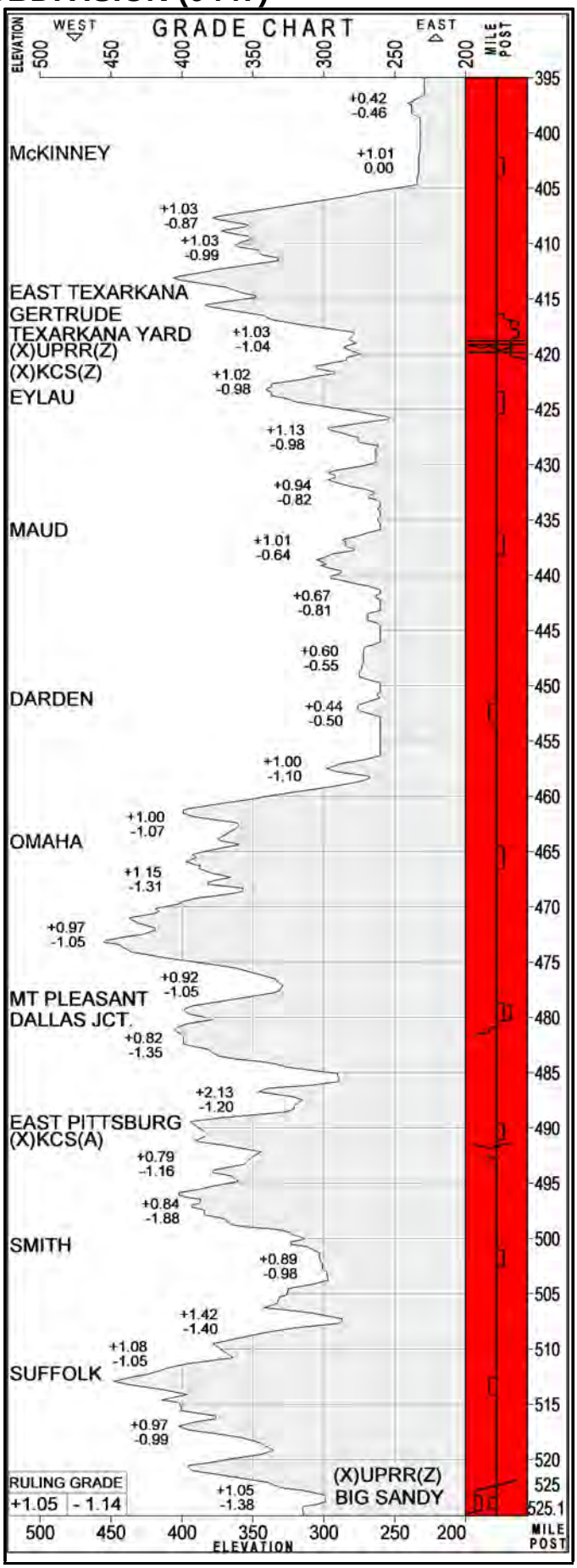
SI-14 MISC INSTRUCTIONS Continued...

Texarkana: Instructions for eastbound trains on the Pine Bluff Sub entering the Little Rock Sub at Texarkana.
Eastbound train crews on the Pine Bluff Sub transferring to the Little Rock Sub must not block Lake drive crossing (Highway 59) at MP 419.8 until they have contacted Dispatcher 29 on radio channel 027-027 and know that dispatcher is prepared to take your train.
Eastward trains must not pass Eylau without talking to the Little Rock Sub dispatcher to receive permission to enter UPRR main track at Texarkana.
After permission is received, communicate with Texarkana Yardmaster.

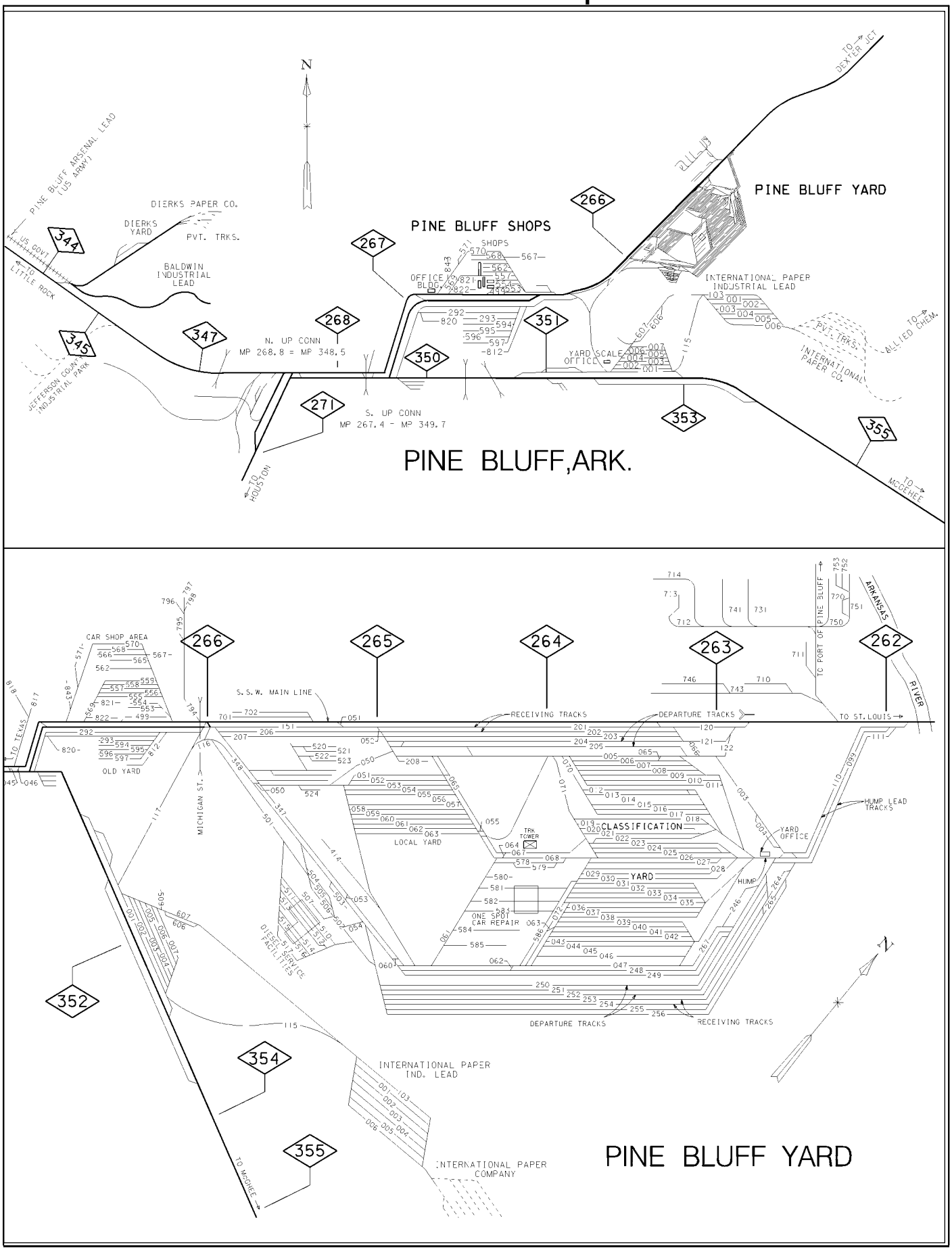
Chief Engineer Bulletin 136.4.9 applies:
A Train Approach Warning System (TAWS) has been installed, inspected and is certified for use at the following locations: Stamps
CP CB385-MP384.5 and CP CB387-MP386.4

PINE BLUFF SUBDIVISION (0447)

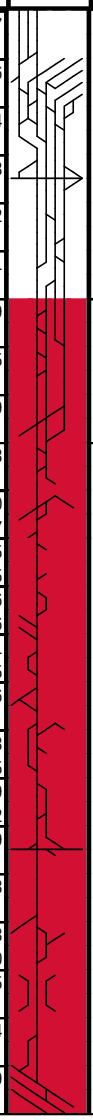




Pine Bluff Area Map



MEMPHIS SUBDIVISION (0430)

Mile Post	Track Layout	Radio Display: Memphis to Bald Knob 020-020- *16 Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
380.7		YL		MEMPHIS (SARGENT YD.) BY (0.1)	XG093	Yard
380.6				KC JCT. (2.2) (X)NS(G)		
378.4			Y381	TOWER 17 (0.1)		
378.3				(X)CNRR(A) (0.1)		
378.2			Y380	TEXAS ST. X (0.1)		
378.1			Y379	KENTUCKY ST. (0.2) X	XG091	
377.9		CTC 2MT	Y378	CP Y378 X (1.4)		
376.5			Y377	HARAHAN X (0.6)		
375.9			Y376	BRIDGE JCT. (0.6) (X)BNSF(Z)	XG088	
375.3		CTC	Y375	BRIARK (5.3)	XG087	
370.0 369.7			Y370	PRESLEY JCT. (3.5) (X)BNSF(G)	XG082	
366.5 364.5			Y366 Y364	MARION (2.9)	XG076	
361.6 359.6			Y362 Y360	CRAWFORDSVILLE ! (12.5)	XG074	9901
349.1 347.5			Y349 Y347	SMITHDALE ! (16.5)	XG060	7656
332.6			Y280	WYNNE SUB CONN. (0.3)		
332.3 330.5			Y332 Y330	WYNNE BT! (11.4)	C 304	8649
320.9 319.2			Y321 Y318	FAIR OAKS !T (2.0)	XG031	8197
318.9			Y316	(X)UPRR(Z) T (8.6)		
310.3			Y310	EAST MCCRORY (9.0)		
301.3 300.0			Y301 Y300	NEW AUGUSTA ! (2.8)	XG012	6280
298.5				WHITE RIVER D(M) (10.1)	XG010	
288.4			Y288	EAST BALD KNOB T (0.5)	XG002	
287.9			Y289	BALD KNOB BT	X 288	

(92.8)

SI-01 MAIN TRACK AUTHORITY

CTC: MP 377.9 and MP 287.9.

Yard Limits Between: MP 380.7 and MP 378.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 380.7 and 287.9	
(Except as Below)	**60**
380.7 and 378.4	10
378.4 and 377.9	20
377.9 and 375.2	25
370.0 (X)	40
346.4 and 345.5	50
336.1 and 334.8	50
334.8 and 333.3	40
318.9 (X)	40
299.1 and 298.6	40
298.6 and 298.2	25
288.4 and 287.9	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Wynne, Fair Oaks, New Augusta	10
2. Dual Control Switch Turnouts	
CP Y381, CP Y380, CP Y378	10
CP Y377, CP Y375, CP Y370	25
3. Misc. Speed Restrictions	
West Leg of CN Wye	5
Marion Intermodal Facility Ramp Tracks 701, 702, 703 and 704	5+
Connecting track between Memphis Sub and Helena Sub at Wynne	10
IC West Jct. Via Y and MV Track	10
Wynne - Coal Chute Wye Track	10
Connecting Track Fair Oaks siding to Jonesboro Sub (MP 172.9)	10
CSX tracks between Kentucky St. to old Aulon Tower	10
North Wye Bald Knob	10
Connecting track between Memphis Sub and Briark Jct	10

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between CP Y378 and CP Y375.

SI-05 MILEPOST EQUATIONS

Y370 = 475.9

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 371.4	(#) 327.0	(#) 303.4
(#) 357.5	(#) 315.2	(#) 292.6
(#) 341.0	% 308.6	

SI-08 RULES ITEMS

Gate protecting: NS RR crossing MP 380.6 may be left lined as last used.

Rule 1.13: Employees operating within the Memphis Terminal Area must have a copy of the "current" Memphis Terminal Operating Instructions available for reference while on duty.

Rule 8.10: Applies at CP Y379.

Bridge Jct.(X)BNSF(Z) Y376: When interlocking signal displays STOP indication, comply with instructions outlined for interlockings indicated with the (Z) symbol. Instructions for movement thru transfer track off Trk.2 in SI-14.

MEMPHIS SUBDIVISION (0430)

SI-09 FRA EXCEPTED TRACKS

North Memphis Main from North end of Leewood yard to end of track (Old North Yard) including Union Pacific owned portion of North Loop.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
W. Memphis Ind. Track	370.0	XG085
Gavin	368.0	XG080
Earl	351.7	XG064
Hamlin	324.7	XG037
McCrory	309.3	XG021
Patterson	307.3	XG019

SI-11 INDUSTRIAL LEADS

Georgia Street Industrial Lead:(0434)
From Dehyco switch to D. Canale switch (Industry Lead).
Maximum Gross Weight: 134 tons.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 tons.

Do not exceed:
55 MPH if freight train is over 90 TPOB;
50 MPH if freight train is over 110 TPOB.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Yardmaster Sargent Yard:
Must be notified on Radio Channel 024-024 before movement is made in either direction between Sargent Yard and CP Y381. Movement between CP Y381 and CP Y378 on Authority from Train Dispatcher only.

Bridge Jct (X)BNSF(Z) Y376:
Following instructions govern movement through transfer track between UP Trk. 2 and BNSF main track:
Movement from UPRR Trk. 2 to BNSF main track:
1. Contact BNSF train dispatcher for permission to enter BNSF main track.
2. Contact UPRR train dispatcher for permission to enter transfer track. If a PROCEED indication cannot be given for movement onto transfer track, operate release box before movement is made into the transfer track.
Movement from BNSF main track to UPRR Trk. 2:
1. Contact UPRR train dispatcher for permission to enter UPRR Trk. 2.
2. Contact BNSF train dispatcher for permission to enter transfer track. If a PROCEED indication cannot be given for movement onto transfer track, operate the release box before movement is made into the transfer track.

Foreign Line Radio Display:
BNSF 070-070 #830 OR #130
CSXT 096-096 *6 A/Y Dispatcher
CSXT 094-094 Yardmaster - Leewood
NSRR 056-056 Yardmaster - Forest
CNRR 054-054 Yardmaster - Harrison

Memphis:
* Trains enroute to CSXT RR or using CSXT Trk.101 must contact the CSXT dispatcher to ascertain if there are any restrictions regarding men and equipment working on or about the track prior to entering CSXT RR trackage.
* Trains enroute to BNSF RR or using BNSF tracks between CP Y378 and CP Y380 must ascertain if there are any restrictions regarding men and equipment working on or about the track prior to entering BNSF trackage.

Trains moving to or from CNRR:
All trains moving to or from the CNRR at Memphis must have the following documents in their possession prior to entering or moving on any CN main track:
1. Current CN general orders issued by the CN train dispatcher, Homewood, IL.
2. Blank work authority sheet for copying work authority.
3. CN trains originating in NLR must obtain CN and BNSF track warrants before departing.
These documents should be picked up at the location where the initial UP track warrant for bulletins is received for the train.

MEMPHIS SUBDIVISION (0430)

SI-14 MISC INSTRUCTIONS Continued...

Train Handling Procedure for CNRR Wye Memphis, TN:
UPRR trains inbound/outbound to/from the CNRR Johnson Yard at Memphis Tennessee must use extreme caution on the CN wye to avoid having or causing a derailment as a result of train handling issues such as but not limited to excessive stretching (air brake usage), excessive or severe bunching (run-in) or track damage due to excessive forces being generated by train dynamics.
Operational Characteristics:

A. Restricted Speed rule must be complied with.
B. The wye has a published maximum speed of 5 MPH.
C. The wye is extreme in curvature.
D. Visibility is significantly reduced as a result of degree of curvature.
E. Long trains (5500 ft. and longer), especially ones having substantial amount of weight toward rear of train could set up situation for undesired run-in when the rear of train comes over the river bridge.

Preferred Train Handling Procedures:
Unless some unusual circumstance prevents, the following train handling procedures are being adopted by UPRR management and should be followed when practicable.

Trains inbound to Memphis for delivery to CN Johnson Yard.
1. When leaving the signal at CP378, and moving onto BNSF tracks and toward the CN wye, begin to gather slack in the train (the portion on the east side of the bridge) and keep the train bunched while moving onto wye.

2. If necessary, use a minimum reduction of the train brakes to control speed.

3. If the minimum reduction is not sufficient, use as small amount of additional reduction as possible to control speed.

4. If a stop is made while the front half of train is in the wye, engineer and conductor will review their train make up and try to estimate where the rear of their train is located with relation to the high point of the river bridge. When the decision is made to release the train brakes and they are in the process of releasing, the head-end of train should be allowed to move some to prevent the rear of train from releasing and running into or pushing against any substantial resistance from the head end.

5. If necessary to stop in wye, do not attempt to stop using only engine brakes or dynamic brakes or a combination of the two. Use the automatic brake.

Trains outbound from CNRR Johnson Yard to UPRR:
1. Operate train in a manner that will prevent a sudden or rough change in train dynamics. Respect the curve and do not cause a run-in as a result of locomotive brake usage or other condition. Additionally, do not operate with excessive air set and high traction motor amperage.

2. At all times while on this wye, make every effort to handle trains gently and smoothly, avoiding sudden or abrupt changes or stops. Always attempt to allow the train to roll with the least amount of retarding action and the least amount of pulling (amperage) needed to move train around the wye.

(Z) Interlocking location:
Bridge Jct. MP 375.9 (X)BNSF(Z) CP Y376.

SI-14 MISC INSTRUCTIONS Continued...

Symbol (Z) Interlocking Instructions:
Rule 9.9.1 (Passing Approach to Automatic Interlocking) applies.

At a signal displaying a Stop indication:
Train movements will be governed as follows:
1. A crew member must contact the train dispatcher and obtain permission:
   * To operate the time release box.
     and
   * To pass the Stop indication (train may not proceed until complying with instructions in release box).

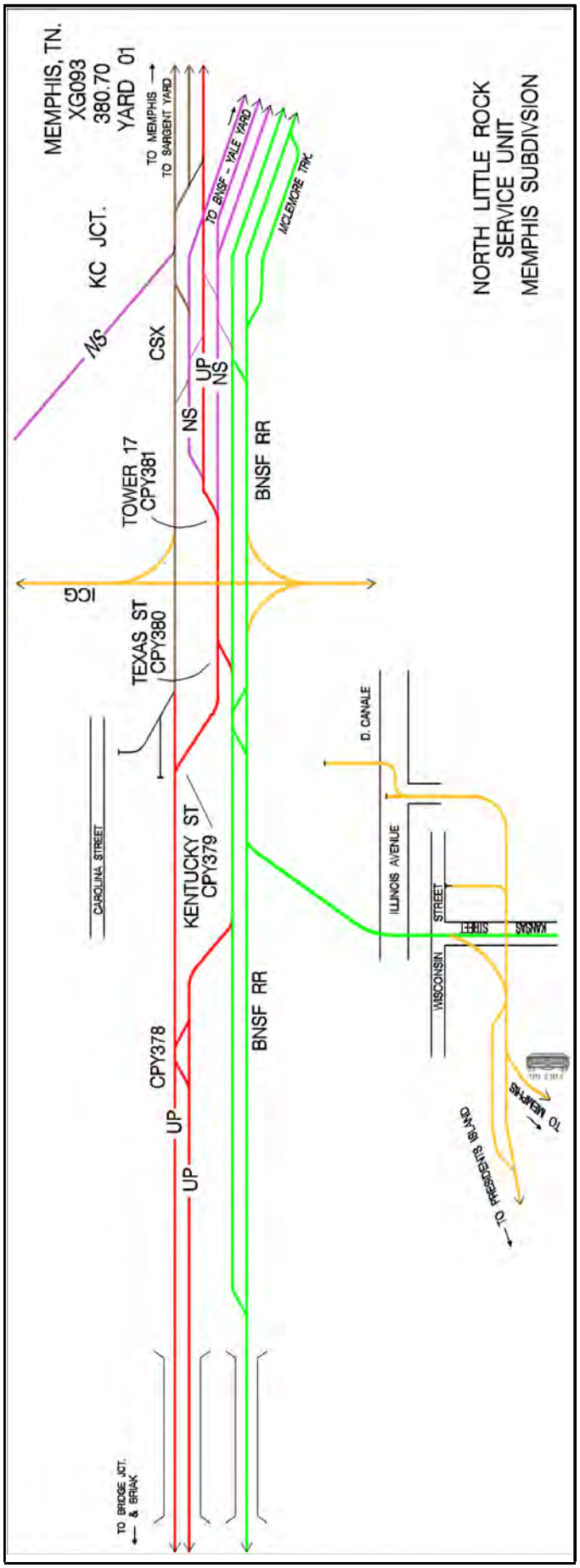
2. The crew will then be governed by the instructions in the release box.

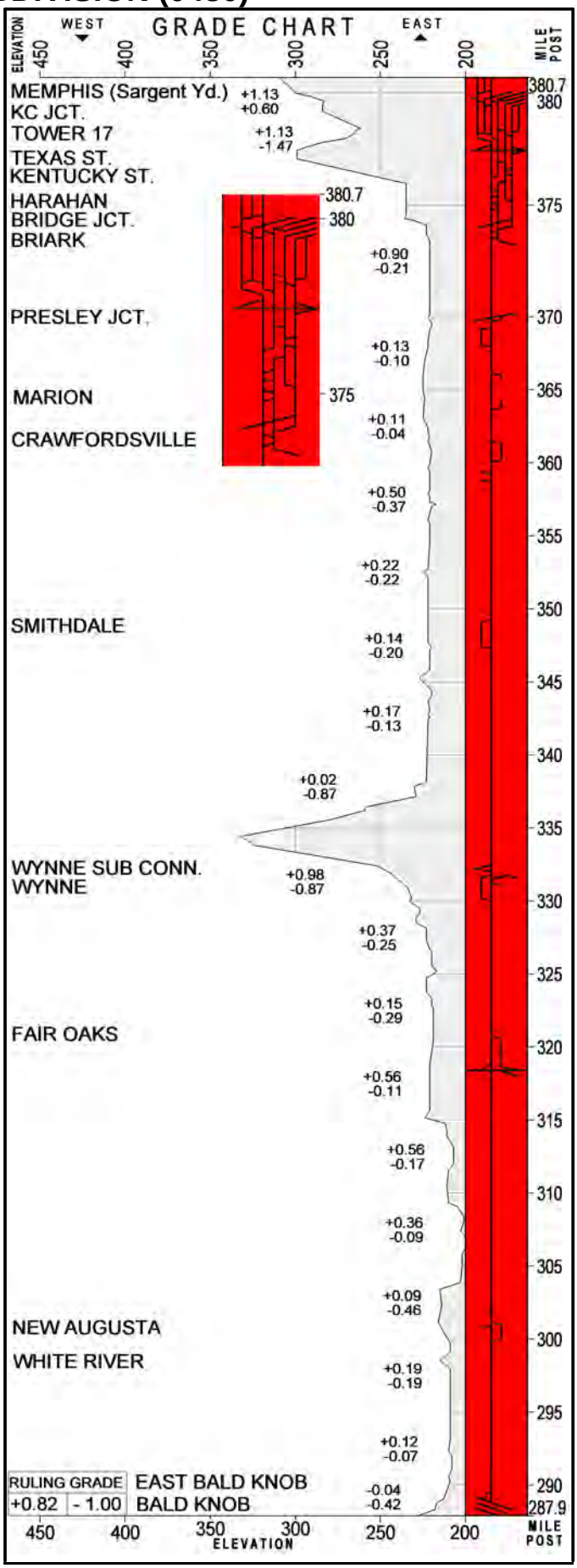
3. After complying with instructions in the release box that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed.

Maintenance of Way movements will be governed as follows:
* When moving through, comply with Rule 42.7.2.
* When working within, comply with Chief Engineer Instruction Bulletin 136.4.8.

Marion Intermodal Yard: All trains clearing main track or moving within Marion Intermodal Yard must change radio display to 043-043.

MEMPHIS SUBDIVISION (0430)





BRINKLEY SUBDIVISION (0445)

Radio Display:
Briark to Brinkley 014-014- *16

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
4.1		CTC	Y375	BRIARK (4.3)	XG087	
8.4		TWC ABS	Y901	WEST MEMPHIS (4.3)	XG085	4130
13.7				MOUNDS (13.2)	XF013	6880
26.9				HETH (17.9)	XF026	8391
44.8				FORREST CITY (7.0) (X)UPRR(A)	XF044	
51.8				PALESTINE (16.7)	XF051	8391
68.5				COTTON BELT JCT. (0.7)		
70.6				BRINKLEY T	JH343	

(66.5)

SI-01 MAIN TRACK AUTHORITY

CTC Between: CP Y375 and CP Y901.

TWC / ABS Between: MP 8.4 and MP 70.6.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 4.1 and 70.6 (Except as Below).....	**60**
4.1 and 4.3.....	20
8.2 and 8.3.....	15+
42.5 and 45.0.....	35
69.1 and 69.2.....	10
69.2 and 70.6.....	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All sidings.....	10

2. Dual Control Switch Turnouts (No Exceptions.)

3. Misc. Speed Restrictions (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

MP 4.1 = MP 375.3 on Memphis Sub.

MP 8.2 = MP 355.6 on the Tenark Ind. Lead.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 6.0	(#)& 35.2	(#) 49.0
(#) 21.4	& 43.4	(#) 62.4

SI-08 RULES ITEMS

Rule 6.32.6 West Memphis: Eastward trains over 3,500 feet in length must stop short of South Avalon Street and not proceed until authority to enter CTC has been obtained either by signal indication or verbal authority from the control operator.

SI-09 FRA EXCEPTED TRACKS

Brinkley: East leg of Wye Track, Weis Spur, Budweiser Tracks, Runaround Tracks, TOF Tracks.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Wheatley	64.5	XF064
Widener	39.1	. . .

SI-11 INDUSTRIAL LEADS

Tenark Industrial Lead:(0446)
Off main track at MP 8.2.
3.6 miles long from MP 355.6 to end of track at MP 352.0.
Maximum Gross Weight: 134 tons.

Business Tracks	MP	Sta.#'s
Tenark	354.5	CH042

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 tons.

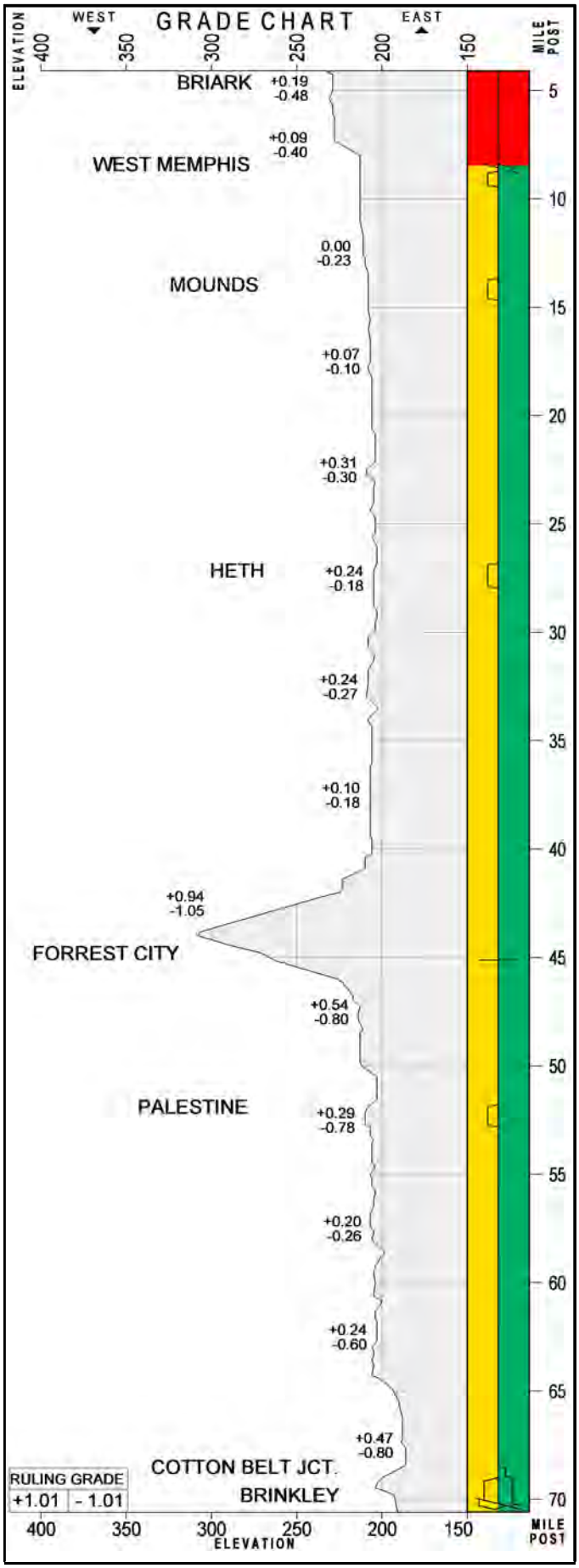
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Six-axle locomotives are not to be operated on tracks listed below:
Brinkley - Weis Spur; Runaround Track.
West Memphis - Coastal Unilube Poly Trk.;
Nuway Bleach Track.

Trains enroute to Pine Bluff must not pass MP 64.0 until authorized to occupy the Jonesboro Sub by Dispatcher 18, channel 096-096 to prevent blocking road crossing.

BRINKLEY SUBDIVISION (0445)



WHITE BLUFF SUBDIVISION (0420)

		Radio Display: LR Jct to N. UPRR Conn. 055-055- *35				
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
305.1		CTC	X348	LR JCT. (2.4)	X 345	
307.5			A307	BIDDLE	XZ000	Yard
309.0			A309	(2.6)		
310.1			A310	E. LITTLE ROCK (3.8)	K 004	
313.9			A314	HIGGINS	K 009	8912
315.7			A316	(10.8)		
324.7			A325	HENSLEY	K 019	8257
326.4			A326	(6.7)		
331.4			A331	WHITE BLUFF B (0.4)	K 025	
331.8			A333	ENTERGY WYE (Off MT) T (0.2)		
332.0			A332	ENTERGY T (16.6)		
341.5			A342	BALDWIN !	K 036	8400
343.3			A343	(5.3)		
348.6			A349	N. UPRR CONN	K 041	
				(43.5)		

SI-01 MAIN TRACK AUTHORITY

CTC: Entire Subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 305.1 and 348.6	
(Except as Below).....	**60**
305.1 and 310.5.....	25
311.1 and 311.5.....	50
329.0 and 332.2.....	50

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Higgins, Hensley.....	20
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Entergy North and South Wye Tracks	10

SI-04 MAIN TRACK DESIGNATIONS

CP A333: Designated "Entergy Wye" off main track on the north and south Wye tracks between CP A331 and CP A332.

SI-05 MILEPOST EQUATIONS

MP 348.6 = MP 268.8 on Pine Bluff Sub.

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
North Little Rock Terminal Area:
All tracks within the following limits, described by the following outer mile post locations:

* MP 359.25 on the Little Rock Sub;
* MP 345.75 on the Van Buren Sub;
* MP 339.20 on the Hoxie Sub;
* MP 345.70 at Vinegar Spur;
* MP 343.10 at the SSW Interchange;
* MP 309.25 on the White Bluff Sub.

Designated Remote Control Zones:

ZONE 1: Track No.153 (East Lead)
Begins at the #13 switch and ending short of the derail located south of the East Departure signal.

ZONE 2: Track No.154, Trim-2
Begins at the #15 switch to the end of track.

ZONE 3: Track No.155, Trim-3
Begins at the #14 switch to end of track.

ZONE 4A & 4B: Track No. 150, known as the city yard lead track, is divided into two sections as follows:
Zone 4A: Begins at and including switch 57, "57 side door", and extends to and including the south end of switch 401.
Zone 4B: Begins at and including # 716 lead switch, to and including the north end of switch 401.

North Little Rock Terminal:
Before entering Zones 1, 2, 3, trains and engines must contact the Bowl Yardmaster on channel 047-047.
Before entering Zones 4A or 4B trains and engines must contact the Crest Yardmaster on channel 042-042.
Track 102 can be entered from the north end without entering Zone 4B, but to make a southward move out of track 102, you will have to get permission to enter Zone 4A.
All trains departing out of the north end of 102 to the main track, will not be considered in Zone 4B.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 318.2	% 322.7	(#) 334.2
(#) 320.8	% 329.9	(#) 345.8

SI-08 RULES ITEMS

Pine Bluff Terminal:
All trains operating within Pine Bluff Terminal must contact the yardmaster via Radio Display-022-022.

Rule 9.2.15 S: When an illuminated "S" is displayed below a red aspect on an absolute signal (Red over Dark over Illuminated "S") the train must stop, then proceed at restricted speed and clear the main track through the switch immediately beyond the signal.

SI-09 FRA EXCEPTED TRACKS

Pine Bluff: Viking Bag Lead, Johnson's Metal and Paperton Lead.

East Little Rock: Tracks No. 105, 600, 601, 715, 726, 788, 789, 798, 828, 832, 833, 836, 854, 855, 856, 868, and 869.

Lead Tracks No. 135.

Race Tracks 438-440.

Storage Track 745.

Safeway Lead Track 110.

Afco Steel Tracks 795, 796, 837, 840, 841.

WHITE BLUFF SUBDIVISION (0420)

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Granite Mountain	311.9	K005
Hensley Spur	325.6	. . .
Carruthers	342.5	K036
Paperton Lead	344.3	. . .
Viking Bag	345.3	. . .
Johnson's Metal Recyclers	346.3	. . .

SI-11 INDUSTRIAL LEADS

White Bluff Industrial Lead:(0423) Off main track at MP 331.4 CP A331 to
AP&L Power Plant, Sta# K025.
Maximum speed on AP&L Power Plant
Balloon Track - 10 MPH.

Maximum Gross Weight: 134 tons.

Hot Springs Industrial Lead:(0422) Off main track at MP 307.4 Hot Springs Jct.,
MP 0.0 to end of track, 4.7 miles long.

* Movements approaching Chester Street, MP 307.3, in either direction must stop before passing the Stop sign located just short of the crossing. Movement may proceed when the crossing warning devices have be activated long enough to provide warning or a crew member located at the crossing provides warning.

Entire lead and following tracks are FRA Excepted Track: Tracks 818, 819, 821, 822, 825, and 827.

Maximum Gross Weight: 134 tons.

Business Tracks	MP	Sta.#'s
Ward	1.0	XI001
Peisew	1.7	XI002
Berger	3.1	XI003
Frankway	4.2	XI004

Rock Street Industrial Lead:(0191)
From CP A310 MP 310.1 to 6th Street, 2.5 miles.
Radio communications via Display 055-055.
Comply with Rule 6.32.2, Procedure 1, at all crossings at and between MP 347.01 (East 2nd Street) and MP 349.02 (Roosevelt Rd) due to rusty rail conditions.

Maximum Gross Weight: 134 tons.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

Do not exceed
55 MPH if freight train is over 90 TPOB;
50 MPH if freight train is over 110 TPOB.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Switching and Industry Jobs use Radio Display - 055-055 on other than main track from Higgins to LR Jct.

3-M Plant: A crew member must contact plant engine to determine their exact location and reach an understanding of work to be performed before entering the plant tracks.
Radio Channel 055-055.

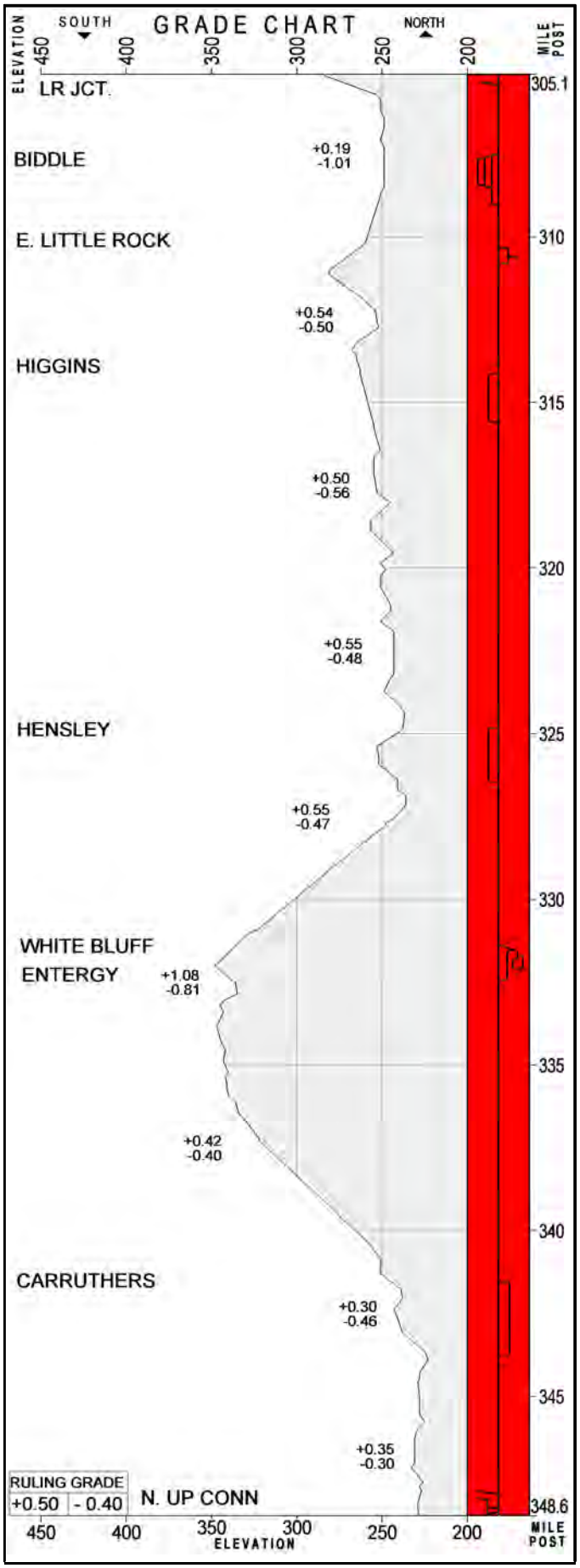
Granite Mountain: A crew member must contact plant engine to determine their exact location and reach an understanding of work to be performed before entering the plant tracks.
Use Radio Display 020-020.

All BNSF and UPRR employees going on duty or performing work at the Little Rock Port Authority must contact the Assistant General Yardmaster 373-2269 of work to be performed before commencing work. UP and BNSF crews use UP radio channel 020-020 exclusively while working in this area. In addition, BNSF crew departing the Little Rock Port Authority area and entering the White Bluff Subdivision main track at control point A310 must notify the yardmaster when they are clear of the Port Lead.
UP crews must contact the yardmaster or any BNSF crews on duty in the Port area for their location before leaving 25th Street.

Six Axle Locomotives must not be operated on the following tracks:
Old Yard tracks 294, 593 & 594, Hensley Spur, all Arsenal tracks, Paperton Lead, Viking Bag Lead, Johnson's Metal track.

Entergy-White Bluff Coal Plant: Do not enter Dumper until verbal permission is received from Dump Operator.
All radio communications within the limits of the Entergy-White Bluff Coal Plant will be conducted on radio channel 020-020.

WHITE BLUFF SUBDIVISION (0420)



AECOM

D

Appendix D:

Detailed Cost Estimate, Recommended Preferred Alignment

ARKANSAS PASSENGER RAIL STUDY
PRE-CONCEPT CAPITAL COST ESTIMATE
UPRR NORTH LITTLE ROCK SERVICE UNIT
STUDY ALTERNATIVE 2 - NORTH ROUTE

Revised 9/13/2017

Changed elevation underbalance to 4"; adjusted "Elevate and Surface Curves"

SERVICE SPEED	Track Segments	Total Route Costs	Average Route Cost/Mile	Route Miles
79 MPH	LITTLE ROCK TO MEMPHIS	*$ 137,128,809*	$920,328	149.0
110 MPH	LITTLE ROCK TO MEMPHIS	*$ 363,262,712*	$2,438,005	149.0

Notes & Assumptions:

1 For 110 mph service, existing open deck bridges will be converted to ballast deck or replaced

2 All existing culverts will be extended where 2nd main track or siding extension is constructed

3 If possible, 10% of existing at grade crossings will be closed

4 For 110 mph service, the maximum allowable curvature is 1 degree. This is based on 4.0" underbalance (imbalance), with 4.5" actual superelevation

5 To access the Memphis passenger Station under existing conditions, trains on UPRR would initially need to use the northmost UP track, cross the CN diamond to clear the interlocking and then make a reverse movement through the existing wye to CN, proceeding north on CN to the

ARKANSAS PASSENGER RAIL STUDY
UPRR NORTH LITTLE ROCK SERVICE UNIT
STUDY ALTERNATIVE 2 - NORTH ROUTE
PRE-CONCEPT CAPITAL COST ESTIMATE — 79 mph
Revised: 13-Sep-17

From - To	LITTLE ROCK - MEMPHIS
Host Carrier	UPRR
HOXIE MPs	288.0- 345.5
MEMPHIS MPs	288.0 - 380.0
Total Distance	149.0 miles

SCC	Item Number	Description	Unit	Unit Cost	Quantity	Amount
	2.0	Trackwork				
	2.2	New Track Construction				
	2.2.1	TRACK-COMPLETE on Existing Roadbed	MI	$ 1,121,842		$ -
	2.2.2	TRACK-COMPLETE on New Roadbed	MI	$ 1,378,675		$ -
	2.2.3	TRACK-COMPLETE on New Roadbed @ 30' offset from ex. Track centerline	MI	$ 1,548,512		$ -
	2.2.4	TRACK-COMPLETE on New Roadbed & New Embankment	MI	$ 1,685,588		$ -
	2.2.5	TRACK-COMPLETE on New Roadbed & New Embankment (Double Track)	MI	$ 3,021,097		$ -
	2.2.6	TRACK-COMPLETE Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,956,269		$ -
	2.2.7	Freight Siding	MI	$ 1,427,958		$ -
	2.2.8	Passenger Siding	MI	$ 1,448,208		$ -
	2.3	Turnouts & Crossovers				$ -
	2.3.1	#33 High Speed Turnout	EA	$ 694,852.30		$ -
	2.3.2	#24 High Speed Turnout	EA	$ 508,387.80		$ -
	2.3.3	#20 Turnout Timber	EA	$ 182,824.32		$ -
	2.3.4	#15 Turnout - Timber	EA	$ 147,358.40		$ -
	2.3.5	#10 Turnout Timber	EA	$ 104,899.20		$ -
	2.3.6	16'6" Double Switch Point Derail	EA	$ 33,967.36		$ -
	2.3.7	#20 Turnout Concrete	EA	$ 281,307.91		$ -
	2.3.8	#15 Turnout - Concrete	EA	$ 154,851.20		$ -
	2.3.9	#10 Turnout Concrete	EA	$ 133,310.58		$ -
	2.3.10	#33 Crossover	EA	$ 1,283,396.75		$ -
	2.3.11	#20 Crossover	EA	$ 562,459.52		$ -
	2.4	Track Improvements				$ -
	2.4.1	Timber & Surface w/ 33% Tie replacement	MI	$ 250,804.65	215.30	$ 53,998,240
	2.4.2	Timber & Surface w/ 66% Tie Replacement	MI	$ 373,947.47	7.40	$ 2,767,211
	2.4.3	Replace Existing Rail w/ 136#/141# CWR (30% of existing rail)	MI	$ 399,931.73	30.00	$ 11,997,952
	2.4.4	Elevate & Surface Curves	MI	$ 65,525.54	5.00	$ 327,628
	2.4.5	Curvature Reduction	MI	$ 443,992.01		$ -
	2.4.6	Elastic Rail Fasteners	MI	$ 92,639.55		$ -
	2.5	Site Work Related to Track Construction				$ -
	2.5.1	Highway Barrier Type 6	LF	$ 1,274.15		$ -
	2.5.2	Highway Barrier Type 5	LF	$ 196.02		$ -
	2.5.3	Fencing, 4 ft Woven Wire (both sides)	MI	$ 57,617.28		$ -
	2.5.4	Fencing, 6 ft Chain Link (both sides)	MI	$ 172,851.85		$ -
	2.5.5	Fencing, 10 ft Chain Link (both sides)	MI	$ 197,706.36		$ -
	2.5.6	Decorative Fencing (both sides)	MI	$ 445,121.76		$ -
	2.5.7	Drainage Improvements (cross country)	MI	$ 74,563.54		$ -
	2.6	Land Acquisition				$ -
	2.6.1	Land Acquisition Rural	MI	$ 185,681.57		$ -
	2.6.2	Land Acquisition Urban	MI	$ 557,044.72		$ -
	3.0	Structures				
	3.2	Bridges - Undergrade				
	3.2.1	Four Lane Urban Expressway	EA	$ 5,462,344		$ -
	3.2.2	Four Lane Rural Expressway	EA	$ 4,547,246		$ -
	3.2.3	Two Lane Highway	TF	$ 3,450		$ -
	3.2.4	Rail	TF	$ 3,450		$ -
	3.2.5	Minor river	EA	$ 915,098		$ -
	3.2.6	Major River	EA	$ 9,148,721		$ -
	3.2.7	Double Track High (50') Level Bridge	LF	$ 13,722		$ -
	3.2.8	Ballasted Deck Replacement Bridge	LF	$ 3,197		$ -
	3.2.9	Rehab for Higher Passenger Speeds (90 - 110 mph)	LF	$ 1,578		$ -
	3.2.10	Convert open deck bridge to ballast deck (single track)	LF	$ 5,283		$ -
	3.2.11	Convert open deck bridge to ballast deck (double track)	LF	$ 10,565		$ -
	3.2.12	Single Track on Flyover/Elevated Structure	LF	$ 6,993		$ -
	3.2.13	Double Track on Flyover/Elevated Structure	LF	$ 11,988		$ -
	3.2.14	Land Bridges	LF	$ 2,960		$ -
	3.3	Bridges - Overhead				$ -
	3.3.1	Four Lane Urban Expressway	EA	$ 3,309,040		$ -
	3.3.2	Four Lane Rural Expressway	EA	$ 2,357,790		$ -
	3.3.3	Two Lane Highway	EA	$ 2,149,915		$ -
	3.3.4	Rail	EA	$ 6,902,777		$ -
	3.4	Other Structures				$ -

ARKANSAS PASSENGER RAIL STUDY
UPRR NORTH LITTLE ROCK SERVICE UNIT
STUDY ALTERNATIVE 2 - NORTH ROUTE
PRE-CONCEPT CAPITAL COST ESTIMATE — 79 mph
Revised: 13-Sep-17

From - To	LITTLE ROCK - MEMPHIS
Host Carrier	UPRR
HOXIE MPs	288.0- 345.5
MEMPHIS MPs	288.0 - 380.0
Total Distance	149.0 miles

SCC	Item Number	Description	Unit	Unit Cost	Quantity	Amount
	3.4.1	Culvert Extension	MI	$ 57,944		$ -
	3.4.2	Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5,110		$ -
	3.4.3	Double Track on Approach Embankment w/ Retaining Wall	LF	$ 6,993		$ -
	4.0	Systems				
	4.2.1	Install CTC System (Single Track)	MI	$ 206,744		$ -
	4.2.2	Install CTC System (Double Track)	MI	$ 338,925		$ -
	4.2.3	Install PTC System	MI	$ 176,815		$ -
	4.2.4	Electric Lock for Industry Turnout	EA	$ 116,364	6.00	$ 698,186
	4.2.5	New Control Point (CP) - End of siding turnout, single track	EA	$ 649,376		$ -
	4.2.6	New Control Point (CP) - End of siding turnout & crossover, double track	EA	$ 1,294,756		$ -
	4.2.7	New Control Point (CP) - Universal Crossover	EA	$ 1,617,446		$ -
	4.2.8	Signal work to add Turnout to CP	EA	$ 451,900		$ -
	4.2.9	Signal work to add Crossover to CP	EA	$ 790,825		$ -
	4.2.10	Traffic Signal Preemption	EA	$ 74,928		$ -
	4.2.11	Traffic Signal Preemption and Intersection Signalization	EA	$ 299,712		$ -
	5.0	Crossings				
	5.2.1	Crossing Closure	EA	$ 93,769	13.00	$ 1,219,001
	5.2.2	Four Quadrant Gates	EA	$ 325,368		$ -
	5.2.3	Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 555,837		$ -
	5.2.4	Convert Dual Gates to Quad Gates	EA	$ 169,463	8.00	$ 1,355,701
	5.2.5	Conventional Gates single mainline track	EA	$ 187,539		$ -
	5.2.6	Conventional Gates double mainline track	EA	$ 231,599		$ -
	5.2.7	Convert Flashers Only to Dual Gate	EA	$ 56,488		$ -
	5.2.8	Dual Gate with Median Barrier	EA	$ 203,355		$ -
	5.2.9	Convert Dual Gate to Extended Arm	EA	$ 16,946		$ -
	5.2.10	Precast Panels without Rdway Improvements	EA	$ 90,380	8.00	$ 723,040
	5.2.11	Precast Panels with Rdway Improvements	EA	$ 169,463		$ -
		Station/Maintenance Facilities				
		Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175		
		Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140		
		Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763		
		Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210		
		Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350		
		Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525		
		Maintenance Facility (non-electrified track)	EA	$ 82,800		
		Maintenance Facility (electrified track)	EA	$ 103,500		
		Layover Facility	LS	$ 10,350		
	6.0	Allocations for Special Elements				
	6.2.1	Memphis, TN: Connection from UPRR to CN for access to Memphis Station	LS	$ 8,500,000	1.00	$ 8,500,000
	6.2.2	Memphis, TN: New Track & Signals on CN property from New Connection to Existing Amtrak Station	LS	$ 2,800,000	1.00	$ 2,800,000
						$ -
						$ -
						$ -
		Subtotal Construction Elements				$ 84,386,959
	Contingency					
	7.0	Contingency - 30% of Construction Costs (G)		30%		$ 25,316,088
		Subtotal Contingency + Construction Elements				$ 109,703,047
	8.0	Professional Services and Environmental				
		Design Engineering				
		Insurance and Bonding				
		Program Management				
		Construction Management & Inspection		25%		$ 27,425,762
		Engineering Services During Construction				
		Integrated Testing and Commissioning				

	ARKANSAS PASSENGER RAIL STUDY					
	UPRR NORTH LITTLE ROCK SERVICE UNIT			From - To	LITTLE ROCK - MEMPHIS	
	STUDY ALTERNATIVE 2 - NORTH ROUTE			Host Carrier	UPRR	
	PRE-CONCEPT CAPITAL COST ESTIMATE		79 mph	HOXIE MPs	288.0- 345.5	
	Revised: 13-Sep-17			MEMPHIS MPs	288.0 - 380.0	
				Total Distance	149.0 miles	
SCC	Item Number	Description	Unit	Unit Cost	Quantity	Amount
		Erosion Control and Water Quality Management				
		Subtotal Professional Services and Environmental + Contingency + Construction Elements				$ 137,128,809
		Cost per Mile				$920,328

ARKANSAS PASSENGER RAIL STUDY					
UPRR NORTH LITTLE ROCK SERVICE UNIT			From - To	LITTLE ROCK - MEMPHIS	
STUDY ALTERNATIVE 2 - NORTH ROUTE	110 mph		Host Carrier	UPRR	
PRE-CONCEPT CAPITAL COST ESTIMATE			HOXIE MPs	288.0- 345.5	
Revised: 13-Sep-17			MEMPHIS MPs	288.0 - 380.0	
			Total Distance	149.0 miles	

Item Number	Description	Unit	Unit Cost	Quantity	Amount
2.0	Trackwork				
2.2	New Track Construction				
2.2.1	TRACK-COMPLETE on Existing Roadbed	MI	1,121,842		$ -
2.2.2	TRACK-COMPLETE on New Roadbed	MI	1,378,675	20.10	$ 27,711,372
2.2.3	TRACK-COMPLETE on New Roadbed @ 30' offset from ex. Track centerline	MI	1,548,512		$ -
2.2.4	TRACK-COMPLETE on New Roadbed & New Embankment	MI	1,685,588		$ -
2.2.5	TRACK-COMPLETE on New Roadbed & New Embankment (Double Track)	MI	3,021,097		$ -
2.2.6	TRACK-COMPLETE Double Track on 15' Retained Earth Fill (Cross Country)	MI	15,956,269		$ -
2.2.7	Freight Siding	MI	1,427,958		$ -
2.2.8	Passenger Siding (2 mile)	MI	1,448,208		$ -
2.3	Turnouts & Crossovers				$ -
2.3.1	#33 High Speed Turnout	EA	694,852		$ -
2.3.2	#24 High Speed Turnout	EA	508,388		$ -
2.3.3	#20 Turnout Timber	EA	182,824		$ -
2.3.4	#15 Turnout - Timber	EA	147,358	6.00	$ 884,150
2.3.5	#10 Turnout Timber	EA	104,899		$ -
2.3.6	16'6" Double Switch Point Derail	EA	33,967		$ -
2.3.7	#20 Turnout Concrete	EA	281,308		$ -
2.3.8	#15 Turnout - Concrete	EA	154,851		$ -
2.3.9	#10 Turnout Concrete	EA	133,311		$ -
2.3.10	#33 Crossover	EA	1,283,397		$ -
2.3.11	#20 Crossover	EA	562,460		$ -
2.4	Track Improvements				$ -
2.4.1	Timber & Surface w/ 33% Tie replacement	MI	250,805	7.30	$ 1,830,874
2.4.2	Timber & Surface w/ 66% Tie Replacement	MI	373,947	215.30	$ 80,510,890
2.4.2a	Timber & Surface w/ 100% Replacement of Wood Ties with Concrete Ties	MI	539,000		$ -
2.4.3	Replace Existing Rail w/ 136#/141# CWR	MI	399,932	110.30	$ 44,112,470
2.4.4	Elevate & Surface Curves	MI	65,526	5.00	$ 327,628
2.4.5	Curvature Reduction	MI	443,992		$ -
2.4.6	Elastic Rail Fasteners	MI	92,640		$ -
2.5	Site Work Related to Track Construction				$ -
2.5.1	Highway Barrier Type 6	LF	1,274		$ -
2.5.2	Highway Barrier Type 5	LF	196		$ -
2.5.3	Fencing, 4 ft Woven Wire (both sides)	MI	57,617		$ -
2.5.4	Fencing, 6 ft Chain Link (both sides)	MI	172,852		$ -
2.5.5	Fencing, 10 ft Chain Link (both sides)	MI	197,706		$ -
2.5.6	Decorative Fencing (both sides)	MI	445,122		$ -
2.5.7	Drainage Improvements (cross country)	MI	74,564		$ -
2.6	Land Acquisition				$ -
2.6.1	Land Acquisition Rural	MI	185,682		$ -
2.6.2	Land Acquisition Urban	MI	557,045		$ -
3.0	Structures				
3.2	Bridges - Undergrade				
3.2.1	Four Lane Urban Expressway	EA	5,462,344		$ -
3.2.2	Four Lane Rural Expressway	EA	4,547,246		$ -
3.2.3	Two Lane Highway	TF	9,000	4,200.00	$ 37,800,000
3.2.4	Rail	TF	9,000		$ -
3.2.5	Minor river	EA	915,098		$ -
3.2.6	Major River	EA	9,148,721		$ -
3.2.7	Double Track High (50') Level Bridge	LF	13,722		$ -
3.2.8	Ballasted Deck Replacement Bridge	LF	3,197		$ -
3.2.9	Rehab for Higher Passenger Speeds (90 - 110 mph)	LF	1,578	4,200.00	$ 6,629,629
3.2.10	Convert open deck bridge to ballast deck (single track)	LF	5,283	158.00	$ 834,702
3.2.11	Convert open deck bridge to ballast deck (double track)	LF	10,565	74.00	$ 781,799
3.2.12	Single Track on Flyover/Elevated Structure	LF	6,993		$ -
3.2.13	Double Track on Flyover/Elevated Structure	LF	11,988		$ -
3.2.14	Land Bridges	LF	2,960		$ -
3.3	Bridges - Overhead				$ -
3.3.1	Four Lane Urban Expressway	EA	3,309,040		$ -
3.3.2	Four Lane Rural Expressway	EA	2,357,790		$ -
3.3.3	Two Lane Highway	EA	2,149,915		$ -
3.3.4	Rail	EA	6,902,777		$ -

ARKANSAS PASSENGER RAIL STUDY
UPRR NORTH LITTLE ROCK SERVICE UNIT
STUDY ALTERNATIVE 2 - NORTH ROUTE — 110 mph
PRE-CONCEPT CAPITAL COST ESTIMATE
Revised: 13-Sep-17

			From - To	LITTLE ROCK - MEMPHIS	
			Host Carrier	UPRR	
			HOXIE MPs	288.0- 345.5	
			MEMPHIS MPs	288.0 - 380.0	
			Total Distance	149.0 miles	
Item Number	Description	Unit	Unit Cost	Quantity	Amount
3.4	Other Structures				$ -
3.4.1	Culvert Extension	MI	57,944	5.20	$ 301,310
3.4.2	Single Track on Approach Embankment w/ Retaining Wall	LF	5,110		$ -
3.4.3	Double Track on Approach Embankment w/ Retaining Wall	LF	6,993		$ -
4.0	Systems				
4.2.1	Install CTC System (Single Track)	MI	206,744	5.28	$ 1,091,610
4.2.2	Install CTC System (Double Track)	MI	338,925		$ -
4.2.3	Install PTC System	MI	176,815	5.20	$ 919,438
4.2.4	Electric Lock for Industry Turnout	EA	116,364	6.00	$ 698,186
4.2.5	New Control Point (CP) - End of siding turnout, single track	EA	649,376		$ -
4.2.6	New Control Point (CP) - End of siding turnout & crossover, double track	EA	1,294,756		$ -
4.2.7	New Control Point (CP) - Universal Crossover	EA	1,617,446		$ -
4.2.8	Signal work to add Turnout to CP	EA	451,900		$ -
4.2.9	Signal work to add Crossover to CP	EA	790,825	1.00	$ 790,825
4.2.10	Traffic Signal Preemption	EA	74,928		$ -
4.2.11	Traffic Signal Preemption and Intersection Signalization	EA	299,712		$ -
5.0	Crossings				
5.2.1	Crossing Closure	EA	93,769	13.00	$ 1,219,001
5.2.2	Four Quadrant Gates	EA	325,368		$ -
5.2.3	Four Quadrant Gates w/ Trapped Vehicle Detector	EA	555,837	8.00	$ 4,446,699
5.2.4	Convert Dual Gates to Quad Gates	EA	169,463		$ -
5.2.5	Conventional Gates single mainline track	EA	187,539		$ -
5.2.6	Conventional Gates double mainline track	EA	231,599		$ -
5.2.7	Convert Flashers Only to Dual Gate	EA	56,488		$ -
5.2.8	Dual Gate with Median Barrier	EA	203,355		$ -
5.2.9	Convert Dual Gate to Extended Arm	EA	16,946		$ -
5.2.10	Precast Panels without Rdway Improvements	EA	90,380		$ -
5.2.11	Precast Panels with Rdway Improvements	EA	169,463	8.00	$ 1,355,701
	Station/Maintenance Facilities				
	Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175		
	Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140		
	Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763		
	Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210		
	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350		
	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525		
	Maintenance Facility (non-electrified track)	EA	$ 82,800		
	Maintenance Facility (electrified track)	EA	$ 103,500		
	Layover Facility	LS	$ 10,350		
6.0	Allocations for Special Elements				
6.2.1	Memphis, TN: Connection from UPRR to CN for access to Memphis Station	LS	$ 8,500,000	1.00	$ 8,500,000
6.2.2	Memphis, TN: New Track & Signals on CN property from New Connection to Existing Amtrak Station	LS	$ 2,800,000	1.00	$ 2,800,000
					$ -
					$ -
	Subtotal Construction Elements				$ 223,546,284
Contingency					
7.0	Contingency - 30% of Construction Costs (G)		30%		$ 67,063,885
	Subtotal Contingency + Construction Elements				$ 290,610,170
8.0	Professional Services and Environmental				
	Design Engineering				
	Insurance and Bonding				
	Program Management				
	Construction Management & Inspection		25%		$ 72,652,542
	Engineering Services During Construction				
	Integrated Testing and Commissioning				
	Erosion Control and Water Quality Management				
	Subtotal Professional Services and Environmental + Contingency + Construction Elements				$ 363,262,712
	Cost per Mile				$2,438,005

Item Number	Description	Unit	2010 Unit Cost (1000's)	2016 REVISED UNIT COST (1000s)	FULL COST
2.0	**Trackwork**				
2.2	**New Track Construction**				
2.2.1	HSR on Existing Roadbed	MI	$ 1,123	$ 1,122	$ 1,121,842
2.2.2	HSR on New Roadbed	MI	$ 1,380	$ 1,379	$ 1,378,675
2.2.3	HSR on New Roadbed @ 30' offset from ex. Track centerline	MI	$ 1,550	$ 1,549	$ 1,548,512
2.2.4	HSR on New Roadbed & New Embankment	MI	$ 1,687	$ 1,686	$ 1,685,588
2.2.5	HSR on New Roadbed & New Embankment (Double Track)	MI	$ 3,024	$ 3,021	$ 3,021,097
2.2.6	HSR Double Track on 15' Retained Earth Fill (Cross Country)	MI	$ 15,972	$ 15,956	$ 15,956,269
2.2.7	Freight Siding	MI	$ 1,429	$ 1,428	$ 1,427,958
2.2.8	Passenger Siding	MI	$ 1,450	$ 1,448	$ 1,448,208
2.3	**Turnouts & Crossovers**				
2.3.1	#33 High Speed Turnout	EA	$ 696	$ 695	$ 694,852
2.3.2	#24 High Speed Turnout	EA	$ 509	$ 508	$ 508,388
2.3.3	#20 Turnout Timber	EA	$ 183	$ 183	$ 182,824
2.3.4	#15 Turnout - Timber	EA	$ 148	$ 147	$ 147,358
2.3.5	#10 Turnout Timber	EA	$ 105	$ 105	$ 104,899
2.3.6	16'6" Double Switch Point Derail	EA	$ 34	$ 34	$ 33,967
2.3.7	#20 Turnout Concrete	EA	$ 282	$ 281	$ 281,308
2.3.8	#15 Turnout - Concrete	EA	$ 155	$ 155	$ 154,851
2.3.9	#10 Turnout Concrete	EA	$ 133	$ 133	$ 133,311
2.3.10	#33 Crossover	EA	$ 1,285	$ 1,283	$ 1,283,397
2.3.11	#20 Crossover	EA	$ 563	$ 562	$ 562,460
2.4	**Track Improvements**				
2.4.1	Timber & Surface w/ 33% Tie replacement	MI	$ 251	$ 251	$ 250,805
2.4.2	Timber & Surface w/ 66% Tie Replacement	MI	$ 374	$ 374	$ 373,947
2.4.3	Replace Existing Rail w/ 136#/141# CWR	MI	$ 400	$ 400	$ 399,932
2.4.4	Elevate & Surface Curves	MI	$ 66	$ 66	$ 65,526
2.4.5	Curvature Reduction	MI	$ 444	$ 444	$ 443,992
2.4.6	Elastic Rail Fasteners	MI	$ 93	$ 93	$ 92,640
2.5	**Site Work Related to HSR Track Construction**				
2.5.1	Highway Barrier Type 6	LF	$ 1	$ 1	$ 1,274
2.5.2	Highway Barrier Type 5	LF	$ 0	$ 0	$ 196
2.5.3	Fencing, 4 ft Woven Wire (both sides)	MI	$ 58	$ 58	$ 57,617
2.5.4	Fencing, 6 ft Chain Link (both sides)	MI	$ 173	$ 173	$ 172,852
2.5.5	Fencing, 10 ft Chain Link (both sides)	MI	$ 198	$ 198	$ 197,706
2.5.6	Decorative Fencing (both sides)	MI	$ 446	$ 445	$ 445,122
2.5.7	Drainage Improvements (cross country)	MI	$ 75	$ 75	$ 74,564
2.6	**Land Acquisition**				
2.6.1	Land Acquisition Rural	MI	$ 186	$ 186	$ 185,682
2.6.2	Land Acquisition Urban	MI	$ 558	$ 557	$ 557,045
3.0	**Structures**				
3.2	**Bridges - Undergrade**				
3.2.1	Four Lane Urban Expressway	EA	$ 5,468	$ 5,462	$ 5,462,344
3.2.2	Four Lane Rural Expressway	EA	$ 4,552	$ 4,547	$ 4,547,246
3.2.3	Two Lane Highway	EA	$ 3,454	$ 3,450	$ 3,450,259
3.2.4	Rail	EA	$ 3,454	$ 3,450	$ 3,450,259
3.2.5	Minor river	EA	$ 916	$ 915	$ 915,098
3.2.6	Major River	EA	$ 9,158	$ 9,149	$ 9,148,721
3.2.7	Double Track High (50') Level Bridge	LF	$ 14	$ 14	$ 13,722
3.2.8	Ballasted Deck Replacement Bridge	LF	$ 3	$ 3	$ 3,197
3.2.9	Rehab for Higher Passenger Speeds (90 - 110 mph)	LF	$ 2	$ 2	$ 1,578
3.2.10	Convert open deck bridge to ballast deck (single track)	LF	$ 5	$ 5	$ 5,283
3.2.11	Convert open deck bridge to ballast deck (double track)	LF	$ 11	$ 11	$ 10,565
3.2.12	Single Track on Flyover/Elevated Structure	LF	$ 7	$ 7	$ 6,993
3.2.13	Double Track on Flyover/Elevated Structure	LF	$ 12	$ 12	$ 11,988
3.2.14	Land Bridges	LF	$ 3	$ 3	$ 2,960
3.3	**Bridges - Overhead**				
3.3.1	Four Lane Urban Expressway	EA	$ 3,312	$ 3,309	$ 3,309,040
3.3.2	Four Lane Rural Expressway	EA	$ 2,360	$ 2,358	$ 2,357,790
3.3.3	Two Lane Highway	EA	$ 2,152	$ 2,150	$ 2,149,915
3.3.4	Rail	EA	$ 6,909	$ 6,903	$ 6,902,777
3.4	**Other Structures**				
3.4.1	Culvert Extension	MI	$ 58	$ 58	$ 57,944
3.4.2	Single Track on Approach Embankment w/ Retaining Wall	LF	$ 5	$ 5	$ 5,110
3.4.3	Double Track on Approach Embankment w/ Retaining Wall	LF	$ 7	$ 7	$ 6,993
3.4.4	Two Bore Long Tunnel	route ft	$ 46	$ 45	$ 45,496
3.4.5	Single Bore Short Tunnel	LF	$ 26	$ 26	$ 25,850
Systems					
4.2.1	Install CTC System (Single Track)	MI	$ 207	$ 207	$ 206,744
4.2.2	Install CTC System (Double Track)	MI	$ 339	$ 339	$ 338,925
4.2.3	Install PTC System	MI	$ 177	$ 177	$ 176,815
4.2.4	Electric Lock for Industry Turnout	EA	$ 116	$ 116	$ 116,364
4.2.5	New Control Point (CP) - End of siding turnout, single track	EA	$ 650	$ 649	$ 649,376
4.2.6	New Control Point (CP) - End of siding turnout & crossover, double trac	EA	$ 1,296	$ 1,295	$ 1,294,756
4.2.7	New Control Point (CP) - Universal Crossover	EA	$ 1,619	$ 1,617	$ 1,617,446
4.2.8	Signal work to add Turnout to CP	EA	$ 452	$ 452	$ 451,900
4.2.9	Signal work to add Crossover to CP	EA	$ 792	$ 791	$ 790,825
4.2.10	Traffic Signal Preemption	EA	$ 75	$ 75	$ 74,928
4.2.11	Traffic Signal Preemption and Intersection Signalization	EA	$ 300	$ 300	$ 299,712

Item Number	Description	Unit	2010 Unit Cost (1000's)	2016 REVISED UNIT COST (1000s)	FULL COST
5.0	**Crossings**				
5.2.1	Crossing Closure	EA	$ 94	$ 94	$ 93,769
5.2.2	Four Quadrant Gates	EA	$ 326	$ 325	$ 325,368
5.2.3	Four Quadrant Gates w/ Trapped Vehicle Detector	EA	$ 556	$ 556	$ 555,837
5.2.4	Convert Dual Gates to Quad Gates	EA	$ 170	$ 169	$ 169,463
5.2.5	Conventional Gates single mainline track	EA	$ 188	$ 188	$ 187,539
5.2.6	Conventional Gates double mainline track	EA	$ 232	$ 232	$ 231,599
5.2.7	Convert Flashers Only to Dual Gate	EA	$ 57	$ 56	$ 56,488
5.2.8	Dual Gate with Median Barrier	EA	$ 204	$ 203	$ 203,355
5.2.9	Convert Dual Gate to Extended Arm	EA	$ 17	$ 17	$ 16,946
5.2.10	Precast Panels without Rdway Improvements	EA	$ 90	$ 90	$ 90,380
5.2.11	Precast Panels with Rdway Improvements	EA	$ 170	$ 169	$ 169,463
Station/Maintenance Facilities					
	Full Service - New - Low Volume - 500 Surface Park	EA	$ 5,175	$ 5,170	$ 5,170,032
	Full Service - Renovated - Low Volume- 500 Surface Park	EA	$ 4,140	$ 4,136	$ 4,136,026
	Terminal - New - Low Volume - 500 Surface Park	EA	$ 7,763	$ 7,755	$ 7,755,048
	Terminal - Renovated - Low Volume - 500 Surface Park	EA	$ 6,210	$ 6,204	$ 6,204,038
	Full Service - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 10,350	$ 10,340	$ 10,340,064
	Terminal - New- High Volume - Dual Platform - 1000 Surface Park	EA	$ 15,525	$ 15,510	$ 15,510,096
	Maintenance Facility (non-electrified track)	EA	$ 82,800	$ 82,721	$ 82,720,512
	Maintenance Facility (electrified track)	EA	$ 103,500	$ 103,401	$ 103,400,640
	Layover Facility	LS	$ 10,350	$ 10,340	$ 10,340,064
Allocations for Special Elements					
6.2.1	Memphis, TN: Connection from UPRR to CN for access to Memphis Station	LS	$ 8,500,000		
6.2.2	Memphis, TN: New Track & Signals on CN property from New Connection to Existing Amtrak Station	LS	$ 2,800,000		
6.2.3					
6.2.4					
6.2.5					
6.2.6					
6.2.7					
6.2.8					
6.2.9					
6.2.10					
6.2.11					
6.2.12					
6.2.13					
6.2.14					
6.2.15					
6.2.16					
6.2.17					
6.2.18					
6.2.19					
6.2.20					
6.2.21					
6.2.22					
Contingency					
	Contingency - 30% of Construction Costs (G)				
Professional Services and Environmental			6%	$ 0.10	
	Design Engineering		0%	$ -	
	Insurance and Bonding		4%	$ 0.04	
	Program Management		4%	$ 0.06	
	Construction Management & Inspection		6%	$ 0.02	
	Engineering Services During Construction		3%	$ 0.02	
	Integrated Testing and Commissioning		0%	$ -	
	Erosion Control and Water Quality Management		2%	$ 0.02	

AECOM

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Appendix E:

Glossary of Railroad Terms

Glossary of Railroad Terms

Abandonment: decision of a carrier to discontinue service over a route (Surface Transportation Board permission is required).

Alternatives Analysis: Alternatives Analysis focuses on a specific transportation need (or set of needs) in a corridor or subarea, identifies alternative actions to meet these needs, and generates the information necessary to select a preferred project for implementation. These activities are often collectively called “alternatives analysis” and address such issues as potential corridors, corridor characteristics, costs, benefits, environmental and community impacts, and financial feasibility.

AMTRAK: Trade name of the National Railroad Passenger Corporation, established in 1971 to take over intercity rail passenger service from private railroads that no longer wished to provide such service.

Automatic Block System: a system of traffic controls where the presence of a train completes a circuit between the rails that causes the signal to indicate its presence to a following train.

Automatic Train Stop- A system on a train that will automatically stop a train if certain situations arise, such as an unresponsive train operator or a train running by a stop signal.

Ballast: material placed on the railroad roadbed for the purpose of holding the track in place.

Bill of Lading: a contact document between carrier and shipper.

Block Signals: the traffic signals that govern the movement of trains so that a safe distance between them is maintained.

Branch Line: the tracks of a railroad which extend from the principal lines of rail traffic to connect external shipping points.

Branch: A rail track which connects into a railroad trunk line. Rules and instructions pertaining to subdivisions apply on branches.

Break Bulk: the separation of a bulk load into smaller shipments.

Bridge Terms:

- *abutment*: the main support at the ends of the bridge;
- *deck:* the driving surface of the bridge;
- *foundation*: the footings or pilings on which the piers and abutments are set;
- *pier:* the supports between spans;
- *pin connection*: a pin or bolt that connects the sections of a truss;
- *span*: a section of the bridge between two supports; and
- *stringers*: longitudinal members going from truss member to truss member. The deck is placed on the stringers;
- *truss:* the horizontal, vertical and diagonal members of a structure designed to hold large loads.

Car Mile: the movement of a rail car one mile.

Cargo types (four):

- *neo-bulk cargo*: a limited number of commodities such as scrap metal, lumber, automobiles, or paper; and
- *outside cargo*: general cargo that is so heavy or large it cannot be accommodated or handled by normal means, and requires use of special loading and/or transportation equipment.
- *general cargo*: large units of semi-manufactured commodities which are packaged (boxes, drums) or *self-packaged*;
- bulk cargo: basic commodities in an unpacked condition (grains, coals, or other materials that voluminous and loose);

CL: carload or container load.

Class I Railroad: As defined by the Association of American Railroads, a railroad with an operating revenue exceeding $319.3 million per year. The U.S. has seven such railroads, including BNSF and Union Pacific.

Class II Railroad: railroads considered by the Association of American Railroads as "Regional Railroads" and are typically at least 350 miles in length with more than $40 million in annual operating revenues.

Class III Railroad: railroads defined as having annual operating revenues of less than $40 million or are switching/terminal railroads. Class III railroads are typically local short line railroads, serving a very small number of towns or industries. Many Class III railroads were once branch lines of larger railroads that were spun off, or portions of mainlines that had been abandoned.

Class of Railroad: refers to the classification of railroads by the Surface Transportation Board and is based on annual operating revenue.

Class of Railroad	Annual Operating Revenue
I	$319.3 million or more
II	$40.0 Million to less than $319.3 Million
III	Less than $40.0 million

Class of Track: refers to the condition of a section of track, as defined by the Federal Railroad Administration, in terms of the maximum speed at which trains may be operated safely.

Class of Track	Train Operating Speed
1	0 – 10 mph
2	11 – 25 mph
3	26 – 40 mph
4	41 – 60 mph
5	61 – 80 mph
6	81 – 110 mph

Classification Yard: A railroad yard used to separate railroad cars on to one of several tracks, building new trains in the process. Cars are first taken to a track, called a lead or a drill track, and then sent through a series of switches, called a ladder, to the classification tracks. Larger yards tend to put the lead on an artificial hill, called a hump, so that gravity may propel the cars through the ladder. There are three types of classification yards: flat-shunted yards, hump yards, and gravity yards.

Container on Flatcar (COFC): an intermodal shipment that refers to the movement of a highway container on rail flatcar for the long-haul portion of the total freight trip.

Common Carrier: for hire carrier that serves the general public.

Commuter Rail: Passenger rail service that operates within a metropolitan area—also called metropolitan rail, regional rail or suburban rail—or between two nearby metropolitan areas (e.g., San Francisco and San Jose). Commuter Rail most often connects a central city with its suburbs, and typically operates on track that is part of the general railroad system.

Consignee: party to whom freight is shipped.

Consignor: party by whom freight is shipped.

Container Terminal: area designated for the storage of containerized freight.

Contract Carrier: for-hire carrier that serves shippers through contract arrangements.

Deep-water Port: Has more than one definition; perhaps the most pertinent is a port capable of accommodating the largest freight container ships that can pass through the Panama Canal.

Demurrage: a fee levied by a shipping company when shipping equipment (railcar, container, etc.) is detained and not returned by a specified date agreed upon by contract.

Density: the amount of freight traffic moving over a segment of rail line measured in million gross ton miles per mile

Derailment: incident when one or more railcars or locomotives leave the tracks.

Direct Train Control: a traffic procedure wherein trains are operated in accordance with instructions that are received directly from a dispatcher.

Division: A geographical unit used by railroads to divide their operations for administrative purposes.

Double Stack: the transport of two containers, one on top of the other, on a rail flatcar.

Drayage: pick-up or delivery by truck.

Environmental Impact Statement (EIS): As required by Section 102 of the National Environmental Policy Act; a detailed statement assessing the environmental impact of, and alternatives to, major federal actions significantly affecting the environment. Such a statement is called an EIS.

Excepted Track: a track with conditions below that allowed for Class 1 track standards. Limited operations are permitted.

Flyover: A grade-separated crossing of two transportation facilities, where one line is physically elevated over the other. Also, refers to as an underpass or overpass.

Federal Railroad Administration (FRA): a division of the U.S. Department of Transportation that is responsible for administering federal programs related to rail transportation.

Fracture Zone: Areas of reduced permeability between habitat blocks.

Freight Forwarder: a person engaged in consolidating small shipments of goods for transport as a single shipment.

Gage: the distance between the two rails. Standard gage is 4 feet, 8 ½ inches.

Gateway: point where freight moving between territories is interchanged.

Greenfield Corridor: A corridor, to be used for development/transportation projects, whose previous use (if any) was vacant undeveloped land or agriculture.

Gross Ton Mile: the movement of a ton of freight one mile, including the weight of the goods, railcars and locomotives.

Habitat Block: An area of land that consists of important wildlife habitat and can reasonably be expected to remain wild for at least 50 years. Habitat blocks are primarily comprised of lands within National Forests, National Parks, National Wildlife Refuges, large military reservations, tribal lands, and lands managed by Bureau of Land Management (BLM) or Bureau of Land Reclamation (BLR).

Haulage Rights: permission by one railroad to another to provide for the movement of a customer's railcar in the grantor's train, usually for a fee.

Hazardous Material: substances that the U.S. Secretary of Transportation has determined are capable of posing an unreasonable risk to human health, safety and property when transported in commerce.

High-speed Rail: A mode that provides frequent passenger service between major population centers typically 100 to 600 miles apart, routinely achieves operating speeds of 110 mph or more, and may use shared tracks if equipped with positive train control (PTC) technology. According to the FRA, "service... is time-competitive with air and/ or automobile travel in a given intercity corridor." Top speeds of 125 mph or more generally require completely grade-separated tracks and dedicated right-of-way. The FRA defines three levels of high-speed rail: express (with top speeds of at least 150 mph), regional (with top speeds of 110 to 150), and emerging (with typical speeds of 90 to 110).

Industrial Lead: A relatively short length of privately operated and maintained rail track, originating from a rail line and serving industrial uses.

Inland Port: An inland intermodal terminal directly connected by road or rail to a seaport, and operating as a center for the transshipment of sea cargo to inland destinations. In addition to its role in cargo transshipment, it may contain facilities for storage and consolidation of goods, maintenance for road or rail cargo carriers, customs clearance services. An inland port may also be located in a foreign trade zone (FTZ) that contains adjacent land beyond the

inland port, often encompassing manufacturing facilities located in close proximity to the port to take advantage of its intermodal transportation benefits.

Interchange: the physical point where two or more railroads connect for the purpose of exchanging freight traffic.

Intercity Rail: Refers to rail passenger service connecting cities approximately 100 miles or more apart. In the U.S., top speeds may range from 79 mph to approximately 90 mph. It generally operates on track shared with freight trains, commuter rail or both.

Interlocking: an arrangement of switch, lock and signal devices located where railroad tracks cross, join or separate for the purpose of preventing conflicting movements.

Intermodal Facility: a site consisting of tracks, lifting equipment and a control point for the receiving and dispatching of trailers and containers such as between rail and highway or between rail and marine modes of transportation.

Intermodal Transfer: transfer of commodities between two modes.

Intermodal: Refers to the movement of freight by more than one mode of transportation. The railroad industry applies the term to container and trailer on flat car transportation only.

Interstate Shipment: freight traffic that originates in one state and terminates in another state.

Intrastate Shipment: freight traffic that originates and terminates in the same state.

LCL: a shipment of less than rail carload volume.

Line haul Railroad: a railroad principally involved in the movement of freight from one city to another.

Linkage Zone: A portion or subset of the fracture zone or habitat block identified as an area critical to wildlife movement.

Main Line: a line over which through trains pass with relatively high frequency. A railroad's principal trunk route between two points; it usually has sidings, spurs, and yards at a number of locations to serve customers, and to hold freight cars.

Manifest Train: A freight train of mixed car types and cargoes.

Merger: the union of two or more railroads through the acquisition of assets of the other(s).

Metropolitan Area (formally, Metropolitan Statistical Area or MSA): An area that contains at least one urbanized area of 50,000 or more inhabitants. An MSA "central county" has at least 50 percent of its population residing in urban areas of 10,000 or more population, or contains 5,000 or more people living in a single urban area of at least 10,000. An MSA "outlying county" has at least 25 percent of its employed residents working in the central county or counties of the MSA, or has at least 25 percent of its employment accounted for by workers who reside in the central county or counties.

Net Ton-Mile: the movement of a ton of freight one mile.

Operation Lifesaver: a public education and information program designed to reduce collisions, deaths and injuries at rail/highway crossings.

Outsourcing: contracting with an outside firm for services (e.g., shipping, packaging, storage, billing and inventory control).

Panamax: Refers to large ships that currently do not fit through the Panama Canal (carrying over 5,000 twenty thousand-foot equivalent units [TEUs]), until completion of the canal's lock expansion project which will accommodate cargo capacity up to 13,000 TEUs.

Piggyback: shipment of truck trailer on rail flatcar; also called TOFC (trailer on flatcar).

Positive Train Control (PTC): a system of monitoring and controlling train movement to provide increased safety. The term refers to technology that can prevent train-to-train collisions, overspeed derailments, and casualties or injuries to railway workers operating within their limits of authority as a result of unauthorized incursion by a train. PTC can also prevent train movements through a switch left in the wrong position. PTC systems vary widely in complexity and sophistication, based on their level of automation, the system architecture, the wayside system on which they are based (e.g., non-signaled, block signal, cab signal), and the degree of train control they can assume..

Quiet Zone: A segment of track, typically in an urbanized area, in which an agreement between local government and the railroad removes the requirement of sounding train whistles or horns, at least during specified hours. In return, the local jurisdiction may pay for and install additional safety measures, such as grade-separated road crossings or four-quadrant gates to enhance safety.

Rail Weight: the weight of rail measured in pounds per yard.

Rail/Highway Crossing: a location either at-grade or grade separated where one or more railroad tracks intersect a public or private highway, road or street.

Railcar types (eight):

- *box car*: closed railcar;
- *Compartmentalize car*: box car equipped with moveable bulkheads which can be used to divide the car into separate compartments;
- *compartment tank car*: tank car which has compartments or separate tanks in which different kinds or grades of liquids may be transported;
- *flatcar*: car without sides, top or ends, used for shipping machinery, stone, etc.;
- *gondola*: open top car having sides and ends;
- *hopper car*: car with floor sloping to one or more hoppers through which contents may be unloaded by gravity;
- *tank car*: car used for transporting bulk liquids; and
- *tri-level*: a flatcar with a superstructure supporting two decks above the deck of the car. Used for transporting motor vehicles.

Railroad Cost Recovery Index (RCR): a measure of railroad inflation indicating the change in the price levels of inputs to railroad operations including wages, fuel, materials and supplies, and other expenses.

Route Miles: the length of a route, regardless of the number of parallel tracks.

Section 130: An FHWA-administered program that provides funding to states for use in highway-rail grade crossing safety improvement projects.

Section 403(b): As part of the National Railroad Passenger Service Act of 1970, federal Amtrak legislation allows under Section 403(b) for a state or states to apply to Amtrak to establish rail service within their state(s) if they agree to pay at least 45 percent of the first year operating costs and 65 percent in the years thereafter.

Short line railroad: As defined by the Association of American Railroads (AAR), short lines consist of (1) line-haul railroads operating less than 350 miles of road and earning less than $40 million of annual operating revenue, and (2) switching and terminal railroads, which are either jointly owned by two railroads for the purpose of transferring cars between railroads, or operate solely within a facility or group of facilities.

Short-line Railroad: a railroad company which is typically less than 100 miles in length. The term is also used to describe the operation of Class III Railroads.

Side Track: rail track used for storage, loading or unloading which connect with other railroad tracks.

Spur Track: rail track extending from and connected at only one end with another track.

Surface Transportation Board (STB): the federal agency charged with enforcing acts of Congress affecting rail traffic.

Strategic Rail Corridor Network (STRACNET): an interconnected network of rail corridors important to national defense.

Subdivision: A railroad division may be divided into a number of subdivisions for ease of operations.

Switch: As a noun, refers to track equipment that allows cars to move, or cross over, from one track to another. The verb refers to shuffling or moving rail cars, usually within a yard (also called marshaling).

Switching Railroad: a railroad involved in the shifting of railcars between two points for an industry, a group of industries or other customers.

Team Track: rail tracks on which railcars are placed for the use of the public in loading and unloading freight.

Team Track: A rail siding for general usage by freight shippers, named for the teams of horses that once pulled the wagons to fetch the freight.

Twenty Foot Equivalent Unit (TEU): a TEU is equivalent to a 20-foot container.

Through Traffic: railroad traffic that originates and terminates on other railroads or outside of the state. Also known as overhead or bridge traffic.

TOFC: trailer on rail flatcar (also called piggyback service).

Track Miles: the collective length of all the tracks on a route or routes.

Trackage Rights: An agreement between two railroads whereby one buys the right to run its trains on the tracks of the other. Rights granted by one railroad to another to operate on the former usually with the tenant's crew and locomotive and usually without rights to serve customers along the line.

Traffic Control System: a signaling system where a dispatcher at a remote location controls signals and switches and the routing of trains.

Train Spot: To switch a freight car to a specific location, usually for loading or unloading.

Tramp Loading Site: loading site that allows for transfers of bulk commodities and containers between trucks and trains.

Transit Time: total time that elapses from pickup to delivery of a shipment.

Transit-oriented Development (TOD): A specialized case of mixed-use, moderate-to-high-density development that is located within walking distance of a fixed guideway transit stop. The proximity to fixed guideway transit allows for reduced parking requirements; the mixed-use aspect encourages a reduced demand for trips by bringing housing, jobs, community facilities, and goods and services close together so that the need for travel beyond the immediate vicinity is less than in typical developments. TOD developments typically emphasize walkable streetscapes, moderate to high density housing, office, and supporting retail, focused public spaces, and integrated design that offer the ambience of traditional neighborhoods.

Transloading: The transfer of a shipment from one mode of transportation to another. The temporary storage of a product which is transferred to or from a railcar for shipment.

Turnout: a track structure used to divert railcars and locomotives from one track to another.

Unit Train: a train consisting of one commodity (coal to a power plant) or of container/trailers.

Value-added: The enhancement added to a product or service by a company before the product is offered to customers.

Warehouse: a building in which goods may be stored over a period of time as necessary to make further distribution.

Warning Devices: signs, signals, markings and other devices placed along highways at the approach to an at-grade rail/highway crossing and used to direct vehicle operators and pedestrians for rail line crossing safety.

Weight Limit: the maximum gross weight per four-axle railcar that can be handled over a rail line. Includes the weight of equipment and goods.

Wye: A triangular shaped arrangement of railway tracks with a switch at each corner. In mainline railroads, this is used at a railway junction, where two railways join, or cross over. It can also be used as a stub for turning railway equipment. By performing the railway equivalent of a three-point turn, the direction of a locomotive or railway vehicle can be reversed.

Yard: trackage within a specified area used for storing railcars or for making up trains.

Yard Limits: A portion of main track designated by yard limit signs and by timetable, train order Form T or track bulletin, which trains and engines may use.

Yard Track: A type of track located within a rail yard. Yard track is typically less expensive to construct and maintain.

Yard: A system of tracks, other than main tracks and sidings, used for making up trains, storing cars or other purposes.

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Appendix F:

Railroad Grade Crossing Tabulation

ROUTE	CROSSING POSITION			TOTAL
	AT GRADE	UNDERGRADE (RR OVER)	OVERHEAD (RR UNDER)	
NORTH (BALD KNOB TO MEMPHIS)	125	38	14	**177**
SOUTH (PINE BLUFF TO MEMPHIS)	183	6	19	**208**

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Grade Crossings:

Bald Knob Alignment

		DOT #	PUBLIC / PRIVATE	COUNTY	IN/NEAR	RR SUB	RR MP	ROUTE	PROTECTION	STOP SIGN / NONE	CROSS BUCKS	FLASHERS	FLASHERS AND GATES	LONGITUDE	LATTITUDE
1		433848K	PUBLIC	PULASKI	NORTH LITTLE ROCK	HOXIE	340.88	BETHANY RD	LIGHTS AND GATES				1	-92.2148230	34.7755630
2		433846W	PUBLIC	PULASKI	NORTH LITTLE ROCK	HOXIE	339.79	FAIRFAX RD	LIGHTS AND GATES				1	-92.2046081	34.7887949
3		437815L	PUBLIC	PULASKI	JACKSONVILLE	HOXIE	337.07	MCCLENDON	CROSSBUCKS		1			-92.1714560	34.8167322
4		437816T	PUBLIC	PULASKI	JACKSONVILLE	HOXIE	337.00	LUCKY DR	LIGHTS AND GATES				1	-92.1704491	34.8175402
5		437817A	PUBLIC	PULASKI	JACKSONVILLE	HOXIE	336.40	RIXEY ROAD	LIGHTS AND GATES				1	-92.162961	34.823609
6		176278R	PRIVATE	PULASKI	JACKSONVILLE	HOXIE	335.30	PRIVATE	STOP SIGNS	1				-92.1487960	34.8349480
7		437818G	PRIVATE	PULASKI	JACKSONVILLE	HOXIE	334.11	PRIVATE	STOP SIGNS	1				-92.1331500	34.8458620
8		432121R	PUBLIC	PULASKI	JACKSONVILLE	HOXIE	333.30	S REDMOND RD	LIGHTS AND GATES				1	-92.1206574	34.8536430
9		437955N	PRIVATE	PULASKI	JACKSONVILLE	HOXIE	331.31	PRIVATE	STOP SIGNS	1				-92.1004617	34.8726636
10		437953A	PUBLIC	PULASKI	JACKSONVILLE	HOXIE	330.58	JT WRIGHTLOOP RD	LIGHTS AND GATES				1	-92.0892128	34.8804279
11		437892L	PRIVATE	LONOKE	JACKSONVILLE	HOXIE	329.00	AGFC (PVT)	STOP SIGNS	1				-92.0719977	34.8994127
12		443540U	PUBLIC	LONOKE	CABOT	HOXIE	323.06	ELM	LIGHTS AND GATES				1	-92.0167906	34.9725182
13		437822W	PUBLIC	LONOKE	CABOT	HOXIE	323.00	MAIN	LIGHTS AND GATES				1	-92.0159930	34.9732813
14		437823D	PUBLIC	LONOKE	CABOT	HOXIE	322.92	HWY 89 / PINE ST	LIGHTS AND GATES				1	-92.0151982	34.9740751
15		437824K	PUBLIC	LONOKE	CABOT	HOXIE	322.80	LOCUST	LIGHTS AND GATES				1	-92.0135505	34.9755421
16		437827F	PUBLIC	LONOKE	AUSTIN	HOXIE	320.45	HWY 305	LIGHTS AND GATES				1	-91.9830438	34.9981725
17		437829U	PUBLIC	LONOKE	WARD	HOXIE	317.90	HWY 319 / PEYTON	LIGHTS AND GATES				1	-91.9546723	35.0257977
18		437830N	PUBLIC	LONOKE	WARD	HOXIE	317.32	MOORE	LIGHTS AND GATES				1	-91.9494996	35.0291867
19		437831V	PUBLIC	LONOKE	WARD	HOXIE	317.30	MARKHAM	LIGHTS AND GATES				1	-91.9457162	35.0312909
20		437949K	PUBLIC	WHITE	BEEBE	HOXIE	312.70	CYPRESS	LIGHTS AND GATES				1	-91.8804111	35.0694611
21		437950E	PUBLIC	WHITE	BEEBE	HOXIE	312.60	HWY 31 / MAIN	LIGHTS AND GATES				1	-91.8795618	35.0701513
22		437951L	PUBLIC	WHITE	BEEBE	HOXIE	312.15	APPLE	LIGHTS AND GATES				1	-91.8729128	35.0752601
23		437964M	PUBLIC	WHITE	BEEBE	HOXIE	310.15	CR 443 / BOWMAN	LIGHTS AND GATES				1	-91.8464498	35.0948685
24		437958J	PUBLIC	WHITE	MCRAE	HOXIE	308.80	RIP KIRK RD	CROSSBUCKS		1			-91.8295441	35.1078490
25		437947W	PUBLIC	WHITE	MCRAE	HOXIE	308.23	GRAND AVE	LIGHTS AND GATES				1	-91.8222758	35.1134025

		DOT #	PUBLIC / PRIVATE	COUNTY	IN/NEAR	RR SUB	RR MP	ROUTE	PROTECTION	STOP SIGN / NONE	CROSS BUCKS	FLASHERS	FLASHERS AND GATES	LONGITUDE	LATTITUDE
26		437959R	PUBLIC	WHITE	MCRAE	HOXIE	308.20	PEDESTRIAN	UNKNOWN					-91.8221636	35.1134796
27		437966B	PUBLIC	WHITE	MCRAE	HOXIE	306.65	CR 438 / DOYLE RD	CROSSBUCKS		1			-91.8028449	35.1283834
28		437967H	PUBLIC	WHITE	GARNER	HOXIE	305.45	MAIN	LIGHTS AND GATES				1	-91.7859349	35.1413287
29		437968P	PUBLIC	WHITE	GARNER	HOXIE	304.72	MORRIS DR	LIGHTS AND GATES				1	-91.7762877	35.1487561
30		437970R	PRIVATE	WHITE	HIGGINSON	HOXIE	303.25	PRIVATE	STOP SIGNS	1				-91.7574823	35.1632110
31		437969W	PRIVATE	WHITE	HIGGINSON	HOXIE	303.09	PRIVATE	STOP SIGNS	1				-91.7547746	35.1652605
32		437971X	PRIVATE	WHITE	HIGGINSON	HOXIE	302.20	PRIVATE	STOP SIGNS	1				-91.7440146	35.1735602
33		437972E	PRIVATE	WHITE	HIGGINSON	HOXIE	301.75	PRIVATE	STOP SIGNS	1				-91.7386183	35.1777009
34		437973L	PUBLIC	WHITE	HIGGINSON	HOXIE	301.75	BOOTH	LIGHTS AND GATES				1	-91.7326000	35.1820000
35		437974T	PUBLIC	WHITE	HIGGINSON	HOXIE	300.06	HWY 11 / BAKER	LIGHTS AND GATES				1	-91.7163545	35.1947856
36		437975A	PUBLIC	WHITE	HIGGINSON	HOXIE	299.83	WALKER	LIGHTS AND GATES				1	-91.7133632	35.1970703
37		437976G	PUBLIC	WHITE	HIGGINSON	HOXIE	299.50	"Y" ST	CROSSBUCKS		1			-91.7089738	35.2004137
38		748825B	PRIVATE	WHITE	HIGGINSON	HOXIE	298.85	PRIVATE	STOP SIGNS	1				-91.7002370	35.2071780
39		437977N	PUBLIC	WHITE	HIGGINSON	HOXIE	298.60	CR 405 /BALL PARK RD	CROSSBUCKS		1			-91.6972892	35.2094247
40		437978V	PUBLIC	WHITE	KENSETT	HOXIE	297.93	WINDSOR	CROSSBUCKS		1			-91.6883018	35.2163515
41		437979C	PRIVATE	WHITE	KENSETT	HOXIE	297.45	PRIVATE	STOP SIGNS	1				-91.6832124	35.2202238
42		437980W	PUBLIC	WHITE	KENSETT	HOXIE	297.18	CR 406 / PRUITT	CROSSBUCKS		1			-91.6793935	35.2231820
43		437983S	PUBLIC	WHITE	KENSETT	HOXIE	296.40	DANDRIDGE	LIGHTS			1		-91.6690846	35.2310743
44		437984Y	PUBLIC	WHITE	KENSETT	HOXIE	296.35	SEARCY	LIGHTS AND GATES				1	-91.6682423	35.2317656
45		437985F	PUBLIC	WHITE	KENSETT	HOXIE	296.28	HWY 36 / WILBUR MILLS	LIGHTS AND GATES				1	-91.6673530	35.2324568
46		437986M	PUBLIC	WHITE	KENSETT	HOXIE	296.13	M. L. KING ST	CROSSBUCKS		1			-91.6656059	35.2337957
47		437987U	PUBLIC	WHITE	KENSETT	HOXIE	295.35	CR 414 / MOBLEY LN	LIGHTS AND GATES				1	-91.6554557	35.2415182
48		437988B	PRIVATE	WHITE	JUDSONIA	HOXIE	293.71	FISH FARM	STOP SIGNS	1				-91.6390108	35.2602897
49		437991J	PUBLIC	WHITE	JUDSONIA	HOXIE	292.69	VINE	CROSSBUCKS		1			-91.6318716	35.2733990
50		438245E	PUBLIC	WHITE	JUDSONIA	HOXIE	292.53	HWY 323 / ELM	LIGHTS AND GATES				1	-91.6297451	35.2744325

		DOT #	PUBLIC / PRIVATE	COUNTY	IN/NEAR	RR SUB	RR MP	ROUTE	PROTECTION	STOP SIGN / NONE	CROSS BUCKS	FLASHERS	FLASHERS AND GATES	LONGITUDE	LATTITUDE
51		438244X	PUBLIC	WHITE	JUDSONIA	HOXIE	292.18	CR 225 / HAMMONS	CROSSBUCKS		1			-91.6247712	35.2768155
52		438243R	PUBLIC	WHITE	JUDSONIA	HOXIE	291.03	CR 223 / SAFELY RD	CROSSBUCKS		1			-91.6069043	35.2854648
53		437687F	PRIVATE	WHITE	BALD KNOB	HOXIE	289.90	PRIVATE	STOP SIGNS	1				-91.5894920	35.2951171
54		438241C	PUBLIC	WHITE	BALD KNOB	HOXIE	288.42	HICKORY	LIGHTS AND GATES				1	-91.5707707	35.3067024
55		438240V	PUBLIC	WHITE	BALD KNOB	MEMPHIS	288.28	ELM	CROSSBUCKS		1			-91.5666616	35.3083769
56		438237M	PUBLIC	WHITE	BALD KNOB	MEMPHIS	288.21	CR 83 / MAIN	CROSSBUCKS		1			-91.5652845	35.3084721
57		438236F	PUBLIC	WHITE	BALD KNOB	MEMPHIS	288.30	E 3RD	CROSSBUCKS		1			-91.5634965	35.3083662
58		438232D	PUBLIC	WHITE	BALD KNOB	MEMPHIS	289.80	CR 83 / LIBERTY RD	CROSSBUCKS		1			-91.5352515	35.3026739
59		438231W	PRIVATE	WHITE	BALD KNOB	MEMPHIS	290.31	PRIVATE	STOP SIGNS	1				-91.5287760	35.3013630
60		438230P	PRIVATE	WHITE	BALD KNOB	MEMPHIS	290.60	PRIVATE	STOP SIGNS	1				-91.5248032	35.3005761
61		438229V	PRIVATE	WHITE	BALD KNOB	MEMPHIS	290.76	WALTER BUTLER (PVT)	STOP SIGNS	1				-91.5212455	35.2998577
62		438228N	PUBLIC	WHITE	BALD KNOB	MEMPHIS	292.00	TAYLOR	CROSSBUCKS		1			-91.4998605	35.2955017
63		438227G	PUBLIC	WHITE	BALD KNOB	MEMPHIS	292.55	WORDEN	CROSSBUCKS		1			-91.4911655	35.2937378
64		438226A	PUBLIC	WHITE	BALD KNOB	MEMPHIS	293.00	HURRICANE LAKE	LIGHTS AND GATES				1	-91.4822675	35.2919320
65		438225T	PRIVATE	WHITE	AUGUSTA	MEMPHIS	293.70	PRIVATE	STOP SIGNS	1				-91.4714655	35.2897645
66		443687U	PRIVATE	WHITE	AUGUSTA	MEMPHIS	296.51	PRIVATE	STOP SIGNS	1				-91.4218080	35.2796360
67		437895G	PRIVATE	WOODRUFF	AUGUSTA	MEMPHIS	298.20	PRIVATE	STOP SIGNS	1				-91.3940743	35.2740004
68		437608S	PUBLIC	WOODRUFF	AUGUSTA	MEMPHIS	300.03	HWY 339 / 6TH	LIGHTS AND GATES				1	-91.3625089	35.2676000
69		437606D	PUBLIC	WOODRUFF	AUGUSTA	MEMPHIS	301.33	HWY 33	LIGHTS			1		-91.3399188	35.2659422
70		438678K	PRIVATE	WOODRUFF	PATTERSON	MEMPHIS	305.55	PRIVATE	STOP SIGNS	1				-91.2656296	35.2605029
71		437605W	PUBLIC	WOODRUFF	PATTERSON	MEMPHIS	305.74	CR 775	LIGHTS			1		-91.2611583	35.2601710
72		437604P	PUBLIC	WOODRUFF	PATTERSON	MEMPHIS	307.24	HWY 17 / MAIN	LIGHTS			1		-91.2347669	35.2582251
73		437601U	PUBLIC	WOODRUFF	PATTERSON	MEMPHIS	307.50	TAYLOR	CROSSBUCKS		1			-91.230545	35.257872
74		437600M	PRIVATE	WOODRUFF	MCCRORY	MEMPHIS	308.00	PRIVATE	STOP SIGNS	1				-91.2218149	35.2572780
75		437599V	PUBLIC	WOODRUFF	MCCRORY	MEMPHIS	308.64	CR 625	CROSSBUCKS		1			-91.2107913	35.2564746

		DOT #	PUBLIC / PRIVATE	COUNTY	IN/NEAR	RR SUB	RR MP	ROUTE	PROTECTION	STOP SIGN / NONE	CROSS BUCKS	FLASHERS	FLASHERS AND GATES	LONGITUDE	LATTITUDE
76		437596A	PUBLIC	WOODRUFF	MCCRORY	MEMPHIS	309.28	HWY 145 / EDMONDS	LIGHTS AND GATES				1	-91.1999038	35.2557632
77		437595T	PUBLIC	WOODRUFF	MCCRORY	MEMPHIS	309.48	JOHNSON	LIGHTS AND GATES				1	-91.1964093	35.2554589
78		437593E	PRIVATE	WOODRUFF	MCCRORY	MEMPHIS	311.77	PRIVATE	STOP SIGNS	1				-91.1557662	35.2523935
79		437592X	PUBLIC	WOODRUFF	MCCRORY	MEMPHIS	312.22	US 64B	LIGHTS			1		-91.1480596	35.2518471
80		438679S	PRIVATE	WOODRUFF	MCCRORY	MEMPHIS	312.82	PRIVATE	STOP SIGNS	1				-91.1377714	35.2510788
81		437591R	PUBLIC	WOODRUFF	MCCRORY	MEMPHIS	313.33	CR 304	CROSSBUCKS		1			-91.1288042	35.2504189
82		438680L	PRIVATE	WOODRUFF	MCCRORY	MEMPHIS	314.55	PRIVATE	STOP SIGNS	1				-91.1068280	35.2488091
83		437590J	PUBLIC	WOODRUFF	MCCRORY	MEMPHIS	315.32	HWY 269	LIGHTS			1		-91.0935565	35.2478348
84		438681T	PRIVATE	WOODRUFF	MCCRORY	MEMPHIS	316.44	PRIVATE	STOP SIGNS	1				-91.0735766	35.2463503
85		438497F	PRIVATE	WOODRUFF	MCCRORY	MEMPHIS	317.34	PRIVATE	STOP SIGNS	1				-91.0583839	35.2452305
86		438496Y	PUBLIC	CROSS	FAIR OAKS	MEMPHIS	318.71	CR 508	CROSSBUCKS		1			-91.0343999	35.2434682
87		438495S	PUBLIC	CROSS	FAIR OAKS	MEMPHIS	318.89	US 49	LIGHTS			1		-91.0314935	35.2432466
88		438493D	PUBLIC	CROSS	WYNNE	MEMPHIS	319.87	CR 511	CROSSBUCKS		1			-91.0137246	35.2419297
89		438492W	PUBLIC	CROSS	WYNNE	MEMPHIS	321.43	CR 521	CROSSBUCKS		1			-90.9871175	35.2399670
90		438491P	PUBLIC	CROSS	WYNNE	MEMPHIS	322.37	CR 515	CROSSBUCKS		1			-90.9690582	35.2385937
91		438490H	PUBLIC	CROSS	WYNNE	MEMPHIS	323.38	CR 517	CROSSBUCKS		1			-90.9516197	35.2372909
92		438489N	PUBLIC	CROSS	WYNNE	MEMPHIS	324.73	HWY 193	LIGHTS AND GATES				1	-90.9268927	35.2354470
93		438487A	PUBLIC	CROSS	WYNNE	MEMPHIS	329.87	HWY 350	LIGHTS			1		-90.8368030	35.2286839
94		437670C	PUBLIC	CROSS	WYNNE	MEMPHIS	331.77	W 11TH ST	LIGHTS AND GATES				1	-90.8030505	35.2261202
95		440539P	PUBLIC	CROSS	WYNNE	MEMPHIS	332.30	"E" ST / M.L. KING	LIGHTS AND GATES				1	-90.793844	35.225404
96		437661D	PUBLIC	CROSS	WYNNE	MEMPHIS	332.45	WILSON ST	LIGHTS AND GATES				1	-90.7911980	35.2252147
97		437662K	PUBLIC	CROSS	WYNNE	MEMPHIS	332.50	TERRY	LIGHTS			1		-90.7902695	35.2251637
98		437668B	PUBLIC	CROSS	WYNNE	MEMPHIS	333.47	KILLOUGH	LIGHTS AND GATES				1	-90.7755078	35.2240105
99		437529F	PUBLIC	CROSS	WYNNE	MEMPHIS	333.93	CR 735	CROSSBUCKS		1			-90.7682776	35.2222587
100		437530A	PUBLIC	CROSS	WYNNE	MEMPHIS	334.60	HWY 284	LIGHTS			1		-90.7544265	35.2229410

		DOT #	PUBLIC / PRIVATE	COUNTY	IN/NEAR	RR SUB	RR MP	ROUTE	PROTECTION	STOP SIGN / NONE	CROSS BUCKS	FLASHERS	FLASHERS AND GATES	LONGITUDE	LATTITUDE
101		437531G	PUBLIC	CROSS	WYNNE	MEMPHIS	335.03	CR 702	CROSSBUCKS		1			-90.7500192	35.2275173
102		443689H	PRIVATE	CROSS	WYNNE	MEMPHIS	335.65	PRIVATE	STOP SIGNS	1				-90.7405301	35.2301614
103		437532N	PRIVATE	CROSS	WYNNE	MEMPHIS	336.00	PRIVATE	STOP SIGNS	1				-90.7327999	35.2333593
104		437533V	PRIVATE	CROSS	WYNNE	MEMPHIS	336.43	PRIVATE	STOP SIGNS	1				-90.7291151	35.2359667
105		437534C	PRIVATE	CROSS	WYNNE	MEMPHIS	336.70	PRIVATE	STOP SIGNS	1				-90.7262899	35.2379759
106		440564X	PRIVATE	CROSS	WYNNE	MEMPHIS	337.05	PRIVATE	STOP SIGNS	1				-90.6816860	35.2596700
107		437535J	PUBLIC	CROSS	WYNNE	MEMPHIS	337.55	HWY 163	LIGHTS AND GATES				1	-90.7134730	35.2471444
108		437540F	PUBLIC	CROSS	PARKIN	MEMPHIS	340.97	CR 825	CROSSBUCKS		1			-90.6622594	35.2617116
109		437550L	PUBLIC	CROSS	PARKIN	MEMPHIS	348.94	SMITHDALE	CROSSBUCKS		1			-90.5224640	35.2611931
110		437558R	PUBLIC	CRITTENDEN	EARLE	MEMPHIS	356.17	CR 523 / BING STORE	LIGHTS AND GATES				1	-90.3980099	35.2687487
111		437560S	PUBLIC	CRITTENDEN	CRAWFORDSVILLE	MEMPHIS	357.35	CR 392	LIGHTS			1		-90.3876838	35.2534224
112		437561Y	PUBLIC	CRITTENDEN	CRAWFORDSVILLE	MEMPHIS	359.26	JIM YOUNG RD	CROSSBUCKS		1			-90.3618388	35.2382026
113		437564U	PUBLIC	CRITTENDEN	CRAWFORDSVILLE	MEMPHIS	360.95	PRISON CAMP	CROSSBUCKS		1			-90.3353050	35.2270544
114		438451S	PUBLIC	CRITTENDEN	CRAWFORDSVILLE	MEMPHIS	361.40	BOONE	LIGHTS AND GATES				1	-90.3277935	35.2238575
115		438452Y	PUBLIC	CRITTENDEN	CRAWFORDSVILLE	MEMPHIS	361.46	HWY 50 / MAIN	LIGHTS AND GATES				1	-90.3265434	35.2233267
116		437565B	PUBLIC	CRITTENDEN	CRAWFORDSVILLE	MEMPHIS	363.20	PECAN GROVE	CROSSBUCKS		1			-90.3004595	35.2123913
117		437566H	PUBLIC	CRITTENDEN	CRAWFORDSVILLE	MEMPHIS	363.75	HWY 147	LIGHTS AND GATES				1	-90.2917383	35.2087197
118		437569D	PRIVATE	CRITTENDEN	MARION	MEMPHIS	365.83	KUHN (PVT)	STOP SIGNS	1				-90.2574160	35.1964100
119		440575K	PUBLIC	CRITTENDEN	MARION	MEMPHIS	367.88	HWY 118	LIGHTS AND GATES				1	-90.2217626	35.1913970
120		438455U	PUBLIC	CRITTENDEN	MARION	MEMPHIS	370.20	HWY 77	LIGHTS AND GATES				1	-90.1845438	35.1775044
121		437574A	PUBLIC	CRITTENDEN	MARION	MEMPHIS	371.45	BILL GRILL	CROSSBUCKS		1			-90.1646131	35.1698602
122		438853Y	PUBLIC	CRITTENDEN	WEST MEMPHIS	MEMPHIS	373.36	MARTIN L KING JR.	LIGHTS ON CANTILEVERS			1		-90.1349130	35.1584200
123		437578C	PUBLIC	CRITTENDEN	WEST MEMPHIS	MEMPHIS	373.73	HWY 131	LIGHTS AND GATES				1	-90.1272812	35.1554910
124		437580D	PRIVATE	CRITTENDEN	WEST MEMPHIS	MEMPHIS	374.60	PRIVATE	STOP SIGNS	1				-90.1176616	35.1517757
125		438458P	PRIVATE	CRITTENDEN	WEST MEMPHIS	MEMPHIS	375.20	PRIVATE	STOP SIGNS	1				-90.1084254	35.1482007

		DOT #	PUBLIC / PRIVATE	COUNTY	IN/NEAR	RR SUB	RR MP	ROUTE	PROTECTION	STOP SIGN / NONE	CROSS BUCKS	FLASHERS	FLASHERS AND GATES	LONGITUDE	LATTITUDE
									TYPE TOTALS	33	33	12	46	125	AT-GRADE

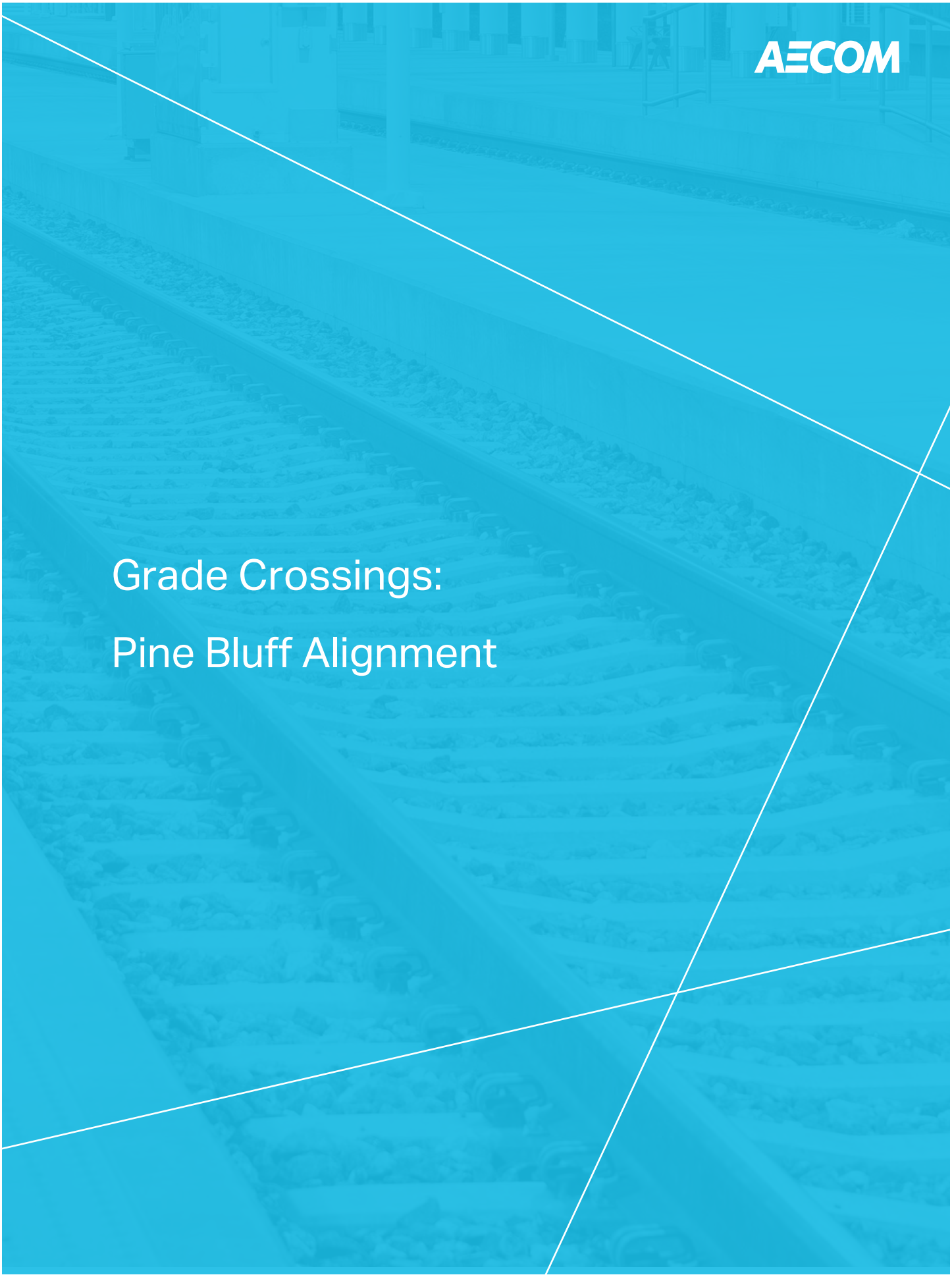
		DOT	PUBLIC / PRIVATE	COUNTY	IN/NEAR	RR SUB	RR MP	ROUTE	PROTECTION	LONGITUDE	LATTITUDE
1		412003J	PUBLIC	PULASKI	NORTH LITTLE ROCK	LITTLE ROCK	345.10	HWY 100	RR OVER	-92.279636	34.757631
2		433862F	PUBLIC	PULASKI	NORTH LITTLE ROCK	LITTLE ROCK	344.96	HWY 365	RR OVER	-92.2793621	34.7582626
3		N/A	PUBLIC	PULASKI	NORTH LITTLE ROCK	HOXIE	339.18	PED XING	RR OVER	-92.1972477	34.7952175
4		437814E	PUBLIC	PULASKI	JACKSONVILLE	HOXIE	337.45	TRAMMEL ROAD	RR OVER	-92.1772388	34.8121114
5		437820H	PUBLIC	PULASKI	JACKSONVILLE	HOXIE	332.80	HWY 161	RR OVER	-92.1161817	34.8591771
6		438224L	PRIVATE	WHITE	AUGUSTA	MEMPHIS	294.19	PRIVATE	RR OVER	-91.4623476	35.2878893
7		438223E	PRIVATE	WHITE	AUGUSTA	MEMPHIS	294.50	PRIVATE	RR OVER	-91.4576444	35.2869660
8		N/A	PRIVATE	WHITE	AUGUSTA	MEMPHIS	294.75	PRIVATE	RR OVER	-91.4530570	35.2860020
9		438221R	PRIVATE	WHITE	AUGUSTA	MEMPHIS	295.20	PRIVATE	RR OVER	-91.4450734	35.2843676
10		438220J	PRIVATE	WHITE	AUGUSTA	MEMPHIS	295.65	PRIVATE	RR OVER	-91.4387520	35.2830970
11		437681P	PRIVATE	WHITE	AUGUSTA	MEMPHIS	296.10	PRIVATE	RR OVER	-91.4293385	35.2811735
12		437682 W	PRIVATE	WHITE	AUGUSTA	MEMPHIS	296.50	PRIVATE	RR OVER	-91.4221313	35.2796950
13		437683D	PRIVATE	WHITE	AUGUSTA	MEMPHIS	296.85	PRIVATE	RR OVER	-91.4167404	35.2786094
14		437684K	PRIVATE	WOODRUFF	AUGUSTA	MEMPHIS	297.50	PRIVATE	RR OVER	-91.4072368	35.2766877
15		437685S	PRIVATE	WOODRUFF	AUGUSTA	MEMPHIS	297.90	PRIVATE	RR OVER	-91.3979729	35.2747839
16		N/A	PRIVATE	WOODRUFF	AUGUSTA	MEMPHIS	298.66	PRIVATE	RR OVER	-91.3870600	35.2709050
17		N/A	PRIVATE	WOODRUFF	AUGUSTA	MEMPHIS	299.08	PRIVATE	RR OVER	-91.3759090	35.2686040
18		437686Y	PRIVATE	WOODRUFF	AUGUSTA	MEMPHIS	299.73	PRIVATE	RR OVER	-91.3644884	35.2677624
19		437671J	PUBLIC	CROSS	WYNNE	MEMPHIS	332.80	HWY 1	RR OVER	-90.7865604	35.2248717
20		437536R	PUBLIC	CROSS	WYNNE	MEMPHIS	339.00	UNKNOWN	RR OVER	-90.6923456	35.2585378
21		437537X	PUBLIC	CROSS	WYNNE	MEMPHIS	339.63	UNKNOWN	RR OVER	-90.6816491	35.2596339
22		437542U	PUBLIC	CROSS	PARKIN	MEMPHIS	341.81	CR 800	RR OVER	-90.6461434	35.2633875

23		437543B	PUBLIC	CROSS	PARKIN	MEMPHIS	343.50	UNKNOWN	RR OVER	-90.6142890	35.2667167
24		437539L	PRIVATE	CROSS	PARKIN	MEMPHIS	344.29	PRIVATE	RR OVER	-90.5999760	35.2682340
25		437544H	PUBLIC	CROSS	PARKIN	MEMPHIS	345.22	CR 800	RR OVER	-90.5835165	35.2699138
26		N/A	PRIVATE	CROSS	PARKIN	MEMPHIS	345.30	PRIVATE	RR OVER	-90.5821780	35.2701110
27		425952J	PRIVATE	CROSS	PARKIN	MEMPHIS	346.00	PRIVATE	RR OVER	-90.5710861	35.2683198
28		437546 W	PUBLIC	CROSS	PARKIN	MEMPHIS	346.75	HWY 75S	RR OVER	-90.5586951	35.2648091
29		437545P	PUBLIC	CROSS	PARKIN	MEMPHIS	346.90	HWY 75 / CHURCH	RR OVER	-90.5560206	35.2645483
30		437547D	PUBLIC	CROSS	PARKIN	MEMPHIS	347.03	TYRONZA	RR OVER	-90.5538544	35.2643358
31		437551T	PRIVATE	CROSS	PARKIN	MEMPHIS	349.97	PRIVATE	RR OVER	-90.5028827	35.2589711
32		437553G	PUBLIC	CRITTENDEN	EARLE	MEMPHIS	351.82	RUTH	RR OVER	-90.4720653	35.2682534
33		437554N	PUBLIC	CRITTENDEN	EARLE	MEMPHIS	352.10	COMMERCE	RR OVER	-90.4656261	35.2694891
34		437556C	PUBLIC	CRITTENDEN	EARLE	MEMPHIS	352.50	HWY 149 / PARK	RR OVER	-90.4609997	35.2694850
35		N/A	PRIVATE	CRITTENDEN	WEST MEMPHIS	MEMPHIS	375.37	PRIVATE	RR OVER	-90.1019720	35.1457240
36		N/A	PRIVATE	CRITTENDEN	WEST MEMPHIS	MEMPHIS	375.46	PRIVATE	RR OVER	-90.1004370	35.1461750
37		N/A	PRIVATE	CRITTENDEN	WEST MEMPHIS	MEMPHIS	375.55	PRIVATE	RR OVER	-90.0990950	35.1446330
38		438154Y	PUBLIC	CRITTENDEN	WEST MEMPHIS	MEMPHIS	376.68	DACUS LAKE	RR OVER	-90.0837577	35.1352625

RR OVER (UNDERGRADE CROSSING) TOTAL = 38

		DOT	PUBLIC / PRIVATE	COUNTY	IN/NEAR	RR SUB	RR MP	ROUTE	PROTECTION	LONGITUDE	LATTITUDE
1		433894L	PUBLIC	PULASKI	LITTLE ROCK	LITTLE ROCK	345.46	HWY 10 /LA HARPE BLVD	RR UNDER	-92.2832973	34.7523403
2		433795N	PUBLIC	PULASKI	LITTLE ROCK	LITTLE ROCK	345.43	HWY 10 /LA HARPE BLVD	RR UNDER	-92.2832447	34.7524208
3		433851T	PUBLIC	PULASKI	NORTH LITTLE ROCK	LITTLE ROCK	344.13	N MAIN	RR UNDER	-92.2674064	34.7638365
4		433850L	PUBLIC	PULASKI	NORTH LITTLE ROCK	LITTLE ROCK	343.83	I-30	RR UNDER	-92.2619961	34.7638511
5		433849S	PUBLIC	PULASKI	NORTH LITTLE ROCK	HOXIE	343.58	LOCUST	RR UNDER	-92.2614576	34.7638293
6		433847D	PUBLIC	PULASKI	NORTH LITTLE ROCK	HOXIE	340.55	I-40	RR UNDER	-92.2118564	34.7796018
7		450613U	PUBLIC	PULASKI	JACKSONVILLE	HOXIE	335.42	HWY 440	RR UNDER	-92.150403	34.833686
8		412505V	PUBLIC	PULASKI	JACKSONVILLE	HOXIE	332.22	MAIN ST	RR UNDER	-92.110374	34.865716
9		440207V	PUBLIC	LONOKE	CABOT	HOXIE	325.67	HWY 321	RR UNDER	-92.0411280	34.9404780
10		414096M	PUBLIC	LONOKE	CABOT	HOXIE	321.48	HWY 38	RR UNDER	-91.9955750	34.9870790
11		437959R	PUBLIC	WHITE	MCRAE	HOXIE	308.20	PEDESTRIAN	UNKNOWN	-91.8221636	35.1134796
12		438457H	PUBLIC	CRITTENDEN	MARION	MEMPHIS	369.46	I-55	RR UNDER	-90.1960736	35.1819954
13		438456B	PUBLIC	CRITTENDEN	MARION	MEMPHIS	369.50	I-55 FRONTAGE RD	RR UNDER	-90.1956506	35.1818117
14		437576N	PUBLIC	CRITTENDEN	WEST MEMPHIS	MEMPHIS	373.66	I-40	RR UNDER	-90.1301416	35.1565838

RR UNDER (OVERHEAD CROSSING) TOTAL = 14



Grade Crossings:

Pine Bluff Alignment

		DOT #	PUBLIC / PRIVATE	COUNTY	IN/NEAR	RR SUB	RR MP	ROUTE	PROTECTION	STOP SIGN / NONE	CROSS BUCKS	FLASHERS	FLASHERS AND GATES	LONGITUDE	LATTITUDE
1		600431Y	PUBLIC	PULASKI	LITTLE ROCK	WHITE BLUFF	307.30	CHESTER	LIGHTS AND GATES				1	-92.2854911	34.7132217
2		600375U	PUBLIC	PULASKI	LITTLE ROCK	WHITE BLUFF	309.06	HWY 365 / SPRINGER	LIGHTS AND GATES				1	-92.2590703	34.7194367
3		600373F	PUBLIC	PULASKI	LITTLE ROCK	WHITE BLUFF	309.6	DUGAN ST	LIGHTS			1		-92.2480132	34.7199917
4		426264A	PUBLIC	PULASKI	LITTLE ROCK	WHITE BLUFF	311.10	3M RD/FRAZIER PIKE	LIGHTS AND GATES				1	-92.2310298	34.7079489
5		426260X	PUBLIC	PULASKI	SWEET HOME	WHITE BLUFF	312.76	HARPER RD	LIGHTS			1		-92.2369436	34.6861730
6		426265G	PUBLIC	PULASKI	SWEET HOME	WHITE BLUFF	313.90	HWY 365	LIGHTS AND GATES				1	-92.2347435	34.6692283
7		425058J	PUBLIC	PULASKI	WRIGHTSVILLE	WHITE BLUFF	315.15	SLINKER RD	LIGHTS AND GATES				1	-92.2340689	34.6515491
8		426274F	PUBLIC	PULASKI	WRIGHTSVILLE	WHITE BLUFF	316.70	BENNIE BARNES RD	CROSSBUCKS		1			-92.2284754	34.6314265
9		426089L	PUBLIC	PULASKI	WRIGHTSVILLE	WHITE BLUFF	317.40	PERKINS	CROSSBUCKS		1			-92.2252625	34.6197901
10		426272S	PUBLIC	PULASKI	WRIGHTSVILLE	WHITE BLUFF	317.50	145TH ST	LIGHTS AND GATES				1	-92.2244310	34.6168848
11		426275M	PUBLIC	PULASKI	WRIGHTSVILLE	WHITE BLUFF	318.03	BROWN	CROSSBUCKS		1			-92.2229300	34.6113521
12		426090F	PUBLIC	PULASKI	WRIGHTSVILLE	WHITE BLUFF	318.42	NORTH ST	CROSSBUCKS		1			-92.2214296	34.6059355
13		426271K	PUBLIC	PULASKI	WRIGHTSVILLE	WHITE BLUFF	318.76	CLARK ST	CROSSBUCKS		1			-92.2200683	34.6010807
14		426236W	PUBLIC	PULASKI	WOODSON	WHITE BLUFF	323.81	HWY 365	LIGHTS			1		-92.2111005	34.5293385
15		426268C	PUBLIC	PULASKI	HENSLEY	WHITE BLUFF	325.56	E HENSLEY RD	CROSSBUCKS		1			-92.2045685	34.5055290
16		426096W	PUBLIC	PULASKI	HENSLEY	WHITE BLUFF	325.95	OAK RD	CROSSBUCKS		1			-92.2027770	34.4989954
17		426273Y	PUBLIC	JEFFERSON	REDFIELD	WHITE BLUFF	329.90	SHERIDAN	LIGHTS AND GATES				1	-92.1839989	34.4450413
18		426098K	PUBLIC	JEFFERSON	REDFIELD	WHITE BLUFF	330.87	RHODES RD	CROSSBUCKS		1			-92.1793665	34.4317494
19		426099S	PUBLIC	JEFFERSON	REDFIELD	WHITE BLUFF	332.26	KEARNEY RD	LIGHTS AND GATES				1	-92.1726277	34.4132639
20		426234H	PUBLIC	JEFFERSON	REDFIELD	WHITE BLUFF	334.18	CR 3	LIGHTS AND GATES				1	-92.1643670	34.3865397
21		426100J	PUBLIC	JEFFERSON	REDFIELD	WHITE BLUFF	334.55	CR 992 / USSERY RD	CROSSBUCKS		1			-92.1638669	34.3805574
22		426101R	PUBLIC	JEFFERSON	REDFIELD	WHITE BLUFF	336.10	SHELVA RD	CROSSBUCKS		1			-92.1545311	34.3612110
23		426267V	PUBLIC	JEFFERSON	REDFIELD	WHITE BLUFF	337.10	STARK GATE RD	LIGHTS			1		-92.1428511	34.3506281
24		426235P	PUBLIC	JEFFERSON	WHITE HALL	WHITE BLUFF	340.15	WISE RD	LIGHTS			1		-92.1067017	34.3176816
25		425061S	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	344.35	CR 10 / HUTCHINSON	CROSSBUCKS		1			-92.0607276	34.2580812
26		425059R	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	344.62	DIXIE WOOD RD	LIGHTS AND GATES				1	-92.0608135	34.2656833
27		425060K	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	344.70	DIXIE WOOD RD	CROSSBUCKS		1			-92.0608529	34.2657337
28		426251Y	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	344.85	JEFFERSON PKWY	LIGHTS AND GATES				1	-92.0591724	34.2633117
29		438820L	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	345.30	CR 22 / INDUSTRIAL	LIGHTS AND GATES				1	-92.0546312	34.2567208
30		425062Y	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	346.15	STURGIS RD	CROSSBUCKS		1			-92.0475413	34.2464539

31		426246C	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	347.05	RHINEHART RD	LIGHTS AND GATES				1	-92.0396560	34.2350928
32		426249X	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	347.45	PULLEN	LIGHTS AND GATES				1	-92.0360610	34.2309360
33		426248R	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	347.65	W 2ND AVENUE	LIGHTS AND GATES				1	-92.0326860	34.2287103
34		425064M	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	347.81	ORANGE	CROSSBUCKS		1			-92.0302384	34.2275994
35		425273V	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	348.20	SPRUCE	CROSSBUCKS		1			-92.0239013	34.2262794
36		425272N	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	268.60	MULBERRY	LIGHTS AND GATES				1	-92.0160394	34.2261007
37		425270A	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	268.46	CHERRY	LIGHTS AND GATES				1	-92.0136316	34.2260866
38		425266K	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	268.23	BEECH	LIGHTS AND GATES				1	-92.0096699	34.2260441
39		426250S	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	268.02	WALNUT	LIGHTS AND GATES				1	-92.0065740	34.2260390
40		426252F	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	267.90	PINE	LIGHTS AND GATES				1	-92.0044060	34.2260220
41		426256H	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	267.87	MAIN	LIGHTS AND GATES				1	-92.0034266	34.2259910
42		426258W	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	267.80	STATE ST	LIGHTS AND GATES				1	-92.0024002	34.2259866
43		426276U	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	267.75	ALABAMA	LIGHTS AND GATES				1	-92.0013784	34.2259667
44		788032J	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	266.40	MICHIGAN	LIGHTS AND GATES				1	-91.9778146	34.2265719
45		788031C	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	265.60	BYRD ST	LIGHTS AND GATES				1	-91.9657755	34.2270295
46		790846D	PRIVATE	JEFFERSON	PINE BLUFF	PINE BLUFF	265.10	PRIVATE	UNKNOWN	1				-91.9576610	34.2328712
47		790845W	PRIVATE	JEFFERSON	PINE BLUFF	PINE BLUFF	264.90	PRIVATE	UNKNOWN	1				-91.9493633	34.2403991
48		790844P	PRIVATE	JEFFERSON	PINE BLUFF	JONESBORO	263.40	PRIVATE	UNKNOWN	1				-91.9384031	34.2510381
49		748338E	PRIVATE	JEFFERSON	PINE BLUFF	JONESBORO	262.95	PRIVATE	UNKNOWN	1				-91.9463382	34.2431680
50		748295N	PRIVATE	JEFFERSON	PINE BLUFF	JONESBORO	262.92	CENTURY TUBE	UNKNOWN	1				UNKNOWN	UNKNOWN
51		414107X	PRIVATE	JEFFERSON	PINE BLUFF	JONESBORO	262.90	CR 21 / LEVEE ROAD	UNKNOWN	1				UNKNOWN	UNKNOWN
52		788030V	PRIVATE	JEFFERSON	PINE BLUFF	JONESBORO	260.8	BENAFIELD	UNKNOWN	1				-91.9033975	34.2725234
53		788029B	PUBLIC	JEFFERSON	ALTHEIMER	JONESBORO	260.1	CR 53 / ROB ROY XING	LIGHTS			1		-91.8975380	34.2814291
54		912072X	PRIVATE	JEFFERSON	ALTHEIMER	JONESBORO	258.6	PRIVATE	UNKNOWN	1				-91.8838998	34.3020898
55		790808U	PRIVATE	JEFFERSON	ALTHEIMER	JONESBORO	257.4	PRIVATE	UNKNOWN	1				-91.8708359	34.3090272
56		787936Y	PRIVATE	JEFFERSON	ALTHEIMER	JONESBORO	256.85	PRIVATE	UNKNOWN	1				-91.8597790	34.3179580
57		790807M	PUBLIC	JEFFERSON	ALTHEIMER	JONESBORO	256.63	CR 237	CROSSBUCKS		1			-91.8564429	34.3148692
58		790806F	PUBLIC	JEFFERSON	ALTHEIMER	JONESBORO	256.09	CHESTNUT	LIGHTS			1		-91.8476637	34.3183434
59		790805Y	PUBLIC	JEFFERSON	ALTHEIMER	JONESBORO	256	HWY 88 / E EDLINE AVE	LIGHTS AND GATES				1	-91.8461535	34.3193481
60		790803K	PUBLIC	JEFFERSON	ALTHEIMER	JONESBORO	255.5	DIVISION	CROSSBUCKS		1			-91.8429662	34.3245570
61		790802D	PUBLIC	JEFFERSON	ALTHEIMER	JONESBORO	255.1	TABERNACLE RD	LIGHTS AND GATES				1	-91.8408055	34.3313231
62		790801W	PRIVATE	JEFFERSON	ALTHEIMER	JONESBORO	254.7	PRIVATE	UNKNOWN	1				-91.8390673	34.3367875

63		790800P	PRIVATE	JEFFERSON	ALTHEIMER	JONESBORO	254.01	PRIVATE	UNKNOWN	1				-91.8326330	34.3440405
64		790798R	PRIVATE	JEFFERSON	WABBASEKA	JONESBORO	253.8	PRIVATE	UNKNOWN	1				-91.8290967	34.3454355
65		790797J	PUBLIC	JEFFERSON	WABBASEKA	JONESBORO	252	BLUE ROCK	CROSSBUCKS		1			-91.8003732	34.3573368
66		790796C	PUBLIC	JEFFERSON	WABBASEKA	JONESBORO	251.68	PAW PAW ST	LIGHTS AND GATES				1	-91.7962100	34.3609500
67		790795V	PUBLIC	JEFFERSON	WABBASEKA	JONESBORO	251.33	S 1ST ST	CROSSBUCKS		1			-91.7926783	34.3640718
68		790794N	PRIVATE	JEFFERSON	HUMPHREY	JONESBORO	250.4	PRIVATE	UNKNOWN	1				-91.7817325	34.3736216
69		790793G	PRIVATE	JEFFERSON	HUMPHREY	JONESBORO	249.3	JETER STREET	UNKNOWN	1				-91.7681910	34.3854685
70		912071R	PRIVATE	JEFFERSON	HUMPHREY	JONESBORO	247.9	PRIVATE	UNKNOWN	1				-91.7514706	34.4000624
71		790792A	PRIVATE	JEFFERSON	HUMPHREY	JONESBORO	246.76	PRIVATE	UNKNOWN	1				-91.7370681	34.4127030
72		790791T	PRIVATE	JEFFERSON	HUMPHREY	JONESBORO	246.48	PRIVATE	UNKNOWN	1				-91.7332182	34.4160779
73		788028U	PUBLIC	JEFFERSON	HUMPHREY	JONESBORO	244.9	MULBERRY	LIGHTS AND GATES				1	-91.7078391	34.4206385
74		788027M	PUBLIC	JEFFERSON	HUMPHREY	JONESBORO	244.8	DIVISION ST	LIGHTS AND GATES				1	-91.7066490	34.4207904
75		788026F	PUBLIC	ARKANSAS	HUMPHREY	JONESBORO	243.5	HWY 152	LIGHTS AND GATES				1	-91.6840735	34.4234441
76		788025Y	PUBLIC	ARKANSAS	HUMPHREY	JONESBORO	242.33	OSBOURNE LN	CROSSBUCKS		1			-91.6681028	34.4259338
77		788024S	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	242.03	CR 8 / SENNING LP	CROSSBUCKS		1			-91.6638830	34.4279176
78		788023K	PRIVATE	ARKANSAS	STUTTGART	JONESBORO	239.97	PRIVATE	UNKNOWN	1				-91.6326111	34.4425701
79		788022D	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	239.27	CR 8 / SENNING LP	CROSSBUCKS		1			-91.6267176	34.4453432
80		788020P	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	238.03	CR 10	CROSSBUCKS		1			-91.6102261	34.4578717
81		788019V	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	237.23	CR 12 / GREG FISHER	CROSSBUCKS		1			-91.6005535	34.4653944
82		788018N	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	236.86	HWY 343	LIGHTS AND GATES				1	-91.5956530	34.4692349
83		788017G	PRIVATE	ARKANSAS	STUTTGART	JONESBORO	236.16	PRIVATE	UNKNOWN	1				-91.5866166	34.4762555
84		788016A	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	235.83	HWY 79B	LIGHTS AND GATES				1	-91.5818610	34.4799642
85		788015T	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	235.31	CR 19 / LONE TREE RD	CROSSBUCKS		1			-91.5759794	34.4845015
86		788014L	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	234.34	CR 4 / W 10TH ST	CROSSBUCKS		1			-91.5635958	34.4941398
87		788013E	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	234	BUERKLE ST	LIGHTS AND GATES				1	-91.5579910	34.4984360
88		912069P	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	233.9	4TH ST	CROSSBUCKS		1			-91.5568885	34.4993824
89		788012X	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	233.6	3RD ST	LIGHTS			1		-91.5556870	34.5002813
90		788011R	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	233.57	2ND ST	LIGHTS *			1		-91.5544346	34.5012434
91		788010J	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	233.37	MAIN ST	LIGHTS AND GATES				1	-91.5524788	34.5027496
92		788009P	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	233.31	N COLLEGE	LIGHTS AND GATES				1	-91.5512190	34.5036830
93		788008H	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	232.93	N WOOD	LIGHTS AND GATES				1	-91.5451512	34.5083484
94		600739S	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	232.7	WASHINGTON	CROSSBUCKS		1			-91.5451590	34.5083950

95		450505X	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	232.49	HWY 146S	CROSSBUCKS		1			-91539177	34.512821
96		450480E	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	232.49	HWY 146S	CROSSBUCKS		1			-91.538160	34.513593
97		440526N	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	232	HWY 146S	CROSSBUCKS		1			-91.533488	34.516846
98		788006U	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	231.43	HWY 146	LIGHTS *			1		-91.5269193	34.5225160
99		788004F	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	230.1	CR 26 / POND RD	CROSSBUCKS		1			-91.5087981	34.5366942
100		788003Y	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	229.67	CR 282 / LOS TORES	CROSSBUCKS		1			-91.5039840	34.5404758
101		788002S	PRIVATE	ARKANSAS	STUTTGART	JONESBORO	229.23	PRIVATE	UNKNOWN	1				-91.4983765	34.5448220
102		788001K	PRIVATE	ARKANSAS	STUTTGART	JONESBORO	228.6	PRIVATE	UNKNOWN	1				-91.4905687	34.5509063
103		789043A	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	228.25	CR 276 / OLIVIA LOOP	CROSSBUCKS		1			-91.4861065	34.5543407
104		789042T	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	228	CR 28 / LEDER RD	CROSSBUCKS		1			-91.4828135	34.5568948
105		789065A	PUBLIC	PRAIRIE	ULM	JONESBORO	226.8	CR 103	CROSSBUCKS		1			-91.4663210	34.5696816
106		789064T	PUBLIC	PRAIRIE	ULM	JONESBORO	226.25	MAIN	CROSSBUCKS		1			-91.4601830	34.5744397
107		789062E	PUBLIC	PRAIRIE	ULM	JONESBORO	225.66	CR 7	CROSSBUCKS		1			-91.4533300	34.5797505
108		789061X	PRIVATE	PRAIRIE	ULM	JONESBORO	224.7	PRIVATE	UNKNOWN	1				-91.4405661	34.5896028
109		789060R	PUBLIC	PRAIRIE	ROE	JONESBORO	223.9	CR 111	CROSSBUCKS		1			-91.4302185	34.5976325
110		789059W	PUBLIC	PRAIRIE	ROE	JONESBORO	223.55	CR 8	CROSSBUCKS		1			-91.4252346	34.6014562
111		789058P	PRIVATE	PRAIRIE	ROE	JONESBORO	223.16	PRIVATE	UNKNOWN	1				-91.4204126	34.6052225
112		789057H	PRIVATE	MONROE	ROE	JONESBORO	221.5	PRIVATE	UNKNOWN	1	1			-91.3988690	34.6218800
113		789056B	PUBLIC	MONROE	ROE	JONESBORO	221.4	CR 9	CROSSBUCKS		1			-91.3977068	34.6227637
114		787374F	PUBLIC	MONROE	ROE	JONESBORO	220.53	MAIN ST	LIGHTS AND GATES				1	-91.3870473	34.6310059
115		787534S	PUBLIC	MONROE	ROE	JONESBORO	220.5	HWY 33	LIGHTS			1		-91.3848815	34.6327561
116		912068H	PRIVATE	MONROE	ROE	JONESBORO	219.3	PRIVATE	UNKNOWN	1				-91.3730811	34.6444226
117		787576D	PUBLIC	MONROE	CLARENDON	JONESBORO	214.03	HWY 79B	LIGHTS AND GATES				1	-91.3044980	34.6923679
118		787575W	PUBLIC	MONROE	CLARENDON	JONESBORO	213.7	WALKER	LIGHTS AND GATES				1	-91.3022046	34.6960827
119		787574P	PRIVATE	MONROE	CLARENDON	JONESBORO	212.8	PRIVATE	UNKNOWN	1				-91.2948870	34.7081234
120		787573H	PUBLIC	MONROE	CLARENDON	JONESBORO	212.2	CR 122	CROSSBUCKS		1			-91.2905067	34.7154122
121		912066U	PRIVATE	MONROE	CLARENDON	JONESBORO	210.85	PRIVATE	UNKNOWN	1				UNKNOWN	UNKNOWN
122		912065M	PRIVATE	MONROE	CLARENDON	JONESBORO	208.9	PRIVATE	UNKNOWN	1				-91.2641945	34.7588878
123		912064F	PRIVATE	MONROE	CLARENDON	JONESBORO	207.8	PRIVATE	UNKNOWN	1				UNKNOWN	UNKNOWN
124		787570M	PUBLIC	MONROE	BRINKLEY	JONESBORO	207.2	HWY 241	LIGHTS			1		-91.2508781	34.7808293
125		789053F	PUBLIC	MONROE	BRINKLEY	JONESBORO	206.5	CR 116	CROSSBUCKS		1			-91.2465017	34.7880435
126		789052Y	PUBLIC	MONROE	BRINKLEY	JONESBORO	206.2	HWY 17	LIGHTS			1		-91.2439906	34.7921725

127	789051S	PUBLIC	MONROE	BRINKLEY	JONESBORO	206.05	CR 115	CROSSBUCKS		1			-91.2420725	34.7953455
128	789050K	PUBLIC	MONROE	BRINKLEY	JONESBORO	204.9	FRICKER	CROSSBUCKS		1			-91.2333258	34.8097070
129	789049R	PUBLIC	MONROE	BRINKLEY	JONESBORO	203.8	CR 32 / GIBBS RD	CROSSBUCKS		1			-91.2243819	34.8244494
130	789048J	PRIVATE	MONROE	BRINKLEY	JONESBORO	201.6	PRIVATE	UNKNOWN	1				-91.2090811	34.8496580
131	789046V	PUBLIC	MONROE	BRINKLEY	JONESBORO	200.5	S 16TH	CROSSBUCKS		1			-91.1972216	34.8691134
132	789045N	PUBLIC	MONROE	BRINKLEY	JONESBORO	199.93	HWY 238	LIGHTS AND GATES				1	-91.1935610	34.8751264
133	789041L	PUBLIC	MONROE	BRINKLEY	JONESBORO	199.45	MAPLE	LIGHTS AND GATES				1	-91.1912527	34.8817223
134	789039K	PUBLIC	MONROE	BRINKLEY	JONESBORO	199.1	E ASH	LIGHTS			1		-91.1911799	34.8857705
135	789038D	PUBLIC	MONROE	BRINKLEY	JONESBORO	199.05	HWY 70	LIGHTS AND GATES				1	-91.1911792	34.8871639
136	748830X	PUBLIC	MONROE	BRINKLEY	BRINKLEY	69.15	1ST	CROSSBUCKS		1			-91.1893234	34.8964434
137	600674B	PUBLIC	MONROE	BRINKLEY	BRINKLEY	69.11	N GRAND	CROSSBUCKS		1			-91.188158	34.895135
138	600673U	PUBLIC	MONROE	BRINKLEY	BRINKLEY	69.1	N GRAND	CROSSBUCKS		1			-91.1883308	34.8892087
139	600672M	PUBLIC	MONROE	BRINKLEY	BRINKLEY	68.5	N EMMONS	CROSSBUCKS		1			-91.1790504	34.8919637
140	600669E	PUBLIC	MONROE	BRINKLEY	BRINKLEY	66.9	MCMILLON LN / CR 195	CROSSBUCKS		1			-91.1526021	34.8998088
141	600665C	PUBLIC	MONROE	WHEATLEY	BRINKLEY	65.77	CR 931 / CR 194	CROSSBUCKS		1			-91.1337479	34.9053781
142	600662G	PUBLIC	ST. FRANCIS	WHEATLEY	BRINKLEY	64.5	UNION ST	LIGHTS AND GATES				1	-91.1125369	34.9116459
143	600661A	PUBLIC	ST. FRANCIS	WHEATLEY	BRINKLEY	64.34	MEMPHIS AVE	LIGHTS AND GATES				1	-91.1101488	34.9123528
144	600660T	PUBLIC	ST. FRANCIS	WHEATLEY	BRINKLEY	64.2	HWY 78 / LAWRENCE	LIGHTS AND GATES				1	-91.1074695	34.9131623
145	600658S	PUBLIC	ST. FRANCIS	WHEATLEY	BRINKLEY	62.34	CR 921 / CR 145	CROSSBUCKS		1			-91.0772656	34.9220692
146	600657K	PUBLIC	ST. FRANCIS	WHEATLEY	BRINKLEY	61.57	CR 910 / CR 146	CROSSBUCKS		1			-91.0640695	34.9259678
147	600656D	PUBLIC	ST. FRANCIS	WHEATLEY	BRINKLEY	60.54	CR 99 / CR 1	CROSSBUCKS		1			-91.0462852	34.9312230
148	600655W	PUBLIC	ST. FRANCIS	WHEATLEY	BRINKLEY	59.57	CR 127	CROSSBUCKS		1			-91.0311630	34.9356672
149	600654P	PUBLIC	ST. FRANCIS	WHEATLEY	BRINKLEY	59.02	CR 419	CROSSBUCKS		1			-91.0221393	34.9383289
150	600653H	PUBLIC	ST. FRANCIS	WHEATLEY	BRINKLEY	58.53	CR 123	CROSSBUCKS		1			-91.0135103	34.9408635
151	600652B	PUBLIC	ST. FRANCIS	PALESTINE	BRINKLEY	57.5	CR 119	CROSSBUCKS		1			-90.9956813	34.9461147
152	600651U	PUBLIC	ST. FRANCIS	PALESTINE	BRINKLEY	56.94	CR 117 W	CROSSBUCKS		1			-90.9870611	34.9486511
153	600648L	PUBLIC	ST. FRANCIS	PALESTINE	BRINKLEY	55.32	CR 117	CROSSBUCKS		1			-90.9605192	34.9564308
154	600645R	PUBLIC	ST. FRANCIS	PALESTINE	BRINKLEY	54.26	CR 107	CROSSBUCKS		1			-90.9427340	34.9616586
155	600640G	PUBLIC	ST. FRANCIS	PALESTINE	BRINKLEY	51.98	WOOD ST	CROSSBUCKS		1			-90.9052052	34.9726549
156	600639M	PUBLIC	ST. FRANCIS	PALESTINE	BRINKLEY	51.77	HWY 261 / N. MAIN	LIGHTS			1		-90.9020230	34.9735649
157	600638F	PUBLIC	ST. FRANCIS	PALESTINE	BRINKLEY	49.94	CR 200 / CR 148	CROSSBUCKS		1			-90.8707958	34.9826727
158	600636S	PUBLIC	ST. FRANCIS	FORREST CITY	BRINKLEY	48.83	CR 219 / BECK SPR	LIGHTS AND GATES				1	-90.8526450	34.9879857

159	600731M	PUBLIC	ST. FRANCIS	FORREST CITY	BRINKLEY	44.74	ROSSER	LIGHTS AND GATES				1	-90.7857545	35.0076132
160	600730F	PUBLIC	ST. FRANCIS	FORREST CITY	BRINKLEY	44.66	HWY 1 / WASHINGTON	LIGHTS ON CANTILEVERS			1		-90.7847465	35.0080248
161	600729L	PUBLIC	ST. FRANCIS	FORREST CITY	BRINKLEY	44.6	IZARD ST	LIGHTS			1		-90.7836840	35.0084070
162	600727X	PUBLIC	ST. FRANCIS	FORREST CITY	BRINKLEY	43.06	MADISON RD	CROSSBUCKS		1			-90.7592505	35.0001838
163	600725J	PUBLIC	ST. FRANCIS	MADISON	BRINKLEY	41.4	CR 344 / SFC-702	CROSSBUCKS		1			-90.7305754	35.0061912
164	600724C	PUBLIC	ST. FRANCIS	MADISON	BRINKLEY	40.98	2ND ST	CROSSBUCKS					-90.7225210	35.0092976
165	600720A	PUBLIC	ST. FRANCIS	WIDENER	BRINKLEY	38.5	HWY 50	LIGHTS			1		-90.6849590	35.0237530
166	600718Y	PUBLIC	ST. FRANCIS	WIDENER	BRINKLEY	34.05	HWY 75	LIGHTS			1		-90.6197287	35.0591798
167	600716K	PUBLIC	ST. FRANCIS	WIDENER	BRINKLEY	33.01	CR 38	CROSSBUCKS		1			-90.6028752	35.0662859
168	600714W	PUBLIC	ST. FRANCIS	WIDENER	BRINKLEY	31.15	CR 38	CROSSBUCKS		1			-90.5705325	35.0698773
169	600713P	PUBLIC	ST. FRANCIS	WIDENER	BRINKLEY	30.01	CR 39	CROSSBUCKS		1			-90.5512105	35.0719238
170	600707L	PUBLIC	ST. FRANCIS	WIDENER	BRINKLEY	26.98	CR 39	CROSSBUCKS		1			-90.4973584	35.0776221
171	600706E	PUBLIC	ST. FRANCIS	WIDENER	BRINKLEY	26.52	HWY 149	LIGHTS AND GATES				1	-90.4901505	35.0783706
172	600704R	PUBLIC	ST. FRANCIS	PROCTOR	BRINKLEY	23.6	HWY 357	LIGHTS AND GATES				1	-90.4389683	35.0836228
173	600703J	PUBLIC	CRITTENDEN	PROCTOR	BRINKLEY	21.45	HWY 79	LIGHTS ON CANTILEVERS			1		-90.4014769	35.0893388
174	600701V	PUBLIC	CRITTENDEN	PROCTOR	BRINKLEY	19.83	CR 197 / CR 226	CROSSBUCKS		1			-90.3735390	35.0947714
175	600700N	PUBLIC	CRITTENDEN	PROCTOR	BRINKLEY	19.3	CR 13	CROSSBUCKS		1			-90.3646405	35.0965053
176	600699W	PUBLIC	CRITTENDEN	EDMONDSON	BRINKLEY	16.18	HWY 131	LIGHTS			1		-90.3109054	35.1068905
177	600698P	PUBLIC	CRITTENDEN	EDMONDSON	BRINKLEY	15.15	HWY 147	LIGHTS AND GATES				1	-90.2933575	35.1102746
178	600696B	PUBLIC	CRITTENDEN	EDMONDSON	BRINKLEY	12.97	KULN RD	CROSSBUCKS		1			-90.2556200	35.1175633
179	600694M	PUBLIC	CRITTENDEN	WEST MEMPHIS	BRINKLEY	11.4	CR 7 / AIR PORT RD	LIGHTS			1		-90.2287905	35.1227096
180	600690K	PUBLIC	CRITTENDEN	WEST MEMPHIS	BRINKLEY	9.51	COLE AVE	CROSSBUCKS		1			-90.1959085	35.1290624
181	600689R	PUBLIC	CRITTENDEN	WEST MEMPHIS	BRINKLEY	9.37	AVALON ST	LIGHTS AND GATES				1	-90.1937185	35.1294885
182	600687C	PUBLIC	CRITTENDEN	WEST MEMPHIS	BRINKLEY	8.3	S 8TH ST	LIGHTS			1		-90.1747385	35.1331794
183	412517P	PUBLIC	CRITTENDEN	WEST MEMPHIS	BRINKLEY	7.4	S LOOP RD	LIGHTS AND GATES				1	-90.1594380	35.1361520

TYPE TOTALS	31	76	23	53	183	AT-GRADE CROSSING TOTAL
	STOP SIGN	CROSS BUCKS	FLASHERS	FLASHERS AND GATES		

FOR 79 MPH SERVICE, ALL CROSSINGS WITH WARNING DEVICES NOTED AS "STOP SIGN", "CROSSBUCKS", AND FLASHERS WILL REQUIRE UPGRADE TO "FLASHERS AND GATES WITH CONSTANT WARNING TIME" (78 CROSSINGS). CROSSINGS NOTED AS EXISTING FLASHERS AND GATES WILL BE UPGRADED TO INCLUDE CONSTANT WARNING TIME IF NOT ALREADY PRESENT IN THE WARNING SYSTEM (46 CROSSINGS).

FOR 110 MPH SERVICE, ALL CROSSINGS WITH WARNING DEVICES NOTED AS "STOP SIGN", "CROSSBUCKS", AND "FLASHERS" WILL REQUIRE UPGRADE TO "FLASHERS AND GATES WITH CONSTANT WARNING TIME" (78 CROSSINGS). CROSSINGS NOTED AS "EXISTING FLASHERS AND GATES" WILL BE UGRADED TO "4 QUADRANT FLASHERS AND GATES" WITH CONSTANT WARNING TIME AND HIGHWAY PRE-EMPTION IF CALLED FOR ON AN INDIVIDUAL BASIS (46 CROSSINGS).

		DOT	PUBLIC / PRIVATE	COUNTY	IN/NEAR	RR SUB	RR MP	ROUTE	PROTECTION	LONGITUDE	LATTITUDE
1		433796V	PUBLIC	PULASKI	LITTLE ROCK	LITTLE ROCK	346.56	W 7TH ST	RR OVER	-92.3007630	34.7450653
2		600632P	PUBLIC	ST. FRANCIS	FORREST CITY	BRINKLEY	45.66	HWY 70 / BROADWAY	RR OVER	-90.7995342	35.0033816
3		600631H	PUBLIC	ST. FRANCIS	FORREST CITY	BRINKLEY	45.03	S DIVISION	RR OVER	-90.7897260	35.0062070
4		600723V	PUBLIC	ST. FRANCIS	MADISON	BRINKLEY	39.70	CR 261	RR OVER	-90.7030097	35.0167757
5		600719F	PUBLIC	ST. FRANCIS	WIDENER	BRINKLEY	35.00	CR 44	RR OVER	-90.6330288	35.0514106
6		600715D	PUBLIC	ST. FRANCIS	WIDENER	BRINKLEY	32.01	CR 38	RR OVER	-90.5853841	35.0683085

RR OVER (UNDERGRADE CROSSING) TOTAL = 6

		DOT	PUBLIC / PRIVATE	COUNTY	IN/NEAR	RR SUB	RR MP	ROUTE	PROTECTION	LONGITUDE	LATTITUDE
1		433844H	PUBLIC	PULASKI	LITTLE ROCK	LITTLE ROCK	346.00	3RD ST	RR UNDER	-92.2922272	34.7486886
2		433797C	PUBLIC	PULASKI	LITTLE ROCK	LITTLE ROCK	346.66	I-630	RR UNDER	-92.3019793	34.7434429
3		433799R	PUBLIC	PULASKI	LITTLE ROCK	LITTLE ROCK	346.98	W 12TH ST	RR UNDER	-92.3038567	34.7398604
4		433800H	PUBLIC	PULASKI	LITTLE ROCK	LITTLE ROCK	347.02	W 13TH ST	RR UNDER	-92.3041863	34.7389534
5		433801P	PUBLIC	PULASKI	LITTLE ROCK	LITTLE ROCK	347.02	W 14TH ST	RR UNDER	-92.3044155	34.7379509
6		600441E	PUBLIC	PULASKI	LITTLE ROCK	WHITE BLUFF	305.45	ASHER /WRIGHT AVE	RR UNDER	-92.3032049	34.7319562
7		600440X	PUBLIC	PULASKI	LITTLE ROCK	WHITE BLUFF	305.75	HWY 70 / ROOSEVELT	RR UNDER	-92.3019416	34.7252937
8		600430S	PUBLIC	PULASKI	LITTLE ROCK	WHITE BLUFF	307.75	HWY 367 / ARCH ST	RR UNDER	-92.2806560	34.7150502
9		600429X	PUBLIC	PULASKI	LITTLE ROCK	WHITE BLUFF	308.30	I-30	RR UNDER	-92.2695490	34.7174920
10		438864L	PUBLIC	JEFFERSON	REDFIELD	WHITE BLUFF	332.00	HWY 46	RR UNDER	-92.1744000	34.4160000
11		425063F	PUBLIC	JEFFERSON	PINE BLUFF	WHITE BLUFF	347.51	HWY 65B	RR UNDER	-92.0345685	34.2298206
12		748396A	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	267.70	HWY 63B / CONV. CTR.	RR UNDER	-91.999406	34.225959
13		788034X	PUBLIC	JEFFERSON	PINE BLUFF	PINE BLUFF	266.85	HWY 65B	RR UNDER	-91.9867115	34.2268250
14		414088V	PUBLIC	JEFFERSON	PINE BLUFF	JONESBORO	262.60	LOUIS RAMSEY RD	RR UNDER	-91.9315	34.259072
15		748395T	PUBLIC	JEFFERSON	ALTHEIMER	JONESBORO	257.58	HWY 63	RR UNDER	-91.870754	34.309096
16		924423D	PUBLIC	ARKANSAS	STUTTGART	JONESBORO	232.50	HWY 165	RR UNDER	-91.539493	34.5128130
17		912067B	PUBLIC	MONROE	CLARENDON	JONESBORO	214.20	HWY 79	RR UNDER	-91.306615	34.689819
18		789047C	PUBLIC	MONROE	BRINKLEY	JONESBORO	200.69	HWY 49	RR UNDER	-91.1994425	34.8655555
19		748574J	PUBLIC	ST. FRANCIS	FORREST CITY	BRINKLEY	46.75	HWY 1	RR UNDER	-90.818032	34.998024

RR UNDER (OVERHEAD CROSSING) TOTAL = 19

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High Speed Rail Feasibility Study

Operations Modeling Report

Little Rock to Memphis

September 2017

Image from UALR Public Radio News & Culture for Arkansas

Operations Modeling Report

Arkansas Department of Transportation
In cooperation with the Federal Highway Administration

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April 29, 2016

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OPERATIONS MODELING

Rail operations modeling was performed for the proposed Arkansas intercity passenger rail service to evaluate the feasibility of adding a passenger rail service going from Texarkana, Arkansas, to Memphis, Tennessee. If feasible a Service Development Plan will be prepared to evaluate connection to the Amtrak Texas Eagle. The outputs from this modeling effort estimate the level of infrastructure upgrades required for passenger and freight operations along the corridor.

1 MODELING METHODOLOGIES

Service along the corridor was modeled to assess the operational impact of added service and associated improvements. The software Rail Traffic Controller (RTC) by Berkley Systems was utilized to complete the modeling effort.

Overview and Description of the Rail Traffic Controller Tool

Rail Traffic Controller© (RTC) is a powerful computer program created by Berkeley Simulation Software, LLC, which simulates the operation of trains over a railroad network. Variations can be made in network track layouts, train consists and schedules, and operating rules and constraints, which allows the testing of such changes before they are implemented. RTC is used by all North American Class I railroads and many transit and commuter railroads for evaluation and planning of their operations and capital expenditures.

RTC and human dispatchers make their decisions based on the many factors involved in a train's characteristics:

- Priority
- Train length and weight
- Locomotive power

All other elements equal, when making a decision about a conflict between trains, dispatchers will generally minimize the total cost of delay to the trains involved. They will do this for all the trains involved in the decision, and will move trains like chess pieces, until a satisfactory conflict resolution occurs.

Dispatchers must make these decisions before the final conflict resolution occurs. There are many factors which guide the best dispatching decisions and it takes a highly experienced and competent dispatcher to plan and react to ever changing conditions. The RTC simulation model has the luxury of revising its decisions until the delay cost for a conflict is minimized, and so can review all conflict resolution decisions and apply a relative cost to them. The human dispatcher lacks this advantage and may be much more constrained by time, and may not have the same quality of information, especially about the state of adjacent dispatching territories.

2 LIMITS AND MAKEUP

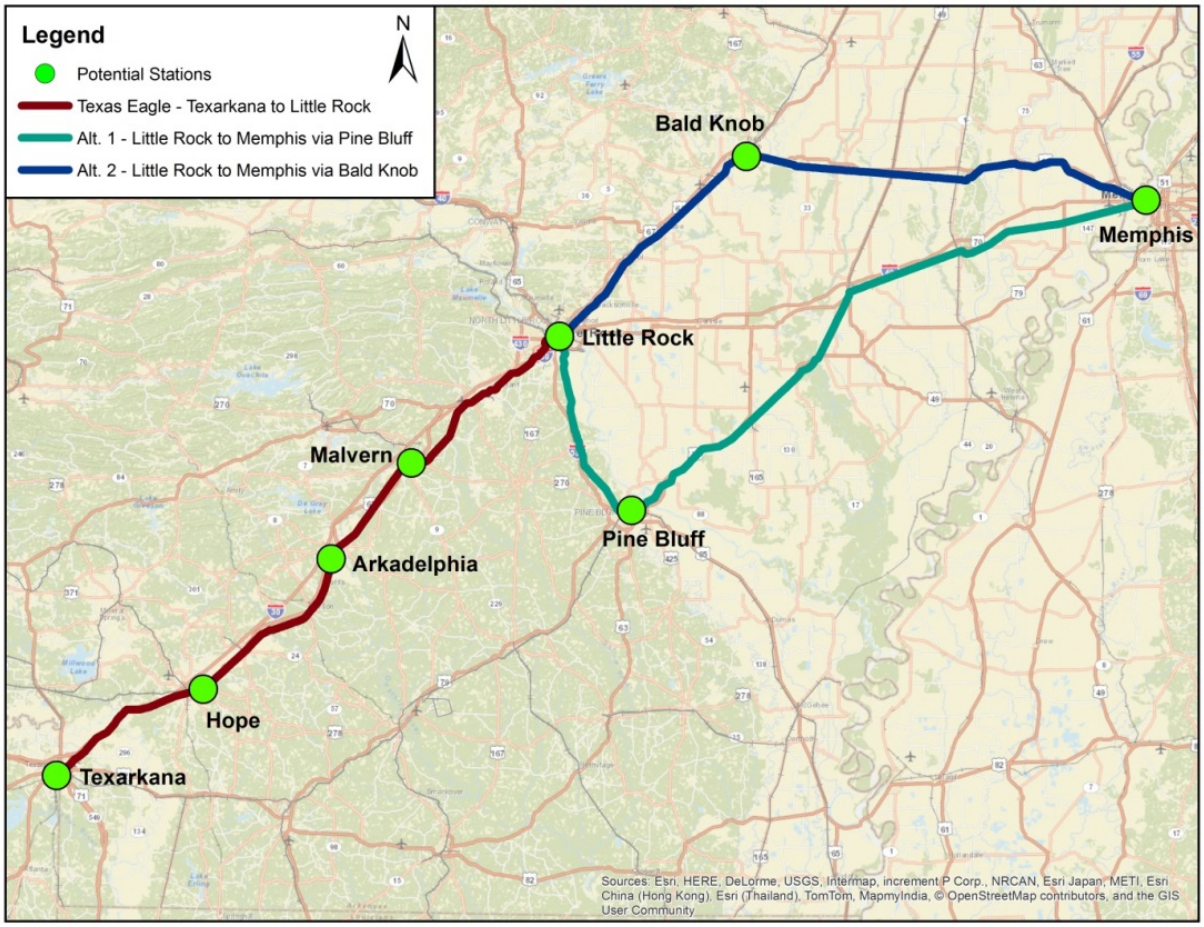
Geographic Extent

The RTC model created for this study analyzes the proposed service corridor in two areas. The first study area is the Union Pacific Railroad (UPRR) corridor from Little Rock, Arkansas to Memphis, Tennessee via two alternative paths, shown in Figure 1:

- Alternative 1 extends southeast toward Pine Bluff on the White Bluff Subdivision. From Pine Bluff, the corridor continues northeast toward Memphis along the Pine Bluff, Jonesboro, and Brinkley Subdivisions. The length of the model is approximately 180 miles.

- Alternative 2 extends northeast toward Bald Knob along the Hoxie Subdivision. From Bald Knob, the corridor then follows the Memphis Subdivision going east toward Memphis. The length of the model is approximately 150 miles.

Figure 1 – Map of Passenger Rail Service Alternatives



The second study area is the UPRR corridor from Texarkana, Arkansas to Little Rock, Arkansas. The length of this model is approximately 150 miles.

Existing Service and Operations

Alternative 1 has existing freight operations and Alternative 2 has both existing freight and passenger operations. The Texarkana – Little Rock corridor has both existing freight and passenger operations as well. UPRR currently owns all of the tracks within all corridors and existing freight schedules are unknown until further information can be received from UPRR. Freight train count data is utilised to estimate freight volume on the modeled network. The data collection process is described in the following section. For passenger rail service, Amtrak's Texas Eagle currently runs through the Texarkana – Little Rock corridor and Alternative 2 corridor between Little Rock and Bald Knob. The Texas Eagle schedule is described in the following table:

Table 1 – Amtrak Texas Eagle Schedule (Daily)

Amtrak Texas Eagle Schedule (Daily)	
Southbound	
Walnut Ridge, AR	12:37a
Little Rock, AR	3:10a
Malvern, AR	3:55a
Arkadelphia, AR	4:20a
Texarkana, AR	5:58a
Northbound	
Texarkana, AR	8:43p
Arkadelphia, AR	10:02p
Malvern, AR	10:26p
Little Rock, AR	11:39p
Walnut Ridge, AR	1:41a

Due to the time of day the Texas Eagle will be passing though the study area, the Texas Eagle was not included in the model. The proposed passenger trains will have completed their scheduled runs before the Texas Eagle enters the study area.

Freight Train Data Collection

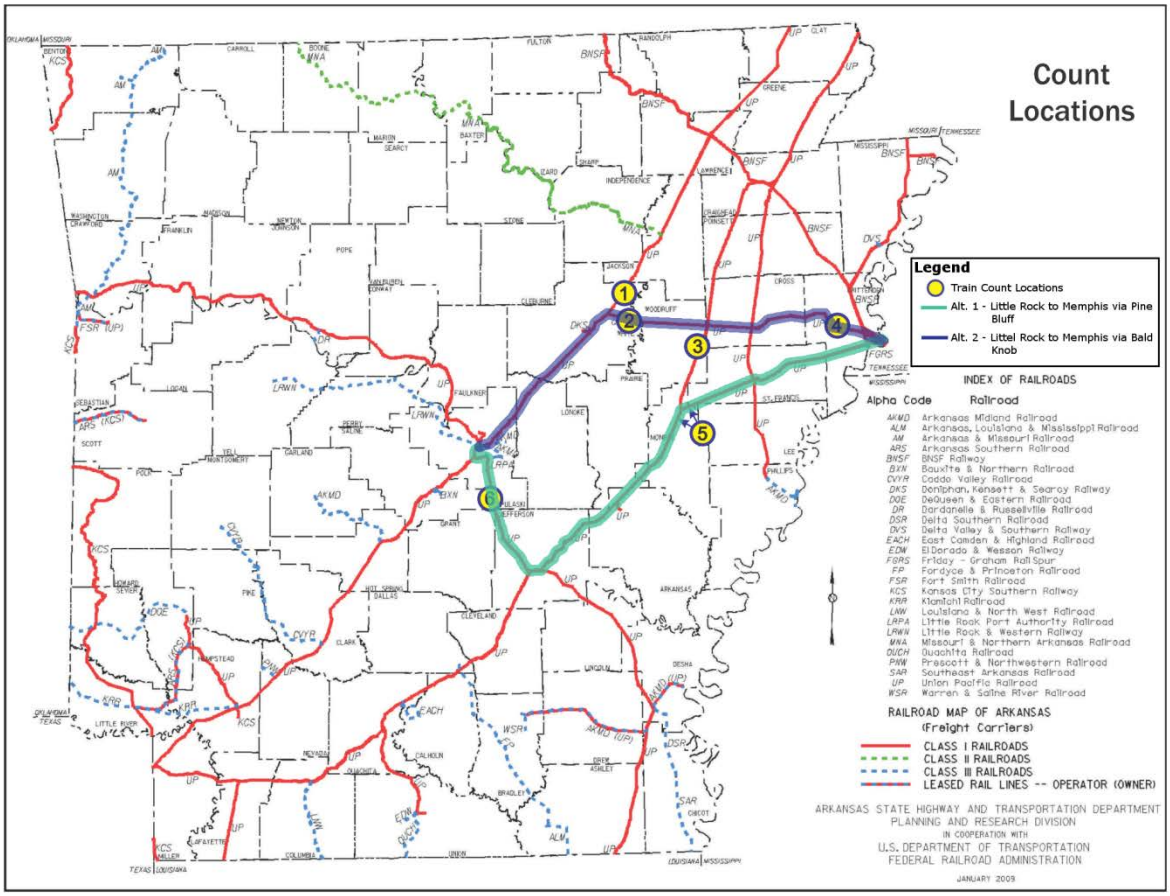
This study has taken the train count approach to collect freight train data. The train data was gathered at six locations listed below, and shown in Figure 2:

- Bald Knob –
  - Hoxie Sub – Location 1
  - Memphis Sub – Location 2
- Jonesboro Sub – Location 3
- West of Marion – Location 4
- Brinkley – Location 5
- White Bluff Sub – Location 6

Freight train data was gathered in the field for 14 hours/day (6AM to 8PM) for 2 weeks through video recording at wayside. Information gathered includes the following and can be found in Appendix A.

- Locomotive number (s)
- Number of cars
- Direction of train

Figure 2 – Train Count Locations



For the Texarkana – Little Rock corridor, no train count data was available. Freight schedules were randomly generated following a Poisson distribution assuming 40 freight trains per day as per the FRA Crossing Inventory Search. In order to match the observed directionality of freight traffic on the Hoxie subdivision, freight traffic on the Texarkana – Little Rock corridor was generated at a ratio of approximately 10 northbound freight trains to every 1 southbound freight train.

Modeled Train Composition and Schedule

Freight Train Assumptions and Limitations

With the video recordings, there is no accurate way to determine whether the cars are loaded or empty. Therefore the study adopts a conservative approach and assumes all freight trains are loaded with an average weight of 70 tons per car. The general modeling approach for freight trains composition is described below:

- Freight Train Composition: Specific number of locomotive(s) + cars indicated in train data
- Locomotive: Assuming C 44-9 (4400 HP)
- Cars: 70 tons per car

Train data collected included 791 train inputs over a 2 week period, with trains varying in size between simply 1 loco up to a train with over 280 cars. Of the two weeks of input data, seven consecutive days

with the most freight traffic were selected to build a more conservative model. Due to the nature of the train data, freight train schedules modeled were based on the following principles:

- All modeled freight trains passed by the train count location according to the recorded time
- Freight trains will generate and terminate from the closest junction point based on the recorded appearance with one exception:
    - If the train data shows that it is reasonable to believe the train went from one train count location to the next (i.e. same train composition within a reasonable amount of time), then the train will go beyond the closest junction point towards the next train count location and terminate at the next junction point.
- Scheduled freight train generation and termination times are based on the calculated travel time.

With the above assumptions, the model assumes no freight trains will dwell on the main line for any switching moves. Based on the lack of train service design detail, operations along the corridor are difficult to model with certainty.

For the Texarkana – Little Rock route, modeled train length was randomly generated following a Normal distribution based on the observed distribution of consists from the train counts. The consists were generated as follows:

- Locomotives:
    - Mean: 2 locomotives
    - Standard deviation: 1 locomotive
    - Minimum: 1 locomotives
    - An additional locomotive was added if the generated consist was found to be underpowered
    - Assuming C 44-9 (4400 HP)
- Cars:
    - Mean: 77 cars
    - Standard deviation: 39 cars
    - Minimum: 0 cars
    - Assuming 70 tons per car

<u>Passenger Trains</u>

Train equipment for the proposed passenger service has been assumed to use the same equipment as Amtrak's Texas Eagle. The passenger train composition is described below:

- Passenger Train Composition:
    - 79 MPH - 1 P42-DC (4250 HP) locomotive + 6 coaches (90 tons per coach)
    - 110 MPH - 2 P42-DC (4250 HP) locomotive + 6 coaches (90 tons per coach)

The length and weight comes to a total of 579 ft & 674 tons for 79 MPH and 648 ft & 808 ft for 110 MPH.

RTC Dispatch Priorities

Trains are dispatched and run based on their specific priority and right of way for the track segment on which they are operating. Train priority in RTC ranges from rank 1 to rank 7, rank 1 being highest priority and rank 7 being lowest priority. The priority ranks acts as a scale in RTC to determine how important it is for a train to be running on time. The following guidelines were used when assigning dispatch rank:

- Rank 1 should only be assigned to commuter trains.

- Rank 2 should be assigned to most or all of the passenger trains in a case.
- Rank 3 can be used for passenger trains that are clearly much lower priority than the rank 2 trains.
- Rank 4 can be used for extremely urgent freight trains, such as UPS.
- Rank 5 and 6 should not be used for most cases; they are available to help with special ranking problems that might arise.
- Rank 7 should be used for most trains. A train type should be considered rank 7 unless proven otherwise.

The following list ranks the priorities that are given to various vehicle types by the model:

- Proposed Passenger Rail – Rank 1
- Freight Train – Rank 7

With passenger trains being highest priority rank and freight trains being the lowest priority, RTC will favor passenger trains and allow them to move along the corridor with minimal disturbance.

Track Alignment and Speed Limits

Track Alignment
Track alignment was based on UPRR's condensed profile drawings, March, 2005. UPRR's condensed profile drawings can be found in Appendix B.

Subdivision Speed
Subdivision speed limits used in the simulation were based on UPRR's timetable #5, July 09, 2012. UPRR's timetable can be found in Appendix C.

Permanent Slow Orders

Permanent slow orders (PSO) used in the simulation were based on UPRR's timetable #5, July 09, 2012. UPRR's timetable can be found in Appendix B and Table 2 shows the existing track speed observed within the study area. In Table 2, PSGR refers to the passenger rail speed limit and FRT refers to the freight rail speed limit. PSOs were reviewed to determine whether they could be removed or lessened with small upgrades. With the aid of the software Google Earth, PSOs were evaluated with the following guidelines:

- Speed restrictions at junction points are to be maintained as is.
- No realignment outside of current right-of-way.
- Apparent track geometry (curvature) related PSOs were assessed by computing the potential for adjusting superelevation; passenger trains to operate at a maximum unbalance of 3". Assume existing freight unbalance of 1".
- Level crossing related PSOs were assessed by complexity of the crossing via images from Google Earth. Complex level crossings were maintained as is while minor crossing upgrades were applied to PSOs deemed as removable or mitigable. Crossing upgrades may include but not limited to lengthening track circuits, implementing or upgrading gate/barrier, implementing constant warning time track circuit, etc.
- Areas of apparent wayside issues such as industrial switching activity were maintained as is.

Table 2 – Existing Track Speed

Subdivision	Mile Point of PSO		Subdivision Speed (mph)		PSO Speed (mph)	
	Start	End	PSGR	FRT	PSGR	FRT
Brinkley	8.2	8.3	60		15+	
	42.5	45.0			35	
Jonesboro	214.7	215.1	70		25	
	215.1	220.4			55	
	232.5	234.0			40+	
	242.6	242.8			50	
	246.0	246.5			55	
	255.7	256.3	60		50	
	258.2	258.5			50	
	260.9	263.2			30	
White Bluff	311.1	311.5	60		50	
	329.0	332.2			50	
Memphis	370.0	(X)	60		40	
	346.4	345.5			50	
	336.1	334.8			50	
	334.8	333.3			40	
	299.1	298.6			40	
	298.6	298.2			25	
Hoxie	292.1	292.7	75	70	60	60
	292.7	293.1			50	50
	294.1	294.6			70	60
	322.4	323.6			65	60
	333.2	333.5			60	60

The summary of PSO locations which could potentially be removed or lessened can be found in the results section of the report.

PSOs were not evaluated for the Little Rock subdivision which includes the Texarkana – Little Rock corridor.

RTC Modeling Methodology Applied to the Study

The RTC modeling effort included four cases to assess the impacts of the proposed passenger service on existing and proposed infrastructure.

Case 1: Existing Freight Traffic with Existing Infrastructure

The purpose of case 1 is to establish the existing freight schedule according to the recorded train arrival times and measure the existing freight train performance.

Based on UPRR's track charts and timetables, the existing track alignment, speed limits, PSO, signal locations were modeled accordingly. Signal logic was assumed to be a fixed block system with at least 2 blocks for train braking. The existing freight trains were modeled according to the collected field data. Of the two weeks of input data, seven consecutive days with the most freight traffic were selected to build a more conservative model. As described in previous sections, the video recordings only captured freight trains between 6AM – 8PM; therefore the simulation period was one week with trains running only during the daytime.

Case 2a, b, c, d: Existing Freight Traffic + Passenger Service with Existing Infrastructure

The purpose of Case 2 options is to determine the impact of the passenger service with no infrastructure improvement.

The Case 2 options introduce the proposed passenger service with two daily round trips running at morning and evening peak hours. Based on the ridership forecasts, the peak hour departure times were provided a one hour range variable:

- 7:30AM – 8:30AM for morning peak hour
- 4:30PM – 5:30PM for evening peak hour

These were then provided as an input variable in order to determine the optimum time of departure based on the least impact on route capacity. Specific departure times for both peak periods were developed and are described in the results section of this report.

Through Case 2a – 2d, the impacts of the various proposed passenger services were assessed. The various Case 2 options include Alternative 1 & 2 with target speed of 79 MPH and 110 MPH respectively.

Case 3a, b, c, d: Existing Freight Traffic + Passenger Service with Additional Infrastructure

The purpose of Case 3 options is to determine the required infrastructure for the added passenger service while bringing up the freight performance back to Case 1 performance level.

Some infrastructure upgrades have been predetermined as required and are described below:

- Removing or improving current PSOs that require small infrastructure upgrades or alterations. The list of suggested PSOs to be removed or lessened can be found in the results section.

With passenger trains stopping at the Memphis Central Station and the Little Rock Union Station, it is assumed passenger trains will be dwelling off the mainline track at the terminal stations. However, passenger trains will be sitting on the mainline track at intermediate stations such as Pine Bluff and Bald Knob. When either passenger and/or freight performance criteria were not met, infrastructure upgrades were provided including but not limited to additional sidings, speed limit increases, switch upgrades, additional track, additional signals, etc. The required infrastructure upgrades can be found in the results section.

Case 4a, b, c, d: Existing Freight Traffic + Passenger Service with Limited Infrastructure Upgrades

The purpose of Case 4 is to determine the effect of limited infrastructure improvements on freight performance and passenger service. In this case, freight performance was expected to show slight improvement over Case 2, but not necessarily return to Case 1 performance level.

The following infrastructure upgrades were used:

- For 79 MPH service, no sidings were upgraded and no extra mainline track was added. Only crossings and superelevations were improved to the same degree as the 79 MPH service in Case 3.
- For 110 MPH service, only the infrastructure additions and improvements for the 79 MPH service in Case 3 were used.

RTC Result Evaluation Criteria

In order to determine the impacts of the proposed passenger service, the simulation results were evaluated based on the following level of service measurement:

- Freight train performance: Delay minutes per 100 freight train miles. The study measured the freight performance in the freight only simulation case and compared with the Freight + Proposed Passenger case. The delay minutes per 100 freight train miles value will be discussed in the results section of the report.
- Passenger train performance: On time performance (OTP) with a 6 min OTP threshold. For passenger train performance, the study has adopted a 90% OTP as an acceptable level of service.

3 SIMULATION RESULTS

Permanent Slow Order Review

According to the PSO review criteria described in previous sections, the PSOs have been evaluated and Table 3 summarizes the PSOs that could potentially be removed or lessened. PSOs with no suggested PSO speed means it would be difficult and/or costly to improve.

Table 3 – Potential Removal or Lessening of PSOs

Alternative	Subdivision	Mile Point of PSO		Subdivision Speed (mph)	PSO Speed (mph)		Suggested PSO Speed (Proposed 79 MPH Passenger Service)		Suggested PSO Speed (Proposed 110 MPH Passenger Service)	
		Start	End	FRT	PSGR	FRT	PSGR[1]	FRT[1]	PSGR[1]	FRT[1]
1	Brinkley	8.2	8.3	60	15+		-	-	-	-
		42.5	45.0		35		45 MPH	-	45 MPH	-
	Jonesboro	214.7	215.1	70	25		-	-	-	-
		215.1	220.4		55		70 MPH	-	70 MPH	-
		232.5	234.0		40+		-	-	-	-
		242.6	242.8		50		70 MPH	-	70 MPH	-
		246.0	246.5		55		-	-	-	-
		255.7	256.3	60	50		70 MPH	-	70 MPH	-
		258.2	258.5		50		-	-	-	-
		260.9	263.2		30		45 MPH	-	45 MPH	-

Alternative	Subdivision	Mile Point of PSO		Subdivision Speed (mph)	PSO Speed (mph)		Suggested PSO Speed (Proposed 79 MPH Passenger Service)		Suggested PSO Speed (Proposed 110 MPH Passenger Service)	
	White Bluff	311.1	311.5	60	50		-	-	-	-
		329.0	332.2		50		-	-	-	-
2	**Memphis**	370.0	(X)	60	40		-	-	-	-
		346.4	345.5		50		-	-	-	-
		336.1	334.8		50		-	-	-	-
		334.8	333.3		40		50 MPH	-	50 MPH	-
		299.1	298.6		40		-	-	-	-
		298.6	298.2		25		-	-	-	-
	Hoxie	292.1	292.7	70	60	60	Remove	Remove	80 MPH	70 MPH
		292.7	293.1		50	50	-	-	-	-
		294.1	294.6		70	60	-	-	-	-
		322.4	323.6		65	60	Remove	Remove	80 MPH	70 MPH
		333.2	333.5		60	60	70 MPH	-	70 MPH	-

1. PSOs with no suggested PSO speed means it would probably be difficult and/or costly to improve and therefore no change is indicated in this table.

Superelevation and crossing upgrades deemed necessary to reach the suggested PSO speeds were incorporated into the list of suggested infrastructure changes.

PSOs were not evaluated for the Little Rock subdivision which includes the Texarkana – Little Rock corridor.

Case Results – Train Performance

The simulation results for the Little Rock – Memphis corridor are shown in Table 4 and Table 5 for Alternative 1 and 2, respectively. The freight performance baseline determined in Case 1 is 6.10 minutes of delay per 100 train miles on the Alternative 1 route and 2.10 minutes of delay per 100 train miles on the Alternative 2 route. As observed from the Case 2 options results, Alternative 1's performance level for both freight and passenger trains dropped significantly below the acceptable range. It would require a tremendous amount of infrastructure upgrades to bring the performance back to an acceptable level; therefore Alternative 1 was not considered for Case 3 and 4 in order to reduce simulation effort.

Table 4 – Simulation Results for Little Rock – Memphis Corridor via Pine Bluff (7 days)

		Freight only	Freight and Passenger	
		Case 1 (Current)	Case 2a (79 MPH)	Case 2b (110 MPH)
Freight	Delay (min per 100 train miles)	**6.10**	12.99	12.33
	Train Count	**190**	190	190
Passenger	OTP (%)	**n/a**	42.9	35.7
	Train Count	**0**	28	28
	Avg Travel Time (hour)	**n/a**	3.82	3.43

Table 5: Simulation Results for Little Rock – Memphis Corridor via Bald Knob (7 days)

		Freight Only	Freight and Passenger	
		Case 1 (Current)	Case 2c (79 MPH)	Case 2d (110 MPH)
Freight	Delay (min per 100 train miles)	**2.10**	5.78	2.83
	Train Count	**151**	151	151
Passenger	OTP%	**n/a**	96.4	75.0
	Train Count	**0**	28	28
	Avg Travel Time (hh:mm)	**n/a**	2:55	2:37
		Case 1 (Current)	Case 3c (79 MPH)	Case 3d (110 MPH)
Freight	Delay (min per 100 train miles)	**2.10**	2.59	1.81
	Train Count	**151**	151	151
Passenger	OTP (%)	**n/a**	96.4	92.9
	Train Count	**0**	28	28
	Avg Travel Time (hh:mm)	**n/a**	2:53	2:33
		Case 1 (Current)	Case 4c (79 MPH)	Case 4d (110 MPH)
Freight	Delay (min per 100 train miles)	**2.10**	5.74	2.30
	Train Count	**151**	151	151
Passenger	OTP (%)	**n/a**	96.4	78.6
	Train Count	**0**	28	28
	Avg Travel Time (hh:mm)	**n/a**	2:55	2:35

The above simulation results were achieved with the following passenger train departure times:

- Alternative 1
  - Little Rock – 7:55 AM and 4:55 PM
  - Memphis – 8:20 AM and 5:20 PM
- Alternative 2
  - Little Rock – 8:00 AM and 5:00 PM
  - Memphis – 8:30 AM and 5:30 PM

The simulation results for the Texarkana – Little Rock corridor are shown in Table 6. The freight performance baseline determined in Case 1 is 22.56 minutes of delay per 100 train miles.

Table 6: Simulation Results for Texarkana - Little Rock (7 days)

		Freight Only	Freight and Passenger	
		Case 1 (Current)	Case 2a (79 MPH)	Case 2b (110 MPH)
Freight	Delay (min per 100 train miles)	**22.56**	31.0	29.45
	Train Count	**273**	273	273
Passenger	OTP%	**n/a**	96.4	92.9
	Train Count	**0**	28	28
	Avg Travel Time (hh:mm)	**n/a**	2:26	2:10
		Case 1 (Current)	Case 3a (79 MPH)	Case 3b (110 MPH)
Freight	Delay (min per 100 train miles)	**22.56**	25.11	24.40
	Train Count	**273**	273	273
Passenger	OTP (%)	**n/a**	100.0	92.9
	Train Count	**0**	28	28
	Avg Travel Time (hh:mm)	**n/a**	2:26	2:12

The above simulation results were achieved with the following passenger train departure times:

- Texarkana – 5:34 AM and 3:04 PM
- Little Rock – 8:30 AM and 6:00 PM

The simulation shows that the Texarkana – Little Rock corridor requires double track along the entire corridor in order to keep average freight and passenger OTP at an acceptable level. This is due to the level of freight traffic on the Texarkana – Little Rock corridor.

Partially upgrading to double track on the Texarkana – Little Rock corridor had little effect on the average freight delay. The remaining portions of single track create bottlenecks that prevent freight performance from improving. The only way to significantly improve freight performance is to upgrade the entire Texarkana – Little Rock corridor to double track.

Rail Infrastructure Characteristics

The following list of suggested infrastructure changes was determined from model results to accommodate the proposed passenger service. As described in earlier sections, superelevation upgrades were assumed to be 3" unbalanced for a passenger train and 1" unbalanced for a freight train. Crossing upgrades generally include but are not limited to lengthening track circuits, implementing, or upgrading

gate/barrier, implementing constant warning time track circuit, etc. For subdivision upgrade to 110 MPH, typical upgrades include but not limited to new crossties, ballast, surfacing, new rail, etc. A further study is recommended to investigate the existing track condition to accurately quantify the upgrade details.

For Little Rock – Memphis corridor:

- Case 1: Existing infrastructure profiled in the UPRR track chart – No changes.
- Case 2a & c: Upgrading overall passenger train speed limit to 79 MPH within the corridor.
- Case 2b & d: Upgrading overall passenger train speed limit to 110 MPH within the corridor.
- Case 3c: The following infrastructure improvements were included:
    - Upgrading superelevation for 4 curves between Mile Post 333.3 – 334.8 in Hoxie Subdivision.
    - Crossing upgrade at Mile Post 333.93 and 334.60 in Memphis Subdivision.
    - Extend siding between Mile Post 345.2 – 347.5 in Memphis Subdivision.
    - New 2nd main track between Mile Post 349.1 – 359.6 in Memphis Subdivision.
    - Connect siding between Mile Post 361.5 – 363.6 in Memphis Subdivision.
    - Upgrading siding speed limit to 30 MPH between Mile Post 363.6 – 369 in Memphis Subdivision.
    - Upgrading superelevation for 1 curve between Mile Post 333.2 – 333.5 in Hoxie Subdivision.
    - Crossing upgrades at Mile Post 292.18, 292.53, 322.8, 322.92, 323.00, 323.06 in Hoxie Subdivision.
- Case 3d: The following infrastructure improvements were included:
    - New 2nd main track between Mile Post 289 – 294.2 in Memphis Subdivision.
    - Upgrading superelevation for 4 curves between Mile Post 333.3 – 334.8 in Hoxie Subdivision.
    - Crossing upgrade at Mile Post 333.93 and 334.60 in Memphis Subdivision.
    - Extend siding between Mile Post 345.2 – 347.5 in Memphis Subdivision.
    - New 2nd main track between Mile Post 349.1 – 359.6 in Memphis Subdivision.
    - Upgrade siding to 2nd main track between Mile Point 359.6 – 361.5 in Memphis Subdivision.
    - New 2nd main track between Mile Post 361.5 – 363.6 in Memphis Subdivision.
    - Upgrade siding to 2nd main track between Mile Post 363.6 – 369 in Memphis Subdivision.
    - Upgrade 6 turnouts to 30 MPH between Mile Post 363.6 – 369 in Memphis Subdivision.
    - Upgrading superelevation for 1 curve between Mile Post 333.2 – 333.5 in Hoxie Subdivision.
    - Crossing upgrades at Mile Post 292.18, 292.53, 322.8, 322.92, 323.00, 323.06 in Hoxie Subdivision.
- Case 4c: The following infrastructure improvements were included:
    - Upgrading superelevation for 4 curves between Mile Post 333.3 – 334.8 in Hoxie Subdivision.
    - Crossing upgrade at Mile Post 333.93 and 334.60 in Memphis Subdivision.
    - Upgrading superelevation for 1 curve between Mile Post 333.2 – 333.5 in Hoxie Subdivision.
    - Crossing upgrades at Mile Post 292.18, 292.53, 322.8, 322.92, 323.00, 323.06 in Hoxie Subdivision.
- Case 4d: The following infrastructure improvements were included:
    - Upgrading superelevation for 4 curves between Mile Post 333.3 – 334.8 in Hoxie Subdivision.
    - Crossing upgrade at Mile Post 333.93 and 334.60 in Memphis Subdivision.
    - Extend siding between Mile Post 345.2 – 347.5 in Memphis Subdivision.
    - New 2nd main track between Mile Post 349.1 – 359.6 in Memphis Subdivision.
    - Connect siding between Mile Post 361.5 – 363.6 in Memphis Subdivision.

    - Upgrading siding speed limit to 30 MPH between Mile Post 363.6 – 369 in Memphis Subdivision.
    - Upgrading superelevation for 1 curve between Mile Post 333.2 – 333.5 in Hoxie Subdivision.
    - Crossing upgrades at Mile Post 292.18, 292.53, 322.8, 322.92, 323.00, 323.06 in Hoxie Subdivision.

For Texarkana – Little Rock Corridor:

- Case 1: Existing infrastructure profiled in the UPRR track chart – No changes.
- Case 2a: Upgrading overall passenger train speed limit to 79 MPH within the corridor.
- Case 2b: Upgrading overall passenger train speed limit to 110 MPH within the corridor.
- Case 3a: The following infrastructure improvements were included:
    - New 2nd main track and upgrade sidings to 2nd main track between Mile Post 370.26 – 422.36 in Little Rock subdivision
    - New 2nd main track and upgrade sidings to 2nd main track between Mile Post 429.30 – 480.41 in Little Rock subdivision
- Case 3b: The following infrastructure improvements were included:
    - New 2nd main track and upgrade sidings to 2nd main track between Mile Post 370.26 – 422.36 in Little Rock subdivision
    - New 2nd main track and upgrade sidings to 2nd main track between Mile Post 429.30 – 480.41 in Little Rock subdivision

Summary of Infrastructure Changes

The summary of the suggested infrastructure changes are listed below:

For Little Rock – Memphis corridor:

- Case 1:
    - No change
- Case 2a & c:
    - Upgrading overall passenger train speed limit to 79 MPH within the corridor
- Case 2b & d:
    - Upgrading overall passenger train speed limit to 110 MPH within the corridor
- Case 3c:
    - 4.4 miles of siding extension (30 MPH)
    - 10.5 miles of 2nd main track (new track)
    - 5.4 miles of siding upgrade (30 MPH)
    - Superelevation upgrade for 5 curves
    - 8 crossing upgrades
    - Upgrading overall passenger train speed limit to 79 MPH within the corridor
- Case 3d:
    - 2.3 miles of siding extension (30 MPH)
    - 17.8 miles of 2nd main track (new track)
    - 7.3 miles of 2nd main track (siding upgrade)
    - Upgrade 6 turnouts to 30 MPH
    - Superelevation upgrade for 5 curves
    - 8 crossing upgrades
    - Upgrading overall passenger train speed limit to 110 MPH within the corridor
- Case 4c:
    - Superelevation upgrade for 5 curves
    - 8 crossing upgrades
    - Upgrading overall passenger train speed limit to 79 MPH within the corridor
- Case 4d:
    - 4.4 miles of siding extension (30 MPH)

    - 10.5 miles of 2nd main track (new track)
    - 5.4 miles of siding upgrade (30 MPH)
    - Superelevation upgrade for 5 curves
    - 8 crossing upgrades
    - Upgrading overall passenger train speed limit to 110 MPH within the corridor

For Texarkana – Little Rock Corridor:

- Case 1:
    - No change
- Case 2a:
    - Upgrading overall passenger train speed limit to 79 MPH within corridor
- Case 2b:
    - Upgrading overall passenger train speed limit to 110 MPH within the corridor
- Case 3a:
    - 78.8 miles of 2nd main track (new track)
    - 24.3 miles of 2nd main track (siding upgrade)
    - Upgrading overall passenger train speed limit to 79 MPH within corridor
- Case 3b:
    - 78.8 miles of 2nd main track (new track)
    - 24.3 miles of 2nd main track (siding upgrade)
    - Upgrading overall passenger train speed limit to 110 MPH within corridor

Recommended Infrastructure Changes

This study recommends the infrastructure changes listed below:

For Little Rock – Memphis corridor:

- 79 MPH service: Additional track was required to reduce freight delays to their original level. However, OTP for passenger service was above the acceptable limit of 90% without additional track. Superelevation and crossing upgrades had a negligible effect on freight delay and passenger OTP. It is therefore recommended that no infrastructure improvements be implemented, as per Case 2c.
- 110 MPH service: With no infrastructure improvements and with limited infrastructure improvements, passenger service OTP was well below the acceptable limit of 90%. It is therefore recommended that full infrastructure improvements be implemented, as per Case 3d.

For Texarkana – Little Rock Corridor:

- 79 MPH service: Double track on the entire Texarkana – Little Rock corridor was required to reduce freight delays to within 3 minutes per 100 train miles of their original level. However, OTP for passenger service was above the acceptable limit of 90% without additional track. It is therefore recommended that no infrastructure improvements be implemented, as per Case 2a.
- 110 MPH service: Double track on the entire Texarkana – Little Rock corridor was require to reduce freight delays to within 2 minutes per 100 train miles of their original level. However, OTP for passenger service was above the acceptable limit of 90% without additional track. It is therefore recommended that no infrastructure improvements be implemented, as per Case 2b.

Appendix A:
Collected Freight Train Data

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/9/2014	6:18:00 AM	NB	STATION #4	2	25
9/9/2014	6:40:00 AM	SB	STATION #5	2	94
9/9/2014	6:51:37 AM	SB	STATION #1	2	0
9/9/2014	6:59:00 AM	SB	STATION #3	3	111
9/9/2014	7:11:00 AM	SB	STATION #3	3	100
9/9/2014	7:23:11 AM	NB	STATION #1	3	105
9/9/2014	7:29:00 AM	SB	STATION #3	2	98
9/9/2014	7:30:00 AM	SB	STATION #5	3	108
9/9/2014	7:44:00 AM	SB	STATION #5	3	100
9/9/2014	7:48:00 AM	NB	STATION #4	2	49
9/9/2014	7:48:00 AM	WB	STATION #2	2	79
9/9/2014	7:57:00 AM	SB	STATION #5	2	98
9/9/2014	8:46:00 AM	SB	STATION #6	7	0
9/9/2014	8:46:00 AM	SB	STATION #3	2	26
9/9/2014	8:58:46 AM	NB	STATION #1	3	128
9/9/2014	9:14:00 AM	SB	STATION #3	2	97
9/9/2014	9:16:00 AM	SB	STATION #5	2	26
9/9/2014	9:17:00 AM	NB	STATION #6	4	134
9/9/2014	9:45:00 AM	SB	STATION #5	2	98
9/9/2014	9:48:00 AM	SB	STATION #6	3	135
9/9/2014	10:25:00 AM	SB	STATION #3	1	0
9/9/2014	10:50:00 AM	SB	STATION #5	1	1
9/9/2014	11:05:05 AM	NB	STATION #1	1	61
9/9/2014	11:14:30 AM	NB	STATION #1	2	10
9/9/2014	11:48:24 AM	NB	STATION #1	2	84
9/9/2014	11:58:00 AM	SB	STATION #3	2	127
9/9/2014	12:18:00 PM	NB	STATION #5	2	14
9/9/2014	12:28:00 PM	SB	STATION #5	2	121
9/9/2014	12:57:00 PM	NB	STATION #3	2	14
9/9/2014	1:07:00 PM	SB	STATION #6	4	75
9/9/2014	1:07:00 PM	SB	STATION #3	2	93
9/9/2014	1:30:00 PM	SWB	STATION #5	1	84
9/9/2014	1:39:00 PM	NB	STATION #6	2	40
9/9/2014	1:39:00 PM	SB	STATION #5	2	92
9/9/2014	1:47:00 PM	SB	STATION #4	2	35
9/9/2014	1:49:30 PM	NB	STATION #1	3	72
9/9/2014	1:52:00 PM	SB	STATION #3	3	93
9/9/2014	1:58:00 PM	SWB	STATION #5	1	103
9/9/2014	2:14:00 PM	SB	STATION #3	2	39
9/9/2014	2:43:00 PM	SB	STATION #5	2	39
9/9/2014	2:48:33 PM	SB	STATION #1	4	118
9/9/2014	2:57:00 PM	NB	STATION #6	2	95
9/9/2014	3:07:41 PM	NB	STATION #1	3	123
9/9/2014	3:17:00 PM	SB	STATION #6	3	92

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/9/2014	3:18:00 PM	WB	STATION #2	2	35
9/9/2014	3:38:50 PM	NB	STATION #1	2	79
9/9/2014	3:49:00 PM	NB	STATION #4	2	115
9/9/2014	3:54:00 PM	NB	STATION #6	3	73
9/9/2014	3:56:00 PM	SB	STATION #3	2	89
9/9/2014	4:07:20 PM	SB	STATION #1	2	106
9/9/2014	4:09:00 PM	EB	STATION #2	3	63
9/9/2014	4:14:00 PM	SB	STATION #6	1	87
9/9/2014	4:25:00 PM	NB	STATION #4	2	23
9/9/2014	4:30:28 PM	NB	STATION #1	1	0
9/9/2014	4:47:00 PM	SB	STATION #5	2	90
9/9/2014	5:20:00 PM	NB	STATION #4	3	63
9/9/2014	5:21:57 PM	NB	STATION #1	1	0
9/9/2014	5:36:00 PM	NB	STATION #6	3	133
9/9/2014	5:49:00 PM	SB	STATION #6	2	43
9/9/2014	5:50:00 PM	EB	STATION #2	3	87
9/9/2014	6:36:00 PM	EB	STATION #2	3	58
9/9/2014	6:38:00 PM	NB	STATION #4	2	31
9/9/2014	7:19:00 PM	SB	STATION #5	3	96
9/9/2014	7:35:00 PM	SB	STATION #4	3	74
9/9/2014	7:44:00 PM	SB	STATION #5	2	96
9/9/2014	7:52:00 PM	SWB	STATION #5	3	73
9/10/2014	6:23:00 AM	SB	STATION #5	3	83
9/10/2014	6:24:00 AM	NB	STATION #4	2	100
9/10/2014	6:34:35 AM	NB	STATION #1	2	113
9/10/2014	6:48:55 AM	NB	STATION #1	2	110
9/10/2014	6:50:00 AM	NB	STATION #6	3	105
9/10/2014	6:52:00 AM	NB	STATION #4	3	126
9/10/2014	7:06:03 AM	NB	STATION #1	2	57
9/10/2014	7:32:00 AM	SB	STATION #6	3	137
9/10/2014	7:36:00 AM	SB	STATION #4	2	107
9/10/2014	7:50:02 AM	NB	STATION #1	2	59
9/10/2014	8:08:00 AM	SB	STATION #3	2	96
9/10/2014	8:22:00 AM	SB	STATION #3	2	27
9/10/2014	8:23:28 AM	NB	STATION #1	2	124
9/10/2014	8:32:00 AM	SB	STATION #4	3	118
9/10/2014	8:34:00 AM	SB	STATION #3	2	26
9/10/2014	8:40:00 AM	SB	STATION #5	2	97
9/10/2014	8:53:00 AM	SB	STATION #5	2	27
9/10/2014	8:55:00 AM	SB	STATION #3	3	127
9/10/2014	8:56:00 AM	EB	STATION #2	2	71
9/10/2014	9:10:42 AM	NB	STATION #1	2	98
9/10/2014	9:25:00 AM	SB	STATION #5	3	126
9/10/2014	9:36:00 AM	SB	STATION #5	2	26

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/10/2014	9:44:43 AM	NB	STATION #1	2	27
9/10/2014	10:02:00 AM	NB	STATION #6	3	109
9/10/2014	10:14:00 AM	SB	STATION #6	7	0
9/10/2014	10:29:00 AM	SB	STATION #5	1	0
9/10/2014	10:48:00 AM	WB	STATION #2	2	114
9/10/2014	10:58:00 AM	NB	STATION #4	2	66
9/10/2014	11:09:00 AM	NB	STATION #4	0	4
9/10/2014	11:21:00 AM	SB	STATION #6	3	106
9/10/2014	11:48:05 AM	SB	STATION #1	2	71
9/10/2014	11:59:00 AM	NB	STATION #6	2	22
9/10/2014	12:29:00 PM	SB	STATION #6	7	85
9/10/2014	12:36:00 PM	SB	STATION #4	4	130
9/10/2014	12:40:00 PM	SWB	STATION #5	1	43
9/10/2014	12:42:00 PM	EB	STATION #2	2	56
9/10/2014	1:01:00 PM	SB	STATION #4	1	0
9/10/2014	1:02:00 PM	SB	STATION #4	1	0
9/10/2014	1:12:00 PM	NB	STATION #6	3	108
9/10/2014	1:26:00 PM	SB	STATION #3	2	135
9/10/2014	1:44:00 PM	SB	STATION #6	2	66
9/10/2014	1:50:00 PM	NB	STATION #5	2	21
9/10/2014	1:59:00 PM	NB	STATION #4	2	56
9/10/2014	2:00:00 PM	SB	STATION #5	2	135
9/10/2014	2:16:00 PM	SB	STATION #6	3	134
9/10/2014	2:32:00 PM	NB	STATION #3	2	21
9/10/2014	2:38:00 PM	SB	STATION #4	1	1
9/10/2014	3:45:00 PM	NB	STATION #6	3	54
9/10/2014	4:39:00 PM	EB	STATION #2	2	62
9/10/2014	4:46:00 PM	SB	STATION #3	2	94
9/10/2014	4:54:00 PM	SB	STATION #3	3	71
9/10/2014	5:11:04 PM	NB	STATION #1	2	105
9/10/2014	5:13:00 PM	SB	STATION #5	2	90
9/10/2014	5:26:00 PM	SB	STATION #5	2	72
9/10/2014	5:27:00 PM	NB	STATION #6	3	104
9/10/2014	5:43:57 PM	NB	STATION #1	3	106
9/10/2014	5:47:00 PM	NB	STATION #4	1	62
9/10/2014	6:19:00 PM	NB	STATION #6	4	138
9/10/2014	6:24:56 PM	NB	STATION #1	2	135
9/10/2014	6:29:00 PM	SB	STATION #3	2	110
9/10/2014	6:52:11 PM	NB	STATION #1	2	109
9/10/2014	6:59:00 PM	SB	STATION #5	2	110
9/11/2014	6:55:00 AM	NB	STATION #4	4	23
9/11/2014	7:04:00 AM	SB	STATION #3	2	98
9/11/2014	7:06:00 AM	SB	STATION #6	2	119
9/11/2014	7:25:00 AM	SB	STATION #3	2	37

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/11/2014	7:33:00 AM	SB	STATION #5	2	96
9/11/2014	7:39:00 AM	SB	STATION #3	2	76
9/11/2014	7:53:00 AM	SB	STATION #5	1	37
9/11/2014	7:56:00 AM	SB	STATION #3	2	23
9/11/2014	8:02:00 AM	SB	STATION #6	3	132
9/11/2014	8:10:00 AM	SB	STATION #5	2	76
9/11/2014	8:25:00 AM	SB	STATION #5	2	23
9/11/2014	8:38:13 AM	NB	STATION #1	2	125
9/11/2014	8:56:00 AM	EB	STATION #2	2	67
9/11/2014	9:12:00 AM	SB	STATION #6	2	64
9/11/2014	9:22:45 AM	SB	STATION #1	3	132
9/11/2014	9:42:00 AM	SB	STATION #4	4	50
9/11/2014	9:45:47 AM	NB	STATION #1	2	73
9/11/2014	10:08:13 AM	NB	STATION #1	2	100
9/11/2014	10:09:00 AM	SB	STATION #3	3	137
9/11/2014	10:11:00 AM	NB	STATION #6	3	93
9/11/2014	10:41:00 AM	SB	STATION #5	3	136
9/11/2014	10:48:00 AM	WB	STATION #2	2	115
9/11/2014	10:52:20 AM	NB	STATION #1	2	52
9/11/2014	11:06:00 AM	SB	STATION #6	5	101
9/11/2014	11:14:17 AM	NB	STATION #1	3	132
9/11/2014	11:18:00 AM	SB	STATION #4	3	67
9/11/2014	12:03:00 PM	NB	STATION #5	2	12
9/11/2014	12:22:00 PM	NB	STATION #4	3	96
9/11/2014	12:43:00 PM	WB	STATION #2	2	75
9/11/2014	12:47:09 PM	NB	STATION #1	2	93
9/11/2014	12:57:00 PM	SWB	STATION #5	1	21
9/11/2014	1:06:00 PM	SB	STATION #3	2	112
9/11/2014	1:56:00 PM	SB	STATION #1	2	51
9/11/2014	1:58:00 PM	NB	STATION #3	2	12
9/11/2014	2:02:00 PM	SB	STATION #5	1	117
9/11/2014	2:04:00 PM	WB	STATION #2	3	50
9/11/2014	2:51:00 PM	NB	STATION #6	2	16
9/11/2014	3:19:00 PM	SB	STATION #3	2	68
9/11/2014	3:20:18 PM	NB	STATION #1	2	116
9/11/2014	3:45:00 PM	SB	STATION #5	2	68
9/11/2014	4:04:00 PM	SB	STATION #3	1	25
9/11/2014	4:18:00 PM	SWB	STATION #5	3	79
9/11/2014	4:48:00 PM	NB	STATION #6	3	125
9/11/2014	5:07:00 PM	SB	STATION #5	1	25
9/11/2014	5:12:00 PM	NB	STATION #6	3	133
9/11/2014	5:19:00 PM	EB	STATION #2	2	107
9/11/2014	5:23:28 PM	NB	STATION #1	2	55
9/11/2014	5:50:00 PM	NWB	STATION #5	1	3

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/11/2014	5:57:50 PM	NB	STATION #1	2	88
9/11/2014	6:25:00 PM	SWB	STATION #5	1	5
9/11/2014	6:38:00 PM	NB	STATION #5	1	5
9/11/2014	6:51:00 PM	NB	STATION #4	2	102
9/11/2014	7:01:00 PM	SB	STATION #5	1	5
9/11/2014	7:28:00 PM	SB	STATION #4	2	105
9/11/2014	7:49:00 PM	SB	STATION #5	2	100
9/11/2014	8:03:00 PM	SWB	STATION #5	2	77
9/12/2014	6:24:00 AM	SB	STATION #3	2	86
9/12/2014	6:39:00 AM	SB	STATION #5	2	92
9/12/2014	6:40:00 AM	EB	STATION #2	5	62
9/12/2014	6:48:00 AM	SB	STATION #3	2	118
9/12/2014	6:52:13 AM	SB	STATION #1	2	96
9/12/2014	6:53:00 AM	SB	STATION #5	2	85
9/12/2014	6:55:00 AM	EB	STATION #2	2	67
9/12/2014	7:12:00 AM	EB	STATION #2	2	16
9/12/2014	7:14:00 AM	SB	STATION #6	7	0
9/12/2014	7:21:45 AM	NB	STATION #1	4	134
9/12/2014	7:30:00 AM	SWB	STATION #5	3	102
9/12/2014	7:42:00 AM	SB	STATION #3	2	66
9/12/2014	7:54:00 AM	SB	STATION #3	3	14
9/12/2014	7:56:00 AM	SB	STATION #5	2	118
9/12/2014	8:12:00 AM	SB	STATION #5	2	66
9/12/2014	8:24:00 AM	SB	STATION #5	3	14
9/12/2014	8:32:00 AM	NB	STATION #4	5	63
9/12/2014	8:35:14 AM	NB	STATION #1	2	107
9/12/2014	8:56:00 AM	SB	STATION #6	2	121
9/12/2014	9:29:00 AM	NB	STATION #6	3	113
9/12/2014	9:43:00 AM	SB	STATION #4	5	123
9/12/2014	9:48:00 AM	SB	STATION #6	6	95
9/12/2014	10:18:00 AM	EB	STATION #2	2	64
9/12/2014	10:40:00 AM	NB	STATION #6	2	2
9/12/2014	11:06:00 AM	NB	STATION #4	2	68
9/12/2014	11:10:00 AM	NB	STATION #6	2	58
9/12/2014	11:36:00 AM	SB	STATION #3	2	90
9/12/2014	11:40:36 AM	NB	STATION #1	2	137
9/12/2014	11:45:00 AM	NB	STATION #6	3	68
9/12/2014	11:54:00 AM	WB	STATION #2	2	69
9/12/2014	12:06:00 PM	SB	STATION #6	3	80
9/12/2014	12:06:00 PM	SB	STATION #5	2	92
9/12/2014	12:12:00 PM	WB	STATION #2	5	122
9/12/2014	12:14:19 PM	SB	STATION #1	2	43
9/12/2014	12:30:00 PM	SB	STATION #4	1	0
9/12/2014	12:33:18 PM	NB	STATION #1	2	134

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/12/2014	12:43:00 PM	NB	STATION #5	2	15
9/12/2014	12:48:00 PM	SWB	STATION #5	1	21
9/12/2014	1:03:05 PM	NB	STATION #1	2	139
9/12/2014	1:12:00 PM	NB	STATION #3	2	34
9/12/2014	1:19:02 PM	NB	STATION #1	3	113
9/12/2014	1:35:00 PM	NB	STATION #4	2	63
9/12/2014	2:28:00 PM	SB	STATION #3	2	59
9/12/2014	2:50:00 PM	NB	STATION #4	2	5
9/12/2014	2:55:00 PM	SB	STATION #5	2	60
9/12/2014	3:05:00 PM	NB	STATION #6	2	69
9/12/2014	3:10:00 PM	NB	STATION #4	2	16
9/12/2014	3:14:00 PM	EB	STATION #2	2	64
9/12/2014	4:44:00 PM	SB	STATION #4	2	7
9/12/2014	4:50:00 PM	EB	STATION #2	3	118
9/12/2014	5:16:00 PM	NB	STATION #4	2	64
9/12/2014	5:22:00 PM	SB	STATION #3	2	107
9/12/2014	5:38:00 PM	SB	STATION #3	4	103
9/12/2014	5:47:00 PM	EB	STATION #2	2	56
9/12/2014	5:53:00 PM	SB	STATION #5	2	107
9/12/2014	5:54:00 PM	SB	STATION #3	2	69
9/12/2014	6:08:00 PM	NB	STATION #4	3	117
9/12/2014	6:09:00 PM	SB	STATION #5	4	105
9/12/2014	6:21:00 PM	SWB	STATION #5	2	58
9/12/2014	6:42:44 PM	NB	STATION #1	3	142
9/12/2014	6:43:00 PM	SB	STATION #5	3	69
9/12/2014	6:57:00 PM	NB	STATION #4	2	56
9/12/2014	7:53:00 PM	SB	STATION #5	2	96
9/13/2014	6:28:00 AM	NB	STATION #4	2	24
9/13/2014	7:05:59 AM	NB	STATION #1	2	104
9/13/2014	7:17:00 AM	WB	STATION #2	2	131
9/13/2014	7:38:00 AM	SB	STATION #3	2	26
9/13/2014	7:44:00 AM	SB	STATION #6	6	0
9/13/2014	7:44:00 AM	SB	STATION #5	1	0
9/13/2014	7:53:00 AM	EB	STATION #2	1	71
9/13/2014	8:07:00 AM	SB	STATION #5	2	22
9/13/2014	8:14:00 AM	EB	STATION #2	2	52
9/13/2014	8:21:00 AM	SB	STATION #3	2	85
9/13/2014	8:30:31 AM	NB	STATION #1	2	107
9/13/2014	8:40:00 AM	SB	STATION #3	2	95
9/13/2014	8:46:00 AM	SB	STATION #5	2	85
9/13/2014	8:51:43 AM	NB	STATION #1	2	127
9/13/2014	8:55:00 AM	SB	STATION #3	2	48
9/13/2014	9:04:00 AM	SB	STATION #3	2	110
9/13/2014	9:09:00 AM	SB	STATION #6	2	38

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/13/2014	9:09:00 AM	SB	STATION #5	2	94
9/13/2014	9:23:00 AM	SB	STATION #5	2	48
9/13/2014	9:23:00 AM	NB	STATION #4	1	69
9/13/2014	9:24:22 AM	NB	STATION #1	1	27
9/13/2014	9:33:00 AM	NB	STATION #4	2	51
9/13/2014	9:35:00 AM	NB	STATION #1	2	75
9/13/2014	9:35:00 AM	SB	STATION #5	2	101
9/13/2014	9:50:00 AM	SB	STATION #3	2	129
9/13/2014	10:22:00 AM	SB	STATION #5	2	121
9/13/2014	10:36:41 AM	NB	STATION #1	2	95
9/13/2014	10:43:00 AM	EB	STATION #2	2	51
9/13/2014	10:57:36 AM	NB	STATION #1	2	69
9/13/2014	11:03:00 AM	SB	STATION #3	2	39
9/13/2014	11:04:00 AM	SB	STATION #6	4	99
9/13/2014	11:25:54 AM	NB	STATION #1	3	100
9/13/2014	11:29:00 AM	SB	STATION #5	2	39
9/13/2014	12:08:00 PM	NB	STATION #4	2	51
9/13/2014	12:26:05 PM	NB	STATION #1	2	61
9/13/2014	12:56:30 PM	SB	STATION #1	2	64
9/13/2014	1:44:00 PM	SB	STATION #3	2	90
9/13/2014	1:55:00 PM	SWB	STATION #5	3	74
9/13/2014	1:55:00 PM	SB	STATION #6	2	9
9/13/2014	2:16:00 PM	SB	STATION #5	2	90
9/13/2014	2:20:30 PM	NB	STATION #1	2	126
9/13/2014	2:26:00 PM	NB	STATION #6	3	66
9/13/2014	3:01:00 PM	SB	STATION #3	2	106
9/13/2014	3:16:00 PM	SB	STATION #4	2	74
9/13/2014	3:32:00 PM	SB	STATION #5	2	106
9/13/2014	3:44:00 PM	SB	STATION #3	2	42
9/13/2014	3:50:40 PM	NB	STATION #1	1	75
9/13/2014	3:53:00 PM	NB	STATION #4	2	31
9/13/2014	4:08:00 PM	NB	STATION #6	2	9
9/13/2014	4:17:18 PM	NB	STATION #1	2	76
9/13/2014	4:21:00 PM	SB	STATION #3	2	93
9/13/2014	4:37:00 PM	WB	STATION #2	2	77
9/13/2014	4:47:00 PM	SB	STATION #5	2	94
9/13/2014	5:00:05 PM	NB	STATION #1	2	82
9/13/2014	5:01:00 PM	SB	STATION #5	1	42
9/13/2014	5:29:00 PM	SWB	STATION #5	1	117
9/13/2014	5:39:00 PM	SB	STATION #6	2	26
9/13/2014	5:41:52 PM	NB	STATION #1	2	85
9/13/2014	6:30:00 PM	SB	STATION #3	2	98
9/13/2014	6:58:00 PM	SB	STATION #5	2	98
9/14/2014	6:00:00 AM	SWB	STATION #5	1	0

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/14/2014	6:25:00 AM	SB	STATION #6	7	0
9/14/2014	6:37:00 AM	NB	STATION #4	3	112
9/14/2014	6:42:00 AM	EB	STATION #2	1	55
9/14/2014	6:55:00 AM	NB	STATION #6	3	107
9/14/2014	7:16:00 AM	SB	STATION #3	2	79
9/14/2014	7:17:00 AM	SB	STATION #6	3	135
9/14/2014	7:24:15 AM	NB	STATION #1	2	60
9/14/2014	7:32:00 AM	SB	STATION #5	2	62
9/14/2014	7:46:00 AM	SB	STATION #5	2	79
9/14/2014	7:51:00 AM	NB	STATION #4	3	131
9/14/2014	8:04:00 AM	SB	STATION #3	1	0
9/14/2014	8:07:38 AM	NB	STATION #1	2	130
9/14/2014	8:15:00 AM	NB	STATION #4	1	55
9/14/2014	8:33:00 AM	SB	STATION #5	1	54
9/14/2014	8:52:00 AM	SB	STATION #3	3	102
9/14/2014	9:05:00 AM	SB	STATION #5	2	103
9/14/2014	9:28:00 AM	SB	STATION #5	4	102
9/14/2014	9:31:00 AM	NB	STATION #6	2	78
9/14/2014	9:42:00 AM	EB	STATION #2	3	104
9/14/2014	9:46:00 AM	SB	STATION #3	3	101
9/14/2014	10:00:00 AM	SB	STATION #3	2	49
9/14/2014	10:04:00 AM	NB	STATION #1	2	121
9/14/2014	10:18:00 AM	SB	STATION #5	3	101
9/14/2014	10:32:00 AM	SB	STATION #5	2	47
9/14/2014	10:49:00 AM	NB	STATION #6	3	132
9/14/2014	10:59:00 AM	NB	STATION #4	2	104
9/14/2014	11:05:40 AM	NB	STATION #1	2	84
9/14/2014	11:14:00 AM	SB	STATION #6	2	96
9/14/2014	11:50:00 AM	SB	STATION #5	1	0
9/14/2014	11:52:00 AM	NB	STATION #1	2	124
9/14/2014	11:53:00 AM	NB	STATION #6	3	109
9/14/2014	12:13:00 PM	NEB	STATION #5	1	0
9/14/2014	12:42:00 PM	SB	STATION #3	2	60
9/14/2014	1:07:00 PM	SB	STATION #5	2	60
9/14/2014	1:11:00 PM	NB	STATION #6	2	93
9/14/2014	2:04:00 PM	EB	STATION #2	3	108
9/14/2014	2:17:35 PM	NB	STATION #1	2	78
9/14/2014	2:41:28 PM	NB	STATION #1	3	109
9/14/2014	2:48:00 PM	NB	STATION #6	2	92
9/14/2014	2:51:23 PM	NB	STATION #1	2	99
9/14/2014	2:56:00 PM	NB	STATION #5	2	43
9/14/2014	2:56:00 PM	SB	STATION #3	2	115
9/14/2014	3:09:00 PM	SB	STATION #3	2	65
9/14/2014	3:22:00 PM	NB	STATION #4	3	108

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/14/2014	3:22:33 PM	NB	STATION #1	2	65
9/14/2014	3:27:00 PM	SB	STATION #5	2	114
9/14/2014	3:40:00 PM	SB	STATION #5	2	65
9/14/2014	3:40:00 PM	SB	STATION #3	2	91
9/14/2014	3:47:00 PM	NB	STATION #6	2	42
9/14/2014	3:50:00 PM	SWB	STATION #5	1	21
9/14/2014	4:04:00 PM	SB	STATION #6	5	96
9/14/2014	4:14:49 PM	NB	STATION #1	3	66
9/14/2014	4:21:00 PM	NB	STATION #3	2	43
9/14/2014	4:30:00 PM	SB	STATION #5	2	91
9/14/2014	4:31:00 PM	NB	STATION #6	4	81
9/14/2014	5:17:00 PM	SB	STATION #3	3	95
9/14/2014	5:19:00 PM	EB	STATION #2	1	38
9/14/2014	5:20:48 PM	NB	STATION #1	3	96
9/14/2014	5:50:00 PM	SB	STATION #5	3	0
9/14/2014	5:58:00 PM	SB	STATION #3	2	64
9/14/2014	6:10:00 PM	EB	STATION #2	2	70
9/14/2014	6:11:00 PM	SWB	STATION #5	4	80
9/14/2014	6:22:00 PM	NB	STATION #4	1	38
9/14/2014	6:28:00 PM	SB	STATION #5	2	64
9/14/2014	6:38:00 PM	NB	STATION #4	2	40
9/14/2014	6:45:52 PM	NB	STATION #1	3	125
9/14/2014	7:08:00 PM	SWB	STATION #5	4	121
9/14/2014	7:40:00 PM	SWB	STATION #5	2	55
9/15/2014	6:02:32 AM	NB	STATION #1	2	0
9/15/2014	6:19:00 AM	SB	STATION #3	5	155
9/15/2014	6:29:00 AM	NB	STATION #6	3	135
9/15/2014	6:36:00 AM	SB	STATION #5	5	95
9/15/2014	6:49:00 AM	SB	STATION #6	3	135
9/15/2014	6:56:00 AM	SB	STATION #5	5	141
9/15/2014	7:27:00 AM	EB	STATION #2	2	85
9/15/2014	7:36:00 AM	SB	STATION #3	1	23
9/15/2014	7:48:00 AM	SB	STATION #6	6	0
9/15/2014	7:56:00 AM	SB	STATION #3	3	110
9/15/2014	8:02:00 AM	SB	STATION #5	1	23
9/15/2014	8:08:00 AM	SB	STATION #3	2	44
9/15/2014	8:12:00 AM	NB	STATION #6	4	106
9/15/2014	8:24:13 AM	NB	STATION #1	3	135
9/15/2014	8:27:00 AM	SB	STATION #5	4	110
9/15/2014	8:41:00 AM	SB	STATION #5	2	44
9/15/2014	9:19:36 AM	NB	STATION #1	2	64
9/15/2014	9:25:00 AM	SB	STATION #3	3	106
9/15/2014	9:54:00 AM	SB	STATION #3	2	68
9/15/2014	9:55:00 AM	SB	STATION #5	2	106

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/15/2014	10:06:00 AM	SB	STATION #3	4	95
9/15/2014	10:06:00 AM	EB	STATION #2	3	122
9/15/2014	10:25:00 AM	SB	STATION #5	2	68
9/15/2014	10:26:00 AM	SB	STATION #3	2	20
9/15/2014	10:37:00 AM	SB	STATION #5	4	97
9/15/2014	10:56:00 AM	SB	STATION #5	2	15
9/15/2014	10:57:00 AM	SB	STATION #6	2	105
9/15/2014	11:54:13 AM	NB	STATION #1	2	94
9/15/2014	12:11:00 PM	WB	STATION #2	2	73
9/15/2014	12:16:00 PM	NB	STATION #6	2	26
9/15/2014	12:23:58 PM	NB	STATION #1	2	72
9/15/2014	12:56:00 PM	SB	STATION #6	4	88
9/15/2014	1:31:00 PM	SWB	STATION #5	1	102
9/15/2014	1:56:00 PM	SB	STATION #3	2	85
9/15/2014	2:15:05 PM	NB	STATION #1	2	129
9/15/2014	2:21:00 PM	SB	STATION #5	2	87
9/15/2014	2:27:00 PM	SWB	STATION #5	2	96
9/15/2014	2:34:00 PM	NB	STATION #6	3	135
9/15/2014	2:38:48 PM	NB	STATION #1	2	64
9/15/2014	3:13:40 PM	NB	STATION #1	3	136
9/15/2014	3:41:00 PM	EB	STATION #2	3	82
9/15/2014	3:52:22 PM	SB	STATION #1	2	59
9/15/2014	3:55:00 PM	NB	STATION #6	6	30
9/15/2014	4:15:00 PM	EB	STATION #2	2	59
9/15/2014	4:34:00 PM	EB	STATION #2	2	102
9/15/2014	4:56:59 PM	NB	STATION #1	4	90
9/15/2014	5:02:00 PM	SB	STATION #3	2	46
9/15/2014	5:24:00 PM	WB	STATION #2	3	105
9/15/2014	5:33:00 PM	SB	STATION #5	2	46
9/15/2014	5:55:40 PM	NB	STATION #1	3	105
9/15/2014	6:00:00 PM	EB	STATION #2	2	47
9/15/2014	6:10:55 PM	NB	STATION #1	2	95
9/15/2014	7:49:00 PM	NB	STATION #5	3	25
9/15/2014	7:56:00 PM	SWB	STATION #5	2	75
9/16/2014	6:45:00 AM	SWB	STATION #5	2	108
9/16/2014	6:47:00 AM	SB	STATION #3	3	38
9/16/2014	7:05:00 AM	SB	STATION #3	2	90
9/16/2014	7:18:00 AM	SB	STATION #5	2	98
9/16/2014	7:26:00 AM	SB	STATION #3	1	47
9/16/2014	7:34:41 AM	NB	STATION #1	2	135
9/16/2014	7:36:00 AM	SB	STATION #5	2	84
9/16/2014	7:40:00 AM	SB	STATION #6	6	0
9/16/2014	7:42:00 AM	SB	STATION #3	2	73
9/16/2014	7:57:00 AM	SB	STATION #5	1	47

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/16/2014	8:13:00 AM	SB	STATION #5	2	97
9/16/2014	8:16:00 AM	SB	STATION #3	2	101
9/16/2014	8:40:59 AM	NB	STATION #1	3	127
9/16/2014	8:46:00 AM	SB	STATION #5	2	101
9/16/2014	8:48:00 AM	WB	STATION #2	2	104
9/16/2014	8:52:00 AM	SB	STATION #3	3	80
9/16/2014	9:21:00 AM	SB	STATION #5	3	80
9/16/2014	9:48:26 AM	NB	STATION #1	2	63
9/16/2014	10:04:00 AM	SWB	STATION #5	2	47
9/16/2014	10:06:02 AM	NB	STATION #1	2	80
9/16/2014	10:40:00 AM	SB	STATION #3	2	64
9/16/2014	10:48:25 AM	NB	STATION #1	4	106
9/16/2014	10:57:00 AM	SB	STATION #3	2	7
9/16/2014	11:09:00 AM	SB	STATION #5	2	64
9/16/2014	11:16:00 AM	WB	STATION #2	2	95
9/16/2014	11:30:00 AM	SB	STATION #6	3	101
9/16/2014	11:31:00 AM	SB	STATION #5	2	7
9/16/2014	11:49:00 AM	SB	STATION #6	5	76
9/16/2014	11:49:50 AM	NB	STATION #1	2	83
9/16/2014	11:54:00 AM	SB	STATION #3	2	85
9/16/2014	12:25:00 PM	SB	STATION #5	2	85
9/16/2014	12:28:00 PM	SB	STATION #6	2	118
9/16/2014	12:58:40 PM	NB	STATION #1	2	81
9/16/2014	1:37:00 PM	NB	STATION #6	2	27
9/16/2014	1:59:00 PM	SB	STATION #5	2	20
9/16/2014	2:00:00 PM	SB	STATION #3	2	50
9/16/2014	2:08:35 PM	SB	STATION #1	2	92
9/16/2014	2:27:00 PM	SB	STATION #5	2	52
9/16/2014	3:09:00 PM	SWB	STATION #5	2	94
9/16/2014	3:14:20 PM	NB	STATION #1	2	137
9/16/2014	3:18:00 PM	NB	STATION #3	2	20
9/16/2014	3:56:16 PM	NB	STATION #1	1	72
9/16/2014	4:31:05 PM	NB	STATION #1	1	67
9/16/2014	5:12:00 PM	NB	STATION #6	2	105
9/16/2014	6:03:00 PM	SB	STATION #6	4	136
9/16/2014	6:53:00 PM	SB	STATION #3	2	92
9/16/2014	7:22:00 PM	SB	STATION #5	2	96
9/16/2014	7:44:00 PM	SWB	STATION #5	2	76
9/16/2014	8:03:00 PM	SB	STATION #5	3	0
9/17/2014	6:31:00 AM	NB	STATION #6	3	136
9/17/2014	6:31:10 AM	NB	STATION #1	2	93
9/17/2014	7:09:07 AM	NB	STATION #1	2	34
9/17/2014	7:28:07 AM	NB	STATION #1	2	101
9/17/2014	7:30:00 AM	SB	STATION #6	3	135

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/17/2014	7:50:00 AM	SB	STATION #3	2	116
9/17/2014	7:54:57 AM	NB	STATION #1	3	85
9/17/2014	8:00:00 AM	SB	STATION #3	2	91
9/17/2014	8:06:00 AM	NB	STATION #6	4	136
9/17/2014	8:09:10 AM	NB	STATION #1	3	109
9/17/2014	8:19:00 AM	SB	STATION #5	2	116
9/17/2014	8:36:00 AM	NB	STATION #6	3	94
9/17/2014	8:38:00 AM	SB	STATION #5	2	92
9/17/2014	8:53:00 AM	NB	STATION #6	2	14
9/17/2014	9:07:00 AM	SWB	STATION #5	5	50
9/17/2014	9:10:50 AM	NB	STATION #1	3	132
9/17/2014	9:28:45 AM	NB	STATION #1	2	64
9/17/2014	9:36:00 AM	SB	STATION #3	2	109
9/17/2014	9:49:00 AM	SB	STATION #3	2	19
9/17/2014	10:21:00 AM	SB	STATION #5	3	109
9/17/2014	10:22:00 AM	NB	STATION #6	2	84
9/17/2014	10:28:25 AM	SB	STATION #1	2	0
9/17/2014	10:32:00 AM	SB	STATION #5	2	19
9/17/2014	10:56:27 AM	NB	STATION #1	4	185
9/17/2014	11:02:00 AM	SB	STATION #6	4	95
9/17/2014	11:08:40 AM	NB	STATION #1	1	54
9/17/2014	12:34:33 PM	SB	STATION #1	2	74
9/17/2014	1:04:00 PM	NB	STATION #6	6	90
9/17/2014	1:24:00 PM	EB	STATION #2	3	125
9/17/2014	1:24:00 PM	SB	STATION #3	2	53
9/17/2014	1:26:00 PM	SB	STATION #6	2	81
9/17/2014	1:36:00 PM	SB	STATION #3	2	88
9/17/2014	1:36:45 PM	NB	STATION #1	3	121
9/17/2014	1:51:00 PM	SB	STATION #5	2	53
9/17/2014	2:07:00 PM	SB	STATION #5	2	94
9/17/2014	2:13:00 PM	SB	STATION #6	7	0
9/17/2014	2:53:00 PM	NB	STATION #6	3	107
9/17/2014	3:39:00 PM	WB	STATION #2	2	50
9/17/2014	4:05:00 PM	NB	STATION #5	2	24
9/17/2014	4:21:00 PM	NEB	STATION #5	1	2
9/17/2014	4:35:00 PM	NB	STATION #3	2	24
9/17/2014	5:04:00 PM	SWB	STATION #5	1	3
9/17/2014	5:07:00 PM	WB	STATION #2	2	87
9/17/2014	5:17:00 PM	SB	STATION #3	2	50
9/17/2014	5:17:00 PM	NB	STATION #5	1	3
9/17/2014	5:27:00 PM	SB	STATION #3	2	40
9/17/2014	5:50:00 PM	SB	STATION #5	2	50
9/17/2014	5:55:00 PM	SB	STATION #5	1	3
9/17/2014	5:59:00 PM	NB	STATION #6	3	135

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/17/2014	6:25:32 PM	NB	STATION #1	2	49
9/17/2014	6:50:49 PM	NB	STATION #1	3	96
9/17/2014	6:53:00 PM	SB	STATION #3	2	111
9/18/2014	6:04:00 AM	SB	STATION #6	5	0
9/18/2014	6:15:25 AM	NB	STATION #1	2	135
9/18/2014	6:30:00 AM	SB	STATION #5	4	133
9/18/2014	6:48:00 AM	SB	STATION #3	4	138
9/18/2014	7:21:00 AM	SB	STATION #5	4	137
9/18/2014	7:24:00 AM	SB	STATION #3	1	50
9/18/2014	7:36:00 AM	SB	STATION #3	3	135
9/18/2014	7:55:00 AM	SB	STATION #5	1	50
9/18/2014	8:07:00 AM	SB	STATION #3	3	103
9/18/2014	8:07:00 AM	SB	STATION #5	3	136
9/18/2014	8:18:55 AM	SB	STATION #1	2	65
9/18/2014	8:23:00 AM	SB	STATION #3	3	134
9/18/2014	8:35:29 AM	NB	STATION #1	3	75
9/18/2014	8:44:50 AM	NB	STATION #1	2	130
9/18/2014	8:45:00 AM	SB	STATION #5	3	103
9/18/2014	8:58:43 AM	SB	STATION #1	2	0
9/18/2014	9:00:00 AM	SB	STATION #5	3	135
9/18/2014	9:12:00 AM	SB	STATION #3	2	60
9/18/2014	9:28:00 AM	SB	STATION #5	2	42
9/18/2014	9:31:00 AM	SB	STATION #3	2	84
9/18/2014	9:36:45 AM	NB	STATION #1	2	69
9/18/2014	9:41:00 AM	SB	STATION #5	2	60
9/18/2014	9:44:00 AM	SB	STATION #3	2	17
9/18/2014	9:49:52 AM	NB	STATION #1	2	40
9/18/2014	10:00:00 AM	SB	STATION #5	2	84
9/18/2014	10:12:00 AM	SB	STATION #5	2	17
9/18/2014	10:29:00 AM	SB	STATION #3	4	85
9/18/2014	10:36:20 AM	NB	STATION #1	2	130
9/18/2014	10:58:00 AM	SB	STATION #5	4	86
9/18/2014	11:02:25 AM	NB	STATION #1	3	140
9/18/2014	11:18:37 AM	NB	STATION #1	2	107
9/18/2014	12:32:28 PM	NB	STATION #1	1	0
9/18/2014	1:08:00 PM	SB	STATION #3	2	68
9/18/2014	1:23:33 PM	SB	STATION #1	1	58
9/18/2014	1:41:00 PM	SB	STATION #5	2	68
9/18/2014	1:45:24 PM	NB	STATION #1	1	60
9/18/2014	1:48:00 PM	SB	STATION #3	3	74
9/18/2014	2:10:00 PM	SB	STATION #3	2	57
9/18/2014	2:15:00 PM	SB	STATION #5	2	72
9/18/2014	2:39:00 PM	SWB	STATION #5	1	23
9/18/2014	2:56:00 PM	SB	STATION #5	2	57

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/18/2014	3:32:00 PM	EB	STATION #2	2	57
9/18/2014	3:50:49 PM	SB	STATION #1	2	0
9/18/2014	4:20:00 PM	NB	STATION #6	2	90
9/18/2014	4:28:48 PM	NB	STATION #1	3	107
9/18/2014	4:33:00 PM	SB	STATION #3	3	80
9/18/2014	4:45:00 PM	SWB	STATION #5	2	68
9/18/2014	4:54:00 PM	SB	STATION #6	5	89
9/18/2014	5:28:00 PM	NB	STATION #6	2	106
9/18/2014	6:12:34 PM	NB	STATION #1	2	125
9/18/2014	6:23:27 PM	NB	STATION #1	1	71
9/18/2014	6:52:00 PM	NB	STATION #3	2	23
9/18/2014	6:56:05 PM	NB	STATION #1	2	120
9/19/2014	6:02:00 AM	SB	STATION #5	2	116
9/19/2014	6:24:00 AM	SB	STATION #5	2	69
9/19/2014	6:31:00 AM	SB	STATION #6	2	100
9/19/2014	6:51:00 AM	NB	STATION #1	1	76
9/19/2014	7:14:00 AM	SB	STATION #6	3	104
9/19/2014	7:33:00 AM	SB	STATION #3	2	89
9/19/2014	7:34:00 AM	EB	STATION #2	5	60
9/19/2014	7:45:00 AM	SB	STATION #3	2	58
9/19/2014	8:02:00 AM	SB	STATION #3	2	91
9/19/2014	8:04:00 AM	SB	STATION #5	2	89
9/19/2014	8:13:00 AM	SB	STATION #5	3	97
9/19/2014	8:17:00 AM	SB	STATION #5	2	58
9/19/2014	8:23:00 AM	SB	STATION #3	2	19
9/19/2014	8:27:15 AM	NB	STATION #1	6	141
9/19/2014	8:38:00 AM	SB	STATION #3	2	52
9/19/2014	8:50:28 AM	NB	STATION #1	1	64
9/19/2014	8:51:00 AM	SB	STATION #5	2	19
9/19/2014	9:09:00 AM	EB	STATION #2	3	120
9/19/2014	9:09:00 AM	SB	STATION #5	2	77
9/19/2014	9:32:00 AM	EB	STATION #2	2	83
9/19/2014	9:41:44 AM	NB	STATION #1	2	46
9/19/2014	10:41:24 AM	SB	STATION #1	2	64
9/19/2014	11:00:00 AM	SB	STATION #3	2	116
9/19/2014	11:22:55 AM	SB	STATION #1	2	78
9/19/2014	11:40:35 AM	NB	STATION #1	3	119
9/19/2014	11:52:56 AM	NB	STATION #1	3	101
9/19/2014	1:43:00 PM	SB	STATION #3	2	67
9/19/2014	1:55:00 PM	SB	STATION #3	2	104
9/19/2014	2:03:00 PM	NB	STATION #6	3	135
9/19/2014	2:07:00 PM	SB	STATION #3	2	61
9/19/2014	2:08:00 PM	SB	STATION #5	2	67
9/19/2014	2:09:17 PM	SB	STATION #1	2	104

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/19/2014	2:09:17 PM	SB	STATION #1	2	104
9/19/2014	2:25:00 PM	SB	STATION #5	2	104
9/19/2014	2:26:13 PM	NB	STATION #1	1	48
9/19/2014	2:36:01 PM	NB	STATION #1	1	36
9/19/2014	2:37:00 PM	SB	STATION #3	2	15
9/19/2014	2:39:00 PM	SB	STATION #5	1	61
9/19/2014	2:49:00 PM	WB	STATION #2	2	58
9/19/2014	2:57:00 PM	SWB	STATION #5	1	18
9/19/2014	4:33:33 PM	NB	STATION #1	2	126
9/19/2014	4:43:00 PM	NB	STATION #6	4	109
9/19/2014	4:44:59 PM	NB	STATION #1	2	0
9/19/2014	5:04:00 PM	SB	STATION #6	4	97
9/19/2014	5:34:00 PM	SB	STATION #6	2	106
9/19/2014	5:51:00 PM	WB	STATION #2	2	70
9/19/2014	6:11:00 PM	WB	STATION #2	4	0
9/19/2014	6:15:00 PM	SB	STATION #3	4	147
9/19/2014	6:36:00 PM	SB	STATION #3	3	131
9/20/2014	6:16:00 AM	SB	STATION #6	3	134
9/20/2014	6:25:00 AM	NB	STATION #6	2	90
9/20/2014	6:32:00 AM	NB	STATION #4	3	102
9/20/2014	6:32:00 AM	SB	STATION #5	2	63
9/20/2014	6:42:35 AM	NB	STATION #1	2	100
9/20/2014	6:53:20 AM	NB	STATION #1	2	82
9/20/2014	7:47:00 AM	NB	STATION #6	3	108
9/20/2014	7:56:00 AM	SB	STATION #3	2	95
9/20/2014	7:56:44 AM	NB	STATION #1	3	84
9/20/2014	8:08:00 AM	SB	STATION #3	2	96
9/20/2014	8:23:00 AM	SB	STATION #5	2	95
9/20/2014	8:30:00 AM	SB	STATION #3	5	122
9/20/2014	8:35:00 AM	SB	STATION #6	1	18
9/20/2014	8:37:00 AM	SB	STATION #5	2	86
9/20/2014	8:42:00 AM	SB	STATION #3	2	48
9/20/2014	8:54:00 AM	SB	STATION #3	3	48
9/20/2014	9:02:00 AM	SB	STATION #5	5	122
9/20/2014	9:03:00 AM	NB	STATION #6	1	36
9/20/2014	9:08:30 AM	NB	STATION #1	2	94
9/20/2014	9:15:00 AM	SB	STATION #5	2	38
9/20/2014	9:20:00 AM	NB	STATION #6	2	60
9/20/2014	9:22:55 AM	NB	STATION #1	2	45
9/20/2014	9:28:00 AM	SB	STATION #5	3	48
9/20/2014	10:19:00 AM	SB	STATION #6	5	0
9/20/2014	10:31:00 AM	SB	STATION #3	2	95
9/20/2014	10:44:00 AM	NB	STATION #6	3	98
9/20/2014	10:45:30 AM	NB	STATION #1	3	108

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/20/2014	11:03:00 AM	NB	STATION #6	3	144
9/20/2014	11:03:00 AM	SB	STATION #5	2	95
9/20/2014	11:28:08 AM	SB	STATION #1	2	91
9/20/2014	11:44:12 AM	NB	STATION #1	2	109
9/20/2014	11:52:00 AM	SB	STATION #3	2	282
9/20/2014	12:05:16 PM	NB	STATION #1	2	71
9/20/2014	12:11:00 PM	NB	STATION #6	3	131
9/20/2014	12:21:00 PM	SB	STATION #5	2	85
9/20/2014	12:44:00 PM	SWB	STATION #5	3	111
9/20/2014	1:16:00 PM	EB	STATION #2	4	48
9/20/2014	1:41:22 PM	EB	STATION #2	2	72
9/20/2014	1:52:36 PM	NB	STATION #1	3	98
9/20/2014	2:27:00 PM	EB	STATION #2	2	101
9/20/2014	2:32:00 PM	SB	STATION #3	2	91
9/20/2014	2:53:00 PM	SB	STATION #3	4	137
9/20/2014	3:01:00 PM	SB	STATION #5	2	91
9/20/2014	3:16:51 PM	NB	STATION #1	4	126
9/20/2014	3:26:00 PM	SB	STATION #3	2	77
9/20/2014	3:33:31 PM	NB	STATION #1	1	51
9/20/2014	3:45:23 PM	NB	STATION #1	1	51
9/20/2014	3:50:00 PM	SB	STATION #3	3	187
9/20/2014	3:52:00 PM	SB	STATION #5	2	77
9/20/2014	4:00:00 PM	SB	STATION #3	2	69
9/20/2014	4:06:00 PM	SB	STATION #5	5	138
9/20/2014	4:20:00 PM	WB	STATION #2	3	64
9/20/2014	4:21:00 PM	SB	STATION #5	4	110
9/20/2014	4:25:00 PM	SB	STATION #3	3	109
9/20/2014	4:35:00 PM	SB	STATION #5	2	69
9/20/2014	4:57:00 PM	SB	STATION #5	3	109
9/20/2014	5:23:07 PM	NB	STATION #1	2	110
9/20/2014	5:33:00 PM	NB	STATION #6	2	101
9/20/2014	5:54:00 PM	SWB	STATION #5	4	79
9/20/2014	5:59:00 PM	NB	STATION #6	4	104
9/20/2014	5:59:00 PM	WB	STATION #2	2	77
9/20/2014	6:27:00 PM	SB	STATION #3	2	29
9/20/2014	6:55:17 PM	NB	STATION #1	2	38
9/21/2014	6:14:25 AM	NB	STATION #1	2	0
9/21/2014	6:21:00 AM	SB	STATION #5	3	86
9/21/2014	6:34:58 AM	NB	STATION #1	2	75
9/21/2014	6:57:00 AM	NB	STATION #6	2	57
9/21/2014	7:43:00 AM	SB	STATION #3	2	27
9/21/2014	7:47:39 AM	NB	STATION #1	4	84
9/21/2014	7:53:00 AM	SB	STATION #3	2	50
9/21/2014	8:05:00 AM	SB	STATION #3	2	81

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/21/2014	8:09:00 AM	SB	STATION #5	2	27
9/21/2014	8:19:00 AM	SB	STATION #3	3	125
9/21/2014	8:20:00 AM	SB	STATION #6	7	0
9/21/2014	8:21:00 AM	SB	STATION #5	2	51
9/21/2014	8:27:20 AM	NB	STATION #1	3	104
9/21/2014	8:36:00 AM	SB	STATION #5	2	81
9/21/2014	8:45:00 AM	SB	STATION #6	2	74
9/21/2014	8:47:00 AM	SB	STATION #3	2	84
9/21/2014	8:51:00 AM	SB	STATION #5	4	124
9/21/2014	8:58:00 AM	SB	STATION #3	2	50
9/21/2014	9:04:00 AM	NB	STATION #4	3	35
9/21/2014	9:11:00 AM	SB	STATION #3	2	49
9/21/2014	9:19:00 AM	SB	STATION #5	2	84
9/21/2014	9:32:00 AM	SB	STATION #5	2	51
9/21/2014	9:43:00 AM	SB	STATION #5	2	49
9/21/2014	9:48:20 AM	NB	STATION #1	3	112
9/21/2014	10:05:00 AM	EB	STATION #2	2	69
9/21/2014	10:06:00 AM	SB	STATION #3	2	84
9/21/2014	10:22:00 AM	NB	STATION #6	1	1
9/21/2014	10:36:00 AM	SB	STATION #5	2	83
9/21/2014	10:44:00 AM	SB	STATION #6	3	134
9/21/2014	11:01:16 AM	NB	STATION #1	2	104
9/21/2014	11:17:00 AM	NB	STATION #4	2	69
9/21/2014	11:17:53 AM	NB	STATION #1	2	91
9/21/2014	11:35:00 AM	SB	STATION #3	2	95
9/21/2014	11:54:00 AM	SB	STATION #6	2	77
9/21/2014	12:20:00 PM	SB	STATION #5	2	96
9/21/2014	12:20:00 PM	SWB	STATION #5	1	43
9/21/2014	12:46:55 PM	NB	STATION #1	2	96
9/21/2014	1:01:00 PM	SB	STATION #3	3	107
9/21/2014	1:03:00 PM	EB	STATION #2	1	51
9/21/2014	1:31:00 PM	SB	STATION #3	2	76
9/21/2014	1:33:00 PM	SB	STATION #5	3	97
9/21/2014	1:41:00 PM	SB	STATION #3	2	49
9/21/2014	1:55:00 PM	SB	STATION #3	2	103
9/21/2014	1:57:00 PM	SB	STATION #5	2	75
9/21/2014	2:06:00 PM	NB	STATION #4	1	52
9/21/2014	2:14:00 PM	SB	STATION #5	2	49
9/21/2014	2:23:00 PM	SB	STATION #3	2	100
9/21/2014	2:28:00 PM	EB	STATION #2	2	71
9/21/2014	2:31:00 PM	SB	STATION #5	2	103
9/21/2014	2:46:00 PM	SWB	STATION #5	1	75
9/21/2014	2:49:00 PM	NB	STATION #6	3	69
9/21/2014	2:53:00 PM	EB	STATION #2	2	100

Event Date	Event Time	Direction	Departure Station	# of Locomotives	# of Cars
9/21/2014	2:57:00 PM	SB	STATION #5	3	100
9/21/2014	3:04:00 PM	SB	STATION #4	2	118
9/21/2014	3:05:03 PM	NB	STATION #1	2	122
9/21/2014	3:10:00 PM	SB	STATION #6	6	106
9/21/2014	3:42:00 PM	NB	STATION #4	2	71
9/21/2014	4:07:00 PM	NB	STATION #5	3	27
9/21/2014	4:20:00 PM	SWB	STATION #5	2	79
9/21/2014	4:26:31 PM	NB	STATION #1	3	120
9/21/2014	4:28:00 PM	NB	STATION #4	2	100
9/21/2014	4:34:00 PM	NB	STATION #3	3	28
9/21/2014	4:41:00 PM	NB	STATION #6	3	104
9/21/2014	4:46:00 PM	WB	STATION #2	2	118
9/21/2014	5:09:00 PM	SB	STATION #5	3	76
9/21/2014	5:31:35 PM	NB	STATION #1	2	113
9/21/2014	5:42:43 PM	NB	STATION #1	4	97
9/21/2014	6:55:10 PM	SB	STATION #1	2	81
9/21/2014	6:59:00 PM	SB	STATION #3	3	151
9/21/2014	7:02:00 PM	NB	STATION #4	2	45
9/22/2014	6:41:00 AM	SB	STATION #5	2	33
9/22/2014	6:46:00 AM	SB	STATION #3	2	114
9/22/2014	7:10:00 AM	SB	STATION #6	7	0
9/22/2014	7:15:00 AM	SB	STATION #5	2	113
9/22/2014	7:35:00 AM	SB	STATION #3	1	46
9/22/2014	7:47:00 AM	NB	STATION #6	1	0
9/22/2014	7:50:00 AM	SB	STATION #3	2	65
9/22/2014	8:04:00 AM	SB	STATION #5	1	46
9/22/2014	8:07:00 AM	SB	STATION #3	3	120
9/22/2014	8:27:00 AM	SB	STATION #3	2	54
9/22/2014	8:37:00 AM	NB	STATION #6	3	104
9/22/2014	8:40:00 AM	SB	STATION #5	3	120
9/22/2014	8:57:00 AM	SB	STATION #5	2	65
9/22/2014	9:00:00 AM	SB	STATION #3	3	110
9/22/2014	9:13:00 AM	SB	STATION #5	2	54
9/22/2014	9:30:00 AM	SB	STATION #5	3	110
9/22/2014	9:32:00 AM	SB	STATION #3	3	97
9/22/2014	9:51:00 AM	SB	STATION #3	2	53
9/22/2014	10:04:00 AM	SB	STATION #3	3	12
9/22/2014	11:07:00 AM	SB	STATION #3	3	100
9/22/2014	11:11:00 AM	NB	STATION #6	2	64
9/22/2014	1:18:27 PM	NB	STATION #1	3	105
9/22/2014	1:50:00 PM	NB	STATION #6	2	114
9/22/2014	3:26:33 PM	NB	STATION #1	2	147
9/22/2014	3:38:00 PM	EB	STATION #2	1	49

Appendix B:
Union Pacific Railroad Condensed Profiles

UNION PACIFIC RAILROAD

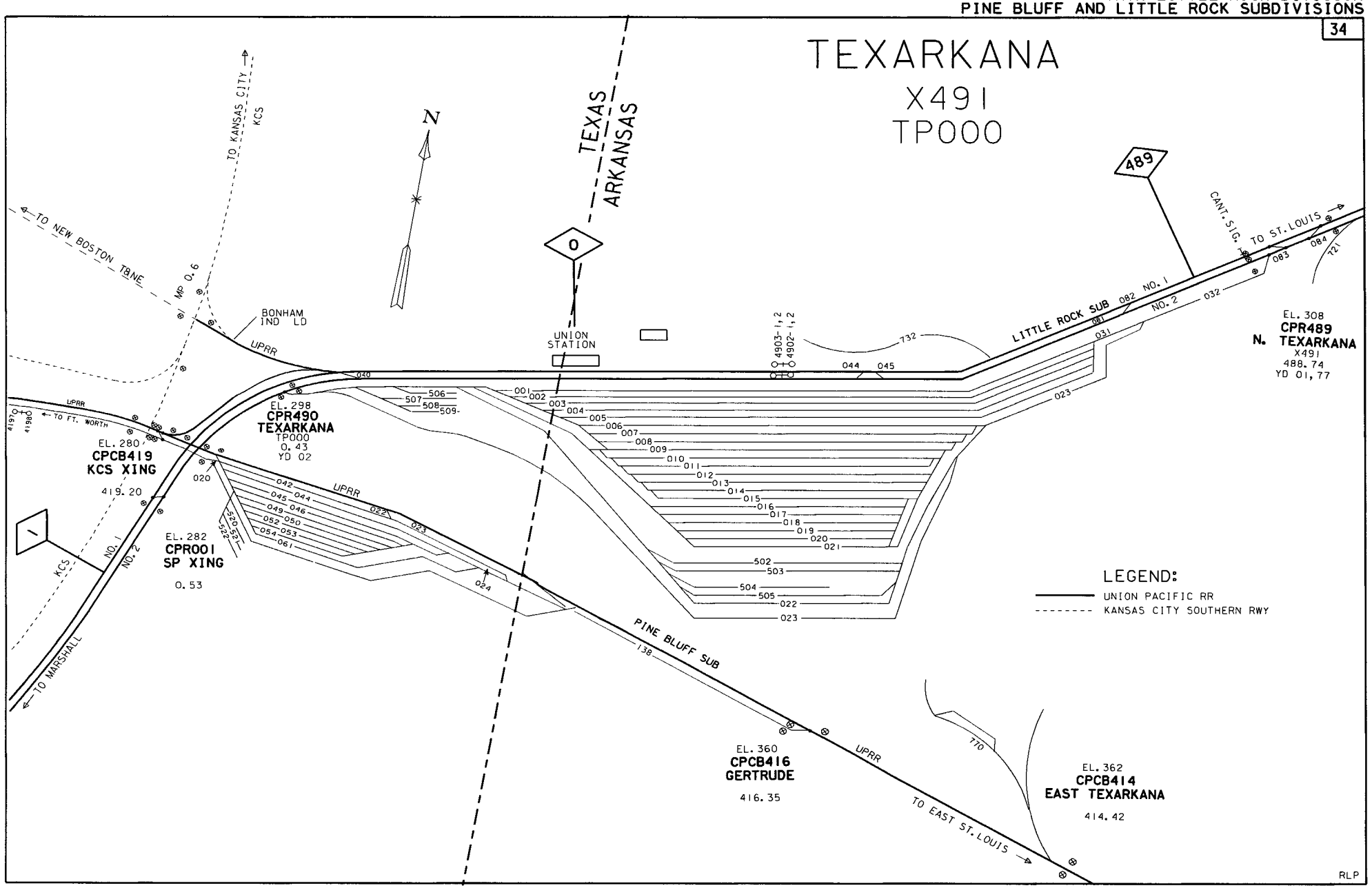
CONDENSED PROFILES

6.
NORTH LITTLE ROCK SERVICE UNIT

Texarkana to Little Rock - Case 2 (No Upgrades)

MARCH 1,2005

P:\SU_BOOKS\06_NLR\TITLE.DGN



REVISED AS TO: FEBRUARY 19, 2004

NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

FILE PAGE LAST REVISED JANUARY 6, 2005
BRIDGES UPDATED NOVEMBER 06, 2002
RD XING UPDATED JUNE 28, 2004

CONSTRUCTED 1902 BY THE TEXAS AND PACIFIC RAILWAY — 55
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN LONGVIEW, TX MP 89.6 AND TEXARKANA, TX MP 0.00
PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996

5 — 0

2 ML 1979

4.30 1-DPGOD-28' (SIMN)
3.47 2-CBC-7'X7'
KERR MC GEE TIE PLANT
2.80 DUAL OH VIADUCT
2.70 DUAL OH VIADUCT
2.60 2-DPGOD-56' (SIMN)
2.43 KCS RWY 27°54' XING (UP MTCE)
2.10 2-TPGOD-136' (SIMN)
1.80 2-PCB-60' / 1-TPGOD-80' / 2-PCB-60' 200' (SIMN)
1.79 PS #16 POTO-END 2ND M/L
0.69 PS #14 POTO (#1)
0.63 PS #14 POTO (#2)
0.54 UPRR 00°00' 2 XINGS
0.43 PS #10 POTO (#2)
0.40 3-BM-99'(#1) 3-PCT-77'(#2)
0.31 PS TNER RR CONN.
0.30 OH VIADUCT ELM ST.
0.30 PS #10 HITO (#1)
0.26 PS #10 HITO (#2)
0.25 PS #10 HITO (#2)
490.28 = 0.00

TO BIG SANDY
TRNE
KCS
UP
AMTRAK DEPOT
NO. 1
NO. 2
040
WATERWAY
LOOP 151
WATERWAY
DAY CREEK
WATERWAY
SWAMP PUDDLE CREEK
ARROYOS RD.
TO PINE BLUFF

EL. 282
CPR001
UP XING
0.53

EL. 298
CPR490
TEXARKANA
TP000
0.43
YD 01

EL. 267
CPR002
NATIONAL JCT.
TP002
1.79

EL..
KCS XING
2.43

BOWIE CO., TX
MILLER CO., ARK.

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

+0.11 −0.37 +0.49 0.00 −1.12 +2.08 +0.43 −0.28 +0.64 −0.18 −0.12 +0.31 0.00 −0.11 −0.63 −0.18 0.00 −0.34 −0.63 −0.56 −0.56

283 285 275 275 297 286 278 283 267 268 269 265 265 266 274 275 275 281 286 292

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE NO. 1 TRACK / NO. 2 TRACK

75-70 | 50-50 | 30-30

AUTH. SUPER ELEV.

TOTAL ANGLE

25°19.6' 1-½"
1°20.4'

ALIGNMENT & FLANGE LUBRICATORS

DFL

DEGREE OF CURVE

12°27.5' 1" | 14°49.6' 1" | 15°28.5' 1" | 2°00' 1" | 2°00' 1"
4°15' | 3°15'S | 4°10'N | 0°30' | 0°31'

RAIL — SIDING / NO. 1 TRACK / NO. 2 TRACK

136 CWR | 133 CWR
1979 | 1988 | 01 | 1988
133 CWR | 136 CWR | 133 CWR
1989 | 2004H 1989L | 1979 | 1988 | 01 | 1988

SURFACING & LINING — SIDING / NO. 1 TRACK / NO. 2 TRACK

2002
2002
2002

TIE GANG — SIDING / NO. 1 TRACK / NO. 2 TRACK

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

HOOTS RD-X
BARTOD -BFG
GLADE WEST -XS
UPRR-XS

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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FILE PAGE
LAST REVISED
FEBRUARY 22, 2005
BRIDGES UPDATED
JUNE 5, 2002
RD XING UPDATED
APRIL 17, 2003

CONST. 1873 BY THE C.& F. RR CO. OF ARK. AS 5' GA., CHG TO STANDARD ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN DEXTER, MO., AND HOUSTON, TX., VIA NO LITTLE ROCK PER STB FIN DOC 32760, DATED AUGUST 11, 1996, PER AGREEMENT 182712, DATED JUNE 1, 1996

490 — 485

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE — NO. 1 TRACK / NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL — SIDING / NO. 1 TRACK / NO. 2 TRACK

SURFACING & LINING — SIDING / NO. 1 TRACK / NO. 2 TRACK

TIE GANG — SIDING / NO. 1 TRACK / NO. 2 TRACK

490.28 = 0.00
TO EGT
55W
KCS
AMTRAK DEPOT
TO EL PASO
EL. 300
CPR490
TEXARKANA
X 491
490.30
YD 01, 77
EL. 282
SPR001
SP XING
0.53
BOWIE CO., TX.
MILLER CO., AR.
HWY 71
NIX CREEK
E. 9TH ST
CANT SIG
EL. 308
CPR489
N. TEXARKANA
X 489
488.74
YD 01
US HWY 245
US HWY 67
NO. 1
NO. 2

PS #10 HTTO (#2)
PS #10 HTTO (#1)
1-CBC-4' X4' OH VIADUCT
PS #10 HTTO (#1)
3-RCS-52', 1-DPOOD-50', 3-RCS-48', PS #8.5 HTTO (SDG)
PS #9 HTTO (#2)
4-CEP-172 HTTO (#2)
PS #10 HTTO (#1)
PS #20 POTO (#1)
PS #20 POTO (#2)
PS #20 POTO (#2)
PS #20 POTO (#1)
PS #10 HTTO (#2)
1-CBC-7' X9', 2-CBC-9', X7', PS #10 HTTO (#2)
1-CBC-7' X8'
DUAL OH VIADUCT
PS #10 HTTO (#2)
1-CBC-4' X4' OH VIADUCT
PS #10 HTTO (#2)
1-CMP-5.5'
PS #10 HTTO (#2)
1-CBC-4' X4'

300 302 300 302 299 301 313 321 321 335 344 337 331

30-30 / 30-30
60-60 / 60-60
75-70 / 75-70

4°30' 2°00'
16° 37.8' 1° 43.9' 1° 23.4' 0° 46.6'
2°20' 2°20' 1°30' 1°30'
17° 15.2' 1-1/2" 1°02.5'
9° 12' 1-1/2" 1°03.4'

133 CWR / 1988 / 133 CWR / 1988
136 CWR / 1978 / 1988 / 1978
136 CWR / 1978 / 1978
136 CWR / 1978 / 78 / 78
133 CWR / 136 CWR / 93 / 78

2002 / 2002 / 2002 / 2002
1996 / 1996 / 1996 / 1996
2005

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-UPRR
EAST 14TH-BFG
E 19/E 15TH-BFG
ARK BLVD-AIRPORT RD-BFG
SH 237-BFG

RLP

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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RD XING UPDATED NOVEMBER 1, 2000

CONST. 1873 BY THE C. & F. RR CO. OF ARK. AS 5' GA., CHG TO STANDARD ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN DEXTER, MO., AND HOUSTON, TX., VIA NO LITTLE ROCK PER STB FIN DOC 32760, DATED AUGUST 11, 1996, PER AGREEMENT 182712, DATED JUNE 1, 1996

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485

480

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

484.50 1-RCS-19' 1-BM-24' 1-RCS-19' 62' (#1, #2) UNDERPASS
483.00 1-CBC-4'X4'
482.80 8-PCT-184' (#1, #2)
482.40 7-RCS-128' (#1) 7-RCS-126' (#2)
481.77 2-CBC-5'X4'
481.08 2-CBC-7'X7'
480.57 2-CBC-7'X5'
480.41 PS #20 POTO BEG. 2ND ML

NO. 1
NO. 2

ARK 296
4828-1 4828-2 4828-3 MCKINNEY BAYOU
CLEAR LAKE

EL. 264
CPA481
CLEAR LAKE JCT
X 481
480.41

+0.58 0.00 -0.37 +0.14 +0.57 0.00

297 297 306 305 264

75-70 65-65 75-70 40-40 75-70
75-70 65-65 75-70 40-40

2°18.1' 4" 1°45.8' 1-1/2"
2°08.1' 1°03.2'

200 4H

136 CWR 133CWR 136 CWR
1978 1994-H, 2002-L 1978L 1978
133CWR 136 CWR 133 CWR 136 CWR
1990 1978 1989 78 88 1978 1975
1996 2005 1996
2005 1996 2005
1996
1996 2005

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 146-BFG
COUNTY RD 141-XS
PRIVATE-S
CR 25-XS
COUNTY RD 389-XS
PRIVATE-S

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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FILE PAGE
LAST REVISED
JANUARY 6, 2005
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APRIL 23, 2002
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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO LITTLE ROCK, AR., MP 343.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

480 — 475

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

PS #20 POTO — 479.09
3-CMP-4' — 478.65
PS #20 POTO — 477.28
DUAL OH VIADUCT — 476.80
2-CMP-4' — 476.62
2-CMP-4' — 475.75
DETECTOR TALKER — 475.40
2-CMP-4' — 475.10
2-CMP-4' — 475.02

INTERSTATE 30
US HWY 67
I-30
475 / 4752

EL. 263
CPA479
479.09

EL. 262
CPA477
HOMAN
X 478
477.28
8878
YD 06

EL. 261
CPX476
HOMAN HBD
475.50

0.00 | +0.08 | 0.00 | -0.24 | +0.11 | -0.13 | +0.15 | 0.00

264 | 262 | 262 | 265 | 264 | 266 | 261

75-70
10
1-1/2"
1-1/2"
20°30'
20°02'
1°02'
1°00'
2000-H
133CWR
136 CWR
1975
2003-L
1975-H
1975
SH 112CWR
1992
2005
2005
2005
2005

MJM

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
COUNTY RD 330-X
COUNTY RD 64-BFG
PRIVATE-S
PRIVATE-S

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO LITTLE ROCK, AR., MP 343.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 18676 DATED JUNE 1, 1996.

60

475

470

VIADUCT

DUAL OH

US HWY 67

US 67

I-30

CLIPPER CANAL

RED RIVER (OVERFLOW) 4733 4732

RED RIVER (OVERFLOW)

RED RIVER (OVERFLOW)

RED RIVER (OVERFLOW)

MILLER CO.
HEMPSTEAD CO.
RED RIVER

AR HWY 355

EL. 268
CPA471
471.31

| | | |

NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO LITTLE ROCK, AR., MP 343.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

61

470 VIADUCT — DUAL OH — I-30 — 470.00

465

	469.76	469.39	469.32	468.70	468.40	468.10	467.80	467.34	467.07	466.52	466.20	465.40
YARD LIMIT												
ABSOLUTE SIG.												
AEI DETECTOR												
CRACKED WHEEL INDICATOR												
DRAG. EQPT. DET. HOT BOX DET.												
HIGH, WIDE SHIFTED LOAD DET.												
HIGH WATER DET.												
IMPACT DETECTOR												
INT. SIG. & NO.												
TEMP-WIND GAGE												
POWER SW. SPRING SW.												
DEPOT SYMBOL												
HISTORICAL MARKER												
TOPOGRAPHY												
ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING	1-SBC-8'X7'	PS #16 POTO 1-CBC-6'X6'		4-RCS-63' (SIMN)	1-CP-3.2'	4-RCS-70' (SIMN)	8-RCS-128' (SIMN)	1-CBC-10'X6'	1-CBC-5'X3'	1-CBC-7'X5'	1-SBC-7'X6'	9-TST-98' (SIMN)
				WATERWAY		WATERWAY	BRIDGE CREEK 4677 4678				4657 4658	PEA VINE CREEK
		EL. 279 CPA469 FULTON X 471 469.39 9476 YD 06										
MAX. GRADE PERCENT (SUB GRADE)	+0.07	+0.46		+0.30		0.00	-0.48		0.00		+0.27	+0.46	0.00
	280			261	255		255		278		278 277		263
SLIDE WARNING — EL. ABOVE SEA LEVEL												
FIBER OPTICS ~~~												
C.T.C. - - - —												
A.B.S. — - -												
SPEED ALLOWANCE	10						75-70					
AUTH. SUPER ELEV.							1"				1"	
TOTAL ANGLE							15°18'				7°55'	
ALIGNMENT & FLANGE LUBRICATORS R							0°30.5'				0°31'	
DEGREE OF CURVE												
RAIL SIDING												
RAIL MAIN							136 CWR					
SURFACING & LINING SIDING	SH 112CWR											
MAIN	1992						2005					
TIE GANG SIDING	2005											
MAIN	2005						2005					
	1975			2005-L 1975-H						1975		

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CO RD 188 -X
COUNTY RD 189 -X
PRIVATE-XS
PRIVATE-S
COUNTY RD 2-X
PRIVATE-S

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FILE PAGE
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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO LITTLE ROCK, AR., MP 343.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

465 (SIMN) — 460

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

| | | |

NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

63

FILE PAGE
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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO LITTLE ROCK, AR., MP 343.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

460

455

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

459.80 2-CBC-3'X4'
459.65 1-CBC-10'X8'
459.43 PS #10 HTTO
459.31 PS #20 POTO
459.10 1-SBC-4'X3'
458.37 1-CBC-6'X6.5'
458.30 3-DPG-114' (SIMN, SIDE)
458.19 7'X6' RCB UNDERPASS
458.17 PS #20 POTO
458.08 PS #20 POTO
457.93 KIAMICHI RR 88°09' XING (KIAMICHI MTCE)
457.85 PS #7 HTTO (CONN TO KRR)
457.80 PS #10 HTTO
TO PERKINS
YARD LIMIT (NASHVILLE)
457.52 2-CBC-3'X3'
457.44 PS CONN. TO NASHVILLE SUB (SDG)
457.18 PS #10 HTTO (SDG)
456.87 1-CBC-9'X6'
456.80 OH VIADUCT
456.05 PO DERAIL (SDG)
456.03 PS #20 POTO
455.93 OH VIADUCT
455.40 4-RCS-72" SIMN
455.36 2-CBC-10'X6'
455.17 1-CBC-8'X6'
455.10 1-CMP-7.3'
455.09 1-CBC-7'X6.5'

EL. 306
CPA459
459.31

EL. 346
CPA458
HOPE
X 458
458.12
S 5747
YD 06,77

EL. 314
CPA456
NORTH HOPE
XJ004
456.03
N 10499

HERVEY ST
WASHINGTON ST
GATE
45791
SH 29
US 67
WATERWAY
TO
0.49
+0.43
+0.25
354
291

75-70
30-30
75-70
10

NO CURVES

SH 112CWR
1992
136 CWR
133 CWR
1975
1997
136CWR
1996
2005
1997
1997
2005
1996
2005
1996
2005

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

GENERATOR RD-BFG
PINE-BFG
ELM-BFG
WALNUT-BFG
HAZEL-BFG
WALKER-BF

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879 — 64
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO LITTLE ROCK, AR., MP 343.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

455 — 450

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET. (H)
HIGH WATER DET. (W)
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE (1)
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

1-CMP-6' 454.75
1-CMP-5' 454.60
1-CBC-9'X5' 454.45
1-CMPA-7'X4' 454.35
1-CBC-8'X6' 454.15
4541 4542
5-PCB-124'(SIMN) 453.30
LAWRENCE CREEK
3-PCB-78'(SIMN) 453.10
2-CP-3' DETECTOR TALKER 452.92 452.88
1-SBC-7'X5' 452.62
4521 4522
7-RCT-180'(SIMN) 451.60
TERRE ROUGE CREEK
1-CBC-7'X5' 450.92
1-SBC-8'X6' 450.32
"DEL MESA FEED MILL" 450.27
PS #20 POTO
706
103
EL. 287
CPA450
450.27

+0.25 +0.06 +0.43 0.00 -0.19 +0.51 0.00 -0.27 -0.53 -0.13 -0.26

MAX. GRADE PERCENT (SUB GRADE)
284 282 273 273 281 265 265 266 284 288

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE
75-70
10

AUTH. SUPER ELEV.
1-1/2"

TOTAL ANGLE
27°42'

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE
1°00.3'

RAIL SIDING
136CWR
1997

RAIL MAIN
133 CWR

SURFACING & LINING
SIDING
1997
MAIN
1997
TIE GANG
1996
SIDING
1996
MAIN
1996

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 50-X
COUNTY RD 146-X
PRIVATE-S
CO RD 103-X

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879
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65

450

445

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET. (H)
HIGH WATER DET. (W)
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE (1)
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1-CBC-4'X4'
449.97
705
449.71
HEMPSTEAD CO.
NEVADA CO.
-0.26
295
10
1996
1996

1-CBC-6'X5'
449.25
103
PS #20 POTO
448.92
EL. 273
CPA449
EMMET
X 450
448.92
6643
YD 06
+0.58
136CWR
1997
1996

1-CBC-5'X5'
448.67

1-CBC-8'X5'
448.30
251

5-PCT-130'(SIMN)
447.90
LITTLE TERRE ROUGE CREEK
0.00
75-70
1997

5-RCS-87'(SIMN)
447.80
WATERWAY

12-TST-151'(SIMN)
447.70
BOLIVAR CREEK
-0.44
251
NO CURVES
133 CWR
1997
1997

1-RCS-20'(SIMN)
1-CBC-16'X12'
446.70
4467
4466
WATERWAY
0.00
262

1-CBC-16'X12'
446.14
-0.54
262

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

ELM-BFG
WALNUT-BFG
COUNTY RD-X ARKLA RD.
PRIVATE-SP
CR 272-X
WESSON RD-X
COUNTY RD 51-X

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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66

☆ SITE OF 1864 CIVIL WAR BATTLE FOR CONTROL OF SHREVEPORT, LA.

445 — 440

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER ☆

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

444.22 PS #14 POTO
443.75 2-CBC-7'X5'
442.96 PS #10 HTTO
442.92 2-SBC-7'X5'
442.77 1-CBC-6'X5'
PRESCOTT AND NORTHWESTERN TO ARCADIA →
442.51 PS PNW RR CONN
442.35 PS #14 POTO
442.31 PS #10 HTTO
442.10 2-VCP-2'
441.85 2-CMP-2'
441.40 DETECTOR TALKER
441.22 1-SBC-9'X 5'
440.75 1-CBC-6.2'X7.6'
440.40 6-RCS-94'(SIMN)
GARLAND CREEK
4403
4402

EL. 315
CPA444
444.22

EL. 320
CPA442
PRESCOTT
X 442
442.40
9090
YD 06

EL. 298
CPA437
PRESCOTT HBD
X 441
441.40

+0.25 +0.54 0.00 -0.45 +0.57 +0.10 +0.37

317 314 305 305 324 273 271

75-70 50-50 75-70

10

6°00' 3°56'

1" 1"

0°30' 0°30'

133 CWR
1997
136 CWR
1997 1997 2002
1996
1996 2002
1996

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 48-X
PRIVATE-SP
OLIVE-BFG
ELM-BFG
MAIN ST-HWY 67/24-BFG
WALNUT-BFG
LAUREL-BFG
MONSOON WILDCAT1-BFG

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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67

440 (SIMN) — 435

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

439.90 3-RCS-52'
438.57 2-CBC-8'X4'
438.20 6-RCS-96'(SIMN)
438.16 PS #20 POTO
437.80 1-CBC-5'X5'
437.75 1-CMP-4'
437.14 PS #10 POTO
436.53 PS #10 POTO
436.46 PS #20 POTO
436.20 5-RCT-131'(SIMN)
435.80 1-DPGOD-51' 1-TPGOD-114' 1-DPGOD-51' 216'
435.40 8-RCS-140'(SIMN)
435.20 11-RCS-196'(SIMN)

734 733 732 703 101

WATERWAY
EL. 122
CPA438
438.16
EL. 216
CPA436
BOUGHTON
X 438
436.46
8273
YD 06
NEVADA CO.
CLARK CO.
LITTLE MISSOURI RIVER

-0.07 +0.04 +0.44 +0.53 +0.05 +0.34 -0.06 +0.18 +0.57 0.00 +0.29 0.00

269 268 261 245 244 235 236 234 210 210 205

75-70 10 65-65
1-1/2" 4" 4"
17°00' 27°04' 19°00'
1°00' 2°00' DFL 2°02'

133 CWR 136 CWR 141 CWR 133 CWR 141 CWR
1997 1975 2002 1975 2002
1980
SH 136
2002 1997 1996
1996
2002 1996
1996

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-SP
COUNTY RD 35-X

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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435 (SIMN)

430

- YARD LIMIT
- ABSOLUTE SIG.
- AEI DETECTOR
- CRACKED WHEEL INDICATOR
- DRAG. EQPT. DET. HOT BOX DET.
- HIGH, WIDE SHIFTED LOAD DET.
- HIGH WATER DET.
- IMPACT DETECTOR
- INT. SIG. & NO.
- TEMP-WIND GAGE
- POWER SW. SPRING SW.
- DEPOT SYMBOL
- HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

| | | |

NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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69

430

425

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

429.30 PS #20 POTO END 2ND M/L
429.10 2-CBC-7'X6'
428.87 1-CBC-6'X4'
428.37 1-CBC-4'X4'
427.95 2-CBC-3'X3'
427.78 PS #10 TO(#2)
427.62 1-CBC-5'X5'
427.43 2-CBC-7'X6'
426.80 5-ISIOD-6((#1) 4-RCS-60'(#2,#1)
426.73 PS #10 TO(#2)
426.58 PS #16 POTO(#1)
426.50 PS #16 POTO(#2)
426.47 PS#10 POTO BEGIN IND LEAD #2
426.47 1-SBC-4'X3'
426.47 PS #10 POTO(#2)
426.38 PS #16 POTO(#1)
426.20 4-RCS-60'(#1,#2)
425.98 END 26' TRK. CTRS.
425.89 PS #10 TO BEGIN CADDO VALLEY RWY
425.50 11-RCS-221'(#1) 8-PCT-208'(#2)
425.00 1-CBC-4'X4'

NO. 1
NO. 2
094
095
040
041
039
038
037
036
035
133
113
CURV
TO BIRDS MILL
10
E.O.T.
YARD OFFICE
WATERWAY
MAPLE ST
CANEY CREEK

EL. 229
CPA429
BEIRNE JCT.
X 429
429.30
YD 06

EL. 210
CPA427
GURDON
X 426
426.47
YD 05,77

-0.17
-0.05
-0.27
+0.07
+0.48
-0.10
+0.44
0.00
-0.14
-0.44

MAX. GRADE PERCENT (SUB GRADE)

229
230
243
242
209
211
192
192
194

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK: 75-70 | 40-40 | 75-70
NO. 2 TRACK: 75-70 | 40-40 | 75-70

AUTH. SUPER ELEV.
1"

TOTAL ANGLE
30°27'

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE
0°30'

1" 1" 1" 1"
0°25' 0°33' 1°34' 1°34'
0°10' 0°10' 0°30'E 0°30'E

RAIL
SIDING: 136 CWR
NO. 1 TRACK: 1978 | 136 CWR
NO. 2 TRACK: 1975 | 1978

SURFACING & LINING
SIDING: 2002
NO. 1 TRACK: 2002
NO. 2 TRACK: 2002

TIE GANG
SIDING: 2002
NO. 1 TRACK
NO. 2 TRACK

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 12-X
W. SOUTH-X
MILLER-X
MAIN-BFG
CR 175-X

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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70

425

420

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

425.00 1-CBC-4'X4'
424.70 1-CBC-6'X6'
4242-2
4243-2
424.16 BEGIN 26' TRK. CTRS.
424.07 1-CBC-6'X4'
422.80 2-CBC-7'X6'
422.36 PS #20 POTO BEGIN 2ND M/L
422.35 1-CMP-4'
422.20 9-RCS-144', 1-DPGOD-50' > 239' SIMN, 3-RCS-48'
422.00 13-RCT-230' (SIMN)
421.60 7-RCS-126' (SIMN)
421.50 10-RCS-177' (SIMN)
421.37 1-CIP-4'
421.20 6-RCS-101' (SIMN)
421.00 3-RCS-47', 1-DPGOD-50' > 202'
420.90 7-RCS-110', 3-PCB-79' (SIMN)
420.62 2-CMP-3.5'
4200
4201

NO. 1
NO. 2

EL. 177
CPA422
CURTIS JCT.
X 422
422.36
YD 05

NORTH APPROACH
S. TERRE NOIR CREEK
WATERWAY
WATERWAY
WATERWAY
N. TERRE NOIR CREEK
WATERWAY

-0.44 0.00 +0.12 +0.50 0.00 +0.18 0.00 -0.28 0.00 -0.48

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

209 209 207 177 177 173 173 178 178

NO. 1 TRACK SPEED ALLOWANCE NO. 2 TRACK

75-70
75-70

AUTH. SUPER ELEV.

1" 1" 2" 1-1/2" 1-1/2"

TOTAL ANGLE

1°34' 1°34' 14°28' 14°28' 10°06'

ALIGNMENT & FLANGE LUBRICATORS

W E

DEGREE OF CURVE

0°30' 0°30' 1°02.5' 1°02.9' 1°02'

RAIL

SIDING
NO. 1 TRACK
NO. 2 TRACK

136 CWR
1978 78L/05H 1978
136 CWR 133 CWR 136CWR
1978 78L/05H 1978 1975 1996 1975

SURFACING & LINING

SIDING 2002
NO. 1 TRACK 2002 1996 2005
NO. 2 TRACK 2002

TIE GANG

SIDING 2002
NO. 1 TRACK 1996
NO. 2 TRACK

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 13-X
CO RD 164-X
PRIVATE-S
COUNTY RD 9-BFG

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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71

420

415

- YARD LIMIT
- ABSOLUTE SIG.
- AEI DETECTOR
- CRACKED WHEEL INDICATOR
- DRAG. EQPT. DET. HOT BOX DET.
- HIGH, WIDE SHIFTED LOAD DET.
- HIGH WATER DET.
- IMPACT DETECTOR
- INT. SIG. & NO.
- TEMP-WIND GAGE
- POWER SW. SPRING SW.
- DEPOT SYMBOL
- HISTORICAL MARKER

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LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

| | | |

NORTH LITTLE ROCK DIVISION
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72

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

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AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

415 (SIMN)
1-CBC-10'X8'
415.00
414.90
5-PCT-132'

3-PCT-80' (SIMN)
1-CBC-9'X5'
414.40
414.35

8-RCT-127' (SIMN)
PS #14 POTO
412.90
412.87

411.84 PS #10 HTTO

3-CBC-8'X6'
2-CBC-3'X5'
411.33
411.30
411.26
PS #10 HTTO

411.08 PS #14 POTO

410.22 PS #10 HTTO
410.20
3-RCS-48'
1-DPGOD-60'
2-TTROD-254'
2-DPGOD-110'
34-RCS-610'
1-BM-27'
19-RCS-342'
1451.4' (SIMN)
410

HWY 51
AMTRAK DEPOT
118
800
804
796

DECEIPER BAYOU
WATERWAY
WATERWAY
QUACHITA R.
HWY 51

EL. 186
CPA413
412.87

EL. 189
CPA411
ARKADELPHIA
X 411
411.08
8810
YD 05

EL. 192
DALEVILLE
X 410
410.20
YD 05

+0.27
+0.28
+0.02
-0.23
0.00
-0.31
+0.24

202
187
185
189
189
197
192

75-70
70-60
75-60
10
4"
54°56'
DFL
2°00'
8°30'
1-1/2"
0°58'

SH 112 CWR
1992

136 CWR
1975
136 CWR
1994H
2004L
133 CWR
1996
1992
2001
1991
2001

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-SP
PRIVATE-SP
AIRPORT RD-BFG
WALNUT-BFG
THIRD ST-BFG

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

FILE PAGE
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FEBRUARY 22, 2005
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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO LITTLE ROCK, AR., MP 343.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996.

73

410

405

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

409.30 11-RCS-195'(SIMN)
408.30 34-RCS-612'(SIMN)
407.80 14-RCS-252'(SIMN)
407.60 11-RCT-281'(SIMN)
407.50 8-RCS-142'(SIMN)
406.90 20-RCS-361'(SIMN)
406.50 7-RCS-121'(SIMN)
406.30 DETECTOR TALKER
406.23
406.21 PS #20 POTO

WATERWAY
4087
4086
SALINE BAYOU
QUACHITA RIVER (OVERFLOW)
QUACHITA RIVER (OVERFLOW)
QUACHITA RIVER (OVERFLOW)
QUACHITA RIVER (OVERFLOW)
WHITE OAK CR
CLARK CO.
HOT SPRINGS CO.
EL. 200
CPA406
406.21

0.00 | 0.00 | 0.11 | 0.05 | 0.06 | 0.02 | 0.00 | 0.08 | 0.00

MAX. GRADE PERCENT (SUB GRADE)

192 | 194 | 198 | 199 | 200 | 200 | 204

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

75-70
10

AUTH. SUPER ELEV.

TOTAL ANGLE

16°18' 1-1/2"

ALIGNMENT & FLANGE LUBRICATORS RL

1°01'

DEGREE OF CURVE

RAIL SIDING

SH 136 CWR
1996

RAIL MAIN

133 CWR
1996

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

2001 | 2005 | 2001 | 2001 | 2001 | 2001

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD-X
COUNTY RD 35-X

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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74

405

400

404.86 PS #20 POTO
404.65 2-CBC-8'X4'
402.80 2-PCB-56'(SIMN)
402.30 4-PCB-100'(SIMN)
401.30 4-PCB-99'(SIMN)
401.00 1-CBC-4'X3'
400.76 PS #14 POTO
400.40 1-CP-4.3'

117
123

4029
4028
WATERWAY
WATERWAY
WATERWAY

EL. 205
CPA405
WITHERSPOON
X 406
404.76
6192
YD 05

EL. 224
CPA401
400.70

0.00
-0.08
0.10
-0.10
-0.05

204
209
214
217

75-70
10
NO CURVES
SH136 CWR 1996
SH115CWR 1992
133 CWR 1996
2001
2001
2001
2001
2001

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY
ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING
MAX. GRADE PERCENT (SUB GRADE)
SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE
AUTH. SUPER ELEV.
TOTAL ANGLE
ALIGNMENT & FLANGE LUBRICATORS
DEGREE OF CURVE
RAIL SIDING
RAIL MAIN
SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

NO ROAD CROSSINGS

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

75

400

395

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

794
123

PS #14 POTO — 399.42
OH VIADUCT — 399.32
2-CBC-9'X7' — 399.26
3-RCS-57'(SIMN) — 398.70
2-CMP-3' — 398.70
2-CMP-3.5' — 397.40
4-RCS-72'(SIMN) — 397.20
2-CBC-7'X4' — 396.50
2-CBC-8'X7' — 396.17
3-RCS-56'(SIMN) — 396.00
2-CBC-7'X7' — 395.92
DETECTOR TALKER — 395.29
DETECTOR READER — 395.20
WHEEL IMPACT DETECTOR (DONALDSON) — 395.20

PUBLIC U.S. 67
WATERWAY
3975
3974
TEN MILE CREEK
WATERWAY
3953
3952

EL. 224
CPA399
DONALDSON
X 400
399.42
6226
YD 05

EL. 244
CPX396
DONALDSON WID
JH383
395.20

-0.25 -0.31 +0.45 +0.09 -0.13 +0.19 -0.20 +0.04 +0.05 -0.05 +0.17 -0.27 0.00 +0.09

226 229 224 223 226 224 239 238 237 238 237 244 244

10
75-70
NO CURVES
SHI15CWR
1992
133 CWR
1996
2001
2001
2001
1996.01
CCCO
BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

ARK 51-BFG
COUNTY RD 36-X

P:\SU_BOOKS\06_NLR\LTRK.DGN

NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

FILE PAGE
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76

395

390 (SIMN)

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

394.75 PS #10 HTTO
394.67 2-CBC-5' X5'
394.10 3-RCS-53' (SIMN)
393.80 3-RCS-54' (SIMN)
393.47 2-CBC-3' X3'
393.13 PS #14 POTO
392.47 2-CBC-8' X5'
392.32 1-CMP-4'
392.05 4-CBC-4' X4'
391.23 PS #14 POTO
391.20 3-RCT-54' (SIMN)
390.79 2-CBC-7' X9'
390.49 2-CBC-5' X3'
390.00 4-RCT-68'

750
DUKE ENERGY
WATERWAY
106
EL. 246
CPA393
393.13
EL. 252
CPA391
ABCO
X 390
391.23
9206
YD 05

+0.09 +0.18 0.00 -0.09 -0.23 -0.19 -0.03 -0.29 0.00 +0.31 -0.13 +0.11 -0.21 0.00 -0.59 -0.13

241 239 239 242 244 246 248 252 252 250 252 251 253 253 263

75-70
30
NO CURVES
SH 136 CWR
1996
133 CWR
1996
2001
2001
2001
2001

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 32-X
WALCO -BFG

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR., MP 343.60,
PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

77

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE
AUTH. SUPER ELEV.
TOTAL ANGLE
ALIGNMENT & FLANGE LUBRICATORS RL
DEGREE OF CURVE
RAIL SIDING
RAIL MAIN
SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

390 (X SIMN)
385

4-RCT-68'
4-PCB-96' (SIMN)
1-CBC-4' X2'
1-CBC-4' X3'
PS #10 HTTO
ARKANSAS MIDLAND RR TO MTN. PINE
AMKD
1-CBC-4' X4'
OH VIADUCT
4-TST-52' (SIMN)
2-CBC-7' X6'
5-TSTOD-58' (INDU)
DETECTOR TALKER
2-CBC-4' X3'
1-CMP-4.5'

390.00
389.70
389.17
389.13
389.12
388.89
388.82
388.68
388.57
388.21
388.10
387.60
386.96
386.80
386.71
386.27
386.07
386.03
385.76
385.05

WATERWAY
US 270
ACME IND. LEAD
HWY. 270 BYPASS
US 67

EL. 274
MALVERN
X 389
388.70
4331
YD 05, 77

EL. 314
PERLA
X 387
386.70
YD 05

EL.
CPX386
PERLA HBD
386.10

-0.13
-0.42
+0.21
0.00
+0.27
-0.30
-0.58
-0.40
+0.54

266
276
274
274
272
290
339
347

75-70
35-35
75-70
55-55
60-60

1"
1"
1"
1"
1"
4-1/2"
0
50°45'
0
13°44'
52°16'
33°46'
DFL
1°00'
0°059'
1°00'
0°30'
2°59'
1°00'

133 CWR
1996
2002
1996
2001
1996
2001
1996

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

SULLEBERGER RD-BFG
CABE-BFG
BABCOCK ST-BFG
BANKS ST-BFG
CO RD -X
COUNTY RD-X

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879 — 78

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR., MP 343.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

385 — 380

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

| | | |

NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879 — 79

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380 — 375

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

| | | |

NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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80

375

370

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

374.55 2-CMP-2.5'
374.13 1-CBC-6'X5'
374.05 2-CMP-4'
373.90 4-RCT-104' (SIMN)
373.80 DETECTOR-TALKER
373.67 PS #20 POTO
373.22 2-CBC-6'X4'
373.10 1-CBC-7'X3'
372.98 PS #10 HTTO
372.67 1-CBC-8'X5'
372.00 1-RCS-20' / 1-DPGOD-60' / 2-RCS-32' 112' (SIMN)
371.67 1-CBC-4'X4'
371.41 PS #20 POTO
371.40 15-RCS-241' (SIMN)
371.20 11-RCS-176' (SIMN)
370.80 4-RCS-68' / 1-PCB-40' / 4-RCS-64' 172' (SIMN, YARD) (UNDERPASS)
370.70 4-RCS-63' / 4-DPGOD-160' / 3-RCS-48' 270' (SIMN)
370.30 1-DPGOD-40' / 1-TPGOD-90' / 1-TTROD-150' / 1-TPGOD-80' / 1-DPGOD-40' 400' (SIMN)
370.26 PS#20 POTO (END 2ND ML)

732
731
101
717
718
716

NO. 1
NO. 2

TRACE CREEK
EL. 289
CPA374
373.67

HENDRIX CREEK

WATERWAY
EL. 286
CPA371
HASKELL
X 373
371.41
11126
YD 05

WATERWAY
CR 26
WATERWAY
SALINE RIVER
EL. 289
CPA370
SALINE JCT.
X 370
370.26

-0.13 +0.03 -0.16 0.00 +0.20 -0.09 +0.04 -0.04 0.00 +0.19

286 285 289 289 284 288 286 289 289

75-70
75-70

3" 2-1/4"
27°08'
0°35' 0°15.1'

136 CWR 133 136 CWR
1975 1975 1978

SH 112 CWR
1992
136 CWR
1978

2000 2001
2000 2001
2000 2001
2000 2001

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 688-X (PRIVATE)
PINE ST-BFG
GRAND-BFG
VULCAN RD-BFG

P:\SU_BOOKS\06_NLR\LTRK.DGN

NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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SEPTEMBER 3, 2002

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81

370

365

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

5-RCS-80' (#2, #1)
5-RCS-79' (#1)
369.90
2-CBC-4' X4'
369.53
1-CMP-4'
369.07
1-CBC-4' X4'
368.97
"BENTON"
1-CBC-10' X4'
368.90
1-CBC-8' X7'
3-CMP-4'
368.67
368.65
368.61
OH VIADUCT
1-CMP 2.5'
1-CBC-4' X4'
1-CMP-4'
1-CBC-18' X0'
1-CIP-4'
368.57
368.45
368.43
368.41
368.35
PS #10 POTO (#1)
1-CIP-4'
2-CBC-6' X4'
368.33
368.30
368.28
1-CBC-6' X5'
368.10
2-CBC-6' X4'
367.85
PS #10 HTTO (#2)
367.58
1-DPCOD-40'
1-DPCOD-37'
1-RCS-20'
(#1, #2)
367.40
1-SBC-4' X4'
366.90
1-SBC-4' X6'
366.70
1-SBC-6' X7'
366.46
1-SBC-5' X5'
365.63
PS #10 POTO (#2)
365.33
CANT SIG

WATERWAY
SECOND ST
NO. 1
NO. 2
NORTH APPROACH

EL. 324
CPA368
SHERIDAN JCT.
X 368
368.30

EL. 400
CPA365
365.33

+0.19
-0.32
-0.57
+0.51

284
304
402

75-70
75-70

1-1/2"
2-3/4"
1-1/2"
15-15

41.52'
33°41.8'
30°52'

0°59.9'
1°29.8'
0°59.8'
1°00'

136 CWR
1978
133 CWR
1994-H
2002-L
1978
1978
2004-H
136 CWR
1978
133 CWR
1996

136 CWR
1978
133 CWR
1994
1996
136 CWR
1978

2001
2001
2001
2001

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-X
MARKET-BFG
EDISON AVE-BFG
SH -35
GATLIN-BFG
DERBY -BFG
SH 88-BFG
ALCOA RD-BFG

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CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR., MP 343.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

82

365 360

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE NO. 1 TRACK / NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL: SIDING / NO. 1 TRACK / NO. 2 TRACK

SURFACING & LINING: SIDING / NO. 1 TRACK / NO. 2 TRACK

TIE GANG: SIDING / NO. 1 TRACK / NO. 2 TRACK

364.45 1-SBC-5' X5'
364.23 PS BAUXITE & NOR. CONN.
364.21 PS #10 POTO (#2)
363.90 1-DPGOD-75'(#2) 1-DPGOD-83'(#2)
363.70 1-DPGOD-75'(#1) 1-DPGOD-83'(#2,)
363.35 END 26' TRK. CTR
3633-1
3634-1
363.17 1-SBC-6' X5'
362.40 OH VIADUCT
361.85 BEG. 26' TRK. CTR
361.29 1-SBC-7' X7'
360.90 1-DPGOD-38'(#2,#1)
3609-1
3608-1
360.73 1-SBC4.5' X 4'
360.70 1-CMP-6
NO. 1
NO. 2
001
102
001 002 003 004 005 006 007 008
UP-BXN TRACKS
ENGINE HOUSE
JOINT YARD
S. HURRICANE CREEK
BXN
0.00 N. HURRICANE CREEK
REYNOLDS RD
WATERWAY
3609-2
3608-2
+0.51
-0.56
+0.48
+0.21
EL. 368
CPA364
BAUXITE JCT.
X 364
364.21
55405
YD 05
363 363 392 331

75-70 | 70-60 | 55-50 | 60-50 | 75-60
15-15
1-1/2" 3-1/2" 4" 1/2" 4-1/4" 4-1/4" 3-1/2" 4-1/4" 2-1/2"
30°52' 9°34' 27°52.5' 0°30' 47°28.4' 47°56.5' 31°24' 34°23'
1°00' 1°50' 2°01.6' 1°10' 3°01.5' 2°56.5' 2°53' 2°37' 2°00'
136CWR
133CWR 136CWR 133 CWR 133 CWR 136CWR 141CWR 136 CWR 141 CWR 133CWR 136 CWR
1996 1978 1993 78 1996 1978 2004H 1984L 1978 2002 1978 1984-L 2002-H 84 1990-H 2001-L 1978
136 CWR 133 CWR 136 CWR 133CWR 136CWR 133CWR 136CWR 133CWR 136CWR 133CWR 136 CWR
1978 1994 78 1994 1978 2004H 1984L 1978 1984 1978 1991 1984 1978
2001
2001
2001
2001

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

SHOBE RD-BFG

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

FILE PAGE
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FEBRUARY 14, 2005
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JUNE 28, 2004

CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR., MP 343.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

83

360

355

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M. P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

4-RCS-64' (#2,#1) — 359.90
4-RCS-64' (#1,2) — 359.50
4-RCS-64' (#2,#1) — 359.10
PS #20 POTO (#2) — 358.99
1-CP-4' — 358.92
PS #20 POTO (#1) — 358.91
PS #20 POTO (#1) — 358.84
1-CBC-7' X4' — 358.80
PS #20 POTO (#2) — 358.84
DETECTOR TALKER — 358.70
1-CBC-4' X4' — 358.60
1-CBC-6' X6' — 358.40
1-CBC-6' X6' — 358.05
2-CBC 4' X4' — 357.65
1-CP-4' — 357.50
1-CBC-4' X6' — 357.25
"ENMAR"
5-RCS-90' (#1,#2) — 356.50
PS #10 HTTO (#2) — 356.50
3-CMP-6' — 355.20

090 091

WATERWAY
WATERWAY
WATERWAY
SALINE CO.
PULASKI CO.
WATERWAY

EL. 326
CPA359
ALEXANDER
X 359
358.91
YD77

EL. 326
CPA358
ALEXANDER HBD
X 358
358.70

EL. 280
ARK. PWR. & LGT.
X356
356.50

3565-1
3564-1
3565-2
3564-2
-714

+0.11
0.00
+0.49
0.00
+0.42
-0.50
+0.39
0.00

326 326 310 310 302 321 309

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE

	NO. 1 TRACK	NO. 2 TRACK
	75-70	75-70
	60-50	60-50
	75-70	75-70
	70-60	70-60
	75-70	75-70

AUTH. SUPER ELEV.

TOTAL ANGLE

3°14' 1"
37°30.7' 4-1/4"
25°58.5' 3-3/4"

ALIGNMENT & FLANGE LUBRICATORS
℄

DEGREE OF CURVE

0°30'
3°08.9'
1°55.9'

RAIL

	NO. 1 TRACK	NO. 2 TRACK
SIDING	136 CWR	136 CWR
	133CWR	133CWR
	136 CWR	136 CWR
	1978	1978
	2003H 1978L	2003H 1978L
	1978	1978
	1989	2004L 1994H
	1978	1978

SURFACING & LINING

	NO. 1 TRACK	NO. 2 TRACK
SIDING	2001	
	1978	1978
	2003H 1978L	2003H 1978L
	2005	2005
	1978	1978
	2004L 1994H	2004L 1994H
	1978	1978

TIE GANG

	NO. 1 TRACK	NO. 2 TRACK
SIDING	2001	
	2001	2001
	2005	2005
	2003	2003

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

WALNUT ST. BFG
VINY RIDGE RD-BFG
MAIN ST-CBFG

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

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CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR., MP 343.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

84

355

350

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

354.98 PS #10 HTTO
354.80 2-CBC-3'X4'
353.97 2-CBC-6'X8'
353.50 2-CMP-2'
353.30 O.H. VIADUCT
353.20 2-CBC-6'X10'
352.75 2-CP-5'
352.36 PS #10 HTTO (#2)
352.30 2-CBC-6'X10'
352.25 TRIPLE OH VIADUCT
352.20 END 26' TRK CTR
351.85 PS #20 POTO #2
351.73 PS #20 POTO #1
351.72 PS #20 POTO #1
351.60 PS #20 POTO #2
351.38 BEGIN 26' TRK CTR
351.20 2-CBC-6'X6'
350.34 PS #10 HTTO(#2)

EL. 309
MABELVALE
X 355
354.98
YD 04

EL. 298
CPX352
ENSIGN
X 352
351.72
YD 04,77

ST HWY 338
I-30
NO. 1
NO. 2
TWEN CEN. IND. PARK
HOT SPRINGS INDUST. LD

0.00 -0.47 +0.60 -0.03 -0.46 -0.32 +0.35 +0.07 +0.57

309 314 275 276 294 298 287 286

75-70 75-70 50-50 50-50 60-60 60-60

6°14.4' I" | 0°29.5' | 20°15.7' 1-1/2" | 20°15.7' 1-1/2" | 0°30' 1-1/2" | 39°40.6' 4-1/2" | 28°34' 1-1/2"

1°01' | 1°01' | 0°10' | 2°00.7' | 1°00'

136 CWR | 1978 | 133CWR | 1989 | 136 CWR | 1975 | 133 CWR | 1996 | 136 CWR | 1975
136 CWR | 1978 | 133CWR | 1989 | 136 CWR | 1975 | 133 CWR | 1989 | 136 CWR | 1975

2005 | 2003 | 1994
2005 | 2003 | 1994

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

DARTMOOR-BFG
CHICOT RD-CBFG
I-30 FRONTAGE RD-CBFG
FORBING RD-CBFG
W 65TH ST-BFG
GEYER SPRGS RD-BFG
PATTERSON ST-BFG

P:\SU_BOOKS\06_NLR\LTRK.DGN

NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

FILE PAGE 86

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RD XING UPDATED DECEMBER 2, 2002

CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879

TRACKAGE RIGHTS GRANTED TO SSW RWY

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR., MP 343.60, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT - #186576, DATED JUNE 1, 1996.

LITTLE ROCK 151 M.P. 330.00

350 (#2,#1) I-DPGOD-83' 349.90

16-PCB-380'(#1,#2) 349.00

10-PCB-236'(#1,#2) 348.70

PS #10 TO (#1) 348.03

OH VIADUCT 347.95

OH VIADUCT I-SBC 6'X10' 347.60 347.57

PS #16 POTO (#2) 347.25

"McGEHEE" 3471 3470

OH VIADUCT 347.03 OH VIADUCT 347.00

OH VIADUCT 346.90

I-CAC 12'X16' 346.80

PS #10 HTTO (#1) 346.71

DUAL OH VIADUCT 346.70

I-CBC 5'X4' 346.62 OH VIADUCT 346.60

I-DPG-63'(#1,#2) 346.50

I-DPGOD-38'(#2,#1) 346.30

PS #16 POTO (#1) 346.17

PS #14 POTO (#2) 346.05

OH VIADUCT 346.00

PS POTO ROCK ST. IND. LEAD 345.93

TO PULASKI → CANT SIG LITTLE ROCK WESTERN

I-SBC 5.4'X6' 345.73

PS POTO (#2) 345.60

PS POTO (#1) 345.48 BEGIN PULASKI SPUR 345.40 OH VIADUCT 345.20 PS POTO (#1) 345.10

I-DPG-70' I-TTROD-336' (1106.3') I-TTROD-184' (#1,#2) 2-TTROD-368' I-DPG-100' DEAD END 345.05 4-BM-124' 345.00

READERS (#1) 345

LITTLE FOURCHE BAYOU — 0.00

ROURCHE BAYOU — -0.70

ASHER AVE — -0.66

WHITE BLUFF SUB.

← TO MC GEHEE

W. ROSEVELT RD

EL. 301 CPX348 LR JCT. X 347 347.25

W 14TH ST

W 13TH ST

W. 12TH ST — +0.36

I-630

W. 7TH ST

ROSE BAYOU — +1.07

EL. 265 CPX347 345.94

CANTRELL ST.

EL. 264 CPX346 AMTRAK STA X 346 345.56 — +0.12

EL. 270 CPX345 ARK. RIVER X 345 345.35 — -0.72

LA HARPE BLVD

← TO ROCK ST. JCT. 3RD ST

EL. 269 CPX344 HILL 345.10 — -0.22

ARKANSAS RIVER

RIVERSIDE DR — +0.34

753 208 209 210 200

MAX. GRADE PERCENT (SUB GRADE): 257 286 306 299 260 258 266 270

SLIDE WARNING

EL. ABOVE SEA LEVEL

FIBER OPTICS

C. T. C.

A. B. S.

SPEED ALLOWANCE NO. 1 TRACK: 60-60 | 30-30 | 25-25

SPEED ALLOWANCE NO. 2 TRACK: 60-60 | 30-30 | 25-25

AUTH. SUPER ELEV.: 5-1/4" | 1" | 2-1/4" | 2-1/4" | 3-1/2" | 4-1/2"

TOTAL ANGLE: 48°49' | 30°35.1' | DFL | 49°06' | 14°48.9' | 20°05' | 39°41.1'

ALIGNMENT & FLANGE LUBRICATORS: RL

DEGREE OF CURVE: 2°30' | 2°30' | 2°58' | 3°15.6' | 4°00' | 4°57.7'

SIDING: 136 CWR | 33CWR 36CWR | 136 CWR | 133 CWR | 136CWR | 141CWR | 133 CWR | 136 CWR | 132 CWR | 41CWR | 133CWR | 132 CWR

RAIL NO. 1 TRACK: 1975 | 1996-L 2003-H | 1975 | 1999 | 1975 | 89 00L 02H | 1975 | 1990 | 1978 | 2000L 2002H 80 | 2000 80 78

RAIL NO. 2 TRACK: 136 CWR | 133CWR | 136 CWR | 133 CWR | 136 CWR 136 CWR | 133 CWR 36 CWR | 133CWR | 132 CWR | 133 CWR | 132 CWR

SURFACING & LINING SIDING: 1975 | 2002-L 1990-H | 1975 | 1999 | 96 | 1999 | 96 | 75 | 2000H 1999L | 99 | 99H 00L | 1978 | 2002L 2000H 90 | 2000 78

SURFACING & LINING NO. 1 TRACK: 2005 | 1994 | 1994 | 1994

SURFACING & LINING NO. 2 TRACK: 1994

TIE GANG SIDING: 2005 | 1994

TIE GANG NO. 1 TRACK: 1994

TIE GANG NO. 2 TRACK: 1994

RLP

NO CROSSINGS

YARD LIMIT

ABSOLUTE SIG.

AEI DETECTOR

CRACKED WHEEL INDICATOR

DRAG. EQPT. DET.

HOT BOX DET.

HIGH, WIDE SHIFTED LOAD DET. (H)

HIGH WATER DET. (W)

IMPACT DETECTOR

INT. SIG. & NO.

TEMP-WIND GAGE (T)

POWER SW. SPRING SW.

DEPOT SYMBOL

HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

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UNION PACIFIC RAILROAD

CONDENSED PROFILES

6.
NORTH LITTLE ROCK SERVICE UNIT
Little Rock to Memphis - Case 2
(No Upgrades)

MARCH 1,2005

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

86

FILE PAGE
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DECEMBER 2, 2002

CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879

TRACKAGE RIGHTS GRANTED TO SSW RWY

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR., MP 343.60, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT - #186576, DATED JUNE 1, 1996.

LITTLE ROCK 151 M. P. 330.00

350

345

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE NO. 1 TRACK NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

DEGREE OF CURVE

RAIL SIDING NO. 1 TRACK NO. 2 TRACK

SURFACING & LINING SIDING NO. 1 TRACK NO. 2 TRACK

TIE GANG SIDING NO. 1 TRACK NO. 2 TRACK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

NO CROSSINGS

RLP

P:\SU_BOOKS\06_NLR\LTRK.DGN

NORTH LITTLE ROCK DIVISION
LITTLE ROCK AND HOXIE SUBDIVISIONS

87

FILE PAGE
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CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS — CONST 1873 BY C&F OF ARK AS STD GA, CHG TO 5', TO STD 6-28-1879
TRACKAGE RIGHTS GRANTED TO SSW RWY — LINE CHANGE-1961
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR.,
LITTLE ROCK SUBDIVISION — HOXIE SUBDIVISION

345 — 340

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

4-BM-124 (#1) HTTO
PS #10
345.00
344.99
344.90
1-BM-34' (INDU, #2, #1 YD)
1-CMP-9' UNDERPASS
344.30 PS BEG. COFFEYVILLE ML
344.00 DETECTOR READERS
343.95 OH VIADUCT
PS BEG. JCT. BRIDGE LINE
343.77 2-CIP-2.4'
343.70 OH VIADUCT
343.60 DETECTOR READER
343.60 OH VIADUCT
343.02 PS#10 HTTO #2
NOTE: YARD TRACK SCHEMATIC SHOWN SIMPLIFIED
342.30 PS#14 POTO #2
342.25 PS#14 POTO #1
342.19 PS#14 POTO #1
342.01 PS#14 POTO #1
342.00 PS#14 POTO #1
342.00 1-CRC-12(#2)
4-RCS-86'(YD)
6-PCT-107'(YD)
4-RCS-107'(YD)
12-RCS-72'(YD, YD)
4-RCS-78'(YD)
341.90 1-GIP-4.4'
341.87 PS#14 POTO
341.86 PS#14 POTO
341.84 PS#10 POTO
341.81 PS#14 POTO
ML FUELING
341.05 PS#10 HTTO #2
340.55 DUAL OH VIADUCTS 100'
340.45 PS # POTO #1

JENKS DIESEL SHOP
TO COFFEYVILLE
RIVERSIDE DR
W. 4TH ST
DIV OFFICE
TO ROCK ST. JCT.
MAIN ST.
I-30
LOCUST ST.
CANT SIG
U.P.
DARK HOLLOW CREEK
NO. 1
NO. 2
I-40

EL. 340
CPX343
344.30
+0.34
+0.08
+0.34

EL. 254
CPX342
LOCUST ST.
343.92

EL. 254
N. LITTLE ROCK
X 344
343.60
YD 01, 77

EL. 254
CPX941
342.30
0.00

EL. 254
CPX341
CREST
341.96

EL. 340
CPX340
ONE LEAD
340.50
-0.59

MAX. GRADE PERCENT (SUB GRADE)
260
258
254
254

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK: 30-30 | 40-40
NO. 2 TRACK: 30-30 | 40-40

AUTH. SUPER ELEV.
1" | 1" | 1" | 1-1/2" | 1" | 1" | 1"

TOTAL ANGLE
24°35.3' | 30°48' | 6°00' | 31°30' | 0°59.5' | 23°18.6' | 50°07.8' 1-1/4"

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE
3°00' | 3°00' | 1°00' | 2°12' | 0°30' | 1°30' | 2°00'

SIDING
132 CWR | 132 CWR

RAIL
NO. 1 TRACK: 132CWR | 141CWR 132CWR | 133CWR | 133CWR | 132 CWR | 133 CWR | 132 CWR | 36 CWR 33 CWR | 132 CWR | 136CWR
1978 | 1989-L 2002-H 78 | 1989-L 78 | 1986 | 1978 | 2000-H 1978-L | 1978 | 2004L 1997H | 1978 | 1977
NO. 2 TRACK: 132CWR | 133 CWR | 132 CWR | 133 CWR | 132 CWR | 136 CWR-W | 132 CWR | 141 CWR-L | 136CWR
1978 | 1999 | 89 | 1978 | 89 | 1999 | 89 | 1978 | 2005W 1978 | 1978 | 2002 1992 | 1978 | 1977

SURFACING & LINING
SIDING: 1994 | 2003
NO. 1 TRACK: 1994 | 2003
NO. 2 TRACK: 1994 | 2003

TIE GANG
SIDING: 1994 | 2003
NO. 1 TRACK: 1994 | 2003
NO. 2 TRACK: 1994 | 2003

BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE
BETHANY RD - BFG

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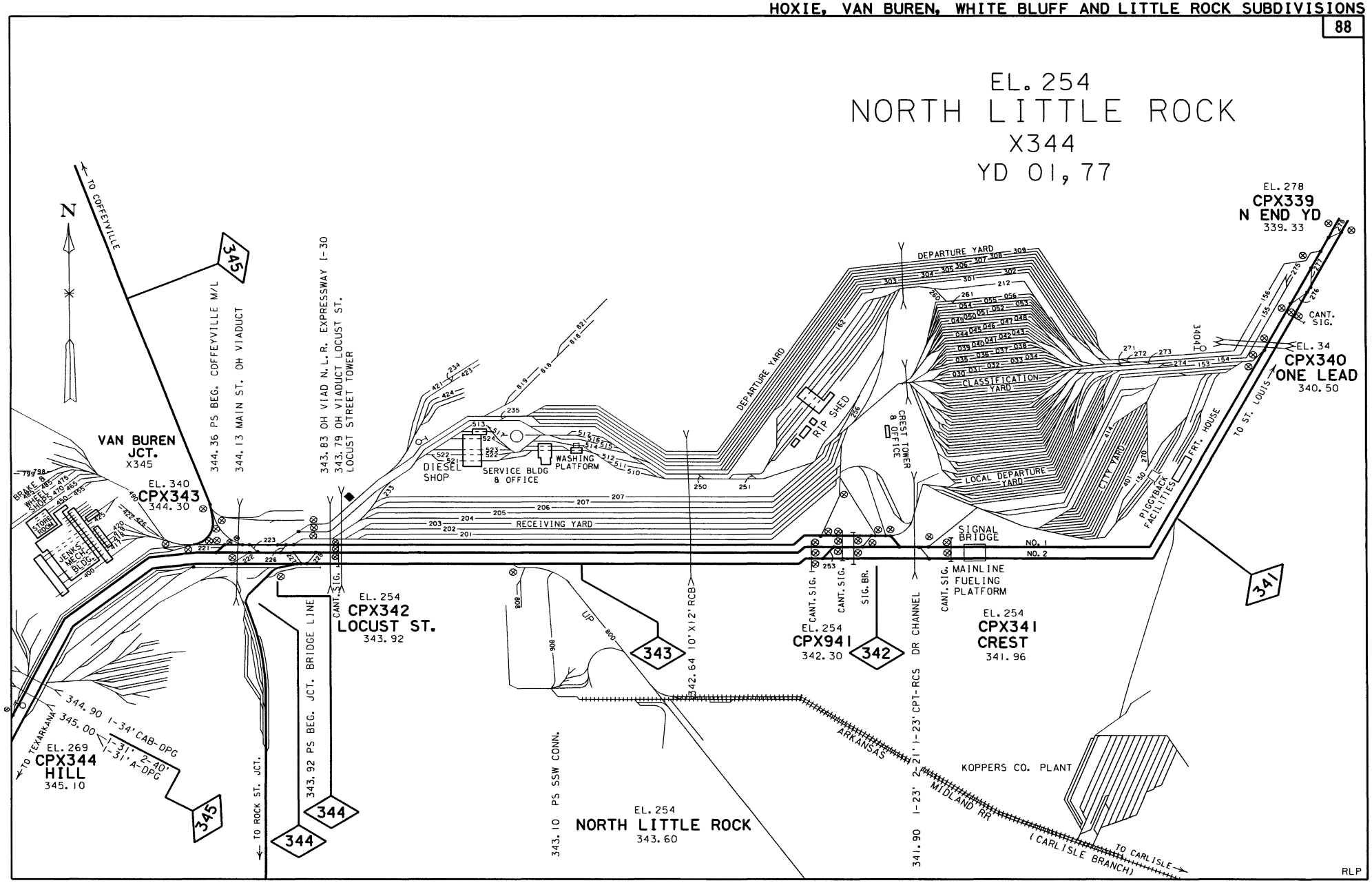
EL. 254
NORTH LITTLE ROCK
X344
YD 01, 77



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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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89

340

335

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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90

335

330

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

334.60 2-CBC-5'X8'
3343-1 SIGNAL BR. 3342-1 334.25 1-SBC-5'X4'
3343-2 3342-2
333.60 3-RCS-48' (#1,#2) 1-DPGOD-50' 162' 4-RCS-64'
NORTH APPROACH
333.22 PS#10 HTTO (#1)
TO LITTLE ROCK AIR FORCE BASE
332.95 PS JACKSONVILLE IND. LEAD
911
116
332.80 1-RCS-22'(#1,#2) 1-RMOD-22'(#1,#2) 1-RCC-68'X4' 1-SBC-4'X5' PS#10 HTTO (#1) 68'
ARK RT 161
332.80 332.72 332.70
3325-1 SIGNAL BR. 3324-1
3325-2 3324-2
332.20 OH VIADUCT 100'
MAIN ST
NO. 1
NO. 2
331.77 1-SBC-4'X6'
331.15 2-CBC-4'X6'
331.07 2-CBC-4'X8'
330.78 PS#16 POTO (#1)
330.72 PS#16 POTO (#2)
330.71 PS#20 POTO (#2)
330.64 PS#20 POTO (#1)
CANT SIG
330.50 1-CBC-5'X5'

EL. 276
JACKSONVILLE
X 332
333.00
1032
YD07,77

EL. 261
CPY331
JAX
X 331
330.76

MAX. GRADE PERCENT (SUB GRADE)
0.00 -0.05 -0.20 -0.12 -0.32 +0.32 0.00 +0.17

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
247 248 253 256 276 261 261

SPEED ALLOWANCE
NO. 1 TRACK: 75-70 | 60-60 | 75-70
NO. 2 TRACK: 75-70 | 60-60 | 75-70

AUTH. SUPER ELEV.
½" 4" 1" 1-1/2"

TOTAL ANGLE
10°17' DFL 1 & 2 22°02.5' 16°10.5' 18°29'

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE
1°00' 2°02' 0°48' 1°00'

RAIL
SIDING: 136 CWR | 133CWR | 136 CWR | 133 CWR | 136 CWR
NO. 1 TRACK: 1977 | 1984 | 1977 | 1996 | 2002
NO. 2 TRACK: 2000-H 133CWR | 136 CWR | 133CWR | 136 CWR | 133CWR

SURFACING & LINING
SIDING: 1977 | 1977-L | 1977 | 1987 | 1977 | 1997
NO. 1 TRACK: 2003
NO. 2 TRACK: 2003

TIE GANG
SIDING: 2003
NO. 1 TRACK: 2003
NO. 2 TRACK: 2003

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

HOG PEN XING PRIVATE-SP
REDMAN RD -BFG
GRAHAM ST.-BFG
LOOP RD-BFG

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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91

330

325

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET. (H)
HIGH WATER DET. (W)
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

329.70 3-RCS-54'(#1,#2) WATERWAY +0.17
329.20 5-RCS-90'(#1,#2) DETECTOR TALKER
329.20 329.16 SIGNAL BR.
3291-1 3290-1 3291-2 3290-2 PULASKI CO. LONOKE CO. JACKS BAYOU -0.12
328.45 3-CBC-4'X6' +0.03
328.27 3-SSP-4'
328.10 1-CBC-4'X5' -0.13
327.80 3-RCS-54'(#1,#2) GRADE BRG CANAL +0.03
3275-1 3274-1 327.40 END 26' TRK CTR
NO. 1
NO. 2
3275-2 3274-2
327.07 1-CBC-4'X4.4'
"HOLLAND BOTTOMS"
326.77 3-CBC-4.4'X5' -0.10
326.54 BEGIN 26' TRK CTR
326.35 5-CBC-4'X4'
325.90 5-RCS-92'(#1,#2) BAYOU PRAIRIE
325.80 4-RCS-76'(#1,#2) WATERWAY
325.67 OH VIADUCT 100' -0.08
3257-1 3256-1 3257-2 3256-2 CABOT BYPASS HWY 369 / SH 321
325.42 5-CBC-3'X4'

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C.
A.B.S.

254 256 254 257 256 263

SPEED ALLOWANCE
NO. 1 TRACK: 75-70
NO. 2 TRACK: 75-70

AUTH. SUPER ELEV.
½" ½" ½" ½"

TOTAL ANGLE
° ° ° °

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE
0°19' 0°19' 0°19' 0°19'

RAIL
SIDING: 136 CWR
NO. 1 TRACK: 2002 1977
NO. 2 TRACK: 136 CWR

SURFACING & LINING
1977 2002 1977
SIDING: 2003
NO. 1 TRACK: 2003
NO. 2 TRACK: 2003

TIE GANG
SIDING: 2003
NO. 1 TRACK: 2003
NO. 2 TRACK: 2003

MJM

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-X

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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92

325

320

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

2-CBC-6' X8' 323.52
2-CIP-2' 323.32
"CABOT"
1-CIP-4' 322.70
1-SBC-4' x 5' 321.85
2-CBC-6' x 7' 321.72
1-CBC-4' X6' 320.75
"AUSTIN"

NO. 1
NO. 2

-0.08
-0.32
+0.30
+0.29

272
290
249

75-70
65-60
75-70

11°55.5' 1"
20°38.5' 1-1/2"
21°23' 1-1/2"

0°30'
1°00'
1°00'

136 CWR
1977
133 CWR
1994
136 CWR
1977

2000-H
133 CWR
136CWR
133 CWR
136 CWR
1977
1977-L
1977
1994-L
1977
2003
2005-H
2003
2003
2003

MJM

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

ELM-BFG
MAIN-BFG
PINE ST BB-CBFG
LOCUST-BFG
POLK ST-BFG
MAIN-BFG
AUSTIN PED ONLY-S

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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93

320

315

WARD *152
M.P. 330.00 | M.P. 305.00

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY
ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

319.71 3-CBC-7'X9'
319.60 3-CBC-7'X9'
319.50 6-TST-79'(#1,2
CANT SIG 319.32 PS #16 POTO #2
319.26 PS #16 POTO #1
319.24 PS #16 POTO #1
319.18 PS #16 POTO #2
319.05 1-CBC-6'X10'
319.02 2-CBC-6'X10'
317.38 PS #10 HTTO #2 SIGNAL BR.
317.22 1-CBC-4'X10'
317.20 DETECTOR-TALKER
316.74 2-PCB-50'(#1,#2)
316.20 9-RCS-162'(#1,#2)
315.71 4-PCB-120'(#1,#2)
315.70 SIGNAL BR.
315.00 9-TST-114'(#1) 9-TST-113'(#2)

016
015
842
NO. 1
NO. 2
3173-1
3174-1
3173-2
3174-2
3157-1
3156-1
3157-2
3156-2

WATERWAY
CANT SIG
WATERWAY
WATERWAY
WATERWAY
WATERWAY
WATERWAY

EL. 238
CPY319
WACROSS
X 320
319.27

EL. 242
WARD
X 318
317.60
YD 07,77

CYPRESS CREEK
LONOKE CO.
WHITE CO.

+0.15
-0.21
+0.31
+0.29
+0.06
0.00

238
252
225
222
218

MAX. GRADE PERCENT (SUB GRADE)
SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C.
A.B.S.

SPEED ALLOWANCE
NO. 1 TRACK 75-70
NO. 2 TRACK 75-70

AUTH. SUPER ELEV.
1"
1"

TOTAL ANGLE
2°01'
18°26'

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE
0°30'
0°30.5'

RAIL
SIDING 136 CWR
NO. 1 TRACK 1977
NO. 2 TRACK 136 CWR

SURFACING & LINING
SIDING 1977
NO. 1 TRACK 2003
NO. 2 TRACK 2003 2004

TIE GANG
SIDING 2003
NO. 1 TRACK 2003
NO. 2 TRACK 2004

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PEYTON-SH319-BFG
MOORE-BFG
MARKHAM-BFG

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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☆ BEEBE, ARK. NAMED AFTER ROSWELL BEEBE, FIRST PRESIDENT OF THE CAIRO AND FULTON RAILROAD

315 (#1) (#2)

310 (#1, #2)

YARD LIMIT
ABSOLUTE SIG.
AE1 DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

| | | |

NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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95

310

305

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

SIGNAL BR. 3097-1 3098-1 3097-2 3098-2
2-CBC-4' X6' 309.42
2-CBC-3' X4' 309.35
3-RCS-46'(#1,#2) 308.70 WATERWAY
PS #10 HTTO #2 308.29
SIGNAL BR. 3081-1 3082-1 3081-2 3082-2
1-CBC-8' X10' 307.93
1-CBC-8' X10' 307.82
2-CBC-3' X3' 306.80
CANT SIG
PS #16 POTO #2 306.57
PS #16 POTO #1 306.51
PS #16 POTO #1 306.50
PS #16 POTO #2 306.44
9-RCS-162'(#1,#2) 306.30 CANT SIG BUSHY CREEK
PS #16 POTO #2 306.06
3-RCS-55'(#1,#2) 305.80 CANEY CREEK
2-CIP-2' 305.30
2-CBC-5' X3' 305.07

NO. 1
NO. 2
834
018
017

EL. 230
McRAE
X 308
308.29
727
YD 07, 77

EL. 224
CPY307
MACK
X 306
306.51

+0.07 -0.13 0.00 -0.30 +0.27 -0.44 +0.40 +0.08 +0.02 +0.22 -0.31

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

224 226 226 231 226 239 225 222 221 219

SPEED ALLOWANCE
NO. 1 TRACK 75-70
NO. 2 TRACK 75-70

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

NO CURVES

DEGREE OF CURVE

RAIL
SIDING 136 CWR
NO. 1 TRACK 1977
NO. 2 TRACK 136 CWR
1977

SURFACING & LINING
SIDING 2003
NO. 1 TRACK 2004
NO. 2 TRACK 2003

TIE GANG
SIDING 2004
NO. 1 TRACK
NO. 2 TRACK

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

RIP KIRK RD-X
GRAND AVE-BFG
PEDESTRIAN
DOYLE RD-X
MAIN ST-BFG

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

FILE PAGE
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OCTOBER 11, 2004
BRIDGES UPDATED
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JUNE 19, 2000

CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN N. LITTLE ROCK, AR, MP 343.60 AND POPLAR BLUFF, MO, MP 165.60, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756 DATED JUNE1, 1996

96

305

300

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

SIGNAL BR. 3049-1 3048-1 3049-2 3048-2
304.03 DETECTOR TALKER
303.37 1-CBC-4' X10'
SIGNAL BR. 3031-1 3032-1 3031-2 3032-2
302.90 6-RCS-106'(#1,#2) WATERWAY
302.70 8-RCS-138'(#1,#2) DES ARC BAYOU
302.40 7-RCS-126'(#1,#2) DES ARC BAYOU
NO. 1
NO. 2
SIGNAL BR. 3003-1 3002-1 3001-2 3002-2
300.12 4-CBC-4' X5'
300.00 7-TST-91'(#1,#2) WATERWAY

-0.31 -0.04 0.00 +0.06 -0.11 +0.28 0.00 -0.30 +0.02

MAX. GRADE PERCENT (SUB GRADE)

222 223 223 221 222 219 219 223

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK 75-70
NO. 2 TRACK 75-70

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
R

NO CURVES

DEGREE OF CURVE

RAIL
SIDING 136 CWR
NO. 1 TRACK 1977
NO. 2 TRACK 136 CWR
1977

SURFACING & LINING
SIDING 2003
NO. 1 TRACK 2004
NO. 2 TRACK 2003

TIE GANG
SIDING 2004
NO. 1 TRACK
NO. 2 TRACK

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

MORRIS DR-X
PRIVATE-SP
PRIVATE-SP
PRIVATE-X
PRIVATE-SP
BOOTH RD. CO. RD. 410 -BFG
BAKER-BFG

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M. P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. GA. ON 6-28-1879 — 97

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN NO LITTLE ROCK, AR., MP343.60 AND POPLAR BLUFF, MO., MP165.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996

300 (#1,#2)

300.00 — 7-TST-91'

299.90 — 6-TST-79' (#1), 6-TST-78' (#2)

299.90 END 26' TRK CENTERS

"HIGGINSON"

299.30 6-RCS-72' (#1,#2)

298.55 PS#16 POTO #2
298.45 PS#16 POTO #1
298.43 PS#16 POTO #1
298.33 PS#16 POTO #2

298.14 BEGIN 26' TRK CENTERS

298.12 2-CIP-2'

SIGNAL BR.

296.79 2-CBC-6'X6'
296.72 2-CBC-6'X6'

296.52 2-CBC-3.5'X5'
296.50 PS #10 HTTO #1

296.26 PS DK&S RWY TO SEARCY

296.15 PS DK&S FROM DONIPHAN
296.10 PS #10 HTTO #1

295.99 1-CBC-10'X8'
295.87 1-CBC-8'X10'

295.52 1-SBC-4'X2'
295.40 5-RCS-90' (#1,#2)

295

2968-1
2967-1
2968-2
2967-2

TO SEARCY DK&S
TO DONIPHAN DK&S
783
782
788
019

NO. 1
NO. 2

020
021

WATERWAY
WATERWAY
WATERWAY

EL. 225
CPY298
HIG
X 298
298.40

EL. 223
KENSETT
X 296
296.40
1883
YD 07, 77

BLACK CREEK

-0.13
+0.13
-0.13
+0.11
-0.17
+0.06
+0.24
+0.09
-0.28
+0.16

222
219
226
225
226
223
220
219
226

75-70
75-70

1/2"
1/2"
1/2"
1/2"

0° 10' E
0° 10' E
0° 10' E
0° 10' E

133 CWR
136 CWR
1998
1977
136 CWR
1977
2003
2004
2003
2004

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

WALKER ST-BFG
CROSSOVER-XS
PRIVATE-S
BALL PARK-X
PRIVATE VIVIAN HILL-S
PRIVATE-S
CR 406-X
PRIVATE-S
DANDRIDGE-BF
SEARCY ST-BFG
WILBUR MILLS-BFG
WESTPOINT -X
MOBLEY LANE-X

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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JUNE 29, 2004

CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. GA. ON 6-28-1879 — 98
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN NO LITTLE ROCK, AR., MP343.60 AND POPLAR BLUFF, MO., MP165.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996

295 TALKER — 290

DETECTOR- 294.90
4-PCB-105'(#1,#2) 294.70
7-PCB-182'(#1,#2) 294.40
2-CMP-5.5' 3-RCS-50'(#1,#2) 294.20
4-RCS-71'(#1,#2) 294.10
4-RCS-72'(#1,#2) 294.00
SIGNAL BR. 2937-1 2936-1 2937-2 2936-2
4-RCS-60'(#1,#2) 293.50
1-DPGOD-112'(#1,#2) 2-TTROD-M/S-220' 332.5 293.20
1-SAC-8'X8' "JUDSONIA" 292.80
1-CBC-8'X8' 292.57
DETECTOR READERS 292.50
1-CBC-4'X4' 291.77
SIGNAL BR. 2913-1 2914-1 2913-2 2914-2
1-CBC-4'X6' 291.25
1-CBC-5'X5' 290.75
3-RCS-57'(#1,#2) 290.30
4-BMC-131'(#1,#2) 290.00

NO. 1
NO. 2

WATERWAY
WATERWAY
WATERWAY
WATERWAY
WATERWAY
LITTLE RED RIVER
WATERWAY
WATERWAY
OVERFLOW CREEK

EL. 214
CPY295
KENSETT HBD
X294
294.90

+0.16 +0.02 +0.27 0.00 -0.41 +0.29 -0.36 -0.13 +0.33 +0.09 -0.18 +0.28 -0.28 +0.23

215 214 212 212 219 214 223 226 223 220 223 213 217

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY
ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING
MAX. GRADE PERCENT (SUB GRADE)
SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C.
A.B.S.

SPEED ALLOWANCE
NO. 1 TRACK: 75-70 | 70-60 | 75-70 | 60-55 | 60-60 | 75-70
NO. 2 TRACK: 75-70 | 70-60 | 75-70 | 60-55 | 60-60 | 75-70

AUTH. SUPER ELEV.
31°34.3' 4-1/4" | 43°58.5' 5-1/4" | 6°28' 1-1/2"

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
DFL

DEGREE OF CURVE
2°05' | 3°00' | 0°58'

RAIL
SIDING: 136 CWR | 133CWR | 136 CWR | 133CWR 136CWR | 136 CWR
NO. 1 TRACK: 1977 | 1986 | 1990 | 1977 | 1990H 2005L | 1977
NO. 2 TRACK: 136 CWR | 133CWR | 136 CWR | 136CWR 133CWR | 136 CWR
NO. 2 TRACK: 1977 | 1984 | 1990 | 1977 | 2005H 1990L | 1977

SURFACING & LINING
SIDING 2003
NO. 1 TRACK 2004
NO. 2 TRACK 2003
TIE GANG
SIDING 2004
NO. 1 TRACK
NO. 2 TRACK

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
FISH FARM XING PRIVATE-S
VINE ST-W,S ELM-BFG
HAMMONS RD -X
SAFLEY RD-XS

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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JUNE 29, 2004

CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. GA. ON 6-28-1879 — 99

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN NO LITTLE ROCK, AR., MP343.60 AND POPLAR BLUFF, MO., MP165.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996

BALD KNOB #153
M.P. 305.00 — M.P. 275.00

290 (#1,#2) — 285

4-BMC-131' — 290.00 CANT SIG

1-CBC-4'X4' — 289.82 PS #20 POTO #1
PS #20 POTO #2 — 289.81
3-RCS-54'(#1,#2) — 289.71
PS#20 POTO #2 — 289.70
289.69

END 28' TRK CENTERS — 289.59
SIGNAL BR.

PS #14 POTO #1 — 288.60
BEGIN 28' TRK CENTERS — 288.59
PS #14 POTO #2 — 288.54
PS #14 POTO #2 — 288.53

1-SBC-4'X6' — CANT SIG. — 288.30
1-CMP-5.4' — 288.26
PS MAIN LINE TO MEMPHIS

PS #16 POTO #2 — 287.97
PS #10 HTTO #1 — 287.91
OH VIADUCT-100'(SIDE) — CANT SIG — 287.85

3-RCS-54'(#1,2) — 287.70
4-TSTOD-52'(SIDE)

DUAL OH VIADUCT-100' (#1(SIDE)) — 287.24

CANT SIG — 286.74
PS #16 POTO #2 — 286.69
PS #20 BEGIN 2ND M/L

2-CBC-10'X7' — 286.52
MOVEABLE POINT FROG — 286.35
2-CBC-8'X4'

2-CBC-4'X8' — 285.72
2-CBC-7'X10' — 285.51
2-CBC-3'X4' — 285.40

OVERFLOW CREEK — WATERWAY — TO MEMPHIS — US 64 — TUPELO GUM CREEK — US HWY 67

EL. 213
CPY290
JUD
X 289
289.70

EL. 229
CPY289
288.52

EL. 221
CPY287
BALD KNOB
X288
287.98
14741
YD07, 77

EL. 221
CPY286
RUSSELL JCT.
X 286
286.72

+0.23 — -0.45 — +0.29 — 0.00 — -0.19 — 0.00

MAX. GRADE PERCENT (SUB GRADE): 213 — 233 — 221 — 221 — 225

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C. - - - —
A.B.S. — - —

SPEED ALLOWANCE
NO. 1 TRACK: 75-70 — 40-40 — 75-70
NO. 2 TRACK: 75-70 — 40-40 — 75-60

AUTH. SUPER ELEV.: 1" — 1" — 1" — 1" — 1" — 1" — 1-1/2"

TOTAL ANGLE: 1°30' — 1°30' — 1°15' — 1°15' — 0°35' — 0°35' — 1°16'

ALIGNMENT & FLANGE LUBRICATORS: FL

DEGREE OF CURVE: 0°45' — 0°45' — 0°30' E — 0°30' E — 0°30' E — 0°30' E — 1°00' W

RAIL
SIDING: 136 CWR — 133 CWR
NO. 1 TRACK: 1977 — 1998
NO. 2 TRACK: 136 CWR

SURFACING & LINING
SIDING: 1977 — 2003 — 1992
NO. 1 TRACK: 2004
NO. 2 TRACK: 1996

TIE GANG
SIDING: 2003 — 1992
NO. 1 TRACK: 2004
NO. 2 TRACK: 1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S — HICKORY-BFG — MAIN-BFG — ELM-BFG — HWY 258-BFG — PRIVATE-S — CURTIS DAVIS RD-X — PRIVATE-S

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
FLANGE LUBRICATORS
FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CONSTRUCTED 1886 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY. → BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC → BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT. AR MO., MP 375.90
PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

131

BALD KNOB * 153
M. P. 287.88 — M. P. 303.30

290

PS #14 POTO
BEGIN MEMPHIS LINE
287.88

PS #10 POTO
288.37

288.70 6-PCS-79' (SIMN)
WATERWAY

289.30 3-RCS-34' (SIMN)
WATERWAY

TO ST. LOUIS

TO TEXARKANA

EL. 213
CPY290
JUD
X289
289.70

EL. 228
CPY289
BALD KNOB
X 288
287.86

EL. 226
CPY288
E. BALD KNOB
XG002
288.38

-0.42 -0.04 -0.30 -0.06

228 218 217 213

10 70

1" 1"

6°21' 5°15' 39°20'

7°30' 7°30' 2°05' 4°14'

136 CWR 1979 | 133CWR 1996 | 136 CWR 1979

1996

1996

JOK

MAIN-X ELM-X EAST THIRD-X COUNTY RD 83-X

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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132

CONSTRUCTED 1886 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

290

295

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
R L

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

290.20 6-RCS-110'(SIMN)
290.73 2-CIP-2'
291.20 3-RCS-55'(SIMN)
291.70 5-PCB-130'(SIMN)
292.48 DETECTOR TALKER
293.00 DETECTOR READER
293.30 PS #10 TO
293.50 30-TST-388'(SIMN)
294.10 16-RCS-289'(SIMN)
294.30 62-RCS-1102'(SIMN)
294.70 43-RCS-754'(SIMN)
295.00 30-BMC-807'(SIMN)

WATERWAY
WATERWAY
2915
2914
WATERWAY
EL. 209
RIO VISTA
XG006
292.80
YD 03
EL. 210
CPY292
RIO VISTA HBD
XG005
292.48
GLAISE CREEK
WATERWAY
WATERWAY
CREEK
CREEK

101

+0.05
-0.07
0.00
+0.12
-0.02
0.00

209 210 208 208 210 209

70

NO CURVES

136 CWR

1979
1985
1979

1996

1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-SP
PRIVATE-SP
WOLTER BUTLER-SP
COUNTY RD 73-X
COUNTY RD 213-X
COUNTY RD 83-XS
PRIVATE-SP

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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133

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET. (H)
HIGH WATER DET. (W)
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE (T)
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

295 (SIMN)
295.00 30-BMC-807'
295.50 6-PCT-148' (SIMN)
296.00 33-RCS-581' (SIMN)
296.40 24-RCS-428' (SIMN)
296.80 18-RCS-320' (SIMN)
297.14 WHITE CO. - WOODRUFF CO.
297.30 51-RCS-910' (SIMN)
297.80 74-TST-950' (SIMN)
1107.8' (SIMN)
298.30 18-PCB-437', 1-DPGOD-60', 2-TTROD-M/S-267', 1-TTROD-162', 1-DPGOD-60', 5-PCB-122'
298.80 59-RCT-1475' (SIMN)
299.20 46-RCT-1182' (SIMN)
299.80 41-RCS-779' (SIMN)
299.95 PS #16 POTO
300

2951 CREEK
2950 CREEK
2958 WATERWAY
WATERWAY
WATERWAY
WATERWAY
WHITE RIVER (OVERFLOW)
WHITE RIVER (OVERFLOW)
EL. 215
WHITE RIVER
XG010
298.50
WATERWAY
WHITE RIVER (OVERFLOW)
EL. 210
CPY300
299.95
WATERWAY

0.00
+0.19
-0.19
0.00
+0.09

209 215 209 209

70 25 40 70
1"
2-1/2"
29°12'
38°02'
3°06'
3°04.5'

136 CWR 33CWR 136 CWR 33CWR 136 CWR 136 CWR
1979 1996 79 1996 2003-A 1979
1996
1996

SH 112 79
96
96

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE -S
PRIVATE-SP

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

*CONSTRUCTED 1886 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY

300

305

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

300.49 2-CBC-9'X 7' 1-CBC-9'X 6'
301.22 2-CBC-8'X 5'
301.27 PS #16 HTTO
301.27 PS #16 POTO
301.67 2-CMP-3.5'
302.50 3-RCS-36'(SIMN)
303.40 DETECTOR TALKER
303.62 1-CBC-6'X 4'
304.00 3-PCB-65'(SIMN)
304.60 9-CMP-5'
304.60 3-CMP-5'

102
703
700
3038
3049
3048

WATERWAY
WATERWAY

EL. 216
CPY301
NEW AUGUSTA
XG012
301.27
6280
YD 03

MAX. GRADE PERCENT (SUB GRADE)

+0.09
-0.03
+0.01
-0.46
-0.01

216
214
215
203

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

10
70

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

NO CURVES

DEGREE OF CURVE

RAIL SIDING

SH 112
1979

RAIL MAIN

136 CWR
1979

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1996
1996
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

SIXTH-BFG
ARK 33-BF
PRIVATE
PRIVATE
PRIVATE

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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135

305

310

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

305.20 2-PCB-50'(SIMN)
3058
306.30 18-PCB-464'(SIMN)
306.60 1-PCT-20' / 26-RCS-519' > 539'(SIMN)
306.90 11-RCS-205'(SIMN)
307.40 PS #10 HTTO
308.20 11-RCS-205'(SIMN)
3093
309.22 PS #10 HTTO
309.30 PS #10 HTTO
309.90 PS #10 TO
3100
708
103
706
704
3092

WATERWAY
WATERWAY
CACHE LAKE
CACHE RIVER

EL. 202
PATTERSON
XG019
307.30
YD 03

EL. 210
McCRORY
XG021
309.29
3002
YD 03

0.00 -0.09 0.00 +0.14 +0.17 -0.06 0.00 +0.10 +0.36 +0.01

202 200 200 202 203 201 201 205 210

70

NO CURVES

136 CWR
1979
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 775-BF
SH-17 MAIN-BF
CR 615-X
PRIVATE-SP
PUBLIC-X CR625
S HWY 145 EDMONDS-CBFG
JOHNSON-BFG

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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136

310

315

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET. (H)
HIGH WATER DET. (W)
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE (T)
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

| | | |

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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137

315

320

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

315.21 DETECTOR TALKER
315.80 3-CBC-7'X 5'
316.80 6-RCS-109'(SIMN) 3168
318.32 WOODRUFF CO. – CROSS CO.
318.50 3-RCS-48'(SIMN)
318.86 UPRR 84°48' XING
319.01 PS #10 HTTO
319.16 CONN. TO SSW PS #16 POTO
319.30 3-RCS-39'(SIMN, YARD)

WATERWAY
WATERWAY
WATERWAY

057 055 710 606 141 059 605

EL. 221
UP XING
318.86

EL. 219
CPY318
319.16

+0.56 -0.11 0.00 -0.02

MAX. GRADE PERCENT (SUB GRADE)

224 221 221

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

70 40 70 10

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

SH 133 CWR 2000
SH 112 1973

RAIL MAIN

136 CWR 1979
132 CWR 1973

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1996
1996
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

SH 269-BFG
PRIVATE -S
PRIVATE -S
COUNTY RD 508-X
US 49-BF
COUNTY RD 511-X

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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138

320

325

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

320.57 3-CMP-2.5'
320.84 PS #16 POTO
321.30 8-RCS-137'(SIMN)
321.80 3-RCS-40'(SIMN)
322.30 3-TST-34'(SIMN)
323.02 3-CMP-2.5'
323.40 4-CMP-3.5'
3236T 3237
324.90 PS #10 HTTO

605
712

WATERWAY
WATERWAY
WATERWAY

EL. 219
CPY321
FAIR OAKS
XG031
320.85
8197
YD 03,77

EL. 221
HAMLIN
XG037
324.70
YD 03

-0.02
0.00
+0.12
0.00
+0.15
0.00
-0.29

MAX. GRADE PERCENT (SUB GRADE)

219
219
220
220
223
223

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

70
10
60

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

SH 112
1973

RAIL MAIN

132 CWR
1973

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1996
1996
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 521-X
COUNTY RD 515-X
COUNTY RD 18-X
ARK 193-BFG

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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139

325

330

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

325.60 30-RCS-540' (SIMN) WATERWAY
326.10 13-RCS-234' (SIMN) L'ANGUILLE RIVER
326.40 14-RCS-252' (SIMN) WATERWAY
326.62 2-CMP-3'
326.80 DETECTOR TALKER
327.37 2-CMP-2.5'
328.05 4-CMP-2.5'
328.80 7-PCB-178' (SIMN) MORGAN CREEK
329.40 6-RCS-107' (SIMN) WATERWAY

3268
3282

-0.25 +0.12 0.00 +0.37 +0.05 0.00 +0.31 +0.11 0.00 -0.13 0.00 +0.21

217 220 220 221 223 223 228 229 229 227 227 233

60

NO CURVES

132 CWR
1973
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 350-BF

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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140

WYNNE #207
M.P. 319.00
M.P. 345.00

330

335

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

330.15 PS #16 POTO
330.25 1-CBC-5'X 4'
330.50 3-RCS-55'(SIMN)
330.62 1-CBC-5'X 4'
331.45 PS #10 HTTO
332.20 PS #10 POTO
332.21 PS #10 HTTO
332.28 PS #16 POTO
332.38 PS #16 POTO
332.22=280.23 CONN. HELENA BR.
TO JONESBORO JCT.
332.56=280.40 CONN. WYNNE SUB
332.80 3-TPG-138'(SIMN)
334.12 1-CIP-4'
335.00 1-CBC-10'X 9'

WATERWAY
SH 1

EL. 232
CPY330
330.15

EL. 252
CPY332
WYNNE
C 304
332.28
N-8649
S-3666
YD 03

TO HELENA JCT.

EL. 253
CPY280
WYNNE SUBDIV. CONN
332.56

-0.17
0.00
+0.05
+0.17
+0.30
+0.98
+0.21
-0.87

232 232 234 243 252 325 332

60 10 40 50

2-1/2" 2-1/2" 1" 2" 5-1/2"

24°26' 19°46' DFL 2°24' 25°07' 35°04'

3°00' 3°00' 0°36' 2°40' 3°50'

SH 112
1973

141CWR 2002-L 136CWR 136CWR
141CWR
133CWR
132 CWR 136CWR 133 CWR 133CWR
1973 82 2003H 182H 1982L 82 03L 82 1972 1996 82 1984 04H 02L

1996
1996
1996
1996

MJM

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

O'11TH ST -X
E ST-BFG
WILSON -BFG
TERRY-BF
KILLOUGH ST-BFG
COUNTY RD 735-X
ARK 284-BF

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MEMPHIS SUBDIVISION

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141

335

340

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

335.00 1-CBC-10' X 9'
335.12 1-CMP-4.5'
335.70 5-TST-63'(SIMN) 3357 3356
336.12 1-CBC-6' X 6'
336.53 1-CBC-7' X 4'
337.00 8-TST-104'(SIMN)
337.25 1-CBC-6' X 5'
337.40 3-RCS-55'(SIMN)
"LEVESQUE"
339.00 1-RCS-15'(SIMN)
339.60 16-RCT-410' 3-DPGOD-252' 1-BMOD-28' 18-RCS-345' 1-BMOD-27' 32-RCS-570' 1632.1'
3397 3396

WATERWAY WATERWAY WATERWAY FARM RD ST. FRANCIS BAY

-0.87 -0.60 0.00 -0.17 -0.77 +0.02 -0.25 -0.49 0.00

279 259 259 258 229 230 228 223 223

50 60

4-1/4" 2-1/2" 4"

36°47' 24°42' 33°40'

DFL

3°00' 2°00' 2°00'

136CWR 141CWR 132CWR 141CWR-L 133CWR-H 133 132 CWR 136 CWR 133CWR 136 CWR 132 CWR

2004-H 2002-L 1972 2002-L 1972-H 1984 1972 1979 1996 1979 1970

1996

1996

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 702-X PRIVATE-S PRIVATE-S PRIVATE-SP PRIVATE SH 163-BF

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142

340

345

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

340.70 1-CWP-6'

341.00 DETECTOR TALKER

341.10 12-TST-221'(SIMN)

341.50 1-RCS-15'(SIMN)

341.70 1-CBC-12'X 10'
1-CBC-4'X 4'

342.50 1-CBC-5'X 5'
342.57 1-CBC-10'X 12'

342.70 1-CBC-12'X 15'

343.50 7-TST-122'(SIMN)

344.20 9-TST-162'(SIMN)

WATERWAY

COUNTY RD

PRIVATE ROAD

PRIVATE ROAD

345.10
345.00

-0.00

-0.09 +0.08 -0.09 +0.02 -0.13 0.00 +0.17

222 221 222 221 222 220 220

60

NO CURVES

132 CWR

1970

1996

1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 825-X

P:\SU_BOOKS\06_NLR\MPHS.DGN

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
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FEBRUARY 19, 2004
BRIDGES UPDATED
NOVEMBER 26, 2002
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CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND
BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

143

345

350

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

20-TST-253', 2-DPG-132', 1-TPG-90', 1-DPG-89', 50-RCS-1000', 1575.7'
345.20
345.00 L
345.00
ST. FRANCIS RIVER
346.00 1-CBC-10'X10'
346.70 2-RCS-28', 1-BMOD-25', 2-RCS-28', 81'(SIMN)
346.90 1-RCS-19', 1-BMOD-29', 1-RCS-19', 67'(SIMN)
W. FRONT ST
347.00 1-RCS-16', 1-BMOD-24', 1-RCS-16', 56'(SIMN)
HWY 75
347.10 4-BM-108'(SIMN
TYRONZA ST
WATERWAY
347.53 "PARK IN" PS #16 POTO
EL. 221
CPY347
347.53
349.13 PS #16 POTO
349.27 1-CMP-4'
EL. 222
CPY349
SMITHDALE
XG 060
349.13
7656
YD 03
349.80
CROSS CO.
CRITTENDEN CO.
349.90 1-RCS-18', 1-BMOD-20', 1-RCS-18', 56.2'(SIMN)
PUBLIC RD
113
719

+0.14 -0.20 0.00 -0.14 +0.10 0.00

227 221 221 220 222

60 50 60 20

4-1/4" 4" 7°03.5' 1-1/2" 4"

54°02' 40°05' 34°00'

DFL

3°00' 2°00' 1°00' 2°01'

SH 115 CWR 1996

133 136CWR 141CWR-H 133 133CWR-L 132 CWR 133 133CWR

1984 2003 84 2002-H 1984 1984 2002-L 1984-H 1984 1970 1984 2000 84

1996 1996 1996 1996

RLP

CORD 81 I-X

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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FILE PAGE
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JUNE 28, 2004
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CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

EBONY #212
M.P. 345.00 — M.P. 365.00

350 — 355

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

350.60 1-GIP-4' 7-RCS-127'(SIMN)
351.40 5-TSG-64'(SIMN)
351.64 PS #10 HTTO
351.80 4-RCS-72'(SIMN)
351.82 2-CIP-2'
352.10 6-RCS-92'(SIMN, YRD)
352.50 1-RCT-24' 1-TPGOD-32' 80'(SIMN) 1-RCT-24'
353.00 7-RCS-112'(SIMN)
353.90 1-CBC-10'X10'
354.50 5-RCS-80'(SIMN)

WATERWAY
351.1 351.2
CREEK
RUTH ST
720
COMMERCE ST
EL. 222
EARLE
XG 064
352.10
2186
YD 03
PARK ST
N. TUPELO CREEK
WATERWAY

0.00
+0.22
-0.22
-0.01
0.00

222 225 222 221

60

21°05' 4-1/2"
2°05.3' 1-1/2"
22°58.3' 4"
20°58' 4"
DFL

2°10'
1°00'
2°01'
2°01'

132 CWR | 136 | 132 CWR | 136 CWR | 133CWR-L | 132CWR | 133CWR | 136 | 132 CWR

1970 | 1982 | 1970 | 1984-H 2003-L | 84 | 2002-L 1984-H | 1970 | 2000 | 1982 | 1970

1996 — 2002

1996 — 2002

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CR 356-X

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
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CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

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145

EBONY #212
M.P. 345.00 — M.P. 365.00

355

360

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C.
A.B.S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
FLANGE LUBRICATORS
FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

355.10 1-CMP-4'
355.32 2-GIP-4'
356.40 4-RCS-56'(SIMN)
3565
3564T
356.90 7-PCB-196'(SIMN)
357.30 1-RCS-14' / 1-BMOD-20' 48'(SIMN) / 1-RCS-14'
357.51 DETECTOR TALKER
358.20 5-PCT-120'(SIMN)
359.57 PS #16 POTO

WATERWAY
BLACK FISH LAKE
COUNTY RD 375
WATERWAY

EL. 221
CPY357
LANSING HBD
XGO72
357.41

EL. 222
CPY360
359.57

115

0.00 +0.09 -0.03 -0.37 +0.50 0.00 +0.11 -0.08 0.00 +0.08 -0.07

221 222 220 217 221 221 222 221 221 222 221

60

10

1-1/2" 4" 4"
60°06'

1-1/2" 1-3/4" 1-1/4" 2-3/4"
45°47'

1-1/2"
11°19'

1°00' 2°00' 2°01'

1°00' 1°03' 0°52' 1°30'

1°00'

SH 112
1972

136 — 1982
133 CWR — 2000
132 CWR — 1971
136 CWR — 2002
132 CWR — 1971

2002
2002
2002
2002

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

BINGS STORE RD-X
COUNTY RD 392-BF
JIM YOUNG RD-X
PRIVATE-S

LRS

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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360

365

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

360.40 3-RCS-54'(SIMN) 3-TGTOD-47'(SIDE)
DRAINAGE DITCH
115

361.56 PS #16 HTTO
361.57 2-CBC-4'X 3'
727

361.72 PS #10 HTTO

361.83 2-CMP-3'

EL. 222
CPY362
CRAWFORDSVILLE
XG074
361.56
9901
YD 03

-0.02
+0.05
0.00
+0.06
-0.04
+0.11

362.25 2-CIP-2.5'

362.52 2-CIP-2.5'

0.00
+0.09

363.10 2-CBC-4'X 3'

363.52 2-CMP-2.5'

363.61 PS #14 HTTO

-0.01

364.17 2-CIP-4'
100
501 502 503 504 505

364.30 2-CIP-3'
364.33 PS #14 PDTO

364.55 PS #14 PDTO
201 202
401 402 403 404 405 406
400
700
701 702
703 704

EL. 224
CPY364
W. MARION
XG076
364.55

+0.04
0.00

MAX. GRADE PERCENT (SUB GRADE)

220 221 221 222 221 222 222 225 224 225

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

10
60

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING
SH 112
1972

RAIL MAIN
132 CWR
1972

SURFACING & LINING
SIDING
2002
MAIN
2002
TIE GANG
SIDING
2002
MAIN
2002

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
COUNTY RD 382-X
BOONE-BF
MAIN ST./SH 50-BFG
COUNTY RD 372-X
ARK 147-BFG

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
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CONSRTUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

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147

365

370

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

365.55 1-CBC-5' X 4'
366.32 PS #14 POTO (SDG)
366.40 PS #14 POTO
366.50 1-CBC-5' X 5'
366.50 PS #14 POTO (SDG)
366.59 PS #14 POTO
366.80 12-RCS-233'(SIMN)
367.21 1-CBC-3' X 3'
367.40 1-CBC-10' X 8'
367.71 1-CBC-7' X 6', 1-72"SSP
367.90 72"CSP(SIMN)
368.11 PS #10 HTTO
368.15 PS #10 HTTO
TOYOTA AUTO UNLOADING FACILITY
369.97 PS #10 HTTO
369.10 3-PCT-81'(SIMN)
369.40 OH VIADUCT-100'
369.50 4-TSTOD-51'(SIMN)
369.70 PS #15 HTTO
369.80 1-CBC-10' X 10'

15 MILE BAYOU
MOLASSES BAYOU
15 DITCH (DRAINAGE)
I-55
PUBLIC RD
90 RAIL

EL. 225
MARION
XG 077
365.50
YD 05
0.00

EL. 224
CPY366
E. MARION
366.50
-0.01
-0.04

EL. 222
GAVIN
XG080
368.04
4119
YD 03
0.00
-0.02

EL. 222
W. MEMPHIS IND. L.
XG 085
370.00
-0.10
0.00
+0.13
-0.09

MAX. GRADE PERCENT (SUB GRADE)
225 224 222 222 221 220 220 222

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

60 40

AUTH. SUPER ELEV.
1-1/2" 5-1/4"

TOTAL ANGLE
17°31' 15°22'

ALIGNMENT & FLANGE LUBRICATORS
RL RL

DEGREE OF CURVE
1°00' 2°30'

RAIL SIDING
141CWR
133CWR

RAIL MAIN
132 CWR 132CWR 136 132CWR

SURFACING & LINING
SIDING 1972 02H 1972 1982 1972
MAIN 92L
TIE GANG 2002
SIDING
MAIN 2002

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
SH 118-BFG

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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FILE PAGE
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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

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ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

370 XING

136# XING FROG

370.05 BNSF 54° 13'

3701

3700

GATE

BNSF

EL. 222

CPY370
PRESLEY JCT.
BNSF XING
XG 082
370.05
YD 03 EL. 222

W. MEMPHIS IND. L.
XG 085
370.00

0.00

371.07 2-SSP-4'

371.40 DETECTOR TALKER

371.50 2-SSP-2.5'

371.75 1-SSP-4'

372.30 5-BMC-135'(SIMN)

DITCH

3733
3734

373.60 OH VIADUCT-80'
373.65 1-CBC-8'X10'
373.72 2-GIP-3.5'

I-40

55W RWY

TO TENARK

374.40 38-RCS-730'(SIMN)'

LEVEE

374.80 75-RCS-1440'(SIMN)

WATERWAY

WATERWAY

375

0.00 +0.13 0.00 +0.47 +1.30 -0.71 0.00

221 221 221 223 223 227 238 235

40 60

NO CURVES

132 CWR
1972
2002
2002

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

ARK 77 -CBFG

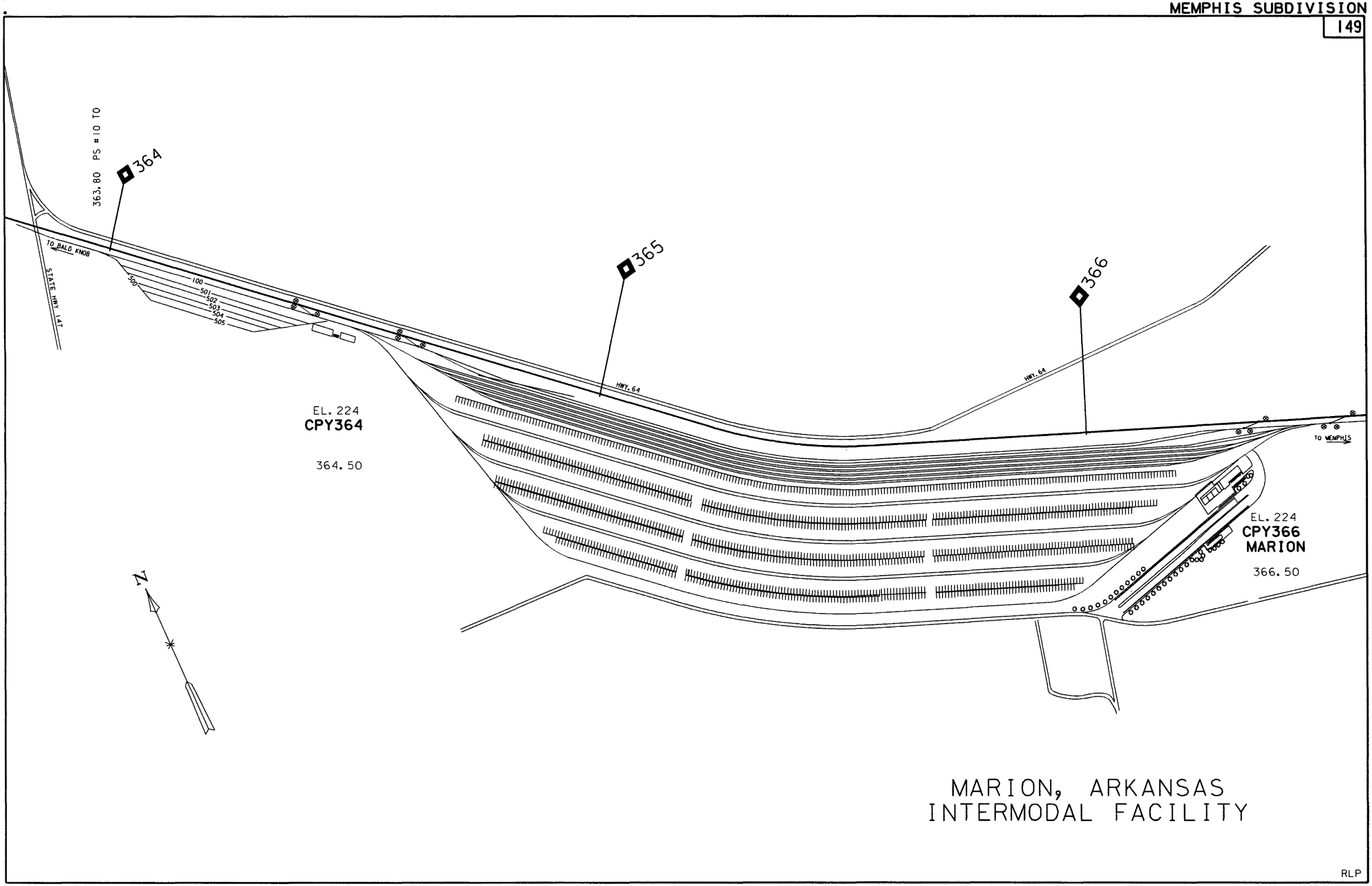
COUNTY RD 49-X

CLUB RD -CB

MOUND CITY RD-F

PRIVATE

P:\SU_BOOKS\06_NLR\MPHS.DGN



MARION, ARKANSAS
INTERMODAL FACILITY

RLP

REVISED AS TO: FEBRUARY 19, 2004

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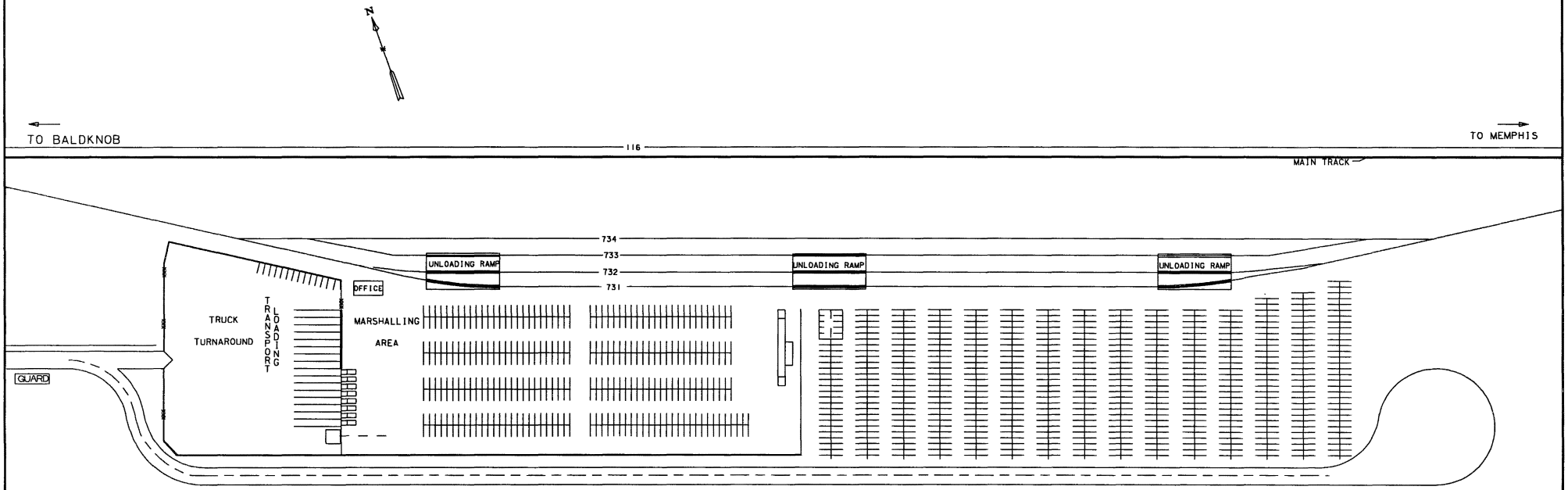

EL. 222
GAVIN
XG080
368.04
4119

GAVIN ARKANSAS
AUTO FACILITY

BHW

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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FILE PAGE
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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

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ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CONSTRUCTED BY ARKANSAS AND MEMPHIS RAILWAY BRIDGE AND TERMINAL CO. OPERATION VIA. A.&M.R.B.&T. CO.

CONSTRUCTED BY THE UNION RAILWAY OF MEMPHIS
ACQUIRED BY MISSOURI PACIFIC RR SEPTEMBER 20, 1966

* BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT. AR., MO., MP375.90 PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

** CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

CONTINUOUS YARD LIMITS 376.5 TO EOT

375

380

375.22 PS#14 POTO BEG. 2ND ML
375.27 PS#14 POTO SSW CONN.
375.29 PS#14 POTO(#2)
375.30 62-RCS-1147'(#1) 62-RCS-1148'(#2)
375.34 PS#14 POTO(#1)
375.40 62-RCS-1147'(#1) 62-RCS-1148'(#2)
375.60 PS#14 POTO CONN TO BNSF
375.88 BN RR 00°00' XING
376.43 PS#16 POTO(#1)
376.48 PS#16 POTO(#2)
376.50 YARD LIMIT
376.51 PS#16 POTO(#2)
376.56 PS#16 POTO(#1)
376.58 UNDERPASS
377.03 39-DPGOD-2345' 1-DTPOD-348' 4895' (#1,#2)
377.03 4-TTPOD-2202' (#1,#2)
377.10 DETECTOR READERS
377.84 PS#10 POTO(#2)
377.85 2-BMC-92'(#1,#2)
377.88 PS#10 POTO(#1)
377.89 PS#10 POTO(#1)
377.93 PS#10 POTO(#2)
378.04 PS#10 POTO(#2)
378.08 PS#10 POTO(#1,#2)
378.12 PS#10 POTO(#2)
378.13 1-SAC-6'X 5'
378.15 1-BM-47'(#1,#2)
378.22 PS #10 POTO
378.29 4-RCS-64'(#1,#2)
378.44 PS#10 POTO(#2)
378.46 PS#10 POTO(#2)
IC
378.54 4-RCS-64'(SIMN)
378.75 4-RCS-62'(SIMN)
378.98 2-BM-102'(SIMN)
379.10 OH PED XING-100'(#1,#2)
379.20 4-RCS-56'(SIMN)
379.41 2-BMC-102'(SIMN)
379.60 1-DPC-60'(SIMN)
380.00 OH VIADUCT 100'

EL. 235
CPY375
BRIARK
XG087
375.28
YD 03

MISSISSIPPI RIVER (OVERFLOW)

EL. 267
CPY377
HARAHAN
376.50

CO. RD 312

NO. 2 MISSISSIPPI RIVER

CRITTENDEN CO., AR
SHELBY CO., TN

EL. 277
CPY378
377.88

RIVERSIDE DRIVE
FLORIDA ST.
MAIN ST.
3RD ST
4TH ST
DANNY THOMAS BLVD.
MISSISSIPPI AVE.
CRUMP BLVD.
PORTER ST.

EL. 235
CPY376
BRIDGE JCT.
XG088
375.85
YD 03, 77

MISSISSIPPI RIVER

EL. 298
AR/TN STATE LINE
XG089
377.03

EL. 270
CPY379
KENTUCKY ST.
XG091
378.06

EL. 265
CPY380
TEXAS ST.
378.20

EL. 263
CPY381
TOWER 17
378.42

EL. 262
ICXING
378.30

CSXT
NSEB
UP
UP NSEB
BNSF

0.00 +1.10 -0.75 -0.81 -1.47 -0.39 0.00 -0.40 +0.54 0.00 -0.14 +0.54 +0.71 +1.13

235 299 299 293 284 270 265 265 262 284 284 283 285 291 300

60 25 20 10
20 10

1-1/4"

18°38' DFL 182 69°07' 11°54' 24°49' 28°30' 28°35' 2°52'

3°19.5' 5°04' 4°24' 4°50' 7°00' 3°00' 3°46' 3°32' 5°02' 2°00'

119CWR SH133 CWR SH133 CWR

132 CWR 115 CWR 32CWR 36CWR 115CWR 136CWR 132 CWR 133 CWR 132 CWR 133 CWR 115 133 CWR 132 115 112 CWR 112 CWR
1972 69 1953 73-H 04-L 1953 1973 1981 1992 1973 1999 1973 99 96 73 1963 1972 99 1972

119CWR
115 CWR 32CWR 36CWR 115CWR 132 CWR 136 CWR 132 CWR 133 CWR 115
2002 69 1953 73-H 04-L 1992 1973 1992 1973

2002 1992 2002 1992 2002 1992
2002 1992 2002 1992 2002 1992
2002 2002

KENTUCKY-BFG

RIVERSIDE BLVD-CBFG

LRS

P:\SU_BOOKS\06_NLR\MPHS.DGN

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
LAST REVISED
FEBRUARY 19, 2004
BRIDGES UPDATED
NOVEMBER 26, 2002
RD XING UPDATED
JUNE 20, 2000

CONSTRUCTED BY THE UNION RAILWAY OF MEMPHIS
ACQUIRED BY MISSOURI PACIFIC RR SEPTEMBER 20, 1966
CONTINUOUS YARD LIMITS 376.5 TO EOT

152

MEMPHIS* 213
M. P. 365.00 — M. P. 390.88

380 — 385

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

380.00	OH VIADUCT
380.01	DETECTOR READER
380.09	PS #10 HTTO
380.30	OH VIADUCT-100'
380.35	PS #10 HTTO
380.48	4-RCS-63' (SIMN)
380.53	PS #16 HTTO
380.54	PS #16 HTTO
380.60	SARGENT YARD DETECTOR READER
380.70	YARD LIMIT DETECTOR READER
381.04	4-RCS-63'
381.11	1-BM-47'
381.61	1-BM-47'
381.78	4-RCS-50'
382.16	1-DPG-162'
382.20	2-BMC-110'
382.50	4-BMC-160'
382.80	OH VIADUCT
383.00	OH VIADUCT
383.51	CSXT 00° 00' XING
384.20	OH VIADUCT

CSXT

BNSF

EL. 309
KC JCT.
380.60

EL. 308
MEMPHIS SARGENT YD
XG093
380.70
YD 01, 77

S BELLEVUE BLVD
LAMAR AVE
S WILLETT
S MCLEAN BLVD
S BARKSDALE
CENTRAL AVE

+0.60 0.00 -0.54 +0.37 -0.10 +0.52 0.00 -0.40 0.00 -0.28 +0.27 -0.37 +0.27 0.00 -0.38 -0.71 -0.43 -0.40

300 309 309 307 309 307 312 312 305 305 302 305 302 304 304 285 279 259

10 10

1" 1"

2°52' 15°01' 37°34.5' 21°12' 2°45' 2°45' 58°18'

2°00' 4°29' 8°39.6' 4°00' 3°00' 3°00' 6°00'

112 CWR 132 CWR
1972

2002 1992
2002 1992

RLP

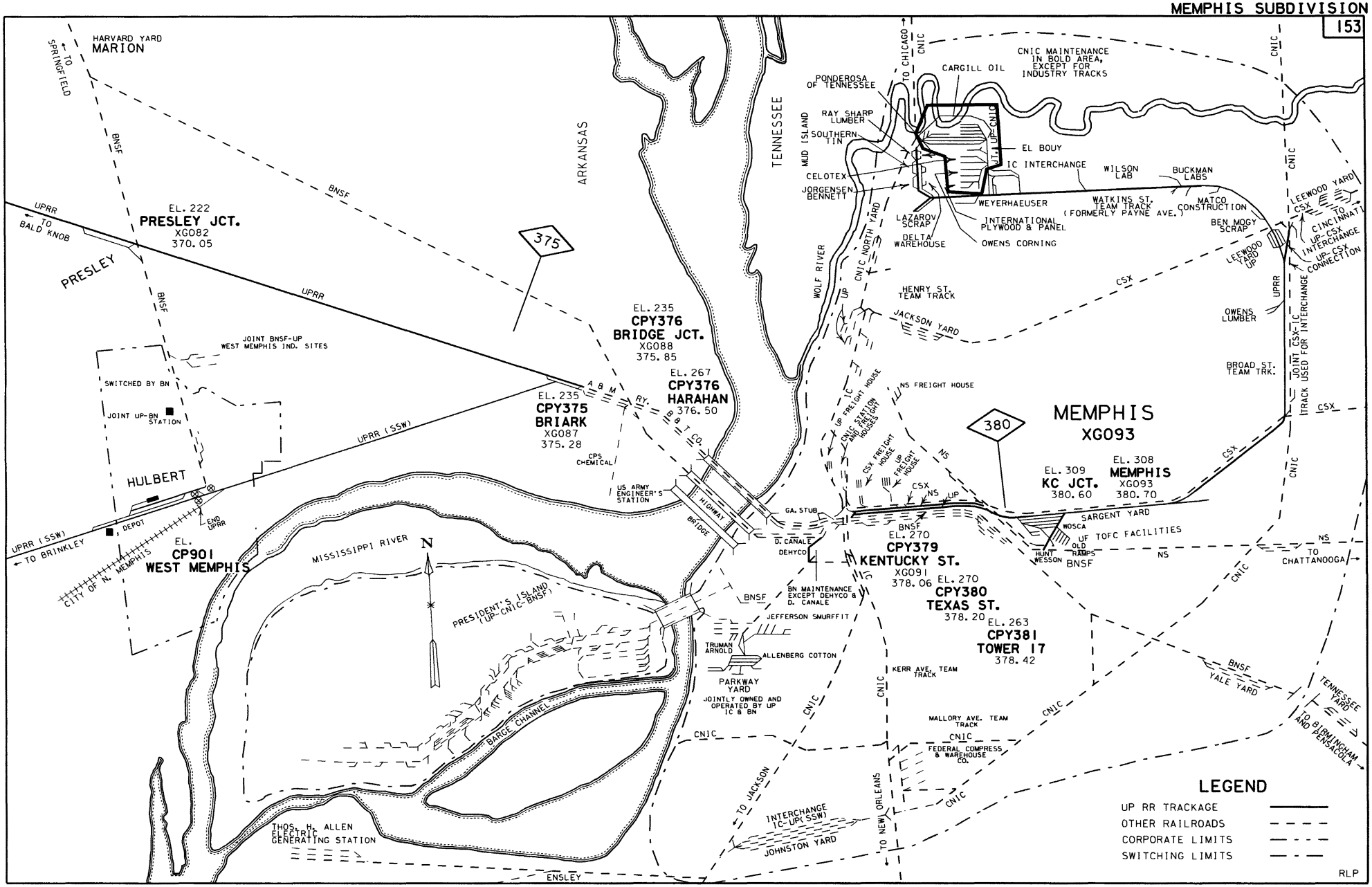
GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

ROLAND-BF
ROZELLE-BFG
S COOPER
S COX-BF
E PARKWAY SOUTH
AVERY AVE-BF
S HOLLYWOOD
POPLAR AVE
BRAOD AVE-CBFG
SUMMER AVE
FAXON AVE
BOOLEY AVE
N BINGHAM-CBFG
PERSHING AVE-CBFG
PRIVATE

P:\SU_BOOKS\06_NLR\MPHS.DGN

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

153



REVISED AS TO FEBRUARY 19, 2004

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE 154

FILE PAGE
LAST REVISED
JUNE 28, 2004
BRIDGES UPDATED
MARCH 26, 2001
RD XING UPDATED
JUNE 28, 2004

CONSTRUCTED BY THE UNION RAILWAY OF MEMPHIS
ACQUIRED BY MISSOURI PACIFIC RAILROAD SEPTEMBER 20, 1966
CONTINUOUS YATD LIMITS 376.5 TO EOT

385 — 390

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M. P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE
SIDING
NO. 1 TRACK
RAIL
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

385.15 4-RCT-83'
38x.xx CSXT xx° XING
388.24 9-TSTOD-138'
388.60 OH VIADUCT
389.95 5-TST-63'

792 791 081 082 083 084 085 086 650 651 LEEWOOD YARD
EL. LEEWOOD YD
793 794 801 803 802 804 811 812 118

-0.82 +0.03 -0.09 -0.06 -0.03 -0.13 0.00 -0.49 -0.25 0.00 +0.47 +0.06 -0.08 -0.37 -0.47

245 246 243 241 240 238 238 233 231 231 239 240 237 231 229

10

94°07'

0°27' 0°30' 0°28' 0°35' 0°30'

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

JACKSON AVE-X
JACKSON AVE
N HOLLYWOOD-G
SPRINGDALE-C
TUNICA-X
UNIVERSITY-C
PRIVATE
BULAB REALTY
N MCLEAN BLVD-C
NICHOLAS-X
N SEVENTH

P:\SU_BOOKS\06_NLR\MPHS.DGN

FILE PAGE
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JULY 19, 2004
BRIDGES UPDATED
MARCH 26, 2001
RD XING UPDATED
JULY 13, 2000

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

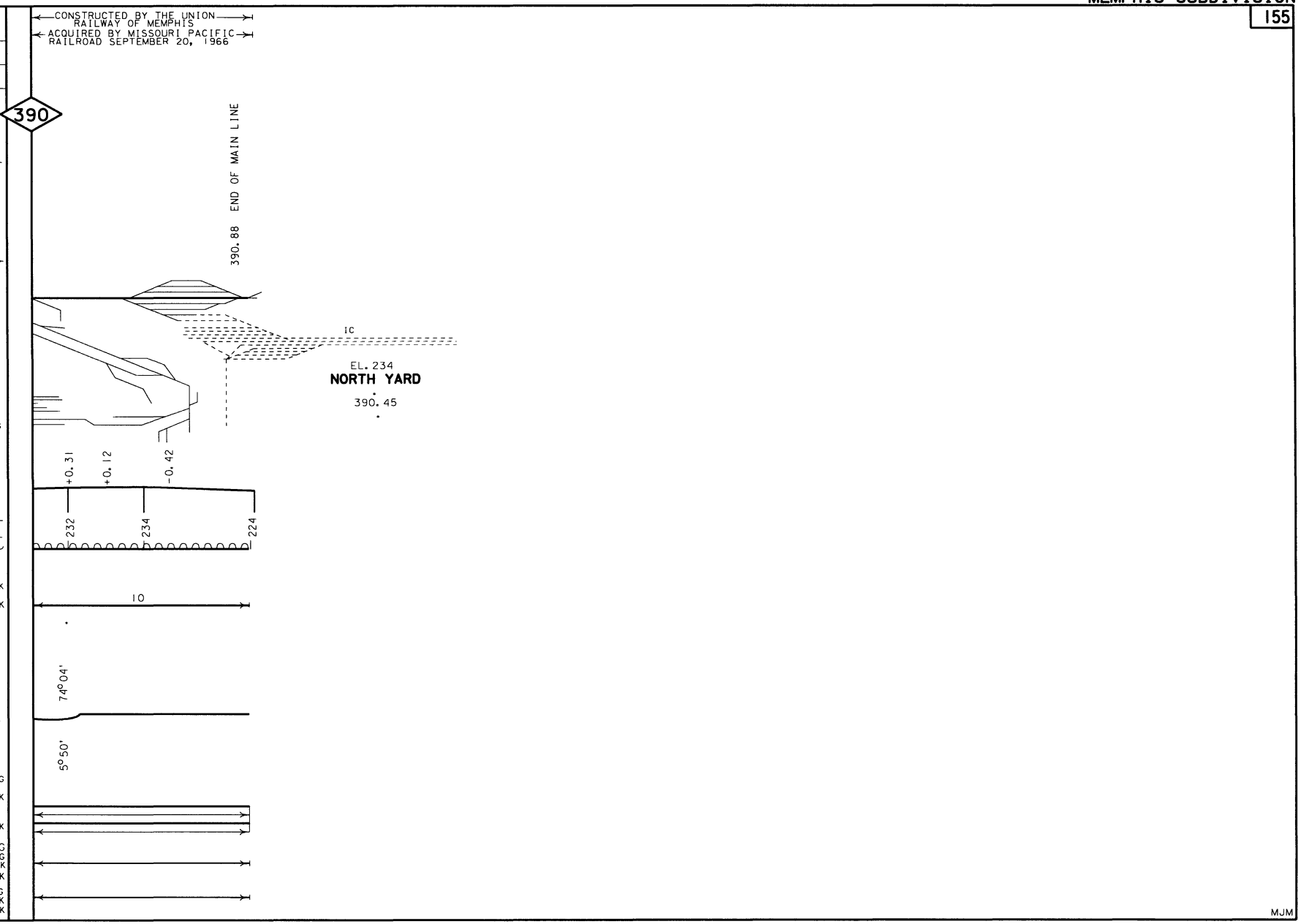
ALIGNMENT & FLANGE LUBRICATORS
℄

DEGREE OF CURVE
SIDING
NO. 1 TRACK
RAIL
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER



MJM

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UNION PACIFIC RAILROAD

CONDENSED PROFILES

6.
NORTH LITTLE ROCK SERVICE UNIT
Little Rock to Memphis - Case 3d
(110 MPH)

MARCH 1,2005

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NORTH LITTLE ROCK DIVISION
LITTLE ROCK SUBDIVISION

86

FILE PAGE
LAST REVISED
FEBRUARY 22, 2005
BRIDGES UPDATED
APRIL 7, 2004
RD XING UPDATED
DECEMBER 2, 2002

CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS AS 5' GAUGE, CHANGED TO STANDARD ON 6-28-1879

TRACKAGE RIGHTS GRANTED TO SSW RWY

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR., MP 343.60, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT - #186576, DATED JUNE 1, 1996.

LITTLE ROCK 151 M. P.

M. P. 330.00

350

345

READERS (#1)

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE NO. 1 TRACK NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

DEGREE OF CURVE

RAIL SIDING NO. 1 TRACK NO. 2 TRACK

SURFACING & LINING SIDING NO. 1 TRACK NO. 2 TRACK

TIE GANG SIDING NO. 1 TRACK NO. 2 TRACK

I-DPGOD-83' (#2,#1) 349.90
3495-2 3494-2
I-6-PCB-380' (#1,#2) 349.00
I-0-PCB-236' (#1,#2) 348.70
PS #10 TO (#1) 348.03
OH VIADUCT 347.95
OH VIADUCT I-SBC 6'X10' 347.60 347.57
PS #16 POTO (#2) 347.25
"McGEHEE" 3471 3470
OH VIADUCT 347.03
OH VIADUCT 347.00
OH VIADUCT 346.90
I-CAC 12'X16' 346.80
PS #10 HTTO (#1) 346.71
DUAL OH VIADUCT 346.70
I-CBC 5'X4' 346.62
OH VIADUCT 346.60
I-DPG-63'(#1,#2) 346.50
I-DPGOD-38'(#2,#1) 346.30
PS #16 POTO (#1) 346.17
PS #14 POTO (#2) 346.05
OH VIADUCT 346.00
PS POTO ROCK ST. IND. LEAD 345.93
TO PULASKI → CANT SIG LITTLE ROCK WESTERN
I-SBC 5.4'X6' 345.73
PS POTO (#2) 345.60
PS POTO (#1) 345.48
PS POTO (#2) 345.48
OH VIADUCT 345.20
PS POTO (#1) 345.10
I-DPG-70' 345.10
I-TTROD-336' (#1,#2)
I-TTROD-184' (#1,#2)
2-TTROD-368' (#1,#2)
I-DPG-100' 345.05
3-RCT-48' DETECTIVE 345.00
4-BM 124'

LITTLE FOURCHE BAYOU
ROURCHE BAYOU
WHITE BLUFF SUB.
← TO MC GEHEE
W. ROSEVELT RD
ASHER AVE
W 14TH
W 13TH
W. 12TH ST
I-630
W. 7TH ST
ROSE BAYOU
CANTRELL ST.
LA HARPE BLVD
TO ROCK ST. JCT.
3RD ST
ARKANSAS RIVER
RIVERSIDE DR

753
208
209
210
180

0.00
-0.70
-0.66
+0.36
+1.07
+0.12
-0.72
-0.22
+0.34

EL. 301
CPX348
LR JCT.
X 347
347.25

EL. 265
CPX347
345.94

EL. 264
CPX346
AMTRAK STA
X 346
345.56

EL. 270
CPX345
ARK. RIVER
X 345
345.35

EL. 269
CPX344
HILL
345.10

257 286 306 299 260 258 266 270

60-60 60-60 30-30 30-30 25-25 25-25

5-1/4" 1" 2-1/4" 2-1/4" 3-1/2" 4-1/2"

48°49' 30°35.1' DFL 49°06' 14°48.9' 20°05' 39°41.1'

2°30' 2°30' 2°58' 3°15.6' 4°00' 4°57.7'

136 CWR 133 CWR 136CWR 141CWR 136CWR 133 CWR 132 CWR 133CWR 132 CWR

1975 1996-L 2003-H 1975 1999 1975 89 00L 02H 1975 1990 1978 2000L 2002H 80 2000 80 78

136 CWR 133CWR 136 CWR 133 CWR 136 CWR 133 CWR 136 CWR 133CWR 132 CWR 133 CWR 132 CWR

1975 2002-L 1990-H 1975 1999 96 1999 96 75 2000H 1999L 99 99H 00L 1978 2002L 2000H 90 1994 2000 78

2005 1994 1994 2005 1994 1994

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

NO CROSSINGS

P:\SU_BOOKS\06_NLR\LTRK.DGN

NORTH LITTLE ROCK DIVISION
LITTLE ROCK AND HOXIE SUBDIVISIONS

87

FILE PAGE
LAST REVISED
FEBRUARY 14, 2005
BRIDGES UPDATED
APRIL 7, 2004
RD XING UPDATED
NOVEMBER 15, 2000

CONSTRUCTED 1873 BY THE CAIRO AND FULTON OF ARKANSAS — CONST 1873 BY C&F OF ARK AS STD GA, CHG TO 5', TO STD 6-28-1879
TRACKAGE RIGHTS GRANTED TO SSW RWY — LINE CHANGE- 1961
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN TEXARKANA, AR., MP 490.28 AND NO. LITTLE ROCK AR.,
LITTLE ROCK SUBDIVISION — HOXIE SUBDIVISION

345 — 340

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

4-BM-124 (#1) HTTO
345.00 PS #10
344.99
1-BM-34' (INDU, #2, #1 YD)
344.90 1-CMP-9' UNDERPASS
344.30 PS BEG. COFFEYVILLE ML
JENKS DIESEL SHOP
TO COFFEYVILLE
344.00 DETECTOR READERS
343.95 OH VIADUCT
PS BEG. JCT. BRIDGE LINE
343.77 2-CIP-2.4'
343.70 OH VIADUCT
343.60 DETECTOR READER
343.60 343.60 OH VIADUCT
343.02 PS# 10 HTTO #2
NOTE: YARD TRACK SCHEMATIC SHOWN SIMPLIFIED
342.30 PS# 14 POTO #2
342.25 PS# 14 POTO #1
342.19 PS# 14 POTO #1
342.01 PS# 14 POTO #1
342.00 PS# 14 POTO #1
342.00 1-CBC-12'(#2)
4-RCS-86'(YD, #1)
6-RCS-107'(YD)
4-PCT-72'(YD)
12-RCS-78'(YD, YD)
341.90 4-RCS-78'(YD)
341.87 1-GIP-4.4'
341.87 PS# 14 POTO #1
341.86 PS# 14 POTO #1
341.84 PS# 10 POTO #1
341.81 PS# 14 POTO #1
ML FUELING
341.05 PS# 10 HTTO #2
340.55 DUAL OH VIADUCTS 100'
340.45 PS # POTO #1
RIVERSIDE DR
W. 4TH ST
DIV OFFICE
TO ROCK ST. JCT.
MAIN ST.
I-30
LOCUST ST.
CANT SIG
U. P.
DARK HOLLOW CREEK
NO. 1
NO. 2
I-40

EL. 340 CPX343 344.30
EL. 254 CPX342 LOCUST ST. 343.92
EL. 254 N. LITTLE ROCK X 344 343.60 YD 01, 77
EL. 254 CPX941 342.30
EL. 254 CPX341 CREST 341.96
EL. 340 CPX340 ONE LEAD 340.50

+0.34 +0.08 +0.34 0.00 -0.59

MAX. GRADE PERCENT (SUB GRADE)
260 258 254 254

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C. - - -
A. B. S. - - -

SPEED ALLOWANCE
NO. 1 TRACK: 30-30 | 40-40
NO. 2 TRACK: 30-30 | 40-40

AUTH. SUPER ELEV.
1" 1" 1" 1-1/2" 1" 1" 1-1/4"

TOTAL ANGLE
24°35.3' 30°48' 6°00' 31°30' 0°59.5' 23°18.6' 50°07.8'

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE
3°00' 3°00' 1°00' 2°12' 0°30' 1°30' 2°00'

SIDING: 132 CWR | 132 CWR | 133 CWR | 133 CWR | 132 CWR | 133 CWR | 132 CWR | 36 CWR | 132 CWR | 136 CWR

RAIL
NO. 1 TRACK: 132CWR 1978 | 141 CWR 132 CWR 1989-L 2002-H | 78 | 133 CWR 1989 | 78 | 133 CWR 1986 | 132 CWR 1978 | 133 CWR 2000-H 1978-L | 132 CWR 1978 | 36 CWR 33 CWR 2004L 1997H | 132 CWR 1978 | 136 CWR 1977
NO. 2 TRACK: 132CWR 1978 | 133 CWR 1999 | 89 | 132 CWR 1978 | 89 | 133 CWR 1999 | 89 | 132 CWR 1978 | 136 CWR-W 2005W 1978 | 132 CWR 1978 | 141 CWR-L 2002 1992 | 136CWR 1978 | 136 CWR 1977

SURFACING & LINING
SIDING: 1994 | 2003
NO. 1 TRACK: 1994 | 2003
NO. 2 TRACK: 1994 | 2003

TIE GANG
SIDING: 1994 | 2003
NO. 1 TRACK: 1994 | 2003
NO. 2 TRACK: 1994 | 2003

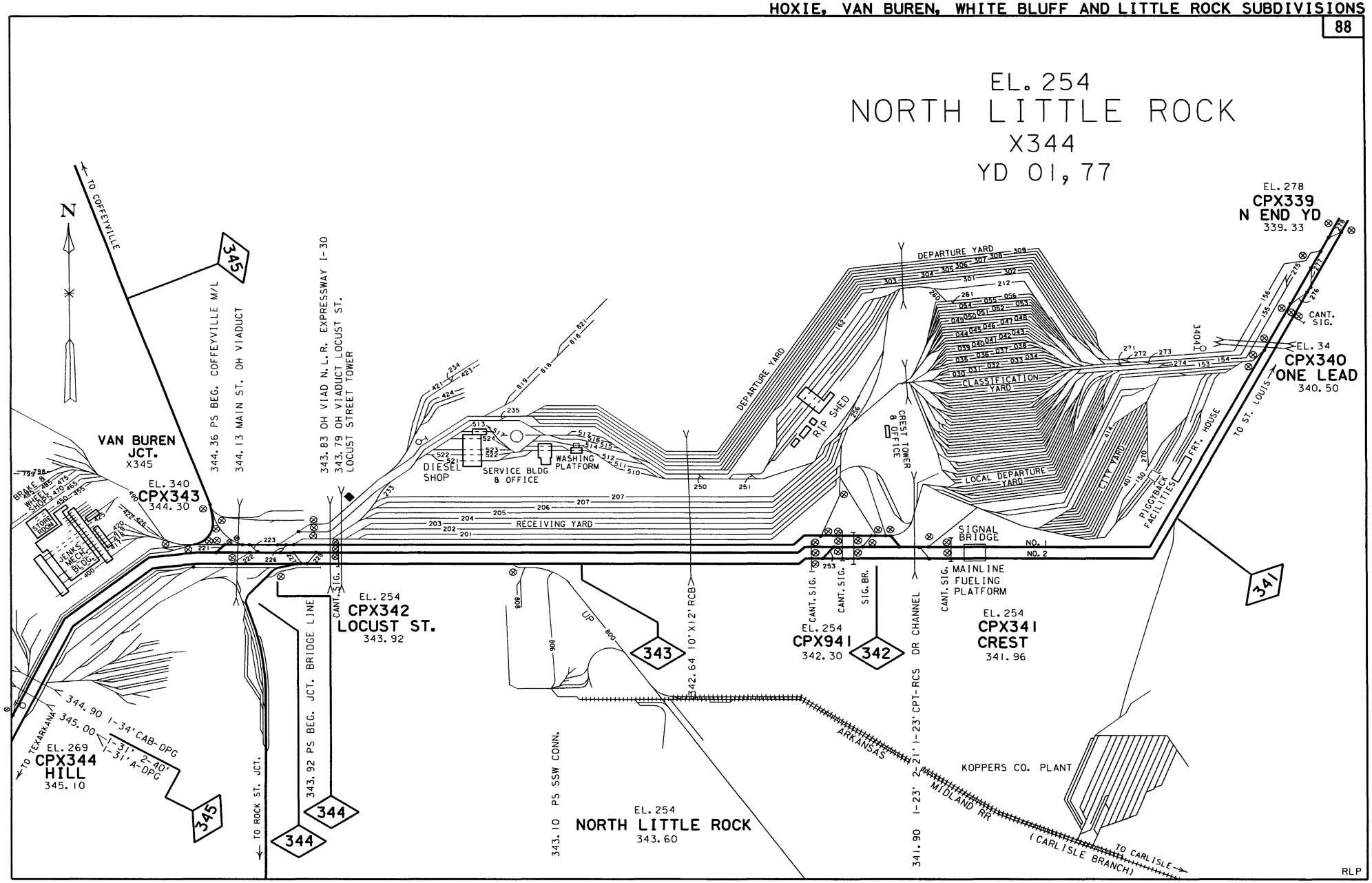
BHW

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE
BETHANY RD - BFG

P:\SU_BOOKS\06_NLR\LTRK.DGN

EL. 254
NORTH LITTLE ROCK
X344
YD 01, 77



REVISED AS TO: FEBRUARY 19, 2004

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

FILE PAGE
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BRIDGES UPDATED
APRIL 7, 2004
RD XING UPDATED
DECEMBER 14, 2000

CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN N. LITTLE ROCK, AR, MP 343.60 AND POPLAR BLUFF, MO, MP 165.60, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756 DATED JUNE 1, 1996

89

340

335

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. ON 6-28-1879
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN N. LITTLE ROCK, AR, MP 343.60 AND POPLAR BLUFF, MO, MP 165.60, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756 DATED JUNE1, 1996

90

335

330

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

334.60 2-CBC-5'X8'
3343-1 SIGNAL BR. 3342-1 334.25 1-SBC-5'X4'
3343-2 3342-2
333.60 3-RCS-48' (#1,#2) 1-DPGOD-50' 162' 4-RCS-64'
NORTH APPROACH
333.22 PS#10 HTTO (#1)
TO LITTLE ROCK AIR FORCE BASE
332.95 PS JACKSONVILLE IND. LEAD
911
116
332.80 1-RCS-22'(#1,#2) 1-RMOD-22'(#1,#2) 1-RCC-68'X4' 1-SBC-4'X5' PS#10 HTTO (#1) 68'
ARK RT 161
332.80 332.72 332.70
3325-1 SIGNAL BR. 3324-1
3325-2 3324-2
332.20 OH VIADUCT 100'
MAIN ST
NO. 1
NO. 2
331.77 1-SBC-4'X6'
331.15 2-CBC-4'X6'
331.07 2-CBC-4'X8'
330.78 PS#16 POTO (#1)
330.72 PS#16 POTO (#2)
330.71 PS#20 POTO (#2)
330.64 PS#20 POTO (#1)
CANT SIG
330.50 1-CBC-5'X5'

EL. 276
JACKSONVILLE
X 332
333.00
1032
YD07,77

EL. 261
CPY331
JAX
X 331
330.76

MAX. GRADE PERCENT (SUB GRADE)
0.00 -0.05 -0.20 -0.12 -0.32 +0.32 0.00 +0.17

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
247 248 253 256 276 261 261

SPEED ALLOWANCE
NO. 1 TRACK: 75-70 | 60-60 | 75-70
NO. 2 TRACK: 75-70 | 60-60 | 75-70

AUTH. SUPER ELEV.
½" 4" 1" 1-1/2"

TOTAL ANGLE
10°17' DFL 1 & 2 22°02.5' 16°10.5' 18°29'

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE
1°00' 2°02' 0°48' 1°00'

RAIL
SIDING: 136 CWR | 133CWR | 136 CWR | 133 CWR | 136 CWR
NO. 1 TRACK: 1977 | 1984 | 1977 | 1996 | 2002
NO. 2 TRACK: 2000-H 133CWR | 136 CWR | 133CWR | 136 CWR | 133CWR

SURFACING & LINING
SIDING: 1977 | 1977-L | 1977 | 1987 | 1977 | 1997
NO. 1 TRACK: 2003
NO. 2 TRACK: 2003

TIE GANG
SIDING: 2003
NO. 1 TRACK: 2003
NO. 2 TRACK: 2003

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

HOG PEN XING PRIVATE-SP
REDMAN RD -BFG
GRAHAM ST.-BFG
LOOP RD-BFG

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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91

330

325

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET. (H)
HIGH WATER DET. (W)
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

329.70 3-RCS-54'(#1,#2) WATERWAY +0.17
329.20 5-RCS-90'(#1,#2) DETECTOR TALKER
329.20 329.16 SIGNAL BR.
3291-1 3290-1 3291-2 3290-2 PULASKI CO. LONOKE CO. JACKS BAYOU -0.12
328.45 3-CBC-4'X6' +0.03
328.27 3-SSP-4'
328.10 1-CBC-4'X5' -0.13
327.80 3-RCS-54'(#1,#2) GRADE BRG CANAL +0.03
3275-1 3274-1 327.40 END 26' TRK CTR
NO. 1
NO. 2
3275-2 3274-2
327.07 1-CBC-4'X4.4'
"HOLLAND BOTTOMS"
326.77 3-CBC-4.4'X5' -0.10
326.54 BEGIN 26' TRK CTR
326.35 5-CBC-4'X4'
325.90 5-RCS-92'(#1,#2) BAYOU PRAIRIE
325.80 4-RCS-76'(#1,#2) WATERWAY
325.67 OH VIADUCT 100' -0.08
3257-1 3256-1 3257-2 3256-2 CABOT BYPASS HWY 369 / SH 321
325.42 5-CBC-3'X4'

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C.
A.B.S.

254 256 254 257 256 263

SPEED ALLOWANCE
NO. 1 TRACK: 75-70
NO. 2 TRACK: 75-70

AUTH. SUPER ELEV.
½" ½" ½" ½"

TOTAL ANGLE
° ° ° °

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE
0°19' 0°19' 0°19' 0°19'

RAIL
SIDING: 136 CWR
NO. 1 TRACK: 2002 1977
NO. 2 TRACK: 136 CWR

SURFACING & LINING
1977 2002 1977
SIDING: 2003
NO. 1 TRACK: 2003
NO. 2 TRACK: 2003

TIE GANG
SIDING: 2003
NO. 1 TRACK: 2003
NO. 2 TRACK: 2003

MJM

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-X

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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92

325

320

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

2-CBC-6' X8' 323.52
2-CIP-2' 323.32
"CABOT"
1-CIP-4' 322.70
1-SBC-4' x 5' 321.85
2-CBC-6' x 7' 321.72
1-CBC-4' X6' 320.75
"AUSTIN"

NO. 1
NO. 2

-0.08
-0.32
+0.30
+0.29

272
290
249

75-70
65-60
75-70

11°55.5' 1"
20°38.5' 1-1/2"
21°23' 1-1/2"

0°30'
1°00'
1°00'

136 CWR
1977
133 CWR
1994
136 CWR
1977

2000-H
133 CWR
136CWR
133 CWR
136 CWR
1977
1977-L
1977
1994-L
1977
2003
2005-H
2003
2003
2003

MJM

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

ELM-BFG
MAIN-BFG
PINE ST BB-CBFG
LOCUST-BFG
POLK ST-BFG
MAIN-BFG
AUSTIN PED ONLY-S

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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93

320

315

WARD *152
M.P. 330.00 | M.P. 305.00

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY
ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

319.71 3-CBC-7'X9'
319.60 3-CBC-7'X9'
319.50 6-TST-79'(#1,2
CANT SIG 319.32 PS #16 POTO #2
319.26 PS #16 POTO #1
319.24 PS #16 POTO #1
319.18 PS #16 POTO #2
319.05 1-CBC-6'X10'
319.02 2-CBC-6'X10'
317.38 PS #10 HTTO #2 SIGNAL BR.
317.22 1-CBC-4'X10'
317.20 DETECTOR-TALKER
316.74 2-PCB-50'(#1,#2)
316.20 9-RCS-162'(#1,#2)
315.71 4-PCB-120'(#1,#2)
315.70 SIGNAL BR.
315.00 9-TST-114'(#1) 9-TST-113'(#2)

016
015
842
NO. 1
NO. 2
3173-1
3174-1
3173-2
3174-2
3157-1
3156-1
3157-2
3156-2

WATERWAY
CANT SIG
WATERWAY
WATERWAY
WATERWAY
WATERWAY
WATERWAY

EL. 238
CPY319
WACROSS
X 320
319.27

EL. 242
WARD
X 318
317.60
YD 07,77

CYPRESS CREEK
LONOKE CO.
WHITE CO.

+0.15
-0.21
+0.31
+0.29
+0.06
0.00

238
252
225
222
218

MAX. GRADE PERCENT (SUB GRADE)
SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C.
A.B.S.

SPEED ALLOWANCE
NO. 1 TRACK 75-70
NO. 2 TRACK 75-70

AUTH. SUPER ELEV.
1"
1"

TOTAL ANGLE
2°01'
18°26'

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE
0°30'
0°30.5'

RAIL
SIDING 136 CWR
NO. 1 TRACK 1977
NO. 2 TRACK 136 CWR

SURFACING & LINING
SIDING 1977
NO. 1 TRACK 2003
NO. 2 TRACK 2003 2004

TIE GANG
SIDING 2003
NO. 1 TRACK 2003
NO. 2 TRACK 2004

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PEYTON-SH319-BFG
MOORE-BFG
MARKHAM-BFG

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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☆ BEEBE, ARK. NAMED AFTER ROSWELL BEEBE, FIRST PRESIDENT OF THE CAIRO AND FULTON RAILROAD

315 (#1) (#2)

310 (#1, #2)

YARD LIMIT
ABSOLUTE SIG.
AE1 DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M. P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

| | | |

NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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95

310

305

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

SIGNAL BR. 3097-1 3098-1 3097-2 3098-2
2-CBC-4' X6' 309.42
2-CBC-3' X4' 309.35
3-RCS-46'(#1,#2) 308.70 WATERWAY
PS #10 HTTO #2 308.29
SIGNAL BR. 3081-1 3082-1 3081-2 3082-2
1-CBC-8' X10' 307.93
1-CBC-8' X10' 307.82
2-CBC-3' X3' 306.80
CANT SIG
PS #16 POTO #2 306.57
PS #16 POTO #1 306.51
PS #16 POTO #1 306.50
PS #16 POTO #2 306.44
9-RCS-162'(#1,#2) 306.30 CANT SIG BUSHY CREEK
PS #16 POTO #2 306.06
3-RCS-55'(#1,#2) 305.80 CANEY CREEK
2-CIP-2' 305.30
2-CBC-5' X3' 305.07

NO. 1
NO. 2
834
018
017

EL. 230
McRAE
X 308
308.29
727
YD 07, 77

EL. 224
CPY307
MACK
X 306
306.51

+0.07 -0.13 0.00 -0.30 +0.27 -0.44 +0.40 +0.08 +0.02 +0.22 -0.31

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

224 226 226 231 226 239 225 222 221 219

SPEED ALLOWANCE
NO. 1 TRACK 75-70
NO. 2 TRACK 75-70

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

NO CURVES

DEGREE OF CURVE

RAIL
SIDING 136 CWR
NO. 1 TRACK 1977
NO. 2 TRACK 136 CWR
1977

SURFACING & LINING
SIDING 2003
NO. 1 TRACK 2004
NO. 2 TRACK 2003

TIE GANG
SIDING 2004
NO. 1 TRACK
NO. 2 TRACK

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

RIP KIRK RD-X
GRAND AVE-BFG
PEDESTRIAN
DOYLE RD-X
MAIN ST-BFG

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NORTH LITTLE ROCK DIVISION
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96

305

300

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

SIGNAL BR. 3049-1 3048-1 3049-2 3048-2
304.03 DETECTOR TALKER
303.37 1-CBC-4' X10'
SIGNAL BR. 3031-1 3032-1 3031-2 3032-2
302.90 6-RCS-106'(#1,#2) WATERWAY
302.70 8-RCS-138'(#1,#2) DES ARC BAYOU
302.40 7-RCS-126'(#1,#2) DES ARC BAYOU
NO. 1
NO. 2
SIGNAL BR. 3003-1 3002-1 3001-2 3002-2
300.12 4-CBC-4' X5'
300.00 7-TST-91'(#1,#2) WATERWAY

-0.31 -0.04 0.00 +0.06 -0.11 +0.28 0.00 -0.30 +0.02

MAX. GRADE PERCENT (SUB GRADE)

222 223 223 221 222 219 219 223

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK 75-70
NO. 2 TRACK 75-70

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
R

NO CURVES

DEGREE OF CURVE

RAIL
SIDING 136 CWR
NO. 1 TRACK 1977
NO. 2 TRACK 136 CWR
1977

SURFACING & LINING
SIDING 2003
NO. 1 TRACK 2004
NO. 2 TRACK 2003

TIE GANG
SIDING 2004
NO. 1 TRACK
NO. 2 TRACK

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

MORRIS DR-X
PRIVATE-SP
PRIVATE-SP
PRIVATE-X
PRIVATE-SP
BOOTH RD. CO. RD. 410 -BFG
BAKER-BFG

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M. P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL
SIDING
NO. 1 TRACK
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. GA. ON 6-28-1879 — 97

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN NO LITTLE ROCK, AR., MP343.60 AND POPLAR BLUFF, MO., MP165.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996

300 (#1,#2)

300.00 — 7-TST-91'

299.90 — 6-TST-79' (#1), 6-TST-78' (#2)

299.90 END 26' TRK CENTERS

"HIGGINSON"

299.30 6-RCS-72' (#1,#2)

298.55 PS#16 POTO #2
298.45 PS#16 POTO #1
298.43 PS#16 POTO #1
298.33 PS#16 POTO #2

298.14 BEGIN 26' TRK CENTERS

298.12 2-CIP-2'

SIGNAL BR.

296.79 2-CBC-6'X6'
296.72 2-CBC-6'X6'

296.52 2-CBC-3.5'X5'
296.50 PS #10 HTTO #1

296.26 PS DK&S RWY TO SEARCY

296.15 PS DK&S FROM DONIPHAN
296.10 PS #10 HTTO #1

295.99 1-CBC-10'X8'
295.87 1-CBC-8'X10'

295.52 1-SBC-4'X2'
295.40 5-RCS-90' (#1,#2)

295

2968-1
2967-1
2968-2
2967-2

TO SEARCY DK&S
TO DONIPHAN DK&S
783
782
788
019

NO. 1
NO. 2

020
021

WATERWAY
WATERWAY
WATERWAY

EL. 225
CPY298
HIG
X 298
298.40

EL. 223
KENSETT
X 296
296.40
1883
YD 07, 77

BLACK CREEK

-0.13
+0.13
-0.13
+0.11
-0.17
+0.06
+0.24
+0.09
-0.28
+0.16

222
219
226
225
226
223
220
219
226

75-70
75-70

1/2"
1/2"
1/2"
1/2"

0° 10' E
0° 10' E
0° 10' E
0° 10' E

133 CWR
136 CWR
1998
1977
136 CWR
1977
2003
2004
2003
2004

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

WALKER ST-BFG
CROSSOVER-XS
PRIVATE-S
BALL PARK-X
PRIVATE VIVIAN HILL-S
PRIVATE-S
CR 406-X
PRIVATE-S
DANDRIDGE-BF
SEARCY ST-BFG
WILBUR MILLS-BFG
WESTPOINT -X
MOBLEY LANE-X

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

FILE PAGE
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CONSTRUCTED 1873 BY THE CAIRO AND FULTON RAILROAD COMPANY OF ARKANSAS AS STD. GA., CHANGED TO 5', BACK TO STD. GA. ON 6-28-1879 — 98
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN NO LITTLE ROCK, AR., MP343.60 AND POPLAR BLUFF, MO., MP165.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996

295 TALKER — 290

DETECTOR- 294.90
4-PCB-105'(#1,#2) 294.70
7-PCB-182'(#1,#2) 294.40
2-CMP-5.5' 3-RCS-50'(#1,#2) 294.20
4-RCS-71'(#1,#2) 294.10
4-RCS-72'(#1,#2) 294.00
SIGNAL BR. 2937-1 2936-1 2937-2 2936-2
4-RCS-60'(#1,#2) 293.50
1-DPGOD-112'(#1,#2) 2-TTROD-M/S-220' 332.5 293.20
1-SAC-8'X8' "JUDSONIA" 292.80
1-CBC-8'X8' 292.57
DETECTOR READERS 292.50
1-CBC-4'X4' 291.77
SIGNAL BR. 2913-1 2914-1 2913-2 2914-2
1-CBC-4'X6' 291.25
1-CBC-5'X5' 290.75
3-RCS-57'(#1,#2) 290.30
4-BMC-131'(#1,#2) 290.00

NO. 1
NO. 2

WATERWAY
WATERWAY
WATERWAY
WATERWAY
WATERWAY
LITTLE RED RIVER
WATERWAY
WATERWAY
OVERFLOW CREEK

EL. 214
CPY295
KENSETT HBD
X294
294.90

+0.16 +0.02 +0.27 0.00 -0.41 +0.29 -0.36 -0.13 +0.33 +0.09 -0.18 +0.28 -0.28 +0.23

215 214 212 212 219 214 223 226 223 220 223 213 217

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY
ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING
MAX. GRADE PERCENT (SUB GRADE)
SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C.
A.B.S.

SPEED ALLOWANCE
NO. 1 TRACK: 75-70 | 70-60 | 75-70 | 60-55 | 60-60 | 75-70
NO. 2 TRACK: 75-70 | 70-60 | 75-70 | 60-55 | 60-60 | 75-70

AUTH. SUPER ELEV.
31°34.3' 4-1/4" | 43°58.5' 5-1/4" | 6°28' 1-1/2"

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
DFL

DEGREE OF CURVE
2°05' | 3°00' | 0°58'

RAIL
SIDING: 136 CWR | 133CWR | 136 CWR | 133CWR 136CWR | 136 CWR
NO. 1 TRACK: 1977 | 1986 | 1990 | 1977 | 1990H 2005L | 1977
NO. 2 TRACK: 136 CWR | 133CWR | 136 CWR | 136CWR 133CWR | 136 CWR
NO. 2 TRACK: 1977 | 1984 | 1990 | 1977 | 2005H 1990L | 1977

SURFACING & LINING
SIDING 2003
NO. 1 TRACK 2004
NO. 2 TRACK 2003
TIE GANG
SIDING 2004
NO. 1 TRACK
NO. 2 TRACK

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
FISH FARM XING PRIVATE-S
VINE ST-W,S ELM-BFG
HAMMONS RD -X
SAFLEY RD-XS

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NORTH LITTLE ROCK DIVISION
HOXIE SUBDIVISION

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BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN NO LITTLE ROCK, AR., MP343.60 AND POPLAR BLUFF, MO., MP165.60, PER STB FIN DOC 32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756 DATED JUNE 1, 1996

BALD KNOB #153
M.P. 305.00 — M.P. 275.00

290 (#1,#2) — 285

4-BMC-131' — 290.00 CANT SIG

1-CBC-4'X4' — 289.82 PS #20 POTO #1
PS #20 POTO #2 — 289.81
3-RCS-54'(#1,#2) — 289.71
PS#20 POTO #2 — 289.70
289.69

END 28' TRK CENTERS — 289.59
SIGNAL BR.

PS #14 POTO #1 — 288.60
BEGIN 28' TRK CENTERS — 288.59
PS #14 POTO #2 — 288.54
PS #14 POTO #2 — 288.53

1-SBC-4'X6' — CANT SIG. — 288.30
1-CMP-5.4' — 288.26
PS MAIN LINE TO MEMPHIS

PS #16 POTO #2 — 287.97
PS #10 HTTO #1 — 287.91
OH VIADUCT-100'(SIDE) — CANT SIG — 287.85

3-RCS-54'(#1,2) — 287.70
4-TSTOD-52'(SIDE)

DUAL OH VIADUCT-100' (#1(SIDE)) — 287.24

CANT SIG — 286.74
PS #16 POTO #2 — 286.69
PS #20 BEGIN 2ND M/L

2-CBC-10'X7' — 286.52
MOVEABLE POINT FROG — 286.35
2-CBC-8'X4'

2-CBC-4'X8' — 285.72
2-CBC-7'X10' — 285.51
2-CBC-3'X4' — 285.40

OVERFLOW CREEK — WATERWAY — TO MEMPHIS — US 64 — TUPELO GUM CREEK — US HWY 67

EL. 213
CPY290
JUD
X 289
289.70

EL. 229
CPY289
288.52

EL. 221
CPY287
BALD KNOB
X288
287.98
14741
YD07, 77

EL. 221
CPY286
RUSSELL JCT.
X 286
286.72

+0.23 — -0.45 — +0.29 — 0.00 — -0.19 — 0.00

MAX. GRADE PERCENT (SUB GRADE): 213 — 233 — 221 — 221 — 225

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C. - - - —
A.B.S. — - —

SPEED ALLOWANCE
NO. 1 TRACK: 75-70 — 40-40 — 75-70
NO. 2 TRACK: 75-70 — 40-40 — 75-60

AUTH. SUPER ELEV.: 1" — 1" — 1" — 1" — 1" — 1" — 1-1/2"

TOTAL ANGLE: 1°30' — 1°30' — 1°15' — 1°15' — 0°35' — 0°35' — 1°16'

ALIGNMENT & FLANGE LUBRICATORS: FL

DEGREE OF CURVE: 0°45' — 0°45' — 0°30' E — 0°30' E — 0°30' E — 0°30' E — 1°00' W

RAIL
SIDING: 136 CWR — 133 CWR
NO. 1 TRACK: 1977 — 1998
NO. 2 TRACK: 136 CWR

SURFACING & LINING
SIDING: 1977 — 2003 — 1992
NO. 1 TRACK: 2004
NO. 2 TRACK: 1996

TIE GANG
SIDING: 2003 — 1992
NO. 1 TRACK: 2004
NO. 2 TRACK: 1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S — HICKORY-BFG — MAIN-BFG — ELM-BFG — HWY 258-BFG — PRIVATE-S — CURTIS DAVIS RD-X — PRIVATE-S

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
LAST REVISED
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YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
FLANGE LUBRICATORS
FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CONSTRUCTED 1886 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY. → BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC → BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT. AR MO., MP 375.90
PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

131

BALD KNOB * 153
M. P. 287.88 — M. P. 303.30

290

PS #14 POTO
BEGIN MEMPHIS LINE
287.88

PS #10 POTO
288.37

288.70 6-PCS-79' (SIMN)
WATERWAY

289.30 3-RCS-34' (SIMN)
WATERWAY

TO ST. LOUIS

TO TEXARKANA

EL. 213
CPY290
JUD
X289
289.70

EL. 228
CPY289
BALD KNOB
X 288
287.86

EL. 226
CPY288
E. BALD KNOB
XG002
288.38

-0.42 -0.04 -0.30 -0.06

228 218 217 213

10 70

1" 1"

6°21' 5°15' 39°20'

7°30' 7°30' 2°05' 4°14'

136 CWR 1979 | 133CWR 1996 | 136 CWR 1979

1996

1996

JOK

MAIN-X ELM-X EAST THIRD-X COUNTY RD 83-X

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

132

290

295

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

290.20 6-RCS-110'(SIMN)
290.73 2-CIP-2'
291.20 3-RCS-55'(SIMN)
291.70 5-PCB-130'(SIMN)
292.48 DETECTOR TALKER
293.00 DETECTOR READER
293.30 PS #10 TO
293.50 30-TST-388'(SIMN)
294.10 16-RCS-289'(SIMN)
294.30 62-RCS-1102'(SIMN)
294.70 43-RCS-754'(SIMN)
295.00 30-BMC-807'(SIMN)

WATERWAY
WATERWAY
WATERWAY
GLAISE CREEK
WATERWAY
WATERWAY
CREEK
CREEK

2915
2914T
101

EL. 209
RIO VISTA
XG006
292.80
YD 03

EL. 210
CPY292
RIO VISTA HBD
XG005
292.48

+0.05
-0.07
0.00
+0.12
-0.02
0.00

MAX. GRADE PERCENT (SUB GRADE)
209
210
208
208
210
209

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE
70

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS
R

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN
136 CWR

SURFACING & LINING
SIDING
1979
MAIN
1985
1979
TIE GANG
1996
SIDING
MAIN
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-SP
PRIVATE-SP
WOLTER BUTLER-SP
COUNTY RD 73-X
COUNTY RD 213-X
COUNTY RD 83-XS
PRIVATE-SP

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
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CONSTRUCTED 1886 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.
BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT #186756, DATED JUNE 1, 1996

133

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET. (H)
HIGH WATER DET. (W)
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE (T)
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

295 (SIMN)
295.00 30-BMC-807'
295.50 6-PCT-148' (SIMN)
296.00 33-RCS-581' (SIMN)
296.40 24-RCS-428' (SIMN)
296.80 18-RCS-320' (SIMN)
297.14 WHITE CO. - WOODRUFF CO.
297.30 51-RCS-910' (SIMN)
297.80 74-TST-950' (SIMN)
1107.8' (SIMN)
298.30 18-PCB-437', 1-DPGOD-60', 2-TTROD-M/S-267', 1-TTROD-162', 1-DPGOD-60', 5-PCB-122'
298.80 59-RCT-1475' (SIMN)
299.20 46-RCT-1182' (SIMN)
299.80 41-RCS-779' (SIMN)
299.95 PS #16 POTO
300

2951 CREEK
2950 CREEK
2958 WATERWAY
WATERWAY
WATERWAY
WATERWAY
WHITE RIVER (OVERFLOW)
WHITE RIVER (OVERFLOW)
EL. 215
WHITE RIVER
XG010
298.50
WATERWAY
WHITE RIVER (OVERFLOW)
EL. 210
CPY300
299.95
WATERWAY

0.00
+0.19
-0.19
0.00
+0.09

209 215 209 209

70 25 40 70
1"
2-1/2"
29°12'
38°02'
3°06'
3°04.5'

136 CWR 33CWR 136 CWR 33CWR 136 CWR 136 CWR
1979 1996 79 1996 2003-A 1979
1996
1996

SH 112 79
96
96

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE -S
PRIVATE-SP

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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FILE PAGE
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CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY
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*CONSTRUCTED 1886 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY

300

305

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

300.49 2-CBC-9'X 7' 1-CBC-9'X 6'
301.22 2-CBC-8'X 5'
301.27 PS #16 HTTO
301.27 PS #16 POTO
301.67 2-CMP-3.5'
302.50 3-RCS-36'(SIMN)
303.40 DETECTOR TALKER
303.62 1-CBC-6'X 4'
304.00 3-PCB-65'(SIMN)
304.60 9-CMP-5'
304.60 3-CMP-5'

102
703
700
3038
3049
3048

WATERWAY
WATERWAY

EL. 216
CPY301
NEW AUGUSTA
XG012
301.27
6280
YD 03

MAX. GRADE PERCENT (SUB GRADE)

+0.09
-0.03
+0.01
-0.46
-0.01

216
214
215
203

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

10
70

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS R

NO CURVES

DEGREE OF CURVE

RAIL SIDING

SH 112
1979

RAIL MAIN

136 CWR
1979

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1996
1996
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

SIXTH-BFG
ARK 33-BF
PRIVATE
PRIVATE
PRIVATE

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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135

305

310

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

305.20 2-PCB-50'(SIMN)
3058
306.30 18-PCB-464'(SIMN)
306.60 1-PCT-20' / 26-RCS-519' > 539'(SIMN)
306.90 11-RCS-205'(SIMN)
307.40 PS #10 HTTO
308.20 11-RCS-205'(SIMN)
3093
309.22 PS #10 HTTO
309.30 PS #10 HTTO
309.90 PS #10 TO
3100
708
103
706
704
3092

WATERWAY
WATERWAY
CACHE LAKE
CACHE RIVER

EL. 202
PATTERSON
XG019
307.30
YD 03

EL. 210
McCRORY
XG021
309.29
3002
YD 03

0.00 -0.09 0.00 +0.14 +0.17 -0.06 0.00 +0.10 +0.36 +0.01

202 200 200 202 203 201 201 205 210

70

NO CURVES

136 CWR
1979
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 775-BF
SH-17 MAIN-BF
CR 615-X
PRIVATE-SP
PUBLIC-X CR625
S HWY 145 EDMONDS-CBFG
JOHNSON-BFG

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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136

310

315

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET. (H)
HIGH WATER DET. (W)
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE (T)
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

| | | |

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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137

315

320

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

315.21 DETECTOR TALKER
315.80 3-CBC-7'X 5'
316.80 6-RCS-109'(SIMN) 3168
318.32 WOODRUFF CO. – CROSS CO.
318.50 3-RCS-48'(SIMN)
318.86 UPRR 84°48' XING
319.01 PS #10 HTTO
319.16 CONN. TO SSW PS #16 POTO
319.30 3-RCS-39'(SIMN, YARD)

WATERWAY
WATERWAY
WATERWAY

057 055 710 606 141 059 605

EL. 221
UP XING
318.86

EL. 219
CPY318
319.16

+0.56 -0.11 0.00 -0.02

MAX. GRADE PERCENT (SUB GRADE)

224 221 221

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

70 40 70 10

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING

SH 133 CWR 2000
SH 112 1973

RAIL MAIN

136 CWR 1979
132 CWR 1973

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1996
1996
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

SH 269-BFG
PRIVATE -S
PRIVATE -S
COUNTY RD 508-X
US 49-BF
COUNTY RD 511-X

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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138

320

325

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

320.57 3-CMP-2.5'
320.84 PS #16 POTO
321.30 8-RCS-137'(SIMN)
321.80 3-RCS-40'(SIMN)
322.30 3-TST-34'(SIMN)
323.02 3-CMP-2.5'
323.40 4-CMP-3.5'
3236T 3237
324.90 PS #10 HTTO

605
712

WATERWAY
WATERWAY
WATERWAY

EL. 219
CPY321
FAIR OAKS
XG031
320.85
8197
YD 03,77

EL. 221
HAMLIN
XG037
324.70
YD 03

-0.02
0.00
+0.12
0.00
+0.15
0.00
-0.29

MAX. GRADE PERCENT (SUB GRADE)

219
219
220
220
223
223

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

70
10
60

AUTH. SUPER ELEV.

TOTAL ANGLE

NO CURVES

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

SH 112
1973

RAIL MAIN

132 CWR
1973

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

1996
1996
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 521-X
COUNTY RD 515-X
COUNTY RD 18-X
ARK 193-BFG

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MEMPHIS SUBDIVISION

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139

325

330

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW. SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

325.60 30-RCS-540' (SIMN) WATERWAY
326.10 13-RCS-234' (SIMN) L'ANGUILLE RIVER
326.40 14-RCS-252' (SIMN) WATERWAY
326.62 2-CMP-3'
326.80 DETECTOR TALKER
327.37 2-CMP-2.5'
328.05 4-CMP-2.5'
328.80 7-PCB-178' (SIMN) MORGAN CREEK
329.40 6-RCS-107' (SIMN) WATERWAY

3268
3282

-0.25 +0.12 0.00 +0.37 +0.05 0.00 +0.31 +0.11 0.00 -0.13 0.00 +0.21

217 220 220 221 223 223 228 229 229 227 227 233

60

NO CURVES

132 CWR
1973
1996
1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 350-BF

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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140

WYNNE #207
M.P. 319.00
M.P. 345.00

330

335

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

330.15 PS #16 POTO
330.25 1-CBC-5'X 4'
330.50 3-RCS-55'(SIMN)
330.62 1-CBC-5'X 4'
331.45 PS #10 HTTO
332.20 PS #10 POTO
332.21 PS #10 HTTO
332.28 PS #16 POTO
332.38 PS #16 POTO
332.22=280.23 CONN. HELENA BR.
TO JONESBORO JCT.
332.56=280.40 CONN. WYNNE SUB
332.80 3-TPG-138'(SIMN)
334.12 1-CIP-4'
335.00 1-CBC-10'X 9'

WATERWAY
SH 1

EL. 232
CPY330
330.15

EL. 252
CPY332
WYNNE
C 304
332.28
N-8649
S-3666
YD 03

TO HELENA JCT.

EL. 253
CPY280
WYNNE SUBDIV. CONN
332.56

-0.17
0.00
+0.05
+0.17
+0.30
+0.98
+0.21
-0.87

232 232 234 243 252 325 332

60 10 40 50

2-1/2" 2-1/2" 1" 2" 5-1/2"

24°26' 19°46' DFL 2°24' 25°07' 35°04'

3°00' 3°00' 0°36' 2°40' 3°50'

SH 112
1973

141CWR 2002-L 136CWR 136CWR
141CWR
133CWR
132 CWR 136CWR 133 CWR 133CWR
1973 82 2003H 182H 1982L 82 03L 82 1972 1996 82 1984 04H 02L

1996
1996
1996
1996

MJM

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

O'11TH ST -X
E ST-BFG
WILSON -BFG
TERRY-BF
KILLOUGH ST-BFG
COUNTY RD 735-X
ARK 284-BF

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MEMPHIS SUBDIVISION

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141

335

340

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

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CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

335.00 1-CBC-10' X 9'
335.12 1-CMP-4.5'
335.70 5-TST-63'(SIMN) 3357 3356
336.12 1-CBC-6' X 6'
336.53 1-CBC-7' X 4'
337.00 8-TST-104'(SIMN)
337.25 1-CBC-6' X 5'
337.40 3-RCS-55'(SIMN)
"LEVESQUE"
339.00 1-RCS-15'(SIMN)
339.60 16-RCT-410' 3-DPGOD-252' 1-BMOD-28' 18-RCS-345' 1-BMOD-27' 32-RCS-570' 1632.1'
3397 3396

WATERWAY WATERWAY WATERWAY FARM RD ST. FRANCIS BAY

-0.87 -0.60 0.00 -0.17 -0.77 +0.02 -0.25 -0.49 0.00

279 259 259 258 229 230 228 223 223

50 60

4-1/4" 2-1/2" 4"

36°47' 24°42' 33°40'

DFL

3°00' 2°00' 2°00'

136CWR 141CWR 132CWR 141CWR-L 133CWR-H 133 132 CWR 136 CWR 133CWR 136 CWR 132 CWR

2004-H 2002-L 1972 2002-L 1972-H 1984 1972 1979 1996 1979 1970

1996

1996

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 702-X PRIVATE-S PRIVATE-S PRIVATE-SP PRIVATE SH 163-BF

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

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142

340

345

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

340.70 1-CWP-6'

341.00 DETECTOR TALKER

341.10 12-TST-221'(SIMN)

341.50 1-RCS-15'(SIMN)

341.70 1-CBC-12'X 10'
1-CBC-4'X 4'

342.50 1-CBC-5'X 5'
342.57 1-CBC-10'X 12'

342.70 1-CBC-12'X 15'

343.50 7-TST-122'(SIMN)

344.20 9-TST-162'(SIMN)

WATERWAY

COUNTY RD

PRIVATE ROAD

PRIVATE ROAD

345.10
345.00

-0.00

-0.09 +0.08 -0.09 +0.02 -0.13 0.00 +0.17

222 221 222 221 222 220 220

60

NO CURVES

132 CWR

1970

1996

1996

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

COUNTY RD 825-X

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143

345

350

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C.
A.B.S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

20-TST-253'
2-DPG-132'
1-TPG-90'
1-DPG-89'
50-RCS-1000'
1575.7'

345.20
345.40
345.50

ST. FRANCIS RIVER

346.00 1-CBC-10'X10'

346.70 2-RCS-28' 1-BMOD-25' 2-RCS-28' 81'(SIMN)

346.90 1-RCS-19' 1-BMOD-29' 1-RCS-19' 67'(SIMN)

W. FRONT ST

HWY 75

347.00 1-RCS-16' 1-BMOD-24' 1-RCS-16' 56'(SIMN)

TYRONZA ST

347.10 4-BM-108'(SIMN

WATERWAY

347.53 "PARK IN" PS #16 POTO

EL. 221
CPY347
347.53

113

349.13 PS #16 POTO

719

349.27 1-CMP-4'

EL. 222
CPY349
SMITHDALE
XG 060
349.13
7656
YD 03

349.80

CROSS CO.
CRITTENDEN CO.

349.90 1-RCS-18' 1-BMOD-20' 1-RCS-18' 56.2'(SIMN)

PUBLIC RD

+0.14 -0.20 0.00 -0.14 +0.10 0.00

227 221 221 220 222

60 50 60 20

4-1/4" 4" 7°03.5' 1-1/2" 4"

54°02' 40°05' 34°00'

DFL

3°00' 2°00' 1°00' 2°01'

SH 115 CWR
1996

133 136CWR 141CWR-H 133 133CWR-L 132 CWR 133 133CWR

1984 2003 84 2002-H 1984 1984 2002-L 1984-H 1984 1970 1984 2000 84

1996 1996 1996 1996

RLP

CORD 81'-X

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

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EBONY #212
M.P. 345.00 — M.P. 365.00

350 — 355

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

350.60 — 1-GIP-4', 7-RCS-127' (SIMN)
351.40 — 5-TSG-64' (SIMN)
351.64 — PS #10 HTTO
351.80 — 4-RCS-72' (SIMN)
351.82 — 2-CIP-2'
352.10 — 6-RCS-92' (SIMN, YRD)
352.50 — 1-RCT-24', 1-TPCOD-32', 80' (SIMN), 1-RCT-24'
353.00 — 7-RCS-112' (SIMN)
353.90 — 1-CBC-10'X10'
354.50 — 5-RCS-80' (SIMN)

WATERWAY
351.1 / 351.2
CREEK
RUTH ST
720
COMMERCE ST
EL. 222
EARLE
XG 064
352.10
2186
YD 03
PARK ST
N. TUPELO CREEK
WATERWAY

0.00
+0.22
-0.22
-0.01
0.00

222 — 225 — 222 — 221

60

21°05' — 4-1/2"
2°05.3' — 1-1/2"
22°58.3' — 4"
20°58' — 4"
DFL

2°10'
1°00'
2°01'
2°01'

132 CWR | 136 | 132 CWR | 136 CWR | 133CWR-L | 133 | 132CWR | 133CWR | 136 | 132 CWR

1970 | 1982 | 1970 | 1984-H / 2003-L | 84 | 2002-L / 1984-H | 1970 | 2000 | 1982 | 1970

1996 — 2002

1996 — 2002

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CR 356-X

P:\SU_BOOKS\06_NLR\MPHS.DGN

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
LAST REVISED
JUNE 28, 2004
BRIDGES UPDATED
FEBRUARY 7, 2002
RD XING UPDATED
JUNE 28, 2004

CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996

145

EBONY #212
M.P. 345.00 — M.P. 365.00

355

360

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C.T.C.
A.B.S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT &
FLANGE LUBRICATORS
FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

355.10 1-CMP-4'
355.32 2-GIP-4'
356.40 4-RCS-56'(SIMN)
3565
3564
356.90 7-PCB-196'(SIMN)
357.30 1-RCS-14' 1-BMOD-20' 48'(SIMN) 1-RCS-14'
357.51 DETECTOR TALKER
358.20 5-PCT-120'(SIMN)
359.57 PS #16 POTO

WATERWAY
BLACK FISH LAKE
COUNTY RD 375
WATERWAY

EL. 221
CPY357
LANSING HBD
XGO72
357.41

EL. 222
CPY360
359.57

115

0.00 +0.09 -0.03 -0.37 +0.50 0.00 +0.11 -0.08 0.00 +0.08 -0.07

221 222 220 217 221 221 222 221 221 222 221

60 10

1-1/2" 4" 4"
60°06'
1°00' 2°00' 2°01'

1-1/2" 1-3/4" 1-1/4" 2-3/4"
45°47'
1°00' 0°52' 0°53' 1°30'

1-1/2"
11°19'
1°00'

SH112
1972

136 1982 | 133 CWR 2000 | 132 CWR 1971 | 136 CWR 2002 | 132 CWR 1971

2002
2002
2002
2002

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

BINGS STORE RD-X
COUNTY RD 392-BF
JIM YOUNG RD-X
PRIVATE-S

LRS

P:\SU_BOOKS\06_NLR\MPHS.DGN

FILE PAGE
LAST REVISED
OCTOBER 12, 2004
BRIDGES UPDATED
MARCH 28, 2001
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JUNE 28, 2004

CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT, AR MO., MP375.90, PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996

146

360

365

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

360.40 3-RCS-54'(SIMN) 3-TGTOD-47'(SIDE)
361.56 PS #16 HTTO 2-CBC-4'X 3'
361.57
361.72 PS #10 HTTO
361.83 2-CMP-3'
362.25 2-CIP-2.5'
362.52 2-CIP-2.5'
363.10 2-CBC-4'X 3'
363.52 2-CMP-2.5'
363.61 PS #14 HTTO
364.17 2-CIP-4'
364.30 2-CIP-3'
364.33 PS #14 POTO
364.55 PS #14 POTO

DRAINAGE DITCH
115
727
100
501 502 503 504 505
400 700
201 202 401 402 403 404 405 406 701 702 703 704

EL. 222
CPY362
CRAWFORDSVILLE
XG074
361.56
9901
YD 03

EL. 224
CPY364
W. MARION
XG076
364.55

-0.02 +0.05 0.00 +0.06 -0.04 +0.11 0.00 +0.09 -0.01 +0.04 0.00

MAX. GRADE PERCENT (SUB GRADE)
220 221 221 222 221 222 222 225 224 225

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE
10 60

AUTH. SUPER ELEV.

TOTAL ANGLE
NO CURVES

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE

RAIL SIDING
SH 112
1972

RAIL MAIN
132 CWR
1972

SURFACING & LINING
SIDING
2002
MAIN
2002
TIE GANG
SIDING
2002
MAIN
2002

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
COUNTY RD 382-X
BOONE-BF
MAIN ST./SH 50-BFG
COUNTY RD 372-X
ARK 147-BFG

P:\SU_BOOKS\06_NLR\MPHS.DGN

5.4 miles of upgrade to main track

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
LAST REVISED
OCTOBER 27, 2004
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OCTOBER 07, 2003
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JUNE 22, 2000

CONSRTUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT. AR., MO., MP375.90 PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

147

365

370

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER
TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P.
CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

365.55 1-CBC-5'X 4'
366.32 PS #14 POTO (SDG)
366.40 PS #14 POTO
366.50 1-CBC-5'X 5'
366.50 PS #14 POTO (SDG)
366.59 PS #14 POTO
366.80 12-RCS-233'(SIMN)
367.21 1-CBC-3'X 3'
367.40 1-CBC-10'X 8'
367.71 1-CBC-7'X 6', 1-72"SSP
367.90 72"CSP(SIMN)
368.11 PS #10 HTTO
368.15 PS #10 HTTO
TOYOTA AUTO UNLOADING FACILITY
369.97 PS #10 HTTO
369.10 3-PCT-81'(SIMN)
369.40 OH VIADUCT-100'
369.50 4-TSTOD-51'(SIMN)
369.70 PS #15 HTTO
369.80 1-CBC-10'X 10'

15 MILE BAYOU
MOLASSES BAYOU
15 DITCH (DRAINAGE)
I-55
PUBLIC RD
90 RAIL

EL. 225
MARION
XG 077
365.50
YD 05
0.00

EL. 224
CPY366
E. MARION
366.50
-0.01
-0.04

EL. 222
GAVIN
XG080
368.04
4119
YD 03
0.00
-0.02

EL. 222
W. MEMPHIS IND. L.
XG 085
370.00
-0.10
0.00
+0.13
-0.09

MAX. GRADE PERCENT (SUB GRADE)
225 224 222 222 221 220 220 222

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE
AUTH. SUPER ELEV.
TOTAL ANGLE
ALIGNMENT & FLANGE LUBRICATORS
DEGREE OF CURVE
RAIL SIDING
RAIL MAIN
SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

60 40
1-1/2"
17°31'
1°00'
5-1/4"
15°22'
2°30'
141CWR
133CWR
132 CWR
132CWR
136
132CWR
1972
92H
1972
1982
1972
2002
2002

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

PRIVATE-S
SH 118-BFG

P:\SU_BOOKS\06_NLR\MPHS.DGN

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

148

FILE PAGE
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BRIDGES UPDATED
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JUNE 28, 2004

CONSRTUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT. AR., MO., MP375.90 PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

370 XING

136# XING FROG

370.05 BNSF 54° 13'

3701

3700

GATE

BNSF

EL. 222

CPY370
PRESLEY JCT.
BNSF XING
XG 082
370.05
YD 03 EL. 222

W. MEMPHIS IND. L.
XG 085
370.00

0.00

371.07 2-SSP-4'

371.40 DETECTOR TALKER

371.50 2-SSP-2.5'

371.75 1-SSP-4'

372.30 5-BMC-135'(SIMN)

DITCH

3733
3734

373.60 OH VIADUCT-80'
373.65 1-CBC-8'X10'
373.72 2-GIP-3.5'

I-40

55W RWY

TO TENARK

374.40 38-RCS-730'(SIMN)'

LEVEE

374.80 75-RCS-1440'(SIMN)

WATERWAY

WATERWAY

375

0.00 +0.13 0.00 +0.47 +1.30 -0.71 0.00

221 221 221 223 223 227 238 235

40 60

NO CURVES

132 CWR
1972
2002
2002

JOK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

ARK 77 -CBFG

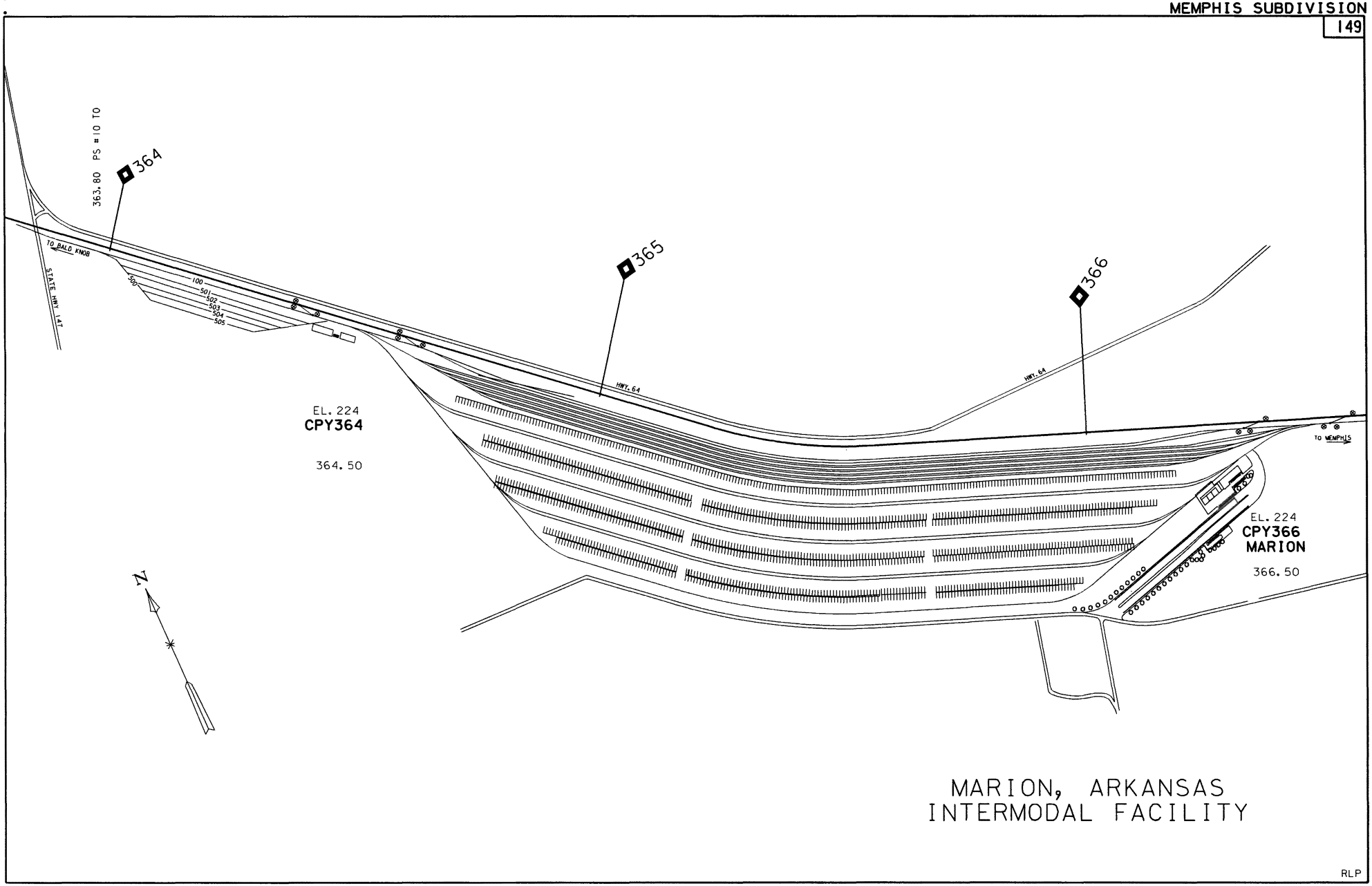
COUNTY RD 49-X

CLUB RD -CB

MOUND CITY RD-F

PRIVATE

P:\SU_BOOKS\06_NLR\MPHS.DGN

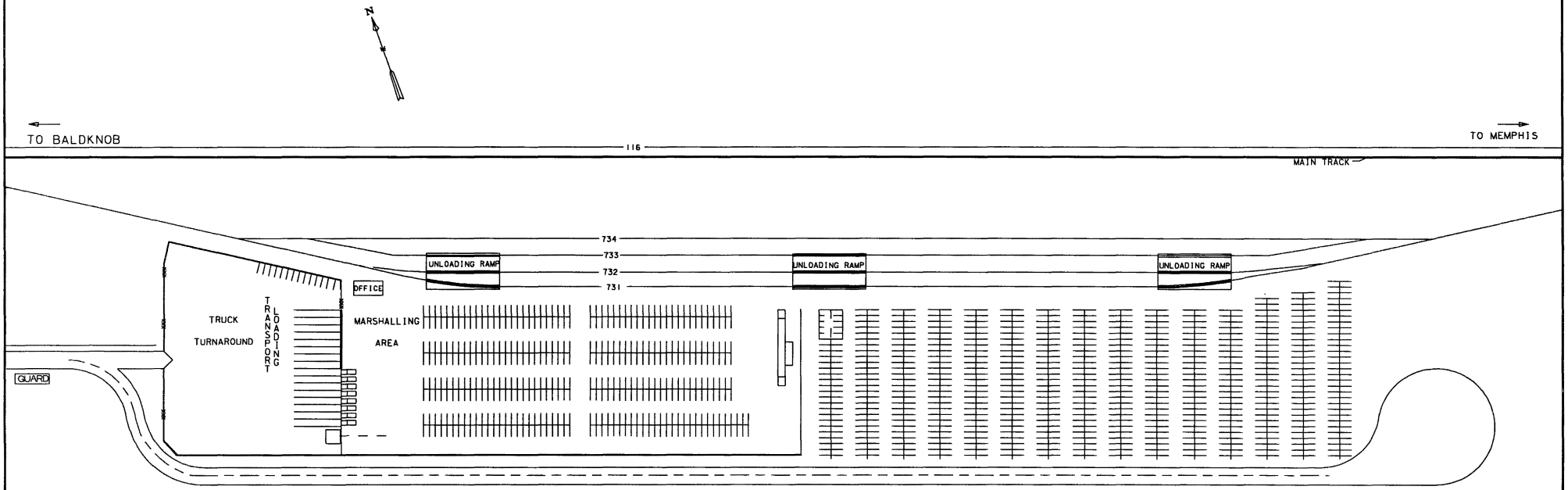


MARION, ARKANSAS
INTERMODAL FACILITY

RLP

REVISED AS TO: FEBRUARY 19, 2004

P:\SU_BOOKS\06_NLR\MARION.DGN



EL. 222
GAVIN
XG080
368.04
4119

GAVIN ARKANSAS
AUTO FACILITY

BHW

REVISED AS TO: SEPTEMBER 8, 2004

P:\SU_BOOKS\06_NLR\GAVIN.DGN

NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

151

FILE PAGE
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NOVEMBER 26, 2002
RD XING UPDATED
JUNE 22, 2000

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG.& NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS FL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

CONSTRUCTED BY ARKANSAS AND MEMPHIS RAILWAY BRIDGE AND TERMINAL CO. OPERATION VIA. A.&M.R.B.&T. CO.

CONSTRUCTED BY THE UNION RAILWAY OF MEMPHIS
ACQUIRED BY MISSOURI PACIFIC RR SEPTEMBER 20, 1966

* BURLINGTON NORTHERN SANTA FE HAS TRACKAGE RIGHTS OVER UNION PACIFIC BETWEEN BALD KNOB, AR., MP287.90 AND BRIDGE JCT. AR., MO., MP375.90 PER STB FIN DOC #32760, DATED AUGUST 12, 1996, PER AGREEMENT 186756, DATED JUNE 1, 1996.

** CONSTRUCTED 1887 BY THE ST. LOUIS, IRON MOUNTAIN & SOUTHERN RWY.

CONTINUOUS YARD LIMITS 376.5 TO EOT

375

380

375.22 PS#14 POTO BEG. 2ND ML
375.27 PS#14 POTO SSW CONN.
375.29 PS#14 POTO(#2)
375.30 62-RCS-1147'(#1) 62-RCS-1148'(#2)
375.34 PS#14 POTO(#1)
375.40 62-RCS-1147'(#1) 62-RCS-1148'(#2)
375.60 PS#14 POTO CONN TO BNSF
375.88 BN RR 00°00' XING
376.43 PS#16 POTO(#1)
376.48 PS#16 POTO(#2)
376.50 YARD LIMIT
376.51 PS#16 POTO(#2)
376.56 PS#16 POTO(#1)
376.58 UNDERPASS
377.03 39-DPGOD-2345' 1-DTPOD-348' 4895' (#1,#2)
377.03 4-TTPOD-2202' (#1,#2)
377.10 DETECTOR READERS
377.84 PS#10 POTO(#2)
377.85 2-BMC-92'(#1,#2)
377.88 PS#10 POTO(#1)
377.89 PS#10 POTO(#1)
377.93 PS#10 POTO(#2)
378.04 PS#10 POTO(#2)
378.08 PS#10 POTO(#1,#2)
378.12 PS#10 POTO(#2)
378.13 1-SAC-6'X 5'
378.15 1-BM-47'(#1,#2)
378.22 PS #10 POTO
378.29 4-RCS-64'(#1,#2)
378.44 PS#10 POTO(#2)
378.46 PS#10 POTO(#2)
IC
378.54 4-RCS-64'(SIMN)
378.75 4-RCS-62'(SIMN)
378.98 2-BM-102'(SIMN)
379.10 OH PED XING-100'(#1,#2)
379.20 4-RCS-56'(SIMN)
379.41 2-BMC-102'(SIMN)
379.60 1-DPC-60'(SIMN)
380.00 OH VIADUCT 100'

EL. 235
CPY375
BRIARK
XG087
375.28
YD 03

MISSISSIPPI RIVER (OVERFLOW)

EL. 267
CPY377
HARAHAN
376.50

CO. RD 312

NO. 2 MISSISSIPPI RIVER

CRITTENDEN CO., AR
SHELBY CO., TN

EL. 277
CPY378
377.88

RIVERSIDE DRIVE
FLORIDA ST.
MAIN ST.
3RD ST
4TH ST
DANNY THOMAS BLVD.
MISSISSIPPI AVE.
CRUMP BLVD.
PORTER ST.

EL. 235
CPY376
BRIDGE JCT.
XG088
375.85
YD 03, 77

MISSISSIPPI RIVER

EL. 298
AR/TN STATE LINE
XG089
377.03

EL. 270
CPY379
KENTUCKY ST.
XG091
378.06

EL. 265
CPY380
TEXAS ST.
378.20

EL. 263
CPY381
TOWER 17
378.42

EL. 262
ICXING
378.30

CSXT
NSEB
UP
UP NSEB
BNSF

0.00 +1.10 -0.75 -0.81 -1.47 -0.39 0.00 -0.40 +0.54 0.00 -0.14 +0.54 +0.71 +1.13

235 299 299 293 284 270 265 265 262 284 284 283 285 291 300

60 25 20 10
20 10

1-1/4"

18°38' DFL 182 69°07' 11°54' 24°49' 28°30' 28°35' 2°52'

3°19.5' 5°04' 4°24' 4°50' 7°00' 3°00' 3°46' 3°32' 5°02' 2°00'

119CWR SH133 CWR SH133 CWR

132 CWR 115 CWR 32CWR 36CWR 115CWR 136CWR 132 CWR 133 CWR 132 CWR 133 CWR 115 133 CWR 132 115 112 CWR 112 CWR
1972 69 1953 73-H 04-L 1953 1973 1981 1992 1973 1999 1973 99 96 73 1963 1972 99 1972

119CWR
115 CWR 32CWR 36CWR 115CWR 132 CWR 136 CWR 132 CWR 133 CWR 115
2002 69 1953 73-H 04-L 1992 1973 1992 1973

2002 1992 2002 1992 2002 1992
2002 1992 2002 1992 2002 1992
2002 2002

KENTUCKY-BFG

RIVERSIDE BLVD-CBFG

LRS

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE
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BRIDGES UPDATED
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CONSTRUCTED BY THE UNION RAILWAY OF MEMPHIS
ACQUIRED BY MISSOURI PACIFIC RR SEPTEMBER 20, 1966
CONTINUOUS YARD LIMITS 376.5 TO EOT

152

MEMPHIS* 213
M. P. 365.00 — M. P. 390.88

380 — 385

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET. HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW. SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL AT STATION M.P. CONTROL POINTS & STATION NAMES CIRCULAR 7 NUMBER MILE POST LOCATION LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT (SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.
SPEED ALLOWANCE

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS RL

DEGREE OF CURVE

RAIL SIDING

RAIL MAIN

SURFACING & LINING
SIDING
MAIN
TIE GANG
SIDING
MAIN

380.00	OH VIADUCT
380.01	DETECTOR READER
380.09	PS #10 HTTO
380.30	OH VIADUCT-100'
380.35	PS #10 HTTO
380.48	4-RCS-63' (SIMN)
380.53	PS #16 HTTO
380.54	PS #16 HTTO
380.60	SARGENT YARD DETECTOR READER
380.70	YARD LIMIT DETECTOR READER
381.04	4-RCS-63'
381.11	1-BM-47'
381.61	1-BM-47'
381.78	4-RCS-50'
382.16	1-DPG-162'
382.20	2-BMC-110'
382.50	4-BMC-160'
382.80	OH VIADUCT
383.00	OH VIADUCT
383.51	CSXT 00° 00' XING
384.20	OH VIADUCT

CSXT

BNSF

EL. 309
KC JCT.
380.60

EL. 308
MEMPHIS SARGENT YD
XG093
380.70
YD 01, 77

S BELLEVUE BLVD
LAMAR AVE
S WILLETT
S MCLEAN BLVD
S BARKSDALE
CENTRAL AVE

+0.60 0.00 -0.54 +0.37 -0.10 +0.52 0.00 -0.40 0.00 -0.28 +0.27 -0.37 +0.27 0.00 -0.38 -0.71 -0.43 -0.40

300 309 309 307 309 307 312 312 305 305 302 305 302 304 304 285 279 259

10 10

1" 1"

2°52' 15°01' 37°34.5' 21°12' 2°45' 2°45' 58°18'

2°00' 4°29' 8°39.6' 4°00' 3°00' 3°00' 6°00'

112 CWR 132 CWR
1972

2002 1992
2002 1992

RLP

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

ROLAND-BF
ROZELLE-BFG
S COOPER
S COX-BF
E PARKWAY SOUTH
AVERY AVE-BF
S HOLLYWOOD
POPLAR AVE
BRAOD AVE-CBFG
SUMMER AVE
FAXON AVE
BOOLEY AVE
N BINGHAM-CBFG
PERSHING AVE-CBFG
PRIVATE

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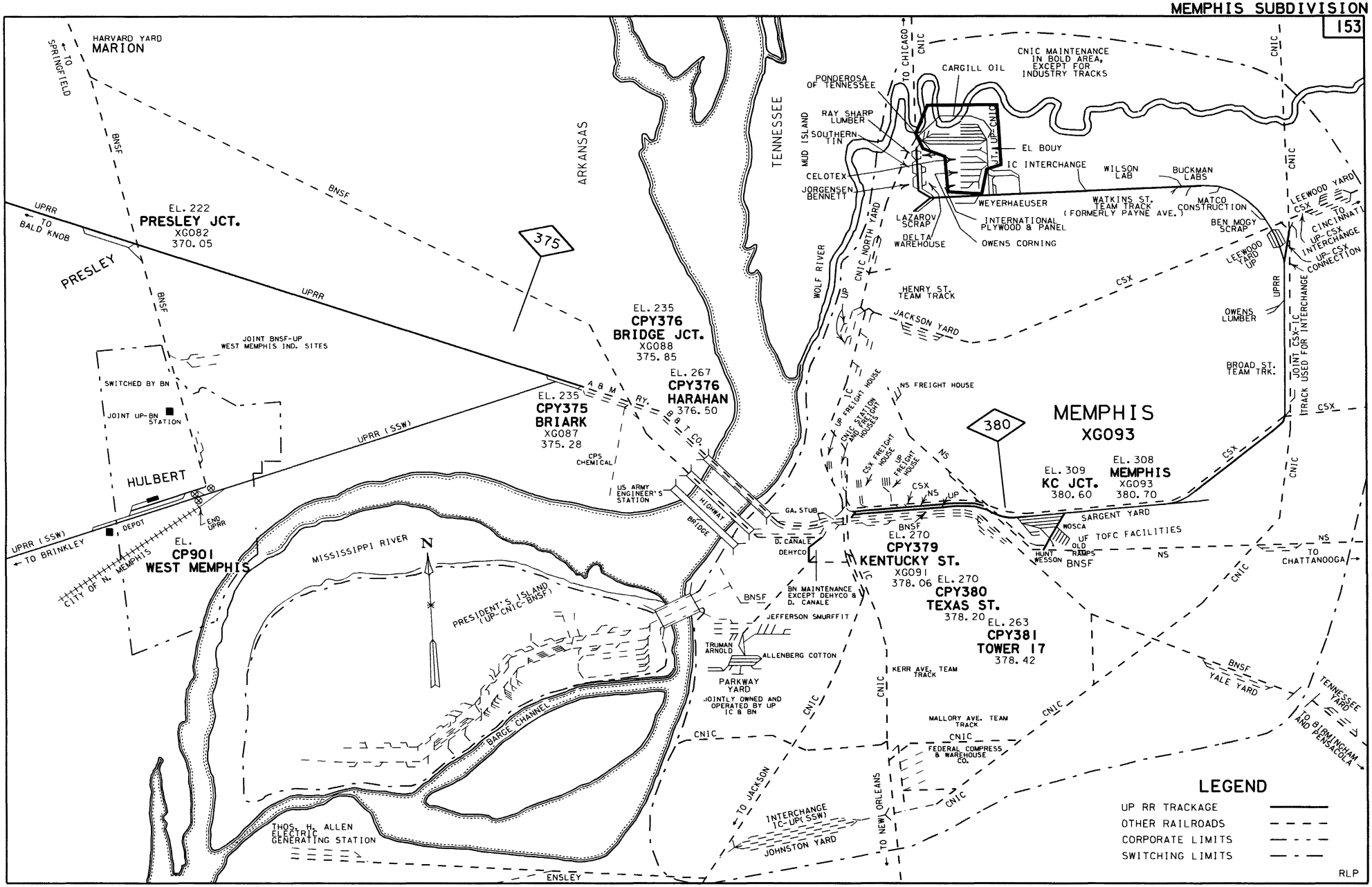
NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

153



REVISED AS TO FEBRUARY 19, 2004

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NORTH LITTLE ROCK DIVISION
MEMPHIS SUBDIVISION

FILE PAGE 154

FILE PAGE
LAST REVISED
JUNE 28, 2004
BRIDGES UPDATED
MARCH 26, 2001
RD XING UPDATED
JUNE 28, 2004

CONSTRUCTED BY THE UNION RAILWAY OF MEMPHIS
ACQUIRED BY MISSOURI PACIFIC RAILROAD SEPTEMBER 20, 1966
CONTINUOUS YATD LIMITS 376.5 TO EOT

385 — 390

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER SW.
SPRING SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M. P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

ALIGNMENT & FLANGE LUBRICATORS
RL

DEGREE OF CURVE
SIDING
NO. 1 TRACK
RAIL
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

385.15 4-RCT-83'
38x.xx CSXT xx° XING
388.24 9-TSTOD-138'
388.60 OH VIADUCT
389.95 5-TST-63'

792 791 081 082 083 084 085 086 650 651 LEEWOOD YARD
EL. LEEWOOD YD
793 794 801 803 802 804 811 812 118

-0.82 +0.03 -0.09 -0.06 -0.03 -0.13 0.00 -0.49 -0.25 0.00 +0.47 +0.06 -0.08 -0.37 -0.47

245 246 243 241 240 238 238 233 231 231 239 240 237 231 229

10

94°07'

0°27' 0°30' 0°28' 0°35' 0°30'

LRS

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER

JACKSON AVE-X
JACKSON AVE
N HOLLYWOOD-G
SPRINGDALE-C
TUNICA-X
UNIVERSITY-C
PRIVATE
BULAB REALTY
N MCLEAN BLVD-C
NICHOLAS-X
N SEVENTH

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FILE PAGE
LAST REVISED
JULY 19, 2004
BRIDGES UPDATED
MARCH 26, 2001
RD XING UPDATED
JULY 13, 2000

YARD LIMIT
ABSOLUTE SIG.
AEI DETECTOR
CRACKED WHEEL INDICATOR
DRAG. EQPT. DET.
HOT BOX DET.
HIGH, WIDE SHIFTED LOAD DET.
HIGH WATER DET.
IMPACT DETECTOR
INT. SIG. & NO.
TEMP-WIND GAGE
POWER. SW.
SPRING. SW.
DEPOT SYMBOL
HISTORICAL MARKER

TOPOGRAPHY

ELEV. TOP OF RAIL
AT STATION M.P.
CONTROL POINTS &
STATION NAMES
CIRCULAR 7 NUMBER
MILE POST LOCATION
LGTH (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

SLIDE WARNING
EL. ABOVE SEA LEVEL
FIBER OPTICS
C. T. C.
A. B. S.

SPEED ALLOWANCE
NO. 1 TRACK
NO. 2 TRACK

AUTH. SUPER ELEV.

TOTAL ANGLE

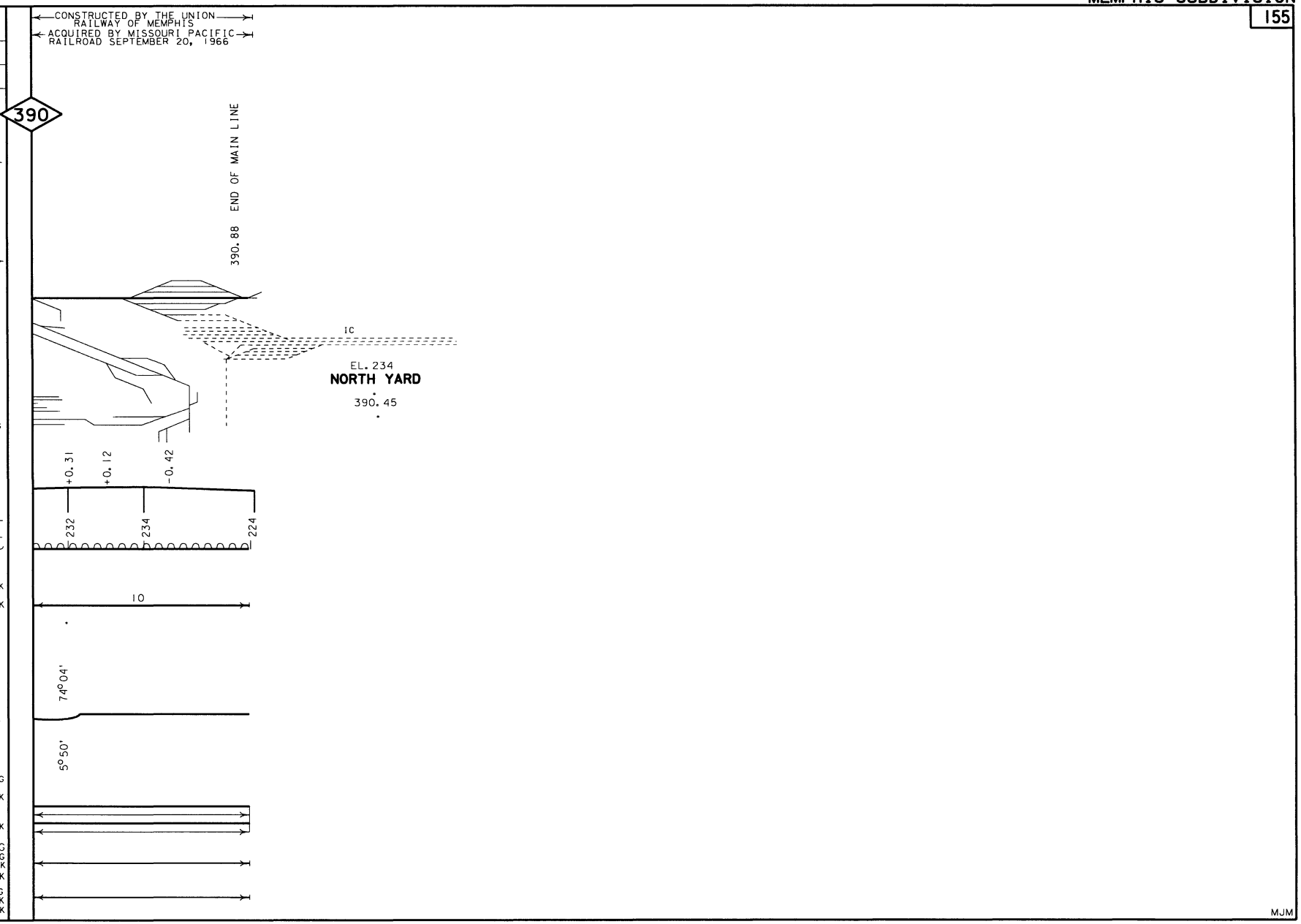
ALIGNMENT & FLANGE LUBRICATORS
℄

DEGREE OF CURVE
SIDING
NO. 1 TRACK
RAIL
NO. 2 TRACK

SURFACING & LINING
SIDING
NO. 1 TRACK
NO. 2 TRACK

TIE GANG
SIDING
NO. 1 TRACK
NO. 2 TRACK

GRADE XING DATA
X = X-BUCK
B = BELL
F = FLASHER
G = GATES
W = WIG WAG
T = TRAFFIC SIGNAL
S = STOP SIGN
C = CANTILEVER



MJM

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Appendix C:
Union Pacific Railroad Timetable #5 – North Little Rock Area

PB-27034

NORTH LITTLE ROCK AREA
TIMETABLE #5

Effective 0900 Monday, July 09, 2012

L. M. Fritz, Executive Vice President - Operations
C. A. Scott, Vice President - HDC & Network Operations
J. M. Santamaria, Vice President - Transportation
R. S. Blackburn, Vice President - Northern Region
G. D. Workman, Vice President - Southern Region
S. K. Keller, Vice President - Western Region
D. A. Connell, Vice President - Engineering
B. J. Kanuch, Chief Mechanical Officer
T. F. Jacobi, Vice President - Operating Systems & Practices
R. M. Grimaila, Vice President - Safety & CSO

This document supersedes:

Union Pacific Railroad North Little Rock Timetable 4 effective Jun 22, 2009

BUILDING AMERICA®

150 YEARS

EXPLANATION OF CHARACTERS

Symbol	Represents
ABS	AUTOMATIC BLOCK SIGNAL
ACS	AUTOMATED CAB SIGNAL
ATC	AUTOMATIC TRAIN CONTROL
ATS	AUTOMATIC TRAIN STOP
CTC	CENTRALIZED TRAFFIC CONTOL
RL	RESTRICTED LIMITS
TWC	TRACK WARRANT CONTROL
DT	DOUBLE TRACK
#MT	MULTIPLE MAIN TRACK - # (number MT's)
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR
(A)	AUTOMATIC INTERLOCKING
B	BASE RADIO STATION
D	DRAW BRIDGE
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION
(M)	MANUAL INTERLOCKING
(S)	STOP SIGN
T	TURNING FACILITY
(X)	RAILROAD CROSSING AT GRADE
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES
Y	YARD LIMITS
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
(11-2)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES
(11-3)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES
N	NORTHWARD
S	SOUTHWARD
E	EASTWARD
W	WESTWARD

Symbol	Represents
C	CENTER
+	HEAD - END RESTRICTION ONLY
(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
(@)	WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRAMSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY

Track Diagram Color Codes

CTC	ATC
ABS	ACS
TWC	ATS
YL / RL / DARK	9.14 / 9.15

OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Order #	Area #	Area Name	Order #	Area #	Area Name	Order #
1	Portland	PB-27020	9	Kansas City	PB-27028	17	Houston	PB-27036
2	Salt Lake City	PB-27021	10	Salina	PB-27029	18	San Antonio	PB-27037
3	Roseville	PB-27022	11	Iowa	PB-27030	0	All Area 3 Hole Singles	PB-27038
4	Los Angeles	PB-27023	12	Twin Cities	PB-27031	0	3" Binder	PB-27019
5	Sunset	PB-27024	13	Chicago	PB-27032	0	Area Tabs (19 Each)	PB-27018
6	Denver	PB-27025	14	St. Louis	PB-27033	0	System Special Instructions	PB-27015
7	North Platte	PB-27026	15	North Little Rock	PB-27034	99	UPRR TRAINING	PB-27099
8	Council Bluffs	PB-27027	16	Dallas / Ft. Worth	PB-27035			

Operating Practices

C. E. Copeland, General Director - Operating Practice

S. L. Foresman, Sr. Director - Operating Practice Rules

Rules Manager	Phone Number	Timetable Area
Rick Carver	402-501-4310	Dallas/Ft Worth - Houston - San Antonio - Salina - North Little Rock
Jack McGinley	909-685-2826	Salt Lake City - Portland - Roseville - Los Angeles - Sunset
Vacant		Chicago - Council Bluffs - Denver - Iowa - Kansas City - North Platte - St. Louis - Twin Cities

NORTH LITTLE ROCK AREA

SUBDIVISION / Industrial Lead / Maps: **PAGE**

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Commerce Industrial Lead (0592)..... 22
Conway Industrial Lead (0419)..... 3
Cypress Bend Industrial Lead (0426)..... 48
DK&S Industrial Lead (0401)..... 7
Dolet Hills Lead (0468)..... 33
Dowco Industrial Lead (0448)..... 22
EL DORADO (0418)..... 28
Georgia Street Industrial Lead (0434)..... 39
Gurdon Industrial Lead (0413)..... 13
HELENA (0433)..... 36
Hot Springs Industrial Lead (0422)..... 45
HOXIE (0400)..... 6
HULBERT (0444)..... 37
Jacksonville AFB Industrial Lead (0402)..... 7
JONESBORO (0440)..... 16
LITTLE ROCK (0405)..... 10
Malden Industrial Lead (0449)..... 17
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Stuttgart Industrial Lead (0442)..... 17
Tenark Industrial Lead (0446)..... 42
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WHITE BLUFF (0420)..... 44
White Bluff Industrial Lead (0423)..... 45
WYNNE (0435)..... 35

NORTH LITTLE ROCK AREA

Station Name	Circ7 #	Subdivision	Page #
4TH STREET	XD000	HOXIE	6
ABCO	X 390	LITTLE ROCK	10
ALDEN BRIDGE	JH590	SHREVEPORT	30
ALEXANDER	X 359	LITTLE ROCK	10
ALEXANDRIA	C 625	MONROE	50
ALICIA	X 239	HOXIE	6
ALIX	L 117	VAN BUREN	2
ALTHEIMER	JH401	JONESBORO	16
ANTONIA	C 601	MONROE	50
ARKADELPHIA	X 411	LITTLE ROCK	10
ARKANSAS RIVER	X 345	LITTLE ROCK	10
ARKANSAS RIVER	JH406	JONESBORO	16
BALD KNOB	X 288	MEMPHIS	38
BALD KNOB	X 288	HOXIE	6
BALDWIN	K 036	WHITE BLUFF	44
BAUXITE JCT. (Trk.2)	X 364	LITTLE ROCK	10
BEARDEN	JH466	PINE BLUFF	20
BEIRNE JCT.	X 429	LITTLE ROCK	10
BERNIE	C 185	JONESBORO	16
BIDDLE	XZ000	WHITE BLUFF	44
BIG SANDY	TP113	PINE BLUFF	20
BIVINS	TP031	LITTLE ROCK	10
BLACKVILLE	L 057	VAN BUREN	2
BNSF JCT. (Trk 2)		LITTLE ROCK	10
BONITA	C 484	MCGEHEE	48
BOSCO	C 540	MONROE	50
BOSSIER CITY	JH612	SHREVEPORT	30
BOUGHTON	X 438	LITTLE ROCK	10
BRADFORD	X 278	HOXIE	6
BRADLEY	JH553	SHREVEPORT	30
BRIARK	XG087	BRINKLEY	42
BRIARK	XG087	MEMPHIS	38
BRIDGE JCT.	XG088	MEMPHIS	38
BRINKLEY	JH343	BRINKLEY	42
BRINKLEY	JH343	JONESBORO	16
BROOKLAND	C 250	JONESBORO	16
BUENA VISTA	JH494	PINE BLUFF	20
CAMDEN	JH482	PINE BLUFF	20
CAMPBELL JCT.	X 258	HOXIE	6
CANE	TB246	REISOR	32
CART	JH610	SHREVEPORT	30
CB101 (HOLD SIGNAL)		JONESBORO	16
CHARLESTON JCT.	XD025	HOXIE	6
CLARENDON	JH358	JONESBORO	16
CLEAR LAKE JCT.	X 481	LITTLE ROCK	10
COLLINSTON	C 505	MCGEHEE	48
CONN. to MEMPHIS SUB.		WYNNE	35
CORNING	X 192	HOXIE	6
COTTON BELT JCT.		BRINKLEY	42
CRAWFORDSVILLE	XG074	MEMPHIS	38
CREST		HOXIE	6
CURTIS JCT.	X 422	LITTLE ROCK	10
CUTOFF JCT	TB315	REISOR	32
CYPRESS	TB236	REISOR	32
D. & R. CONNECTION		VAN BUREN	2
DALLAS JCT.		PINE BLUFF	20
DARDEN	JC596	PINE BLUFF	20
DEXTER	XD024	HOXIE	6
DEXTER JCT.	XD026	JONESBORO	16
DIAZ JCT.	X 259	HOXIE	6
DONALDSON	X 400	LITTLE ROCK	10
DYER	L 146	VAN BUREN	2
E. LITTLE ROCK	K 004	WHITE BLUFF	44
EAGLE MILLS	JH474	PINE BLUFF	20
EAST BALD KNOB	XG002	MEMPHIS	38
EAST BRINKLEY		JONESBORO	16
EAST MCCRORY		MEMPHIS	38
EAST PITTSBURG	JC634	PINE BLUFF	20
EAST TEXARKANA		PINE BLUFF	20
EL DORADO	E 066	EL DORADO	28
EL DORADO JCT.		EL DORADO	28
EL DORADO JCT.		PINE BLUFF	20
EMMET	X 450	LITTLE ROCK	10
ENSIGN	X 352	LITTLE ROCK	10
ENTERGY		WHITE BLUFF	44
ENTERGY WYE (Off MT)		WHITE BLUFF	44
EYLAU	JC568	PINE BLUFF	20
FAIR OAKS	XG031	JONESBORO	16
FAIR OAKS	XG031	MEMPHIS	38
FERN		REISOR	32
FORDYCE	JH452	PINE BLUFF	20
FORREST CITY	XF044	HELENA	36
FORREST CITY	XF044	BRINKLEY	42
FULTON	X 471	LITTLE ROCK	10
GEORGETOWN	C 585	MONROE	50
GERTRUDE		PINE BLUFF	20
GIFFORD	X 385	LITTLE ROCK	10
GLAISE JCT.	X 275	HOXIE	6
GRADY	K 064	MCGEHEE	48
GRAYSON	C 558	MONROE	50
GREENWAY	C 215	JONESBORO	16
GUERNSEY	X 463	LITTLE ROCK	10
GURDON	X 426	LITTLE ROCK	10
HARAHAN		MEMPHIS	38
HARRISBURG	C 280	WYNNE	35
HARVIELL JCT	X 173	HOXIE	6
HASKELL	X 373	LITTLE ROCK	10
HELENA JCT.	C351	HELENA	36
HENDERSON		HOXIE	6
HENSLEY	K 019	WHITE BLUFF	44
HETH	XF026	BRINKLEY	42
HICKORY RIDGE	JH304	JONESBORO	16
HIG	X 298	HOXIE	6
HIGGINS	K 009	WHITE BLUFF	44
HILL		LITTLE ROCK	10
HOLLYWOOD JCT.	TB316	REISOR	32
HOMAN	X 478	LITTLE ROCK	10
HOPE	X 458	NASHVILLE	19
HOPE	X 458	LITTLE ROCK	10
HOXIE	X 226	HOXIE	6
HUDSPETH	C 446	MCGEHEE	48
HULBERT		HULBERT	37
HUMPHREY	JH389	JONESBORO	16
HUNTER	JH329	JONESBORO	16
IVES	XD013	HOXIE	6
JACKSONVILLE	X 332	HOXIE	6

NORTH LITTLE ROCK AREA

Station Name	Circ7 #	Subdivision	Page #
JAX	X 331	HOXIE	6
JAY	C 227	JONESBORO	16
JEFFERSON	TP051	LITTLE ROCK	10
JIFFY	X 269	HOXIE	6
JONESBORO	C 262	WYNNE	35
JONESBORO	C 262	JONESBORO	16
JONESBORO JCT.	C 259	WYNNE	35
JONESBORO JCT.	C 259	JONESBORO	16
JONESVILLE		REISOR	32
JORDAN ST.		SHREVEPORT	30
JUD	X 289	HOXIE	6
JUNLAND	XD006	HOXIE	6
KC JCT.		MEMPHIS	38
KENSETT	X 296	HOXIE	6
KENTUCKY ST.	XG091	MEMPHIS	38
KEOKUK	TP075	LITTLE ROCK	10
KILDARE	TP037	LITTLE ROCK	10
KNOBEL	X 199	HOXIE	6
L&A		MONROE	50
L&A JCT.		SHREVEPORT	30
LAKE END		REISOR	32
LANSING JCT.	TP083	LITTLE ROCK	10
LEWISVILLE	JH534	PINE BLUFF	20
LITTLE ROCK (AMTRAK STA.)	X 346	LITTLE ROCK	10
LOCUST ST		LITTLE ROCK	10
LONGVIEW	TP090	LITTLE ROCK	10
LOUISIANA	TB350	REISOR	32
LOUISIANA JCT.		SHREVEPORT	30
LR JCT.	X 345	WHITE BLUFF	44
LR JCT.	X 347	LITTLE ROCK	10
LUCAS	TB308	REISOR	32
LUMBER	JH527	PINE BLUFF	20
MACK	X 306	HOXIE	6
MALDEN	C 191	JONESBORO	16
MALLIN		MONROE	50
MARCHE	L 010	VAN BUREN	2
MARION	XG076	MEMPHIS	38
MARSHALL	TP067	LITTLE ROCK	10
MARSHALL	TP067	REISOR	32
MARSHALL JCT.		REISOR	32
MAUD	JC582	PINE BLUFF	20
MAYFLOWER	L 021	VAN BUREN	2
McGEHEE	C432	MCGEHEE	48
McKINNEY	JC548	PINE BLUFF	20
McNEIL	JH513	PINE BLUFF	20
MEMPHIS (SARGENT YD.)	XG093	MEMPHIS	38
MENIFEE	L 038	VAN BUREN	2
MINTURN JCT.	X 228	HOXIE	6
MITCHELLVILLE	K 080	MCGEHEE	48
MONROE	C 525	MONROE	50
MONROE	C 525	MCGEHEE	48
MONROE WYE		REISOR	32
MONROE WYE		MONROE	50
MOUNDS	XF013	BRINKLEY	42
MT PLEASANT	JC624	PINE BLUFF	20
MURTA JCT	X 223	HOXIE	6
N. END YARD		HOXIE	6
N. LITTLE ROCK	X 344	LITTLE ROCK	10
N. LITTLE ROCK	X 344	HOXIE	6
N. PINE BLUFF		MCGEHEE	48
N. PINE BLUFF		JONESBORO	16
N. UPRR CONN	K 041	WHITE BLUFF	44
N. UPRR CONN		PINE BLUFF	20
NASHVILLE	XJ026	NASHVILLE	19
NATIONAL JCT.	TP002	LITTLE ROCK	10
NEELYVILLE	X 180	HOXIE	6
NEW AUGUSTA	XG012	MEMPHIS	38
NORPHLET	E 058	EL DORADO	28
NORTH BRIDGE JCT.	X 264	HOXIE	6
NORTH HOPE		LITTLE ROCK	10
NORTH NEWPORT	X 262	HOXIE	6
NORTH TEXARKANA	X 491	LITTLE ROCK	10
NORTH WYNNE	C 303	WYNNE	35
O'KEAN	X 214	HOXIE	6
OLLA	C 572	MONROE	50
OMAHA	JC610	PINE BLUFF	20
ONE LEAD		HOXIE	6
OTWELL	JH280	JONESBORO	16
OUACHITA RIVER		MONROE	50
PALESTINE	XF051	BRINKLEY	42
PARAGOULD	C 243	JONESBORO	16
PAYNE	TP044	LITTLE ROCK	10
PEACH ORCHARD	X 203	HOXIE	6
PERKINS	XJ036	NASHVILLE	19
PICKENS	K 086	MCGEHEE	48
PINE BLUFF	K 043	MCGEHEE	48
PINE BLUFF SHOPS	JH404	PINE BLUFF	20
PINE BLUFF YD.	JH404	PINE BLUFF	20
PINE BLUFF YD.	JH404	JONESBORO	16
PIRKEY	TP076	LITTLE ROCK	10
POPING	L 130	VAN BUREN	2
POPLAR BLUFF	X 166	HOXIE	6
PRESCOTT	X 442	LITTLE ROCK	10
PRESLEY JCT	XG082	HULBERT	37
PRESLEY JCT.	XG082	MEMPHIS	38
QUEEN CITY	TP021	LITTLE ROCK	10
RED		LITTLE ROCK	10
RED JCT.		SHREVEPORT	30
RED RIVER		SHREVEPORT	30
RED RIVER JCT.	C 620	MONROE	50
REISOR	TB321	REISOR	32
RISON	JH434	PINE BLUFF	20
RIVERFRONT YARD	JH615	SHREVEPORT	30
ROE	JH365	JONESBORO	16
RONE	JH425	PINE BLUFF	20
RUSSELL JCT.	X 286	HOXIE	6
RUSSELLVILLE	L 075	VAN BUREN	2
S. UPRR CONN		PINE BLUFF	20
S. UPRR CONN		MCGEHEE	48
SALINE	JH442	PINE BLUFF	20
SALINE JCT.	X 370	LITTLE ROCK	10
SCOTIA	L 085	VAN BUREN	2
SHERIDAN JCT. (Trk.1)	X 368	LITTLE ROCK	10
SHREVEPORT JCT.		SHREVEPORT	30

NORTH LITTLE ROCK AREA

Station Name	Circ7 #	Subdivision	Page #
SMITH	JC646	PINE BLUFF	20
SMITHDALE	XG060	MEMPHIS	38
SOUTH BRIDGE JCT.	X 265	HOXIE	6
SOUTH JONESBORO		JONESBORO	16
SOUTH NEWPORT	X 263	HOXIE	6
SOUTH POPLAR	X 168	HOXIE	6
SOUTH TEXARKANA		LITTLE ROCK	10
SPADRA	L 105	VAN BUREN	2
SPRING ST.		SHREVEPORT	30
SPRINGDALE	TP015	LITTLE ROCK	10
ST. FRANCIS	C 206	JONESBORO	16
STAMPS	JH530	PINE BLUFF	20
STANLEY	X 170	HOXIE	6
STEPHENS	JH503	PINE BLUFF	20
STUTTGART	JH377	JONESBORO	16
SUBDIVISION BEGINS		VAN BUREN	2
SUFFOLK	JC657	PINE BLUFF	20
SULPHUR	TP008	LITTLE ROCK	10
SUNSHINE	C 464	MCGEHEE	48
SWARTZ	C 515	MCGEHEE	48
TEXARKANA	TP000	LITTLE ROCK	10
TEXARKANA YARD	TP000	PINE BLUFF	20
TEXAS ST.		MEMPHIS	38
TEXMO JCT.	TB196	MONROE	50
TEXMO JCT.	TB196	REISOR	32
THORNTON	JH458	PINE BLUFF	20
TIOGA	C 616	MONROE	50
TOWER 17		MEMPHIS	38
TRASKWOOD	X 377	LITTLE ROCK	10
TUCKERMAN	X 252	HOXIE	6
TWC LIMITS		NASHVILLE	19
VAN BUREN WYE	L 001	VAN BUREN	2
WACROSS	X 320	HOXIE	6
WALDENBURG	JH292	JONESBORO	16
WALNUT RIDGE	X 225	HOXIE	6
WEST MEMPHIS	XG085	BRINKLEY	42
WEST PINE BLUFF	JH416	PINE BLUFF	20
WESTDALE	TB286	REISOR	32
WHITE BLUFF	K 025	WHITE BLUFF	44
WHITE RIVER	XG010	MEMPHIS	38
WHITE RIVER		HOXIE	6
WHITE RIVER BDG.		JONESBORO	16
WILLOW GLEN	TB190	MONROE	50
WITHERSPOON	X 406	LITTLE ROCK	10
WOODLAWN	TP058	LITTLE ROCK	10
WORTHEN	L 068	VAN BUREN	2
WYNNE	C 304	MEMPHIS	38
WYNNE	C304	HELENA	36
WYNNE SUB CONN.		MEMPHIS	38

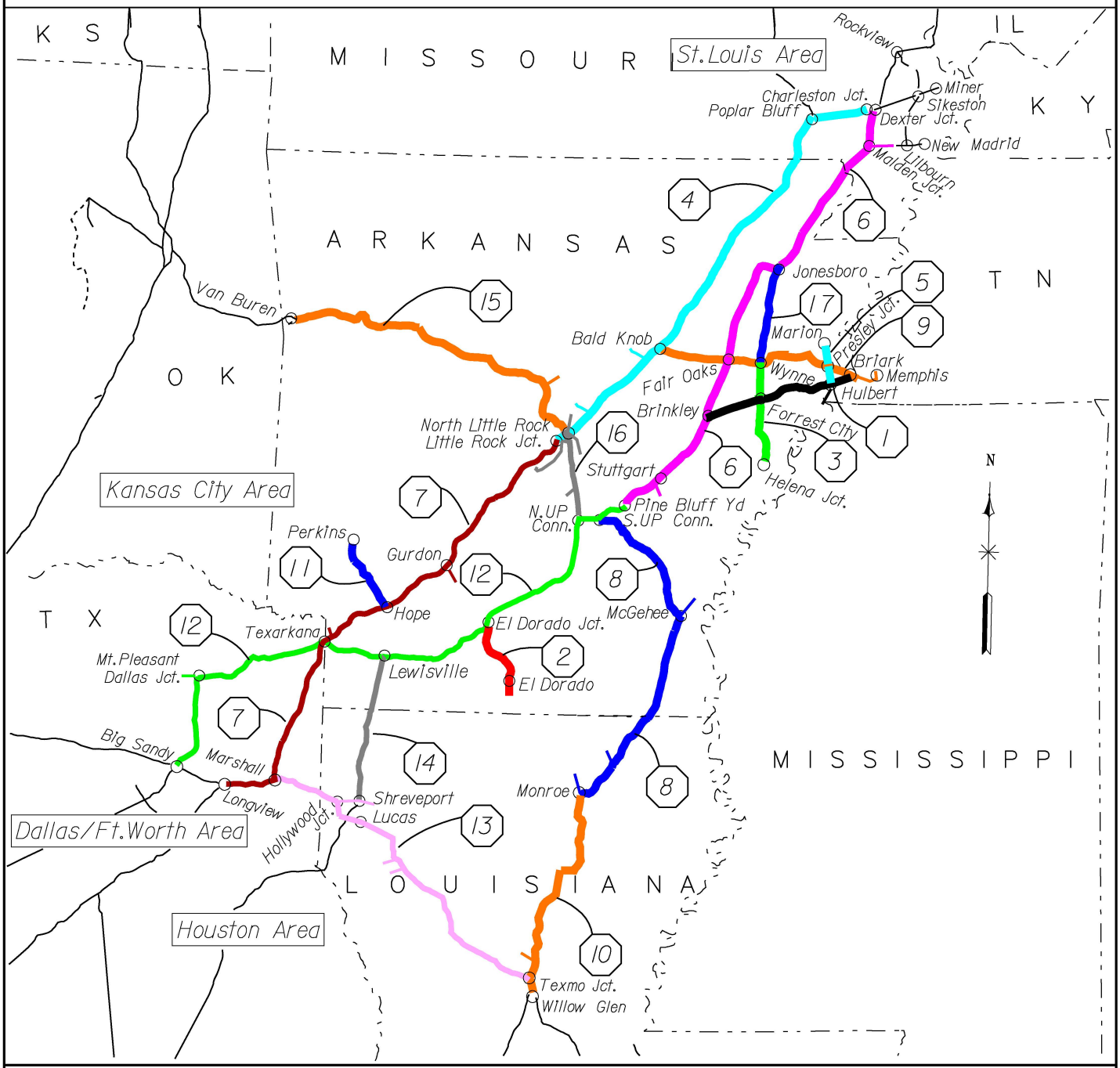
BUILDING AMERICA®

150 YEARS

NORTH LITTLE ROCK AREA

TIMETABLE #5

Effective 0900 Monday, July 9, 2012



1. BRINKLEY	(0445)	7. LITTLE ROCK	(0405)	13. REISOR	(0465)
2. EL DORADO	(0418)	8. MCGEHEE	(0425)	14. SHREVEPORT	(0453)
3. HELENA	(0433)	9. MEMPHIS	(0430)	15. VAN BUREN	(0415)
4. HOXIE	(0400)	10. MONROE	(0450)	16. WHITE BLUFF	(0420)
5. HULBERT	(0444)	11. NASHVILLE	(0411)	17. WYNNE	(0435)
6. JONESBORO	(0440)	12. PINE BLUFF	(0447)		

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VAN BUREN SUBDIVISION (0415)

Radio Display:
MP 495.0 to Marche 024-024- *28

Marche to N. Little Rock 042-042- *35

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
495.0		TWC ABS		SUBDIVISION BEGINS (9.0)		
486.0				DYER (16.2)	L 146	7641
469.7				POPING B (13.2)	L 130	7602
456.5				ALIX (13.1)	L 117	7602
443.0				SPADRA B (15.5)	L 105	7900
427.5				SCOTIA (9.8)	L 085	8160
417.7				RUSSELLVILLE T (0.1)	L 075	Yard
417.6				D. & R. CONNECTION B (6.9)		
410.7				WORTHEN (10.6)	L 068	7897
400.1				BLACKVILLE (18.8)	L 057	7755
381.3				MENIFEE (17.7)	L 038	7576
363.6				MAYFLOWER B (8.2)	L 021	10691
355.4		CTC	V355	MARCHE ! (11.1)	L 010	7796
353.7			V353			
344.3			X343	VAN BUREN WYE T	L 001	

(150.7)

SI-01 MAIN TRACK AUTHORITY

TWC/ABS Between: MP 495.0 and MP 355.4.

CTC Between: CP V355 and CP X343.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 495.0 and 446.4	
(Except as Below)	**50**
479.7 and 479.5	45
474.5 and 471.6	40
467.3 and 464.3	45
Between Mileposts 446.4 and 395.0	
(Except as Below)	**60**
436.1 and 434.5	45
427.0 and 425.4	45
425.4 and 423.6	50
420.2 and 415.0	35
415.0 and 412.8	45
412.8 and 411.1	50
402.3 and 401.9	50
Between Mileposts 395.0 and 344.3	
(Except as Below)	**50**
392.9 and 391.4	30+
386.1 and 385.9	45
382.1 and 376.0	45
376.0 and 375.8	40
376.8 and 371.0	45
359.8 and 359.3	35
359.3 and 357.5	40
346.0 and 344.3	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Van Buren Wye tracks, both legs	10
Running Track (MP 342 AND MP 345)	10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

VAN BUREN SUBDIVISION (0415)

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
North Little Rock Terminal Area:
All tracks within the following limits, described by the following outer mile post locations:

* MP 359.25 on the Little Rock Sub;
* MP 345.75 on the Van Buren Sub;
* MP 339.20 on the Hoxie Sub;
* MP 345.70 at Vinegar Spur;
* MP 343.10 at the SSW Interchange;
* MP 309.25 on the White Bluff Sub.

Designated Remote Control Zones:

ZONE: Track No.153 (East Lead)
Begins at the #13 switch and ending short of the derail located south of the East Departure signal.

ZONE 2: Track No.154, Trim-2
Begins at the #15 switch to the end of track.

ZONE 3: Track No.155, Trim-3
Begins at the #14 switch to the end of track.

ZONES 4A and 4B: Track No. 150, known as the city yard lead track, is divided into two sections as follows:

*Zone 4A: Begins at and including switch 57, "57 side door", and extends to and including the south end of switch 401.

*Zone 4B: Begins at and including # 716 lead switch, to and including the north end of switch 401.

North Little Rock Terminal: Before entering Zones 1, 2, 3, trains and engines must contact the Bowl Yardmaster on channel 047-047.
Before entering Zones 4A or 4B trains and engines must contact the Crest Yardmaster on channel 042-042.
Track 102 can be entered from the north end without entering Zone 4B, but to make a southward move out of track 102, you will have to get permission to enter Zone 4A. All trains departing out of the north end of track 102 to the main track, will not be considered in Zone 4B.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 488.3	(#) 433.7	(#) 384.2
(#) 463.7	(#) 418.9	(#) 368.7
(#) 447.3	(#) 403.0	

SI-08 RULES ITEMS

Before D&R: trains or engines enter UPRR main track at Russellville, permission must be obtained from train dispather.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Alma	489.4	L149
Mulberry	479.7	L140
Ozark	464.8	L125
Co-op Spur N	462.9	L123
Carbon S	459.2	L120
Clarksville	435.6	L093
Knoxville	433.6	L091
AP&L S	424.5	L083
Cargill S	423.4	L082
Atkins N	405.8	L063
Morrilton	392.5	L050
Conway	373.1	L030
AP&L No. 2 N	362.3	L019
Maumelle N	355.3	L013
Levy S	345.7	L003

SI-11 INDUSTRIAL LEADS

Conway Industrial Lead:(0419) MP 371.6 - All trains comply with Rule 6.32.2 - Procedure 1, at the following crossing(s):
MP 371.59 - US65 BUSINESS - Due to rusty rail conditions.
Comply with Rule 6.32.1 at all remaining crossings.
Maximum speed 5 MPH on entire lead.
Maximum Gross Weight: 134 tons.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

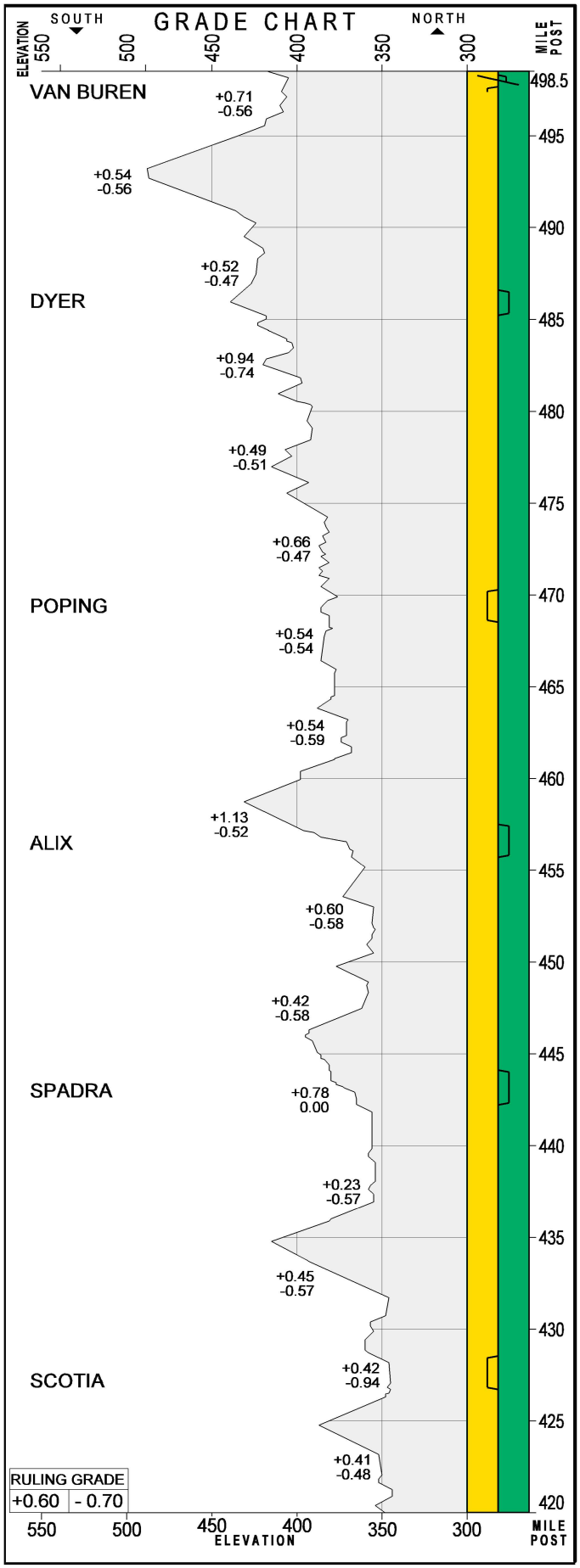
Morrilton Business Track:
Comply with Rule 6.32.2 - Procedure 1, at the following crossing(s):
Morrilton Business Track (Old Siding) - MP 391.91 (STEPHENS ST) Due to rusty rail conditions.

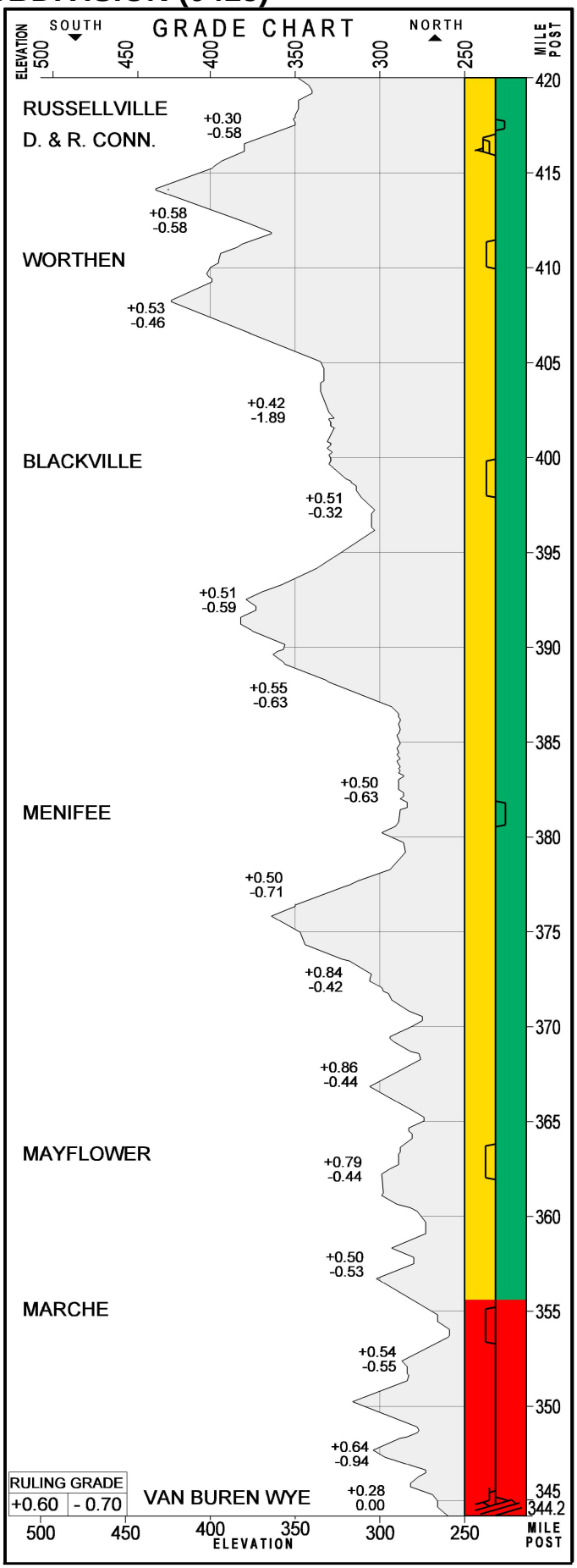
Conway Business Track: All trains comply with Rule 6.32.2 Procedure 1 at the following crossing(s):
Conway Business Track (old siding) - MP 373.1 (Main St). Due to rusty rail conditions.
Comply with Rule 6.32.1 at all remaining crossings.

Road Crossing: Trains must stop short of road crossings at Spadra, AR. when making train meets, to keep crossings clear.

Turning Locomotives: When turning locomotives on wye track at Van Buren, turn only one unit at a time. Six axle units must not be turned on this wye unless authorized by a Manager.

VAN BUREN SUBDIVISION (0415)





NOTES:

HOXIE SUBDIVISION (0400)

Radio Display:

Charleston Jct. to 4th Street 096-096- *34
4th Street to Bradford 051-051- *78

Bradford to Jax 055-055- *35
Jax to N. Little Rock 042-042- *35

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
141.0		CTC	Y141	CHARLESTON JCT. (0.4)	XD025	
141.4 142.7			Y142 Y143	DEXTER B! (10.5)	XD024	6474
151.9 153.8			Y152 Y154	IVES ! (6.3)	XD013	9275
158.2 160.2			Y158 Y160	JUNLAND ! (7.3)	XD006	9878
165.5				POPLAR BLUFF TB (0.1)	X 166	
165.6			Y165	4TH STREET (0.3)	XD000	Yard
165.9		CTC 2MT	Y166	HENDERSON X (1.6)		
167.6			Y168	SOUTH POPLAR X (2.5)	X 168	
170.0			Y170	STANLEY X (2.9)	X 170	
172.9		CTC	Y172	HARVIELL JCT (7.5)	X 173	
179.6 181.3			Y180 Y181	NEELYVILLE ! (10.9)	X 180	8418
190.5 192.2			Y190 Y192	CORNING ! (7.5)	X 192	8355
198.0 200.0			Y198 Y200	KNOBEL ! (4.2)	X 199	9779
202.2 203.9			Y202 Y204	PEACH ORCHARD ! (10.5)	X 203	8061
212.7 214.5			Y213 Y214	O'KEAN ! (10.9)	X 214	8171
223.6		CTC 2MT	Y224	MURTA JCT (1.3)	X 223	
224.9				WALNUT RIDGE (1.4)	X 225	
226.3				(X)BNSF(A) (0.5)		
226.8				HOXIE (1.8)	X 226	
228.6		CTC	Y229	MINTURN JCT. (9.7)	X 228	
238.3 240.0			Y238 Y240	ALICIA ! (11.8)	X 239	8456
250.1 251.8			Y250 Y252	TUCKERMAN ! (8.0)	X 252	8421
258.1		CTC 2MT	Y258	CAMPBELL JCT. (1.4)	X 258	
259.5			Y260	DIAZ JCT. X (2.0)	X 259	
261.5			Y261	NORTH NEWPORT X (1.1)	X 262	Yard
262.6			Y263	SOUTH NEWPORT X (1.3)	X 263	
263.9		CTC	Y264	NORTH BRIDGE JCT. (0.2)	X 264	
264.1				WHITE RIVER D (M) (0.5)		
264.6		CTC 2MT	Y265	SOUTH BRIDGE JCT. (4.7)	X 265	
269.3			Y269	JIFFY X (5.0)	X 269	
274.3		CTC	Y274	GLAISE JCT. (2.9)	X 275	
277.2 279.2			Y277 Y279	BRADFORD ! (9.5)	X 278	9969
286.7		CTC 2MT	Y286	RUSSELL JCT. (1.2)	X 286	
287.9 288.5			Y287 Y289	BALD KNOB TBX (1.8)	X 288	14741
289.7			Y290	JUD X (6.7)	X 289	
296.4				KENSETT (2.0)	X 296	
298.4			Y298	HIG X (8.1)	X 298	
306.5			Y307	MACK X (12.8)	X 306	
319.3			Y319	WACROSS X (11.5)	X 320	
330.8			Y331	JAX X (2.2)	X 331	
333.0				JACKSONVILLE T (6.3)	X 332	
339.3			X339	N. END YARD X (1.2)		
340.5			X340	ONE LEAD (1.4)		
341.9			X341	CREST X (0.4)		
342.3			X941	CP X941 X (1.3)		
343.6				N. LITTLE ROCK BT	X 344	Yard

(202.6)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire Subdivision.

Little Rock Terminal Area:
ABS between West Departure Lead signal (old signal 3404) and CP X339. When West Departure Lead signal displays a STOP indication, contact the Hoxie Sub Dispatcher for permission to pass signal.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts MP 141.0 and MP 343.6	PSGR	FRT
(Except as Below)	**75**	**70**
141.0 and 142.3	25+	25+
165.5 and 165.6	30	30
165.6 and 165.9	40	30
172.1 and 172.9	75	60
184.9 and 185.1	70	60
224.3 and 227.8	50+	50+
226.3 (X)	40	40
226.3 and 226.6	50+	50+
259.0 and 260.3	50	50
263.2 and 264.1	50	50
264.1 and 264.2	40	40
266.6 and 266.9	70	60
288.1 and 288.6	40+	40+
292.1 and 292.7	60	60
292.7 and 293.1	50	50
294.1 and 294.6	70	60
322.4 and 323.6	65	60
333.2 and 333.5	60	60
339.1 and 341.6	40	40
341.6 and 341.7	20+	20+
341.7 and 343.6	40	40

HOXIE SUBDIVISION (0400)

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
CP Y331	40
2. Dual Control Switch Turnouts	
CP Y165, CP Y172, CP Y224, CP Y229, CP Y258, CP Y264, CP Y265, CP Y274	40
MP 165.6 crossover No. 2 track to north end Poplar Bluff yard	15
Newport - No. 1 track to south end of yard CP Y263	15
Bald Knob Yard - All crossovers and siding	10
N. Little Rock - all switches at Crest CP X341	15
3. Misc. Speed Restrictions	
West Departure Lead	20
South Wye Bald Knob	20
North Wye Bald Knob	10
Running Track (MP 342.0 to MP 345.0)	10
MP 339.8 on the West Departure Track over Fairfax crossing	10+

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
CP Y166 and CP Y172;
CP Y224 and CP Y229;
CP Y258 and CP Y264;
CP Y265 and CP Y274;
CP Y286 and North Little Rock.

SI-05 MILEPOST EQUATIONS

MP 141.03 = MP 171.9 on Chester Sub

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
North Little Rock Terminal Area:
All tracks within the following limits, described by the following outer mile post locations:

* MP 359.25 on the Little Rock Sub;
* MP 345.75 on the Van Buren Sub;
* MP 339.20 on the Hoxie Sub;
* MP 345.70 at Vinegar Spur;
* MP 343.10 at the SSW Interchange;
* MP 309.25 on the White Bluff Sub.

Designated Remote Control Zones:

ZONE 1: Track No.153 (East Lead)
Begins at the #13 switch and ending short of the derail located south of the East Departure signal.

ZONE 2: Track No.154, Trim-2
Begins at the #15 switch to the end of track.

ZONE 3: Track No.155, Trim-3
Begins at the #14 switch to end of track.
Track No.150,(city yard lead track), is divided into two sections:
*Zone 4A: Begins at and including switch 57, "57 side door", and extends to and including the south end of switch 401.
*Zone 4B: Begins at and includes #716 lead switch, to and including the north end of switch 401.

North Little Rock Terminal:
Before entering Zones 1, 2, 3, trains and engines must contact the Bowl Yardmaster on channel 047-047.
Before entering Zones 4A or 4B trains and engines must contact the Crest Yardmaster on channel 042-042.
Track 102 can be entered from the north end without entering Zone 4B but to make a southward move out of track 102, you will have to get permission to enter Zone 4A. All trains departing out of the north end of 102 to the main track, will not be considered in Zone 4B.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 144.8	(#) 216.3	(#) 283.4
(#) 157.9	(#) 232.5	(#) 294.9
(#) 171.1	(#) 248.0	(#) 304.0
(#) 183.6	(#) 257.5	(#) 317.2
(#) 201.1	(#) 266.8	(#) 329.2

SI-08 RULES ITEMS

Rule 7.3: Exception - Restriction to not cut off in motion or be struck by any car moving under its own momentum, for articulated and solid drawbar-connected cars, does not apply at the Hump Yard in the North Little Rock Terminal.

SI-09 FRA EXCEPTED TRACKS

FRA Excepted Tracks:
*Tie Plant Lead-tracks: 805, 807, 809, 811;
*Old SP Main track and other industrial tracks in North Little Rock area;
*Frt. House-tracks: 711, 713, 716, & 717;
*Coal Yard-tracks: 421 & 424;
*Southern Compress-tracks: 818 & 819;
*State Warehouse-track: 859;
*Cleaning Tracks: 148 & 149;
*City Yard-tracks: 401 - 414;
*North Little Rock Service tracks:
510 thru 518,521,522,523,524,591;
Rip tracks: 501 thru 510 & 162;
Tracks: 212,531.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Dudley N	148.4	XD017
Bess	151.6	XD014
Boeving N	161.0	XD004
Delaplaine S	207.6	X 208
McRae N	308.2	X 308

SI-11 INDUSTRIAL LEADS

Jacksonville AFB Industrial Lead(0402)
MP 0.0 to MP 0.19, Jacksonville to LRAFB.
Entire lead designated as FRA excepted Track.
Maximum Gross Weight: 134 tons.

DK&S Industrial Lead(0401)
5.5 miles between Kensett, Doniphan and Searcy.
Maximum Gross Weight: 143 tons.
All tracks designated as FRA excepted tracks.
Remote Control Area entire lead.

SI-12 TONNAGE RESTRICTIONS/TPOB

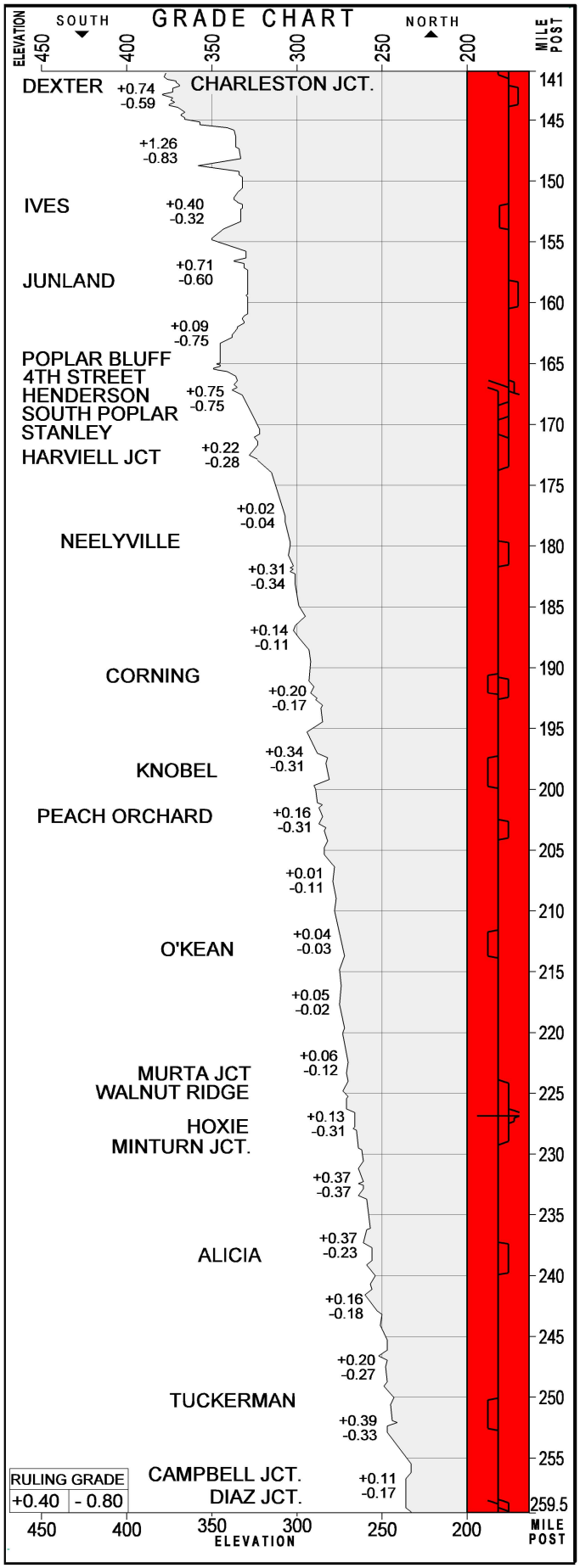
Maximum gross weight: 158 Tons.

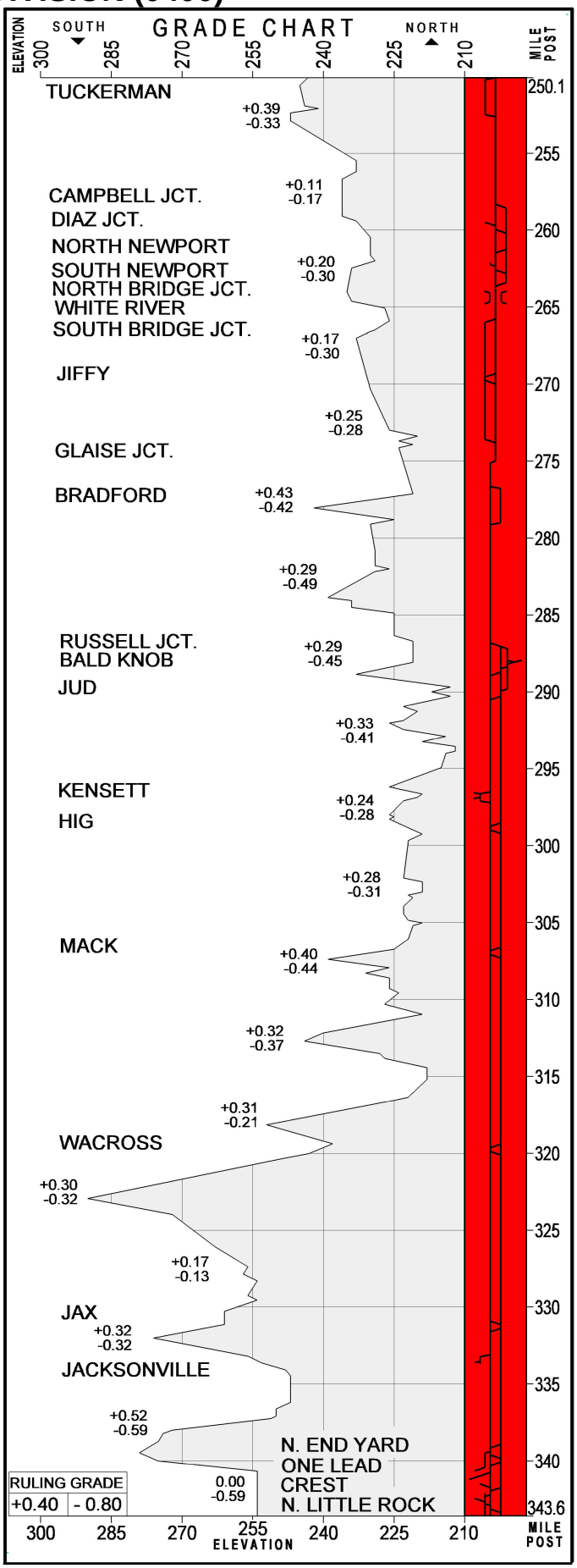
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

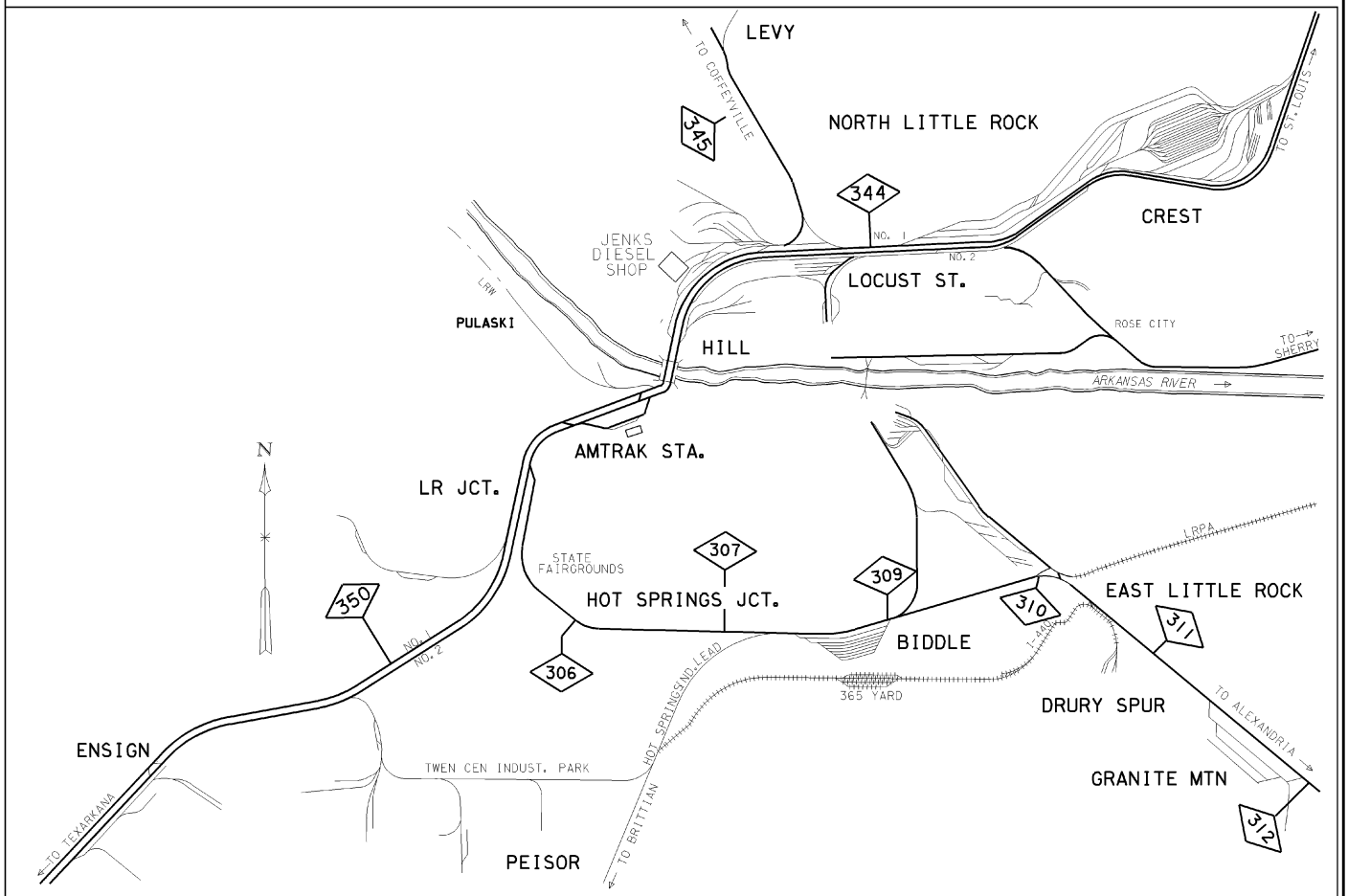
North Little Rock 200 Yard:
Prior to lining switches at the south end, contact the Crest Yardmaster on 4242 advising of the desired route. After receiving authority from the Crest Yardmaster, further movement may be made.

HOXIE SUBDIVISION (0400)

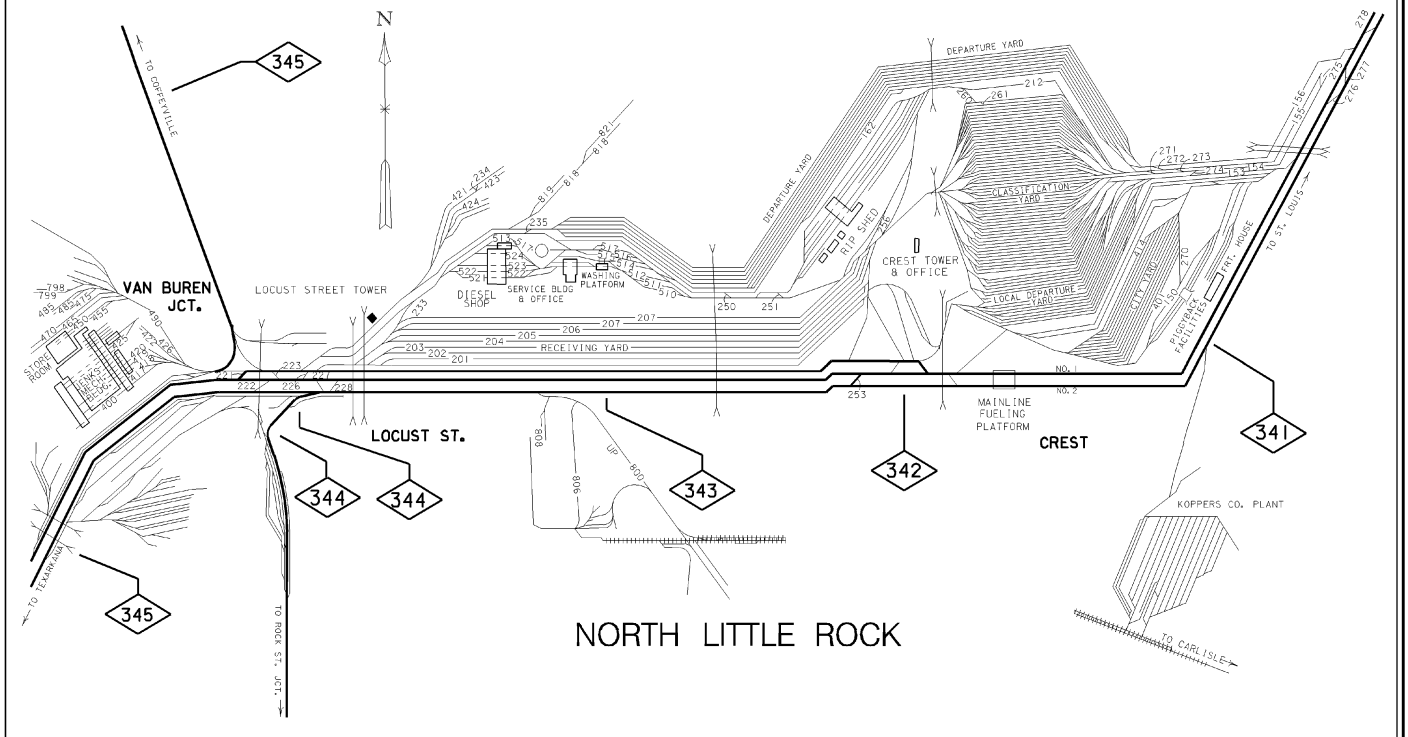




North Little Rock Terminal Map



NORTH LITTLE ROCK – LITTLE ROCK, ARK.
TERMINAL MAP



NORTH LITTLE ROCK

LITTLE ROCK SUBDIVISION (0405)

Radio Display:
N. Little Rock to LR Jct 042-042- *35
LR Jct to Saline Jct 055-055- *35
Saline Jct to Marshall 027-027- *78
Bivins to Longview 090-090- *36

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
343.6		CTC 2MT		N. LITTLE ROCK BT (0.3)	X 344	Yard
343.9			X342	LOCUST ST X		
344.3			X343	(1.2)		
345.1			X344	HILL		
345.4			X345	ARKANSAS RIVER (M)D (0.5)	X 345	
345.6			X346	LITTLE ROCK (AMTRAK STA.) X	X 346	1000
345.9			X347	(1.7)		
347.3			X348	LR JCT. (4.4)	X 347	
351.7			X352	ENSIGN X (7.2)	X 352	
358.9			A359	ALEXANDER X (5.3)	X 359	
364.2			A364	BAUXITE JCT. (Trk.2) !	X 364	5405
365.3			A365	(4.1)		Yard
368.3			A368	SHERIDAN JCT. (Trk.1) (2.0)	X 368	
370.3		CTC	A370	SALINE JCT. (1.1)	X 370	
371.4			A371	HASKELL !	X 373	11126
373.7			A374	(5.6)		
377.1			A377	TRASKWOOD !	X 377	6010
378.5			A378	(6.3)		
383.4			A383	GIFFORD !	X 385	6301
384.8			A385	(7.8)		
391.2			A391	ABCO !	X 390	9206
393.1			A393	(8.2)		
399.4			A399	DONALDSON !	X 400	6226
400.7			A401	(5.4)		
404.8			A405	WITHERSPOON !	X 406	6192
406.2			A406	(1.4)		
411.1			A411	ARKADELPHIA !	X 411	8810
412.9			A413	(11.3)		
422.4		CTC 2MT	A422	CURTIS JCT. (4.1)	X 422	
426.5			A427	GURDON BTX (2.8)	X 426	Yard
429.3		CTC	A429	BEIRNE JCT. (7.2)	X 429	
436.5			A436	BOUGHTON !	X 438	8273
438.2			A438	(5.9)		
442.4			A442	PRESCOTT !	X 442	9090
444.2			A444	(6.5)		
448.9			A449	EMMET !	X 450	6443
450.2			A450	(7.1)		
456.0			A456	NORTH HOPE		10499
457.9				(2.1) (X)KRR(G)		
458.1			A458	HOPE B	X 458	5747
459.3			A459	(4.7)		
462.8			A463	GUERNSEY !	X 463	6147
464.1			A464	(6.6)		
469.4			A469	FULTON !	X 471	9476
470.4			A970			
471.3			A471	(7.9)		
477.3			A477	HOMAN !	X 478	8878
479.1			A479	(3.1)		
480.4		CTC 2MT	A481	CLEAR LAKE JCT. (8.3)	X 481	
488.7			R489	NORTH TEXARKANA X (1.6)	X 491	
490.3				TEXARKANA B	TP000	Yard
=0.0				(0.4)		
0.4		CTC 2MT	R490	SOUTH TEXARKANA (0.1)		
0.5			R001	(X)UPRR(Z) X (1.3)		
1.8		CTC	R002	NATIONAL JCT. (0.6)	TP002	
2.4				(X)KCS(A) (4.4)		
6.8			R007	SULPHUR !	TP008	9283
8.7			R009	(7.4)		
14.2			R014	SPRINGDALE !	TP015	4898
15.5			R015	(5.5)		
19.7			R020	QUEEN CITY !	TP021	7401
21.2			R021	(10.7)		
30.4			R030	BIVINS !	TP031	7225
31.9			R032	(6.5)		
36.9			R037	KILDARE !	TP037	5012
38.0			R038	(5.8)		
42.7			R043	PAYNE !	TP044	7761
44.3			R044	(6.7)		
49.4			R049	JEFFERSON !	TP051	8475
51.1			R051	(1.9)		
51.3				(X)KCS(A) (6.7)		
58.0			R058	WOODLAWN !	TP058	7390
59.5			R060	(7.5)		
65.5			R065	MARSHALL T!	TP067	8060
66.7			R066	(9.0)		
67.2			R067	CP R067		
74.5			R075	KEOKUK ! (2.4)	TP075	7406
76.1			R076	PIRKEY (5.4)	TP076	
81.5		CTC 2MT	R082	LANSING JCT. (6.3)	TP083	
87.8			R088	RED X (1.2)		
89.0			R988	BNSF JCT. (Trk 2) (0.6)		
89.6			R089	LONGVIEW BX	TP090	Yard

(235.7)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire Subdivision.

Little Rock Terminal Area: ABS between Back Lead Signal (old signal 343.5) and south end of the yard. When Back Lead Signal displays a STOP indication, contact the Little Rock Sub Dispatcher for permission to pass signal. NOTE: When a train or engine receive a more favorable signal than stop or has been granted permission to pass signal displaying stop indication at MP 343.5 from the Little Rock Sub Dispatcher, no other authority is required to cross Vine Street (applies to back lead only).

LITTLE ROCK SUBDIVISION (0405)

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts	PSGR	FRT
343.6 and 490.3 = 0.0 and 89.6		
(Except as Below)	**75**	**70**
343.6 and 345.0	30	30
345.0 and 345.4	25	25
345.4 and 347.4	30	30
347.4 and 348.4	50	50
348.4 and 351.2	60	60
351.2 and 351.7	50	50
355.9 and 356.3	70	60
357.3 and 357.7	60	50
361.1 and 362.0	60	50
362.0 and 363.3	55	50
363.3 and 364.6	70	60
368.7 and 369.3	60	60
382.5 and 385.6	60	60
385.6 and 385.9	55	55
388.1 and 389.5	60	60
414.1 and 414.8	70	60
434.8 and 435.9	65	65
441.7 and 442.8	50+	50+
457.4 and 458.0	30	30
458.0 and 459.1	65	65
470.6 and 471.3	70	60
480.3 and 480.5	40	40
483.2 and 483.6	65	65
485.9 and 488.9	60	60
488.9 and 490.3	30	30
0.0 and 1.0	30	30
1.0 and 2.9	40	40
11.1 and 13.1	70	60
15.4 and 18.4	70	60
20.7 and 21.8	70	70
23.2 and 23.9	65	60
30.8 and 31.4	55	50
36.3 and 38.0	45	45
42.2 and 42.7	70	60
45.0 and 45.5	60	60
46.7 and 47.7	70	70
48.7 and 49.0	70	60
50.2 and 50.4	50	50
50.4 and 51.5	25	25
51.5 and 53.5	65	65
53.5 and 54.0	65	60
56.2 and 56.8	65	65
59.0 and 65.4	65	60
65.4 and 67.2	30	30
67.2 and 67.9	60	60
67.9 and 68.9	60	60
80.2 and 86.3	65	60
86.3 and 89.6	60	60

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts

Marshall (MP 66.5 to MP 66.7); Bauxite. 15

Amtrak Sta. Siding..... 10

Thru connection between Pine Bluff Sub and Little Rock Sub at Texarkana to No.1 MT..... 5

2. Dual Control Switch Turnouts

CP A370; CP A422; CP A429; CP A481; CP R082..... 40

CP X347 (South UD); CP X346 (North UD). 30

Main track X-overs Locust St., south end receiving yard at Locust St. & at CP X342..... 15

Vinegar Spur on Palaski Industrial Lead; Bauxite siding switches; Saline Jct. to yard; Gurdon Sub connection; Texarkana East Lead Switch..... 15

Pirkey Lead CP R076; High One Yard X-over at CP R089..... 15

CP A970 Turk..... 10

3. Misc. Speed Restrictions

Amtrak Siding - Little Rock..... 10

Van Buren Wye tracks (NLR)..... 10

Back Lead Trk (Old South Departure).... 10

Wye track (Marshall) connecting to Reisor Sub, in Marshall siding..... 10

Vinegar Spur..... 10

Running Track (MP 342.0 to MP 345.0)... 10

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
N. Little Rock and CP A370;
CP A422 and CP A429;
CP A481 and CP R002;
CP R082 and CP R089.

SI-05 MILEPOST EQUATIONS

MP 490.28 = MP 0.0

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
Longview Yard Area:
Little Rock Sub;
All tracks between MP 87.0 and CP R089

Mineola Sub;
All tracks between CP R089 and CP R096

Palestine Sub;
All tracks between CP H001 and CP R089

All tracks on the Letourneau Industrial Lead.

Designated Remote Control Zones:
Longview Yard Zones:
ZONE 1:
East Switching Lead Longview Yard between and including East End of No. 16 Track Switch, track up to but not including the New Drill Switch MP 88.6.

ZONE 2:
East End Longview Yard - Track 102 from CP R088 to the Sit Yard Switch MP 88.5 including the Sit Yard Lead up to and including Track 207 Switch.

ZONE 4:
Beer Lead to Sam Dunn's - off Mineola Sub Main Track at MP 92.24.

LITTLE ROCK SUBDIVISION (0405)

SI-06 RCL OPERATIONS Continued...:

Designated Remote Control Areas:
North Little Rock Terminal Area:
All tracks within the following limits, described by the following outer mile post locations:

* MP 359.25 on the Little Rock Sub;
* MP 345.75 on the Van Buren Sub;
* MP 339.20 on the Hoxie Sub;
* MP 345.70 at Vinegar Spur;
* MP 343.10 at the SSW Interchange;
* MP 309.25 on the White Bluff Sub.

Designated Remote Control Zones:
North Little Rock Terminal:
ZONE 1:
Track No.153 (East Lead)
Begins at the #13 switch and ending short of the derail located south of the East Departure signal.

ZONE 2:
Track No.154, Trim-2
Begins at the #15 switch to the end of track.

ZONE 3:
Track No.155, Trim-3
Begins at the #14 switch to end of track.

Track No.150,(city yard lead track), is divided into two sections:

ZONE 4A:
Begins at and including switch 57,
57 side door", and extends to and including the south end of switch 401.

Before entering Zones 1, 2, 3, trains and engines must contact the Bowl Yardmaster on channel 047-047.
Before entering Zones 4A or 4B trains and engines must contact the Crest Yardmaster on channel 042-042.
Track 102 can be entered from the north end without entering Zone 4B, but to make a southward move out of track 102, you will have to get permission to enter Zone 4A.
All trains departing out of the north end of 102 to the main track, will not be considered in Zone 4B.

ZONE 4B: Begins at and including #716 leadswitch, to and including the north end of switch 401.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 358.7 Both	(#) 441.4	(#) 62.0
(#) 373.9	(#) 452.9	(#) 72.7
(#) 386.3	(#) 464.2	(#) 84.0 Both
(@) 395.2	(#) 475.4	
(#) 395.3	(#) 5.9	
(#) 406.3	(#) 18.5	
(#) 415.6	(#) 29.5	
(#) 431.9	(#) 46.5	

SI-08 RULES ITEMS

Rule 8.11 Exception:
Switch on North Hope Siding connecting to the Nashville Sub may be left lined and locked as last used. Movements must approach this switch prepared to stop until switch is seen to be lined for the intended route.

Rule 8.12 Exception:
Virginia Street Crossover, MP 66.1 off the siding may be left in either the normal position or for movement through the crossover. Movements must approach this crossover prepared to stop unless the switches are known to be lined properly for the desired movement.

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SI-08 RULES ITEMS Contunued...:

Arkansas River Lift Bridge (MP 345.4):
Remotely controlled by North Little Rock Sub Dispatcher. If signals governing movement over bridge display Stop, contact NLR Dispatcher. If bridge is closed and signal cannot be cleared by operator, be governed by instructions in pushbutton box located at each end of lift span.

ITEM 4B, System Special Instructions:
Exception - last paragraph revised to read:
Do not move or switch more than eight locomotives within locomotive servicing facilities. However, within North Little Rock Terminal Area, not more than twelve locomotives may be moved between the locomotive servicing facility and the train yards when authorized by a local manager.

SI-09 FRA EXCEPTED TRACKS

Mountaire: Big Rock Lead-track 795;
Kroger Lead-track 798;
Rand Lead-track 799;

Benton Yard-5: Benton Yard 5-Tracks 009, 010, 011, 704, 708, 709, 711-714.

Gurdon Yard-5: Tracks 030, 032-038, 042, 043, 128, 133, 819.

Jct. Bridge Line: Track 092.

Little Rock YD-1: Storage Trks. 520, 527, 528.

Motor Car Shop: Track 551.

Storage Track: 437.

Paper Stock Track: 851.

Commercial Warehouse(Sterling):
Tracks 709, 711 & 730.

Panel Tracks: 430, 432, & 434.

One Source Track: 822.

N.I.A. Tracks: 150, 701, 705, 707, 712, 713, 763, 765, 766.

Texarkana Yard 01: Tracks. 022, 502, 503, 504, 505, 507, 508, 509, 731;

South Texarkana YD-03: Tracks. 705, 706, 707.

Atlanta YD-03: Tracks. 716, 717.

Longview Yard: Tracks. 503, 504, 740, 741.

Jefferson YD-03: Tracks. 721, 722, 724, 725.

Woodlawn YD-03: Track. 720.

Marshall YD-03: Tracks. 112, 113, 740, 741.

Pile Yard: Tracks. 755, 757-769.

Bauxite Yard-5: All tracks.

Jenks Shop: All tracks.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Ark. Power & Light - Trk.2 S	356.5	X356
Haskell	372.5	X373
Gifford	383.7	X385
Perla N.	386.7	X387
Malvern T.	388.7	X389
Gum Springs S.	415.5	X415
Beirne N.	430.1	X430
Emmet	450.0	X450
Anthony Timber	459.4	X459
South Texarkana T.	11.4	TP011
Atlanta	24.0	TP024
Quincy N.	70.0	TP070
Trinity	84.6	TP085

SI-11 INDUSTRIAL LEADS

Bonham Industrial Lead:(0417) MP 0.0 to MP 0.6 (X)KCS(M) at MP 0.6 connection to T&NE RR.
Maximum Gross Weight: 134 tons.

Gurdon Industrial Lead:(0413) Off No. 2 track at CP A427,
5.2 miles to end of track.
Station number at Gurdon is X426.
Maximum Gross Weight: 134 tons.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight:
Little Rock to Texarkana - 158 tons;
Texarkana to Longview - 143 tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Little Rock Terminal: Switches at the south end of 200-Yard must not be lined without authority from the Crest Yardmaster.

Six(6) Axle Locomotives: Prohibited on the wye track at So. Texarkana, MP 11.4.

Split Point Power Derail: in service at MP 87.9 Little Rock Sub on the Water Track at Longview Yard. Normal position for this derail is in the derailing position. This derail may be either operated by pushing the button located on the post at the derail or remotely by radio.
To operate derail by radio:
1. Select channel 4242 on your radio.
2. Press #885 to request a Query (which way the switch is presently lined).
3. Press #881 to line the switch to the derailing position.
4. Press #883 to line the switch to the non-derailing position.
After you make any of the above selections the switch machine will transmit a radio message informing you as to which way the switch is lined. Once your move is completed through this location, derail must be returned to the derailing position.

Trinity - MP 84.6: Trains picking up or setting out at Trinity, MP 84.6 Main Track 2, must hold on to enough cars when making pick up or set out so that locomotives will not go beyond main track switch for the industry track.

Texarkana: Instructions for eastbound trains on the Pine Bluff Sub entering the Little Rock Sub at Texarkana.
Eastbound train crews on the Pine Bluff Sub transferring to the Little Rock Sub must not block Lake drive crossing (Highway 59) at MP 419.8 until they have contacted Dispatcher 29 on radio channel 027-027 and know that dispatcher is prepared to take your train.
Eastward trains must not pass Eylau without talking to the Little Rock Sub dispatcher to receive permission to enter UPRR main track at Texarkana.
After permission is received, communicate with Texarkana Yardmaster.
Southbound Trains - before passing the Airport Road crossing, talk to yardmaster on channel 024-024.
Northbound Trains - before passing the road crossing at National Jct, talk to yardmaster on channel 2424.

SI-14 MISC INSTRUCTIONS Continued...

Operation on Arkansas Midland RR (AKMD):
Trackage on the AKMD Hot Springs Branch between Malvern and Butterfield:
UPRR train crews are authorized to operate on AKMD tracks between:
Malvern (AKMD MP 389.0) and
Butterfield (AKMD MP 395.5).
Rule 6.13 (Yard Limits) is in effect within these limits (this is non-signaled track).
UPRR train crews must not go beyond AKMD MP 395.5 (end of Yard Limits). In addition:
1. Contact the Arkansas Midland Railroad via Radio Display-011-011 prior to leaving Malvern or prior to leaving Butterfield en route to Malvern if possible. If contact is not possible, movment may continue as outlined in Rule 6.13(Yard Limits).
2. Loaded rock trains should be at Military Road Crossing - Malvern.
3. Empty rock trains should be delivered to Tracks 109, 110, or 111 just south of Highway 51. The EOT device should be removed and left on the engine. Contact the Little Rock Subdivision Dispatcher for instructions on where to leave engines.

(Z) Interlocking Location:
MP 0.5 - UPRR CP R001

Symbol (Z) Interlocking Instructions:
Rule 9.9.1 (Passing Approach to Automatic Interlocking) applies.

At a signal displaying a Stop indication:
Train movements will be governed as follows:
1. A crew member must contact the train dispatcher and obtain permission:
   * To operate the time release box.
     and
   * To pass the Stop indication (train may not proceed until complying with instructions in release box).

2. The crew will then be governed by the instructions in the release box.

3. After complying with instructions in the release box that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed.

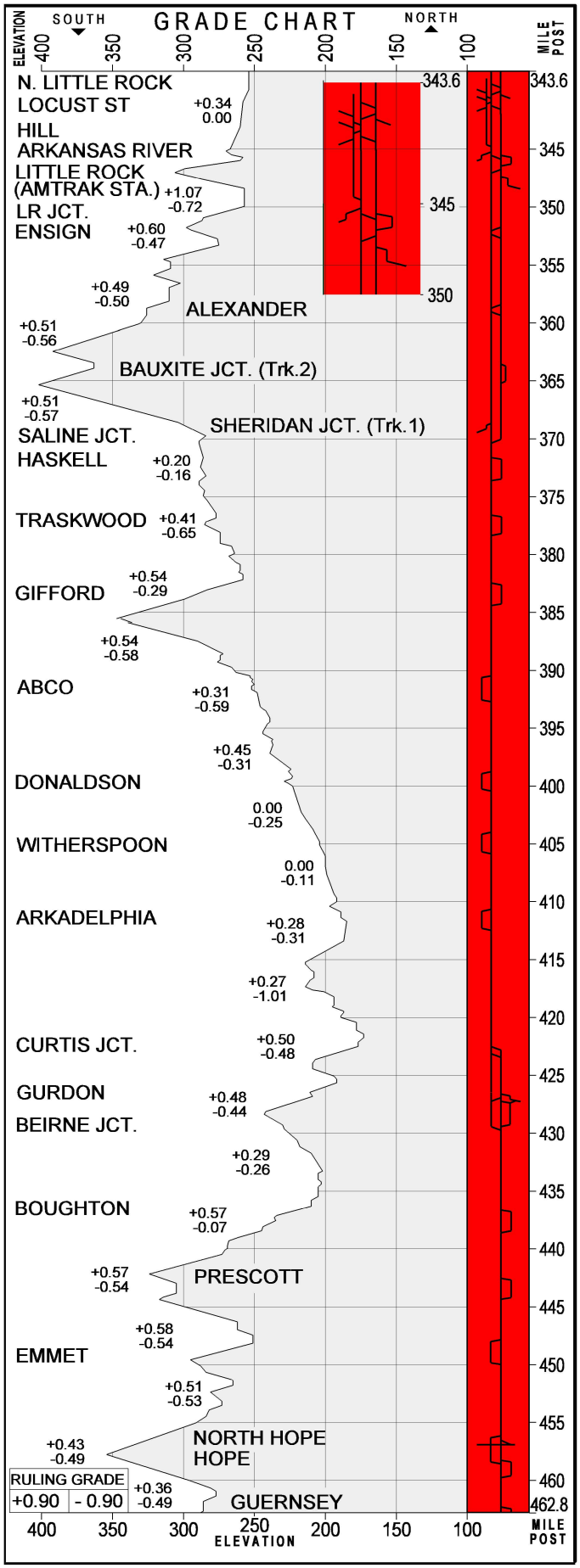
Maintenance of Way movements will be governed as follows:
* When moving through, comply with Rule 42.7.2.
* When working within, comply with Chief Engineer Instruction Bulletin 136.4.8.

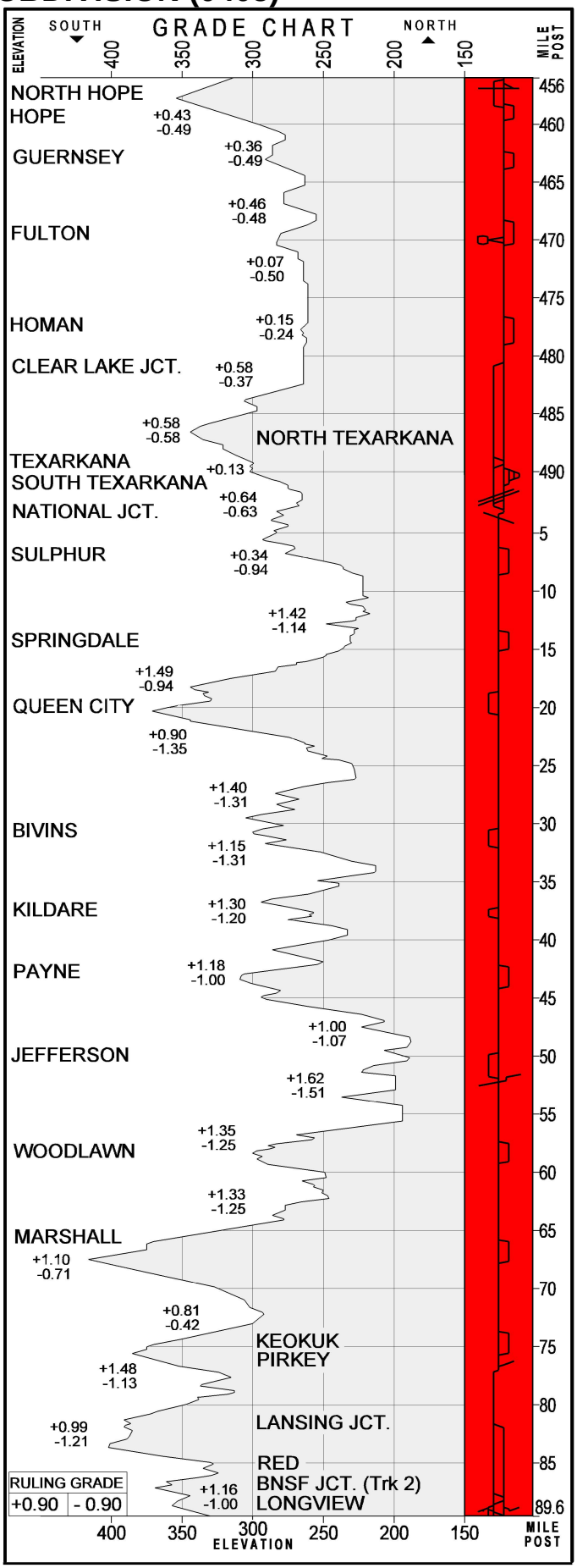
Radio Controlled DTMF Switches at Longview:
Radio Display 042-042
SIT Yard:
Swt.1 #111 Normal #113 Reverse #115 Query
SIT Yard Derail:
#221 Derail On #223 Derail Off #225 Query

Longview Yard:
East Swt.1:
| #011 Normal | #013 Reverse | #015 Query |
East Swt.2:
| #021 Normal | #023 Reverse | #025 Query |
East Swt.4:
| #041 Normal | #043 Reverse | #045 Query |

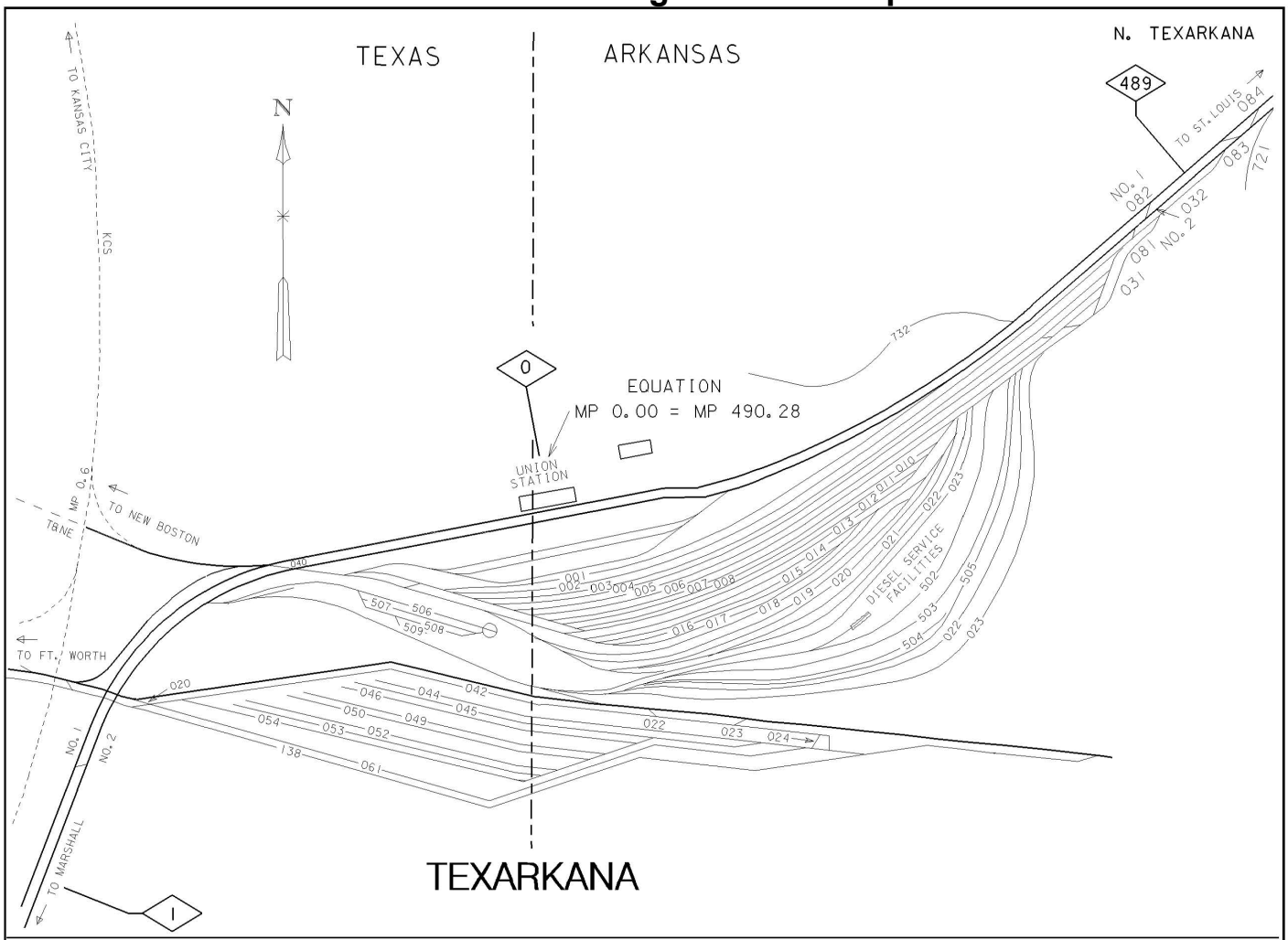
Water Trk. Derail:
| #881 Derail On | #883 Derail Off | #885 Query |

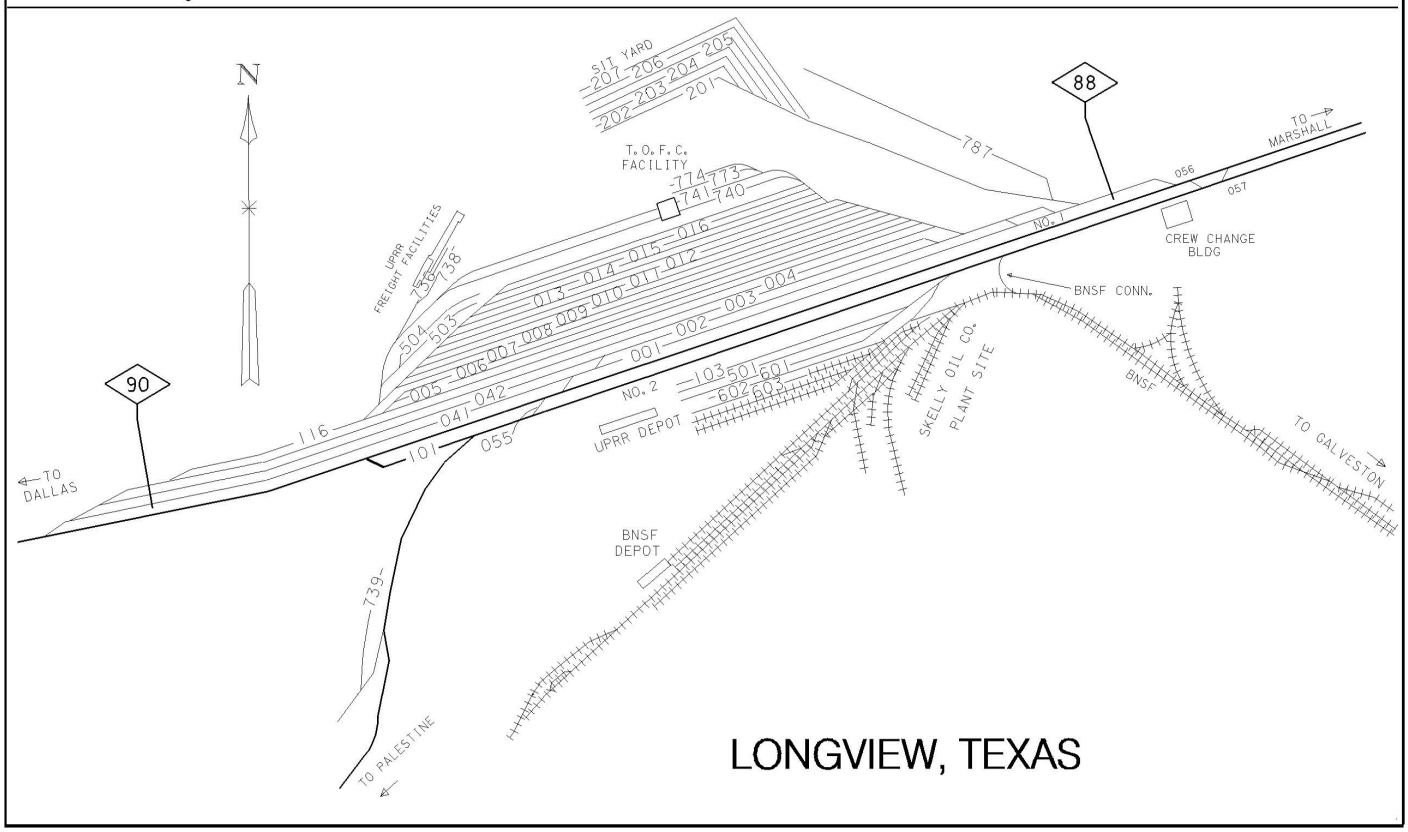
LITTLE ROCK SUBDIVISION (0405)





Texarkana & Longview Area Maps





JONESBORO SUBDIVISION (0440)

Radio Display:
Dexter Jct. to Malden 096-096- *34
Malden to East Brinkley 014-014- *16
East Brinkley to Pine Bluff Yd 096-096- *18

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
40.3		CTC	D171	DEXTER JCT. (7.7)	XD026	
48.0			CB048	BERNIE !	C 185	7249
49.6			CB050	(7.3)		
55.4			CB055	MALDEN !	C 191	20100
57.4			CB058			
59.6			CB060	(14.9)		
70.3			CB070	ST. FRANCIS !	C 206	7570
72.1			CB072	(8.5)		
78.8			CB079	GREENWAY !	C 215	8277
80.5			CB081	(11.2)		
90.0			CB090	JAY !	C 227	6996
91.5			CB092	(12.0)		
101.4			CB102	CB101 (HOLD SIGNAL) (2.1)		
103.7			CB104	PARAGOULD !	C 243	11480
106.1			CB106	(10.8)		
114.3			CB114	BROOKLAND !	C 250	7263
115.7			CB116	(5.3)		
119.6			Y235	JONESBORO JCT. (2.9)	C 259	
122.5				(X)BNSF(A) (2.3)		
124.8				JONESBORO BY (2.8)	C 262	YARD
127.6			CB127	SOUTH JONESBORO (9.8)		
137.4			CB137	OTWELL !	JH280	7269
138.8			CB139	(12.2)		
149.6			CB149	WALDENBURG !	JH292	7301
151.1			CB151	(11.9)		
161.5			CB161	HICKORY RIDGE !	JH304	7837
163.2			CB163	(11.1)		
172.6			CB172	FAIR OAKS !	XG031	8678
174.4			CB174	(13.1) (X)UPRR(Z)		
185.7			CB185	HUNTER !	JH329	8593
187.3			CB187	(11.3)		
197.0			CB197	EAST BRINKLEY !		9401
198.9			CB199	(3.5)		
200.5			CB200	BRINKLEY T (11.8)	JH343	
212.3			CB212	CLARENDON !	JH358	8400
214.1			CB214	(2.5)		
214.8				WHITE RIVER BDG. (M)D (5.6)		
220.4			CB220	ROE !	JH365	8832
222.4			CB222	(10.8)		
231.2			CB231	STUTTGART !	JH377	7406
232.7			CB233	(12.3)		
243.5			CB243	HUMPHREY !	JH389	8797
245.5			CB245	(11.1)		
254.6			CB254	ALTHEIMER !	JH401	8556
256.5			CB256	(6.6)		
261.2			CB261	ARKANSAS RIVER (M)D (0.5)	JH406	
261.7			CB262	N. PINE BLUFF (1.5)		
263.2			CB263	PINE BLUFF YD. BT	JH404	

(222.3)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire Subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 40.3 and 252.0	
(Except as Below)	**70**
56.6 and 57.5	40
57.5 and 57.9	20
69.8 and 70.5	60
102.0 and 104.3	60
119.6 and 122.5	45
122.5 and 124.5	40
127.4 and 129.3	50
129.3 and 131.5	60
172.4 and 172.6	40
198.4 and 198.6	50+
214.7 and 215.1	25
215.1 and 220.4	55
232.5 and 234.0	40+
242.6 and 242.8	50
246.0 and 246.5	55
Between Mileposts 252.0 and 263.2	
(Except as Below)	**60**
255.7 and 256.3	50
258.2 and 258.5	50
260.9 and 263.2	30

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Stuttgart Siding	25
Siding track Malden between MP 57.5 and MP 57.9	20
Paragould	10
2. Dual Control Switch Turnouts	
South switch Stuttgart	10
CP Y235	25
3. Misc. Speed Restrictions	
Connecting track Fair Oaks siding to Jonesboro Sub (MP 172.9)	10
Stuttgart Yard, Industry tracks and leads	5
Malden yard tracks	5
Jonesboro Yards (except No. 10)	5
Old Knoble Main MP 219.7 to end of trk.	5

SI-04 MAIN TRACK DESIGNATIONS

CP CB058: MP 57.4 off Malden siding designated Malden Jct.

SI-05 MILEPOST EQUATIONS

MP 241.7 = MP 242.0
MP 242.7 = MP 243.0

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
Pine Bluff Yard Area - Main track between:
CP CB261(Jonesboro Sub) to CP A350;
CP A350 to MP 356.0 (McGehee Sub) including Pine Bluff West Siding;
All yard tracks and industry tracks within these limits.

JONESBORO SUBDIVISION (0440)

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 45.1	% 123.9	(#) 204.0
% 52.2	% 126.0	% 209.0
(#) 61.8	(#) 128.6	& 212.3
(#) 74.1	% 130.9	(#)& 216.7
% 82.4	% 141.1	(#) 226.2
(#) 84.9	(#) 141.9	(@) 237.4
% 87.9	% 144.1	(#) 237.7
% 94.1	% 147.4	(#) 249.2
(#) 96.7	(#) 153.7	(#)& 256.6
% 99.4	% 157.6	
(#) 109.9	(#) 167.8	
% 117.8	(#) 179.9	
% 120.8	(#) 191.1	

SI-08 RULES ITEMS

White River Bridge (MP 214.8)(M)D:
When Interlocking Signal displays a Stop Indication, contact Dispatcher for authority to proceed.

SI-09 FRA EXCEPTED TRACKS

Paragould: 738-744, 749.

Jonesboro: 2-8, 11-14, 504, 714, 724, 725, 730, 731.

Weiner: 735, 736.

Brinkley: 132, 133, 136, 137, 755-760 & 762.

Old Knobel: Main track at Paragould from MP 219.7 to end of track.

Stuttgart: South end of 3-8, 085, 165-170, 701, 708, 710, 714, 724, 725, 726, 730, 734, 735.

Dexter: House track.

Malden: 1-5, 501, 502 & 723.

Fair Oaks: 606 & 710.

Clarendon: Track 130.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Airscule	54.6	C 190
Marmaduke	92.9	C 229
Farville	117.8	C 252
Weiner	147.6	JH288

SI-11 INDUSTRIAL LEADS

Stuttgart Industrial Lead:(0442)
MP 233.3 to MP 236.0 (end of track).
Stuttgart - Sta. No. JH377;
(X)UP(S) at MP 233.6.
Maximum Gross Weight: 134 tons.

Business Tracks	MP	Sta.#'s
Ricusky	235.3	XE002

Malden Industrial Lead:(0449)
Extends from Malden Jct.(C191),MP 57.9 to Lilborn (XC021),MP 36.7.
Comply with Rule 6.32.2, Procedure 1, at all crossings at and between MP 42.3 (Route D Catron) and MP 57.17 (Highway 25) due to rusty rail conditions.
Maximum Gross Weight: 134 tons.

Business Tracks	MP	Sta.#'s
Parma	48.5	XC009

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: - 158 tons

Freight trains: Do not exceed 45 MPH if over 132 tons per operative brake.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Six-axle locomotives are not to be operated on tracks listed below:

Dexter.....House tracks
Bernie.....MFA Industry tracks
Airscule.....Spur track
Malden.....Trks 1-5, 501, 723
Paragould.....Trks 706, 738-740, 744, 749
Old Knoble Main.....Entire Track
Farville.....Anheuser Busch spur track
Jonesboro.....Trks 706, 738-740, 744, 749
New yard No.11 track (north 250 feet)
Otwell.....Delta Rice Mill spur track
Weiner.....House track and Riceland Foods spur track
Waldenburg.....Riceland Foods spur track
Hickory Ridge.....Riceland Foods spur track
Brinkley.....Trks 132, 133, 135, 136, 755
Stuttgart.....All industry tracks; Yard tracks 3-8
Humphrey.....Spur track

Pine Bluff Terminal: All trains operating within Pine Bluff Terminal must contact the Yardmaster via Radio Display- 022-022.

Chief Engineer Bulletin 136.4.9: A Train Approach Warning System (TAWS) has been installed, inspected and is certified for use at the following locations: CP CB090, CP CB092, CP CB114, CP CB116

(Z) Interlocking Locations:
Fairoaks (X)UPRR(Z)
MP 172.6 - CP CB172
MP 174.4 - CP CB174

Symbol (Z) Interlocking Instruction:
Rule 9.9.1 (Passing Approach to Automatic Interlocking) applies.

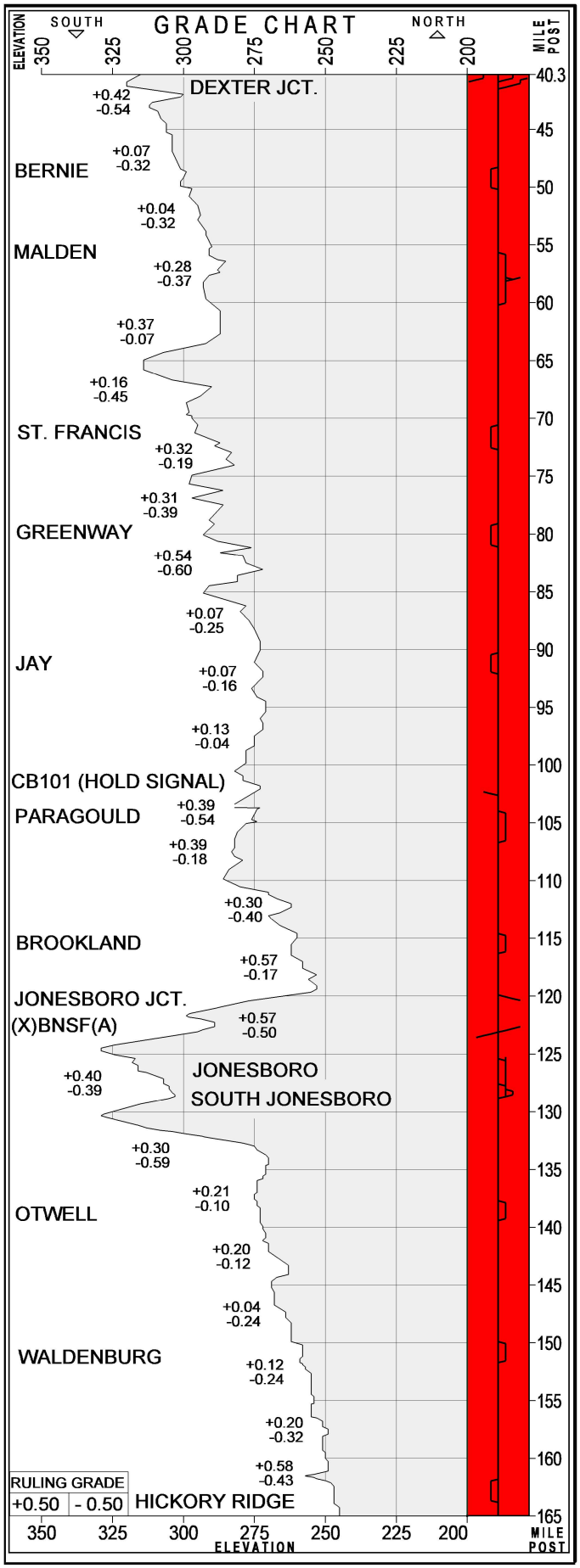
At a signal displaying a Stop indication:
Train movements will be governed as follows:
1. A crew member must contact the train dispatcher and obtain permission:
   * To operate the time release box. and
   * To pass the Stop indication (train may not proceed until complying with instructions in release box).

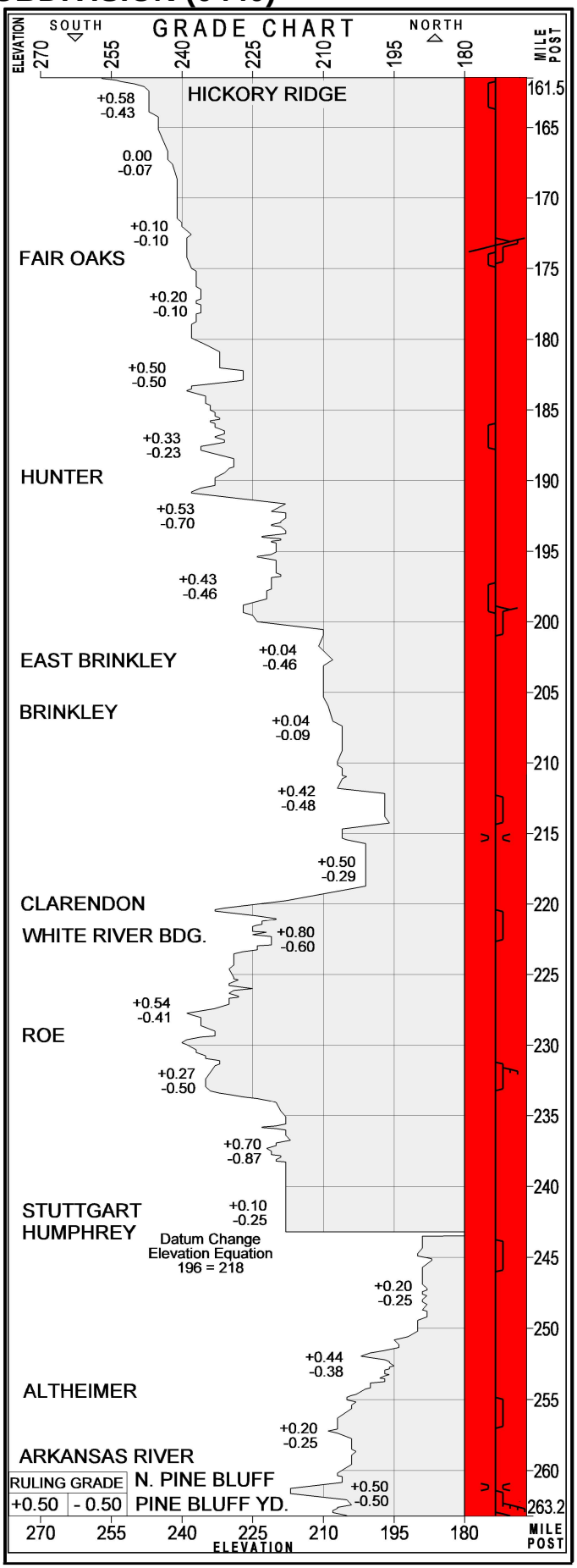
2. The crew will then be governed by the instructions in the release box.

3. After complying with instructions in the release box that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed.

Maintenance of Way movements will be governed as follows:
* When moving through, comply with Rule 42.7.2.
* When working within, comply with Chief Engineer Instruction Bulletin 136.4.8.

JONESBORO SUBDIVISION (0440)





NASHVILLE SUBDIVISION (0411)

Radio Display:
Hope to Perkins 027-027- *78
Hope Yard Channel 020-020

Mile Post	Track Layout	Rule 6.3	CP #'s	NORTH ▼ STATIONS ▲ SOUTH	Sta. #'s	Siding Feet
457.5		YL		HOPE BY (25.6)	X 458	
465.0		TWC		TWC LIMITS (0.0)		
481.2						
483.1		YL		NASHVILLE Y (10.0) (X)ARS(S)	XJ026	
484.0		TWC		TWC LIMITS (0.0)		
492.0						
493.1		YL		PERKINS BY	XJ036	

(35.6)

SI-01 MAIN TRACK AUTHORITY

TWC in effect Between:
MP 465.0 and 481.2;
MP 484.0 and MP 492.0.

Yard Limits Between:
MP 457.5 and MP 465.0;
MP 481.2 and MP 484.0;
MP 492.0 and MP 493.1.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 457.5 and 493.1 (Except as Below)	**25**
457.5 and 462.8	10
482.3 and 483.6	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. **Thru Sidings & Turnouts (No Exceptions.)**
2. **Dual Control Switch Turnouts (No Exceptions.)**
3. **Misc. Speed Restrictions (No Exceptions.)**

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 5.4.4: In effect on this subdivision.

Rule 8.3: No normal position for siding switch on north Hope siding (Little Rock Sub.) at MP 457.5.

SI-09 FRA EXCEPTED TRACKS

Nashville Tracks: 007,008,009.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Tyson Foods	458.6	XJ004
Industry switch	461.0	XJ004
Industrial Park Lead	462.2	XJ004
American Ties	463.6	XJ004
Synergy Gas	484.8	XJ026

SI-11 INDUSTRIAL LEADS - None.

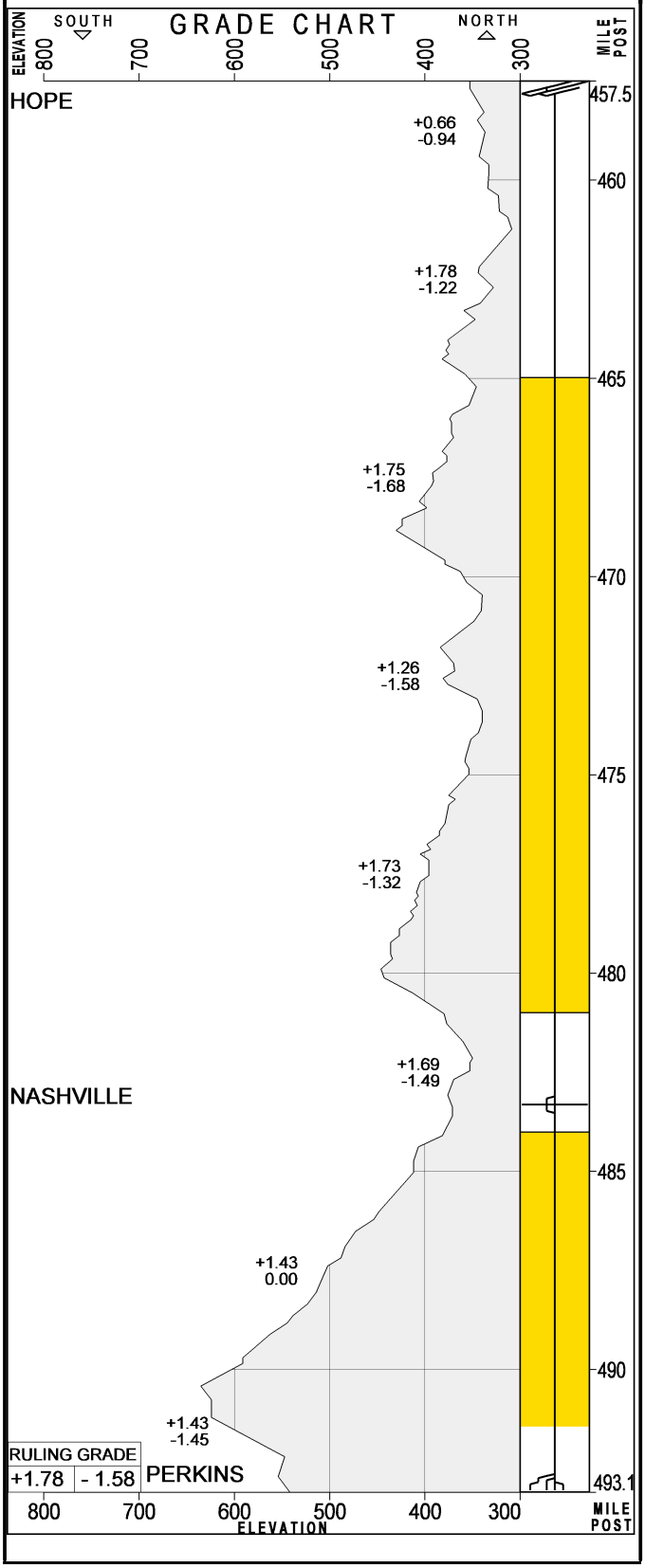
SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Track Breach Protection: Employee established Track Breach Protection may be active:
Location:
Hope Yard Limits MP 457.5 and MP 465.0
Perkins Yard Limits MP 492.0 and MP 493.1
Designated Radio Channel: 027-027



PINE BLUFF SUBDIVISION (0447)

Radio Display:
Pine Bluff to Maud 096-096- *18
Maud to Big Sandy 069-069- *38

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
263.2		YL	CB263	PINE BLUFF YD. BTY	JH404	
				(3.2)		
266.4		YL 2MT ABS		PINE BLUFF SHOPS	JH404	
				(1.0)		
267.4		CTC 2MT	A350	S. UPRR CONN X		
				(1.4)		
268.7			A349	N. UPRR CONN X		
				(2.2)		
271.0		CTC	CB271	WEST PINE BLUFF	JH416	
				(8.9)		
279.9			CB280	RONE !	JH425	7371
281.5			CB282	(7.9)		
287.8			CB288	RISON !	JH434	8963
289.6			CB290	(9.0)		
296.8			CB297	SALINE !	JH442	6763
298.3			CB298	(10.4)		
307.2			CB307	(X)F&P(Z)		
				(0.0)		
308.8			CB309	FORDYCE !	JH452	6980
				(5.3)		
312.5			CB312	THORNTON !	JH458	8392
314.3			CB314	(8.9)		
321.4			CB321	BEARDEN !	JH466	8350
323.2			CB323	(6.0)		
327.1			CB327	EAGLE MILLS !	JH474	6354
328.5			CB329	(10.2)		
336.7			CB337	CAMDEN !	JH482	9670
338.7			CB339	(2.2)		
338.9				EL DORADO JCT.		
				(10.2)		
349.1			CB349	BUENA VISTA !	JH494	7328
350.6			CB351	(7.7)		
356.8			CB357	STEPHENS !	JH503	10159
358.9			CB359	(10.0)		
366.8			CB367	McNEIL T!	JH513	11197
369.1			CB369	(9.2)		
376.0			CB376	LUMBER !	JH527	9084
377.9			CB378	(8.6)		
384.6			CB385	STAMPS !	JH530	8593
386.4			CB387	(4.5)		
387.7			CB388	LEWISVILLE !	JH534	11820
390.3			CB390	(14.1)		
401.8			CB402	McKINNEY !	JC548	8977
403.4			CB404	(12.6)		
414.4			CB414	EAST TEXARKANA		
				(2.0)		
416.4			CB416	GERTRUDE		
				(2.3)		
417.5				TEXARKANA YARD BY	TP000	14100
419.1				(0.4)		
419.1			CB418	(X)UPRR(Z)		
				(0.1)		
419.2			CB419	(X)KCS(Z)		
				(3.8)		
423.0			CB423	EYLAU !	JC568	8500
424.9			CB425	(12.9)		
435.9			CB436	MAUD !	JC582	8056
437.6			CB438	(15.3)		
451.2			CB451	DARDEN !	JC596	7927
452.8			CB453	(12.9)		
464.1			CB464	OMAHA !	JC610	9036
466.0			CB466	(14.2)		
478.3			CB478	MT PLEASANT	JC624	Yard
479.8			CB480	(1.9)		
480.2			CB481	DALLAS JCT.		
				(9.3)		
489.5			CB489	EAST PITTSBURG !	JC634	6709
490.9			CB491	(1.5)		
491.0				(X)KCS(A)		
				(9.6)		
500.6		CTC	CB500	SMITH !	JC646	8492
502.0			CB502	(11.8)		
512.2			CB512	SUFFOLK !	JC657	6574
513.6			CB514	(12.8)		
525.0			CB925	(X)UPRR(Z)		
				(0.1)		
525.1			CB525	BIG SANDY !	TP113	8077

(261.9)

SI-01 MAIN TRACK AUTHORITY

CTC Between: CP A350 and CP CB525.

Yard Limits Between: MP 263.2 and MP 267.4; (includes 2MT between MP 265.7 and MP 267.4).

ABS Between: MP 266.4 and MP 267.4.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts	MPH
263.2 and 419.7 (Except as Below)	**70**
263.2 and 265.7	20
265.7 and 267.4 No.1 & No.2	20
267.4 and 269.0 No.1	30
269.0 and 271.0 No.1	40
267.4 and 269.0 No.2	30
281.5 **W	60+
286.4 and 287.4	40
289.5 **W	50+
287.4 and 291.7	60
291.7 and 292.0	50
292.0 and 294.6	55
294.6 and 295.5	50
296.8 **E	55+
299.4 and 299.9	40
299.9 and 302.4	50
306.6 and 307.0	40
307.0 and 307.3	25
307.3 and 311.5	45
311.5 and 312.2	50
314.8 and 316.8	55
316.8 and 317.6	45
324.3 and 325.8	55
330.0 and 330.2	60
334.6 and 336.6	45
336.6 and 338.0	20
338.0 and 339.9	30
339.9 and 344.4	45
344.4 and 348.9	40
348.9 and 359.0	45
359.0 and 366.0	50
366.0 and 369.8	45
369.8 and 379.8	65
386.7 and 390.4	60
397.3 and 405.2	60
396.6 and 397.0	45
397.0 and 397.3	30
405.2 and 406.9	50
406.9 and 407.8	40
407.8 and 410.6	50
410.6 and 410.9	45
410.9 and 416.4	50
416.4 and 419.1	35
419.1 and 419.7	20+

PINE BLUFF SUBDIVISION (0447)

Between Mileposts	
419.7 and 525.1	
(Except as Below)	**60**
419.7 and 420.0	35
430.2 and 432.5	50
452.7 **W	55+
456.5 and 461.0	50
461.0 and 461.3	45
461.3 and 465.9	50
465.9 and 466.2	45
472.2 and 476.8	50
476.8 and 480.8	35
480.8 and 482.1	45
482.1 and 482.7	55
488.1 and 489.3	50
489.3 and 490.9	55
490.9 and 491.7	35
491.7 and 496.0	50
496.0 and 496.3	45
501.5 and 505.0	50
507.6 and 509.3	45
509.3 and 510.8	35
510.8 and 511.7	45
511.7 and 514.2	50
521.7 and 524.0	50
524.0 and 525.1	40

** Only freight trains exceeding 80 TPOB must comply with speed restriction. Speed restriction will not apply when signal at speed restriction location displays CLEAR.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Big Sandy - connecting to Mineola Sub..	15
Texarkana Siding:	
416.4 and 417.8	20
417.8 and 419.3	10
2. Dual Control Switch Turnouts	
CP CB271	40
3. Misc. Speed Restrictions	
At Big Sandy on connecting track to Mineola Sub	30
Connecting track between Yard 8 Track 110 McGehee Sub and Yard 10 Track 348 Pine Bluff Sub	10
F & P Railroad	10
Connection at Texarkana to No.2 MT on Little Rock Sub	10

SI-04 MAIN TRACK DESIGNATIONS

Two Main tracks between MP 265.7 and MP 271.0.

SI-05 MILEPOST EQUATIONS

MP 267.4 = MP 349.5 on McGehee Sub.
MP 268.7 = MP 348.6 on White Bluff Sub.

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
Pine Bluff Yard Main Track between:
CP CB261(Jonesboro Sub) to CP A350;
CP A350 to MP 356.0(McGehee Sub)
including Pine Bluff West Siding.
All yard and industry tracks within these limits.

Designated Remote Control Zones:
East and West Hump Leads are designated as a Remote Control Zone.
The Remote Control Zone (RCZ) includes both pull back hump leads from the crest on the west end to the clearance point on east end.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 276.6	(#) 362.9	% 462.1
% 285.7	% 371.4	(#) 472.2
(#) 290.9	(#) 381.1	% 475.9
% 300.2	(#)& 395.0	(#) 483.4
(#) 304.2	& 399.6	% 494.1
% 310.5	(#) 408.8	% 498.2
(#) 315.2	% 412.2	(#) 505.5
% 325.0	(#) 421.2	(#) 519.0
(#) 332.1	% 427.5	& 520.7
& 334.3	(#) 431.8	
& 338.8	(#) 443.1	
(#) 344.3	% 447.6	
% 352.3	(#) 457.8	

PINE BLUFF SUBDIVISION (0447)

SI-08 RULES ITEMS

Rule 6.28: Tracks serving Red River Arsenal and Lone Star Depot are protected by a gate located about one mile east of UPRR main track and equipped with a private lock. Movement through this gate is made by calling guard house at 334-2911, from Texarkana.
Movements within Red River Arsenal area between 0800 and 1700 are made only upon the authority of Arsenal yardmaster who can be contacted inside the Arsenal area on Arsenal phone number 2319.

Rule 8.12 Crossover Switches: Exception - No Normal Position for crossover switches at MP 266.2 Compress Crossover. These crossovers may be left lined and locked as last used but must be left either for crossover movement or for straight through movement.

Rule 8.19.1 - Radio Controlled Switches:
Designated Radio Channel 022-022

Location	MP	Normal	Reverse
Pine Bluff Yard	265.3	#2653866 or #2652166	#2653877

Rule 9.2.4: On Pine Bluff Subdivision the indication of signal Rule 9.2.4 as shown in System Special Instructions is revised to read:

"PROCEED PREPARED TO STOP AT SECOND SIGNAL AND BE PREPARED TO ADVANCE ON DIVERGING ROUTE AT NEXT SIGNAL AT PRESCRIBED SPEED THROUGH TURNOUT UNLESS THE NEXT SIGNAL DISPLAYS AN ASPECT MORE FAVORABLE THAN DIVERGING APPROACH OR APPROACH."

Pine Bluff Terminal: ITEM 4A, System Special Instructions (page 13)- Exception: last paragraph revised to read:
Do not move or switch more than eight locomotives within locomotive servicing facilities. However, within Pine Bluff Terminal area, not more than twelve locomotives may be moved between the locomotive servicing facility and the train yards when authorized by a local manager.

Rule 71.2.3: Exception: Pine Bluff Yard only, employees, other than the RCL Operator, may ride a car through Master or Group Retarders when necessary to shove tracks. Retarders must be turned off and employee must wear proper eye protection and hearing protection (ear plugs).

SI-09 FRA EXCEPTED TRACKS

Pine Bluff:
Cleaning tracks 584, 585;
Old Yard track 594;
Old back shop tracks 553 thru 567 and tracks 569,570,571,822,843;
PB Sand & Gravel tracks 794,795,797,798;
Class Yard & Belt Lead tracks 117,103 and tracks 001 thru 006;
Port tracks 700,743,710
Rip tracks: 580,581,582,583 and 586.
Dock tracks: 520,521,522,523 and 524.
Engine Service tracks: 578,579,501 thru 517.
Yard track 065.

Texarkana: All tracks except Main Track and siding; Track 40 & 42; Kerr McGee Lead.

Maud: Pulpwood track.

Naples: Custom Roofing track.

Mt Pleasant: Yard tracks 1,2,4,5,6,710,711,713.

Pittsburg: Tracks 712, 714, 715.

Gilmer: Track 713.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Hixon Lumber Co	267.6	. . .
Millville	326.4	JH472
Herbert	340.5	JH485
Spirit Lake	394.4	JC539
Redwater E	431.0	JC576
Naples W	460.7	JC603
Mt. Pleasant W	479.5	JC624
Pittsburg W	491.7	JC636

SI-11 INDUSTRIAL LEADS

Commerce Industrial Lead:(0592)
Off Main Track at MP 480.2 Dallas Jct.
MP 480.2 to MP 481.5, 1.3 Miles.
Rule 6.32.2
All Trains Comply with Rule 6.32.2, Procedure 1 at and between the following crossing(s):
MP 480.26 (MLK St) and End of Track MP 489.4.
(Due to rusty rail conditions).
Stop Signs are located on main track in advance of the crossing at MP 488.8 (Spur 185).
Train or engine may pass Stop sign after a crew member is positioned on the ground at the crossing to provide warning.
Maximum Gross Weight: 134 tons.

Dowco Industrial Lead:(0448)
Off Main Track at MP 373.3.
Extends 6.45 miles from MP 0.0 to MP 6.45.
MP 0.0 to 0.5.....10 mph
MP 0.5 to 6.45.....20 mph
Comply with Rule 6.32.2, Procedure 1, at all crossings at and between
MP 0.10 (Highway 98) and MP 5.20 (Highway 344) due to rusty rail conditions.
Maximum Gross Weight: 134 tons.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 tons

Freight Trains Exceeding:
120 TPOB must not exceed 60 MPH,
132 TPOB must not exceed 45 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

PINE BLUFF SUBDIVISION (0447)

SI-14 MISC. INSTRUCTIONS

Pine Bluff Terminal: All trains operating within Pine Bluff terminal must contact the Yardmaster via Radio Display-022-022.

Track Breach Protection:
Employee Established Track Breach Protection may be active:
Location: Pine Bluff Yard Limits
Between MP 263.2 and MP 267.4
Designated Radio Channel: 022-022

Trains departing Pine Bluff Yard: A member of the crew must communicate with the yardmaster for route and authority to depart. Conductors and/or engineers on eastbound trains arriving Pine Bluff Yard will contact Pine Bluff Tower for yarding instructions when crossing Missouri Street.

Trains departing Texarkana Yard: A member of the crew must communicate with train dispatcher for authority to depart.

Six Axle Locomotives: Not to be operated on tracks listed below:
Pine Bluff - All tracks local yard except southend of track No. 053;
all tracks off Port lead;
Planters Cotton Seed;
all old Rip and Shop Tracks;
all tracks Belt Lead and Class Yard;
Hixon Lumber tracks 817, 818, 843, 571, 570, Old yard track 293, 594 and Pine Bluff Sand & Gravel tracks.
Texarkana - Kerr-McGee, and Hostler Track.
Lone Star Lead at Redwater.
Mt. Pleasant Yard - Tracks 4 & 5, and scale track.
Gilmer - Dean Lumber Track.

Texarkana: CP CB418 - Interlocking Time Release Instructions at Texarkana are located on the signal mast, not in the interlocking limits.

(Z) Interlocking Locations:
(X)F&P(Z) at MP 307.2 (CP CB307)
(X)UPRR(Z) at MP 419.1 (CP R001)
(X)UPRR(Z) at MP 525.0 (CP CB925)
(X)KCS(Z) at MP 419.2 (CP CB419)

Symbol (Z) Interlocking Instructions:
Rule 9.9.1 (Passing Approach to Automatic Interlocking) applies.

At a signal displaying a Stop indication:
Train movements will be governed as follows:
1. A crew member must contact the train dispatcher and obtain permission:
   * To operate the time release box.
     and
   * To pass the Stop indication (train may not proceed until complying with instructions in release box).

2. The crew will then be governed by the instructions in the release box.

3. After complying with instructions in the release box that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed.

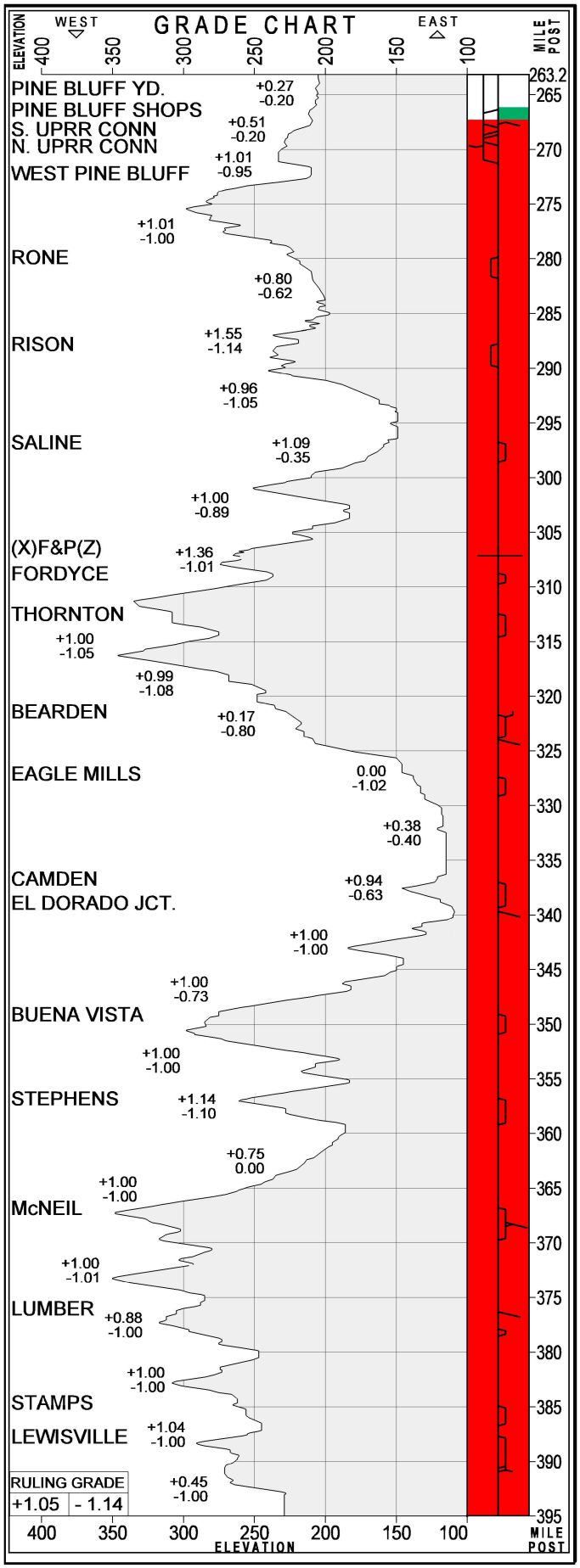
Maintenance of Way movements will be governed as follows:
* When moving through, comply with Rule 42.7.2.
* When working within, comply with Chief Engineer Instruction Bulletin 136.4.8.

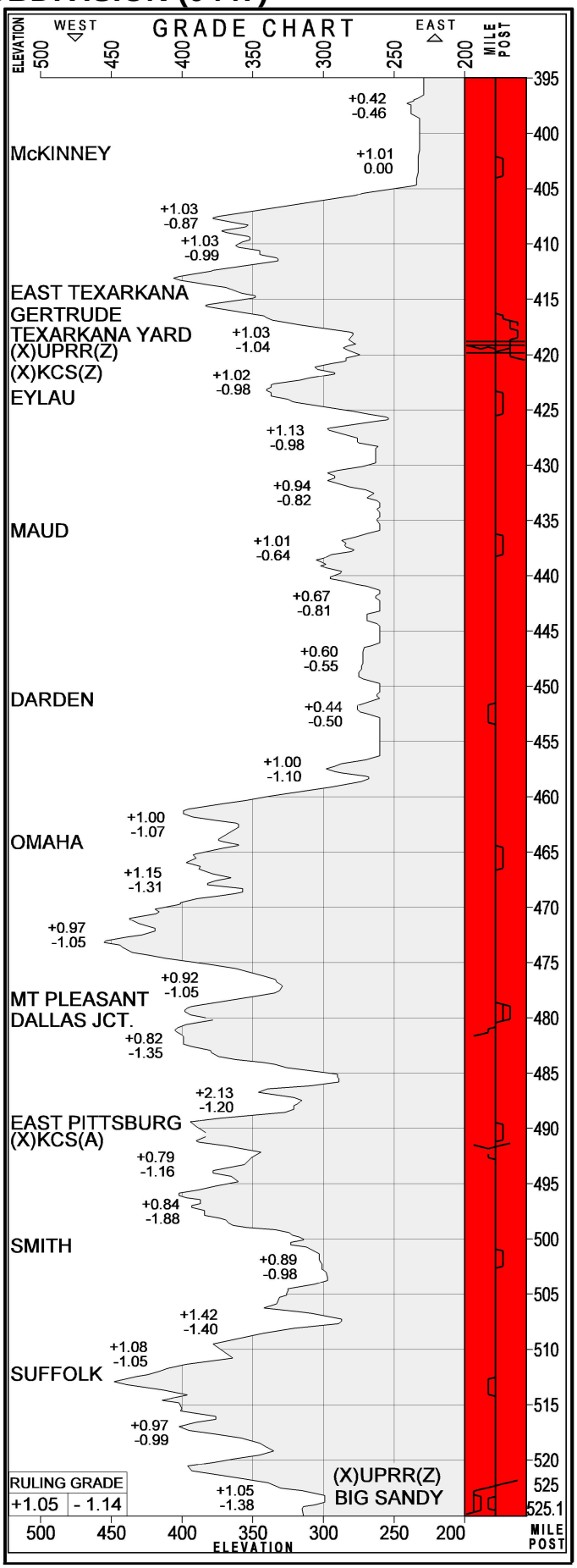
SI-14 MISC INSTRUCTIONS Continued...

Texarkana: Instructions for eastbound trains on the Pine Bluff Sub entering the Little Rock Sub at Texarkana.
Eastbound train crews on the Pine Bluff Sub transferring to the Little Rock Sub must not block Lake drive crossing (Highway 59) at MP 419.8 until they have contacted Dispatcher 29 on radio channel 027-027 and know that dispatcher is prepared to take your train.
Eastward trains must not pass Eylau without talking to the Little Rock Sub dispatcher to receive permission to enter UPRR main track at Texarkana.
After permission is received, communicate with Texarkana Yardmaster.

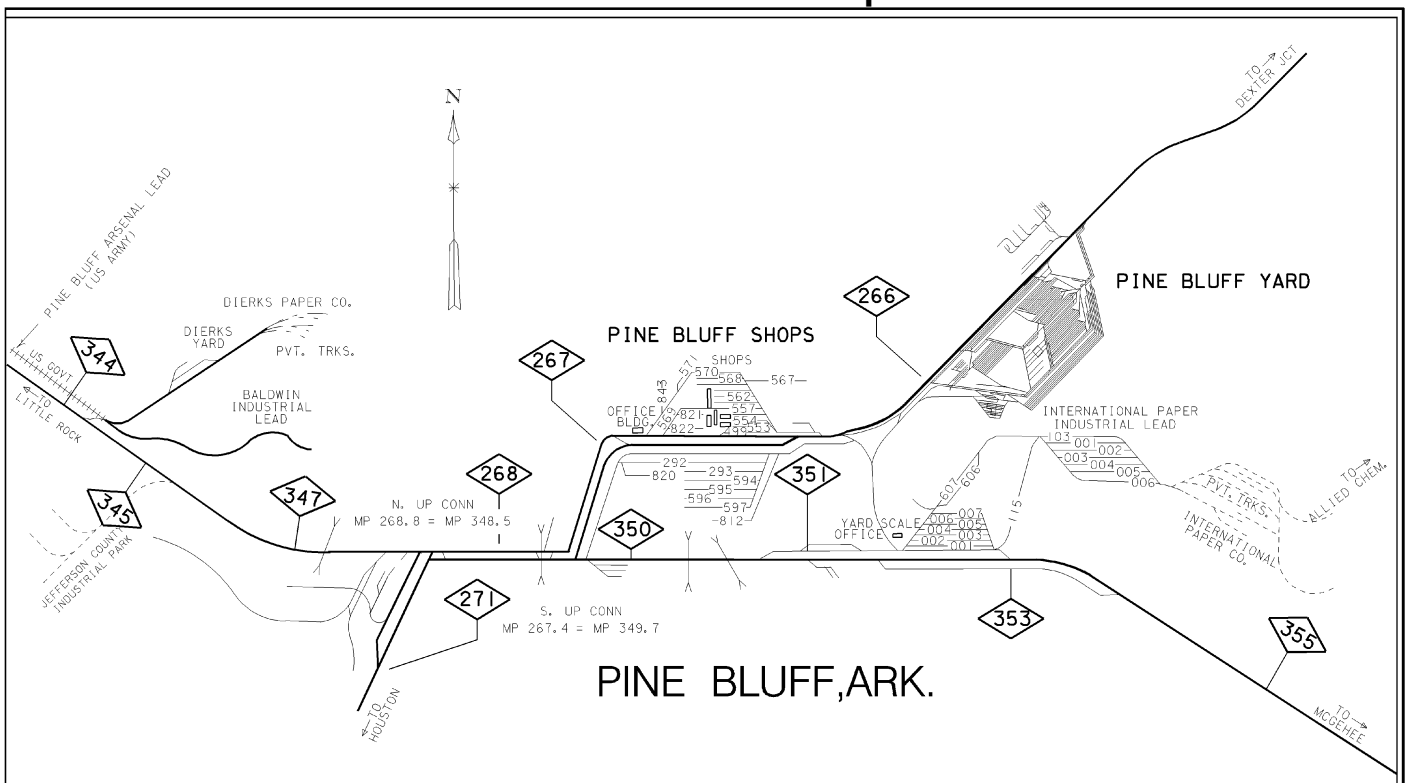
Chief Engineer Bulletin 136.4.9 applies:
A Train Approach Warning System (TAWS) has been installed, inspected and is certified for use at the following locations: Stamps
CP CB385-MP384.5 and CP CB387-MP386.4

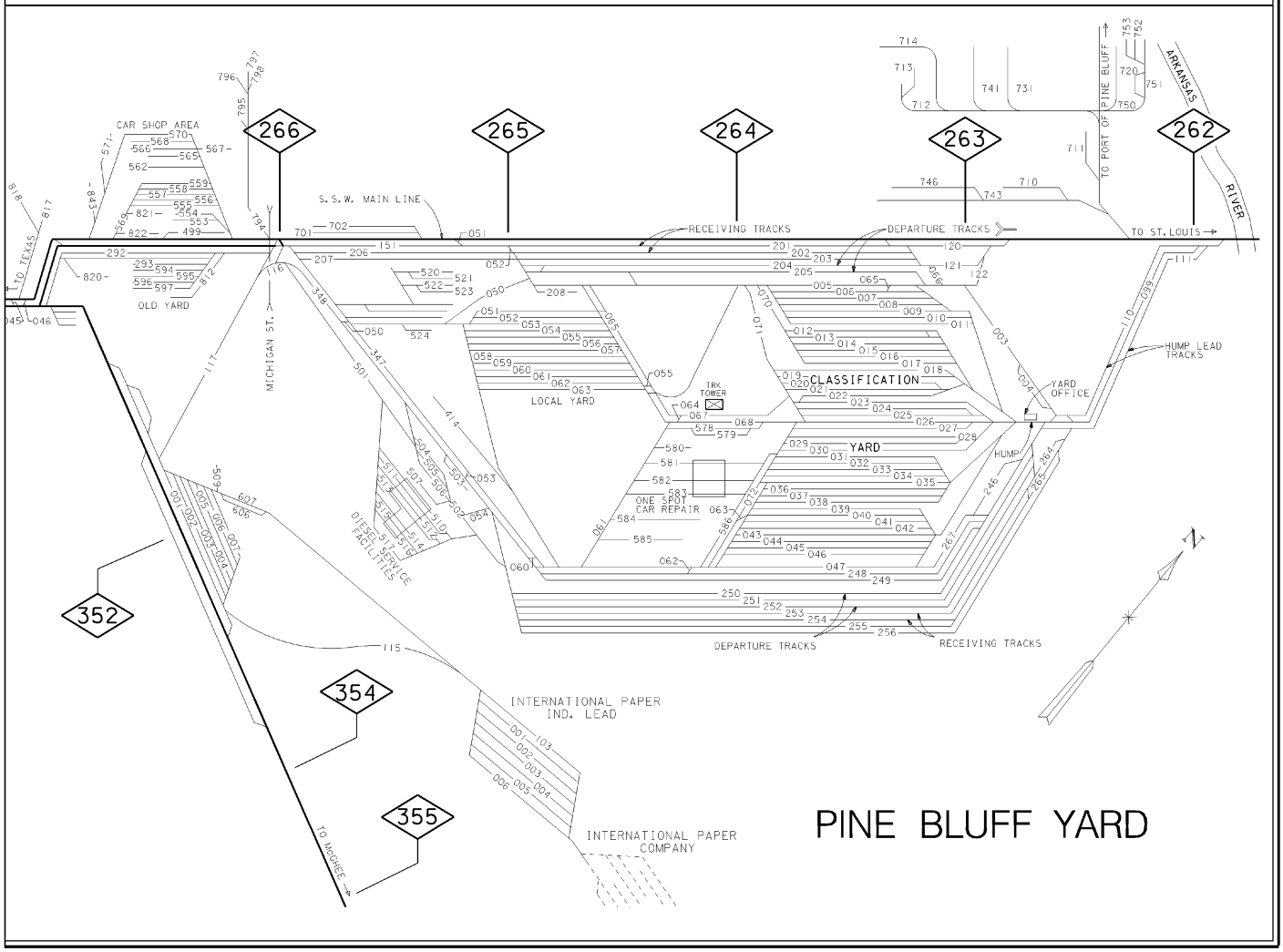
PINE BLUFF SUBDIVISION (0447)



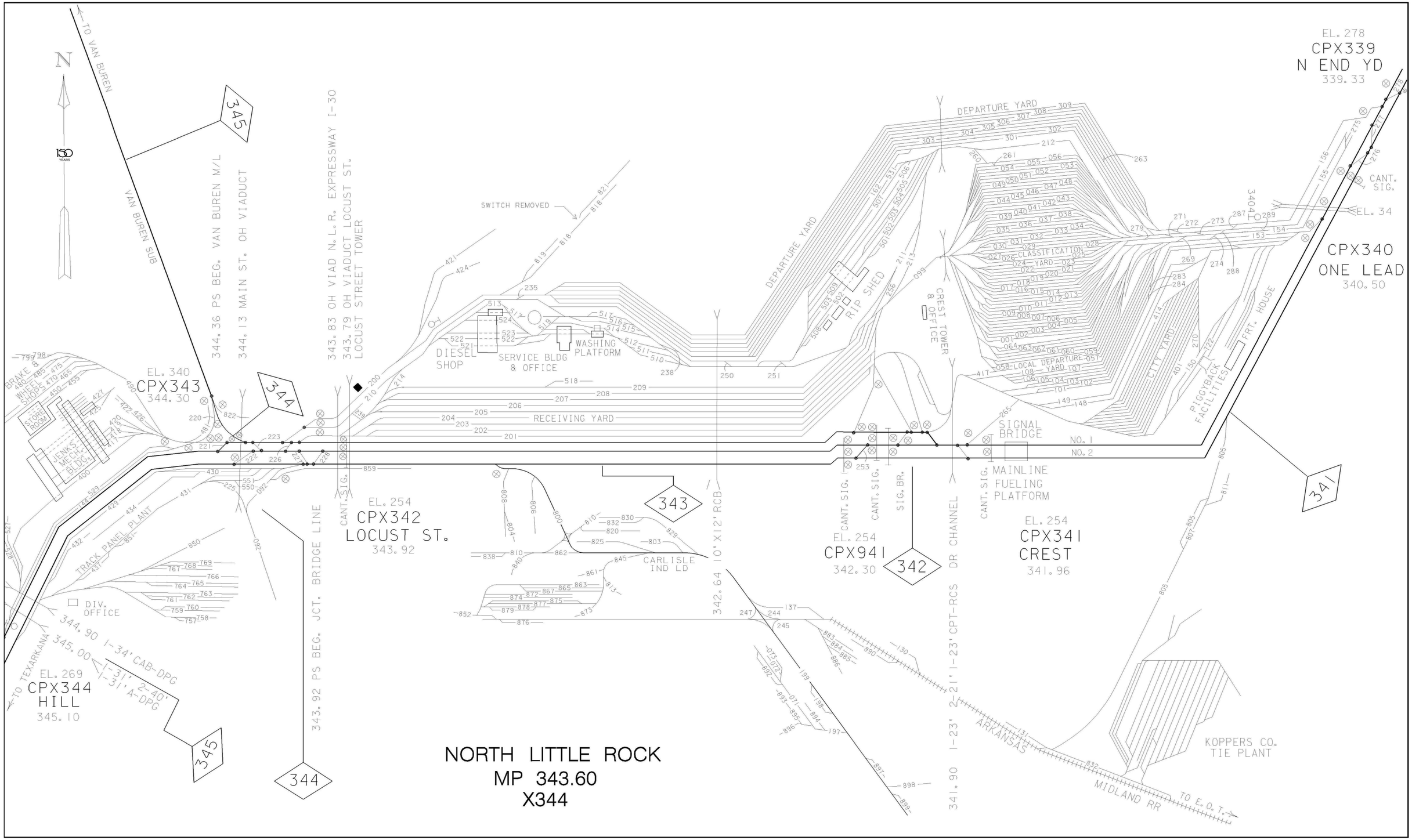


Pine Bluff Area Map





North Little Rock Terminal



EL DORADO SUBDIVISION (0418)

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
		Radio Display: MP 460.8 to MP 496.0 096-096- *18				
460.8 464.5		YL		EL DORADO JCT. Y (23.7)		
484.5 486.0		TWC		NORPHLET (7.7)	E 058	
492.2 492.7		YL		EL DORADO BY (3.8)	E 066	Yard
496.0				END OF TRACK Y		
				(35.2)		

SI-01 MAIN TRACK AUTHORITY

TWC Between:
MP 464.5 and MP 486.0.

Yard Limits Between:
MP 460.8 and MP 464.5;
MP 486.0 and MP 496.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 460.8 and 496.0	
(Except as Below).....	25
479.3 and 479.8.....	10+

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
El Dorado Jct.....	15
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS
MP 460.8 = MP 338.9 on Pine Bluff Sub.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS
(#) 469.0
(#) 482.0

SI-08 RULES ITEMS
Rule 5.4.4: in effect on this sub.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Cullendale	463.1	E037
Smackover	478.8	E052
Norphlet	484.5	E058
Monsanto Industry Track Y.....	487.5	E061

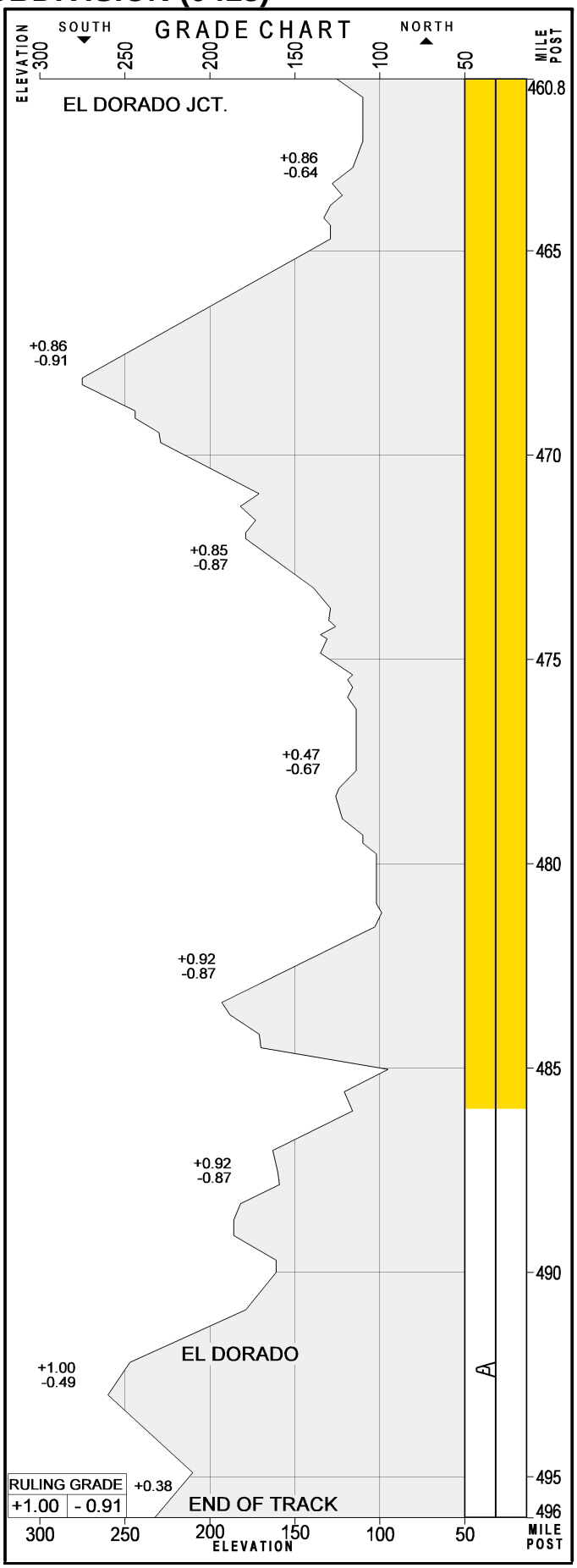
SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB
Maximum Gross Weight: 134 tons

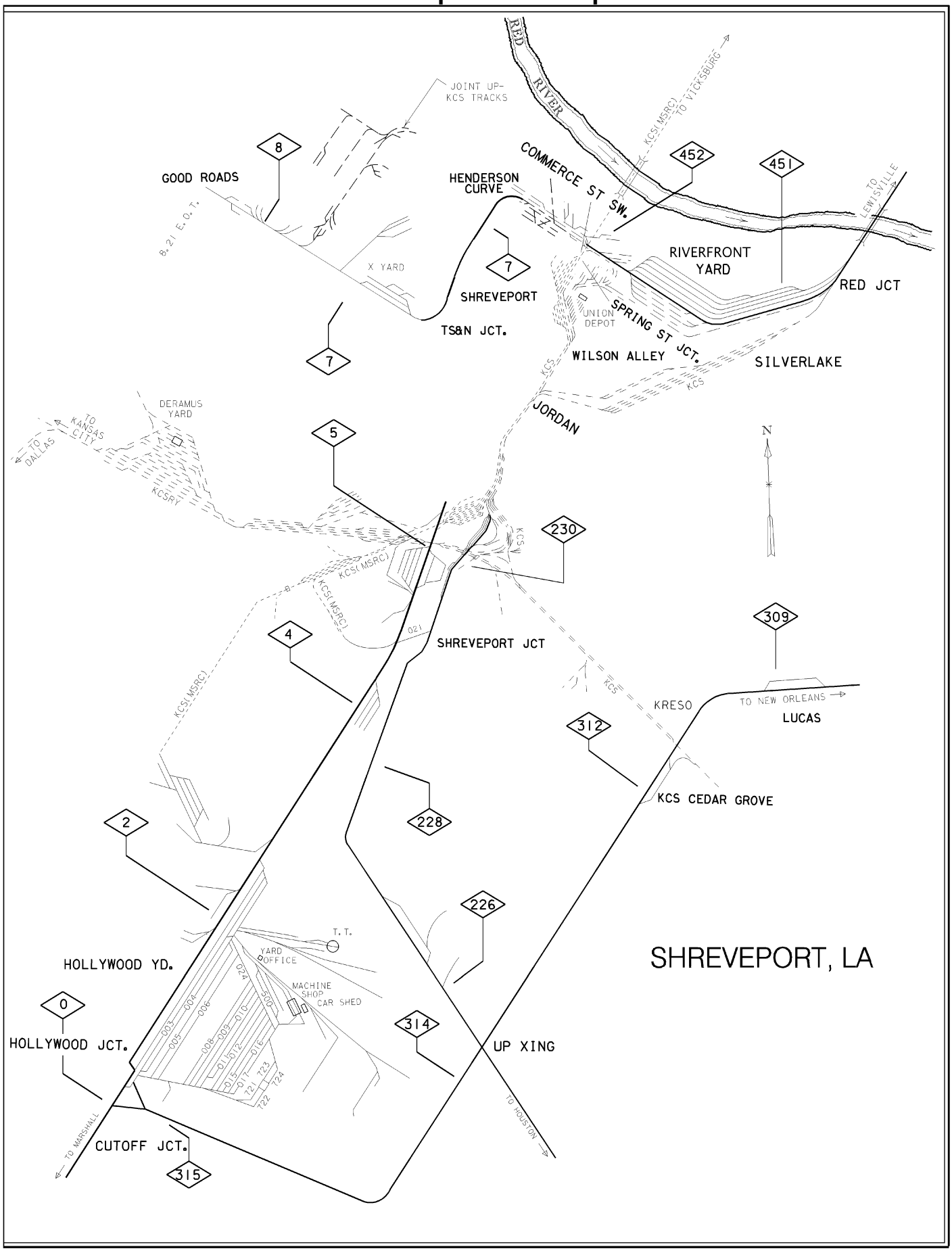
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Employee Established Track Breach Protection may be active:
Location: El Dorado Yard Limits
Between MP 486.0 and MP 496.0
Designated Radio Channel: 096-096



Shreveport Area Map



SHREVEPORT SUBDIVISION (0453)

Radio Display:
CP CB390 to Riverfront Yard - 096-096- *57
Hollywood Yard 077-077

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
390.3		TWC ABS	CB390	SHREVEPORT JCT. TX (18.2)		
408.5				BRADLEY (23.5)	JH553	7300
431.8				ALDEN BRIDGE (14.3)	JH590	9003
446.1				CART (2.5)	JH610	9000
448.6				BOSSIER CITY (0.5)	JH612	
449.1		YL ABS		L&A JCT. Y (0.3)		
449.4				(X)KCS(A) Y (0.5)		
449.9				(X)KCS(G) Y (0.3)		
450.2				LOUISIANA JCT. Y (0.5)		
450.7				RED RIVER DY (0.1)		
450.8		YL		RED JCT. Y (1.5)		
451.7				RIVERFRONT YARD BTY (0.0)	JH615	YARD
452.1 =168.1		KCS		SPRING ST. Y (0.0)		
KCS RAILROAD " SPRING ST. TO JORDAN ST."						
169.3 =453.5		KCS CTC		JORDAN ST. (1.4)		

(61.8)

SI-01 MAIN TRACK AUTHORITY

TWC / ABS Between: MP 390.3 and MP 449.1.

Yard Limits / ABS Between: MP 449.1 and MP 450.8.

Yard Limits Between: MP 450.8 and MP 452.1.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 390.3 and 452.1	
(Except as Below).....	**60**
390.3 and 390.5 (East Leg Wye).....	25
416.8 and 418.5.....	50
428.3 and 428.9.....	50
447.1 and 449.1.....	20
449.1 and 452.1.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Sidings.....	10

2. Dual Control Switch Turnouts (No Exceptions.)

3. Misc. Speed Restrictions
West leg wye at Shreveport Jct..... 10

SI-04 MAIN TRACK DESIGNATIONS

West Leg Wye:
Track at Shreveport Jct. is considered other than main track.

CP CB390 Shreveport Jct.:
Connects at the west control point on the Lewisville Siding (Pine Bluff Sub).

SI-05 MILEPOST EQUATIONS

453.5 = 230.8 Lufkin Sub

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 392.5	% 417.0	% 443.3
% 394.6	% 419.9	(#) 445.0
(#) 398.8	(#) 425.8	% &447.2
% 400.2	% 429.0	& 452.1
% 403.1	% 431.5	
% 405.5	% 433.2	
% 408.5	% 436.0	
% 411.3	% 438.5	
(#) 414.1	% 441.4	

SI-08 RULES ITEMS

Rule 6.13: Westward trains must NOT leave TWC limits at MP 449.1 without authority of the Hollywood Yardmaster on Radio Channel 1414.

Eastward trains must not leave Yard Limits at MP 449.1 to enter Cart Siding without permission from the Train Dispatcher.

Rule 6.32.2: The following curfew is in effect between Shed Road and Barksdale Boulevard, Bossier City, Louisiana:

0745 to 0815
1145 to 1215
1245 to 1315
1645 to 1715

Westward trains will stop to clear Shed Road and eastward trains will stop to clear Barksdale Blvd if movement cannot clear the limits prior to times of curfew.
Exception:
Westward trains that would be overtaken by hours of service law or any train in an emergency. In these instances, trains may be operated through the curfew minimizing the delay to vehicular traffic.

Rule 8.3 Exception: Normal position for switch at Shreveport Jct and Louisiana Jct will be as last used. Trains must approach these switches prepared to stop and line switch for their intended route.

The following switches may be left lined and locked as last used. Movements must approach these switches prepared to stop unless the switch is known to be properly lined for the desired movement:
449.08; 450.29; 450.77; 450.79; 451.95

Rule 8.10: Spring Switch with switch point indicator located at east end of siding Alden Bridge MP 431.4.

Rule 9.12: KCS crossing MP 449.9 - trains and engines, after stopping for absolute signals displaying Stop indication on KCS crossing, may proceed at restricted speed after ascertaining that gate is lined for their movement.

SI-09 FRA EXCEPTED TRACKS

Good Road Industrial Lead:
Riverfront Yard to end of track.

LRN storage track: Riverfront Yard.

Caddo Door Tracks: 125 and 714, MP 448.75.

Dowell/Schlumberger: Spur MP 450.2.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Plain Dealing	422.2	JH567

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SHREVEPORT SUBDIVISION (0453)

SI-14 MISC. INSTRUCTIONS

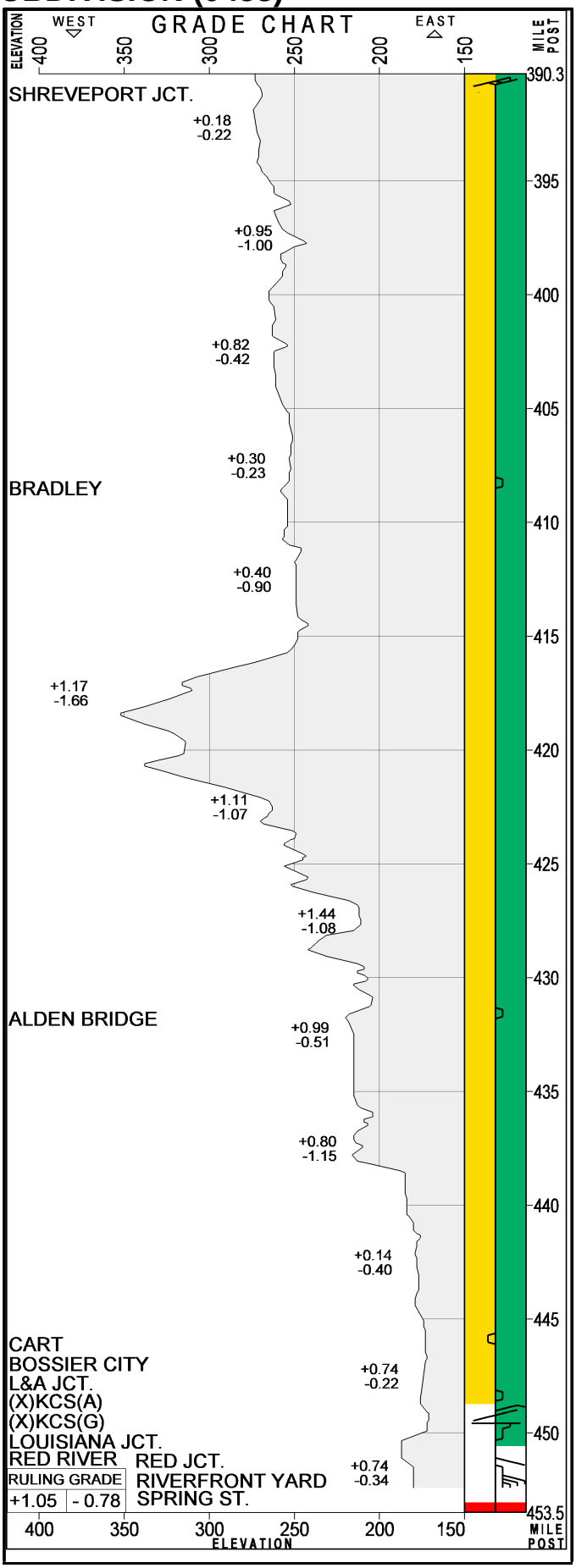
Riverfront Yard: Eastward and Westward trains will communicate with Hollywood Yardmaster on Radio Channel 014-014 for route and authority to depart Riverfront Yard.

Six-axle Locomotives: Must not be operated on the following tracks: Plain Dealing House track.

Cart Siding: All trains must contact Shreveport Sub Dispatcher before entering siding.

Track Breach Protection:
Employee Established Track Breach Protection may be active:
Location: Riverfront Yard Limits
Between MP 450.8 and MP 452.1
Designated Radio Channel: 077-077

Westbound Trains:
All westbound trains must contact the Hollywood Yardmaster for yarding instructions prior to passing the west end of Cart Siding.



REISOR SUBDIVISION (0465)

Radio Display:
Marshall Jct. to Cutoff Jct. 031-031- *36
Cutoff Jct. to Texmo Jct. 024-024 - *65
Reisor Yard 067-067
Hollywood Yard 077-077

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
351.4		TWC ABS	R066	MARSHALL JCT. T (0.4)		
351.0				MARSHALL (1.5)	TP067	Yard
349.5				LOUISIANA (11.9)	TB350	7549
337.6			R338	JONESVILLE !(M)		10349
335.5			R335	(15.3) !(M)		
322.3		YL ABS		REISOR (6.7) Y	TB321	13337
315.6				HOLLYWOOD JCT. TY (0.6)	TB316	Yard
315.0				CUTOFF JCT TY (1.1)	TB315	Yard
313.9		TWC ABS		(X)UPRR(A) (2.2)		
311.7				(X)KCS(A) (3.7)		
308.6				LUCAS (22.6)	TB308	4439
286.0				WESTDALE T (20.3)	TB286	8427
265.7				LAKE END (19.7)		2555
246.0				CANE (10.2)	TB246	4133
235.8				CYPRESS (11.8)	TB236	5298
224.0				FERN (27.7)		4075
196.3		CTC	R197	MONROE WYE T (0.6)		
195.7			L196	TEXMO JCT. T	TB196	

(155.7)

SI-01 MAIN TRACK AUTHORITY

CTC Between: CP R197 and CP L196
On Wye Conn. CP R197 and CP L598 (Monroe Sub).

TWC / ABS Between:
MP 351.4 and MP 324.5;
MP 314.5 and MP 196.3.

Yard Limits / ABS Between:
MP 324.5 and MP 314.5.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 351.4 and 195.7	
(Except as Below)	**60**
351.4 and 349.4	40
324.2 and 324.0	25+
324.0 and 315.6	50
315.6 and 315.3 *	30
315.3 and 311.6	40
247.8 and 245.8	25
245.8 and 236.2	50
236.2 and 235.8	40
235.8 and 197.2	50
197.2 and 195.7	40

* Note: Southward trains exceeding 120 TPOB must not exceed 10 MPH.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Lake End, Fern	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Close clearance between MT and Siding Cypress, MP 236.58 and MP 236.62 - Trains handling dimensional or excessive dimension loads	30
Wye Conn. (R197)	20
Rodemacher - South Leg of Wye	10
Westdale Wye Tracks	10
International Paper Lead	10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

MP 316.6 = MP 458.8 on Shreveport Sub

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
Reisor Yard - and all tracks between MP 310.6 and MP 324.5.
All tracks Gould Lead.
All tracks on the Shreveport Industrial Lead.
Alexandria Yard
Signs designating the Remote Control Area are placed at:
MP 190.3 - Willow Glen - Lake Charles Sub
MP 602.3 - Willow Glen - Alexandria Sub
MP 195.7 - Texmo Jct - Reisor Sub
MP 195.7 - Texmo Jct. - Reisor Sub

Designated Remote Control Zones:
REISOR YARD
Zone Status Contact:
Reisor Yardmaster - Radio Display 067-067

ZONE 1: South end Reisor yard track 122 East Working Lead from and including the #2 track switch up to but not including the 905 track switch East Ramp Auto Unloading Facility.
ZONE 2: South end Reisor yard track 122 east working lead from the 905 track switch (east ramp auto unloading facility to MP 320.4 on the main track.
ZONE 3: North end Reisor yard track 113 West working lead from and including track 15 switch up to but, not including track 110 switch on siding.
ZONE 4: North end Reisor yard track 110 in old main siding from the cross over switch to track 1 up to but, not including the track 110 switch in old main siding.

ALEXANDRIA YARD
Zone 1: On the North Switching Lead track 705 from switch 5 northward to the clearance point of track 706.
Zone 2: On the South Switching Lead track 24 from switch 5 southward to the Alexandria crossover at Cotton Gin Road.

HOLLYWOOD YARD
ZONE 1: East End Hollywood Yard Track number 131 between and including the number 4 switch and up to but not including the number 43 switch.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 335.2	(#) 268.7	(#) 216.8
(#) 292.0	(#) 242.6	

REISOR SUBDIVISION (0465)

SI-08 RULES ITEMS

Rule 6.32.2: All trains comply with Rule 6.32.2 - Procedure 1, at the following crossing:
Cross Keys Business Track - MP 292.30 - Cross Key Road, LA-01. (due to rusty rail conditions).

Rule 8.3 Exceptions:
The following switches may be left lined and locked as last used. Movements must approach these switches prepared to stop unless the switch is known to be properly lined for the desired movement:

1. Wye switch, MP 351.1
2. Reisor Yard, MP 323.8
3. Reisor Yard, MP 321.1

Rule 8.11 Exception: West end crossovers located at MP 323.35 in the Reisor Siding can be left as last used providing both ends are in correspondence.

Rule 8.20 Exception: Split point derails in service both ends Reisor Siding. Derail will be placed in non-derailing position only to permit movement, make sure derail is always in derailing position regardless of whether siding is occupied by cars, engines or train.

Rule 9.15: Track Permit: Rules apply on Jonesville siding. MW On-track equipment must obtain a track permit to occupy Jonesville siding. A track permit will be issued to a train only when operating conditions require siding to be jointly occupied by a train and track car, machine or MW employee.

SI-09 FRA EXCEPTED TRACKS

Gould Lead at Reisor Yd. Shreveport, La.

CPI Lead MP 342.75.

Tracks 500, 501, 502, 504, 505, 506 & 733 in Hollywood Yd. Shreveport, La.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Scottsville	343.1	TB342
Waskom	332.5	TB331
Gifford Hill	312.0	. . .
Port Boise	304.3	TB305
Olin N.	303.9	TB304
Gayles	302.4	TB302
Caspiana N.	297.0	TB296
Cross Keys N.	292.3	TB292
Bayou Pierre (T)	285.0	TB285
Grand Bayou N.	281.0	TB280
Dolet Hill N.	280.9	TB281
Gahagan	275.9	TB275
Lake End	265.7	TB265
Powhatan S.	258.3	TB258
Plywood Spur N.	250.3	TB251
Fern	225.2	TB225
Rodemacher T.	211.0	TB212
Boyce	208.7	TB209
Rapides	203.9	TB204
England AFB N.	199.8	TB199
Red River Ind. L. N.	197.0	TB197

SI-11 INDUSTRIAL LEADS

Bayou Pierre Lead:(0467)
Extends Six (6) miles from MP 0.0 to MP 6.0.
FRA Excepted Track.
Maximum speed 10 MPH.
Station No-TB285
Maximum Gross Weight: 134 tons.

Dolet Hills Lead:(0468) 10 miles.
Maximum Speed 20 MPH except:
Over LA Hwy 510 - 10 MPH
MP 5.0 and MP 5.25 - 10 MPH
Maximum Gross Weight: 134 tons.

SI-11 INDUSTRIAL LEADS Continued...

Shreveport Industrial Lead:(0469)
5.0 miles. Hollywood Jct.(MP 0.0) to end of track.
East Hollywood Yard to Levy Street Connection
Track 20 MPH.
Maximum Gross Weight: 134 tons.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight:
Marshall Jct. To Hollywood Jct. - 158 tons
Hollywood Jct. To Texmo Jct. - 143 tons

Between Marshall and Reisor do not exceed:
45 MPH if TPOB is 120+

Between Reisor and Lucas do not exceed:
45 MPH if TPOB is 80+
40 MPH if TPOB is 90+
35 MPH if TPOB is 100+

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

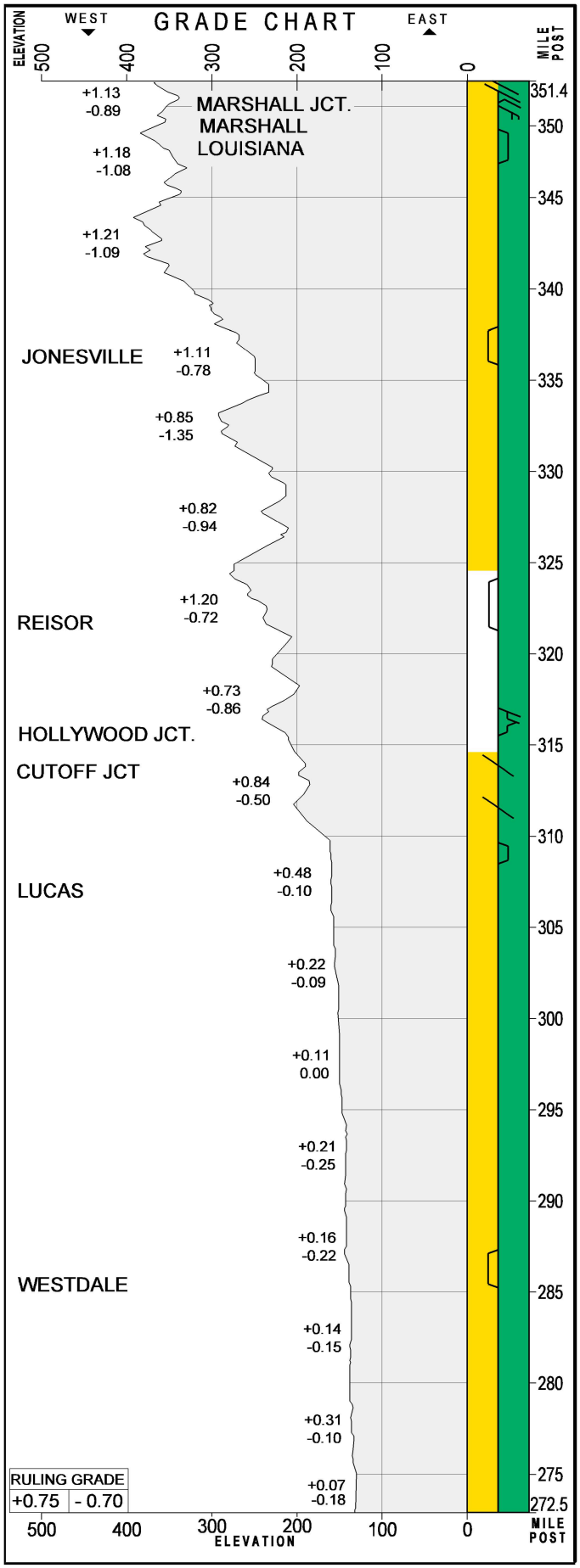
Northward Trains: Northward trains destined for Reisor Yard must secure permission from Reisor yardmaster before passing MP 308 regardless of signal indication or track warrant limits.
Northward trains destined for Hollywood Yard must secure permission from Hollywood Yardmaster before passing MP 308 regardless of signal indication or track warrant limits.
All trains or engines must secure permission from Reisor Yardmaster before entering Yard Limits between MP 320.0 and MP 324.5

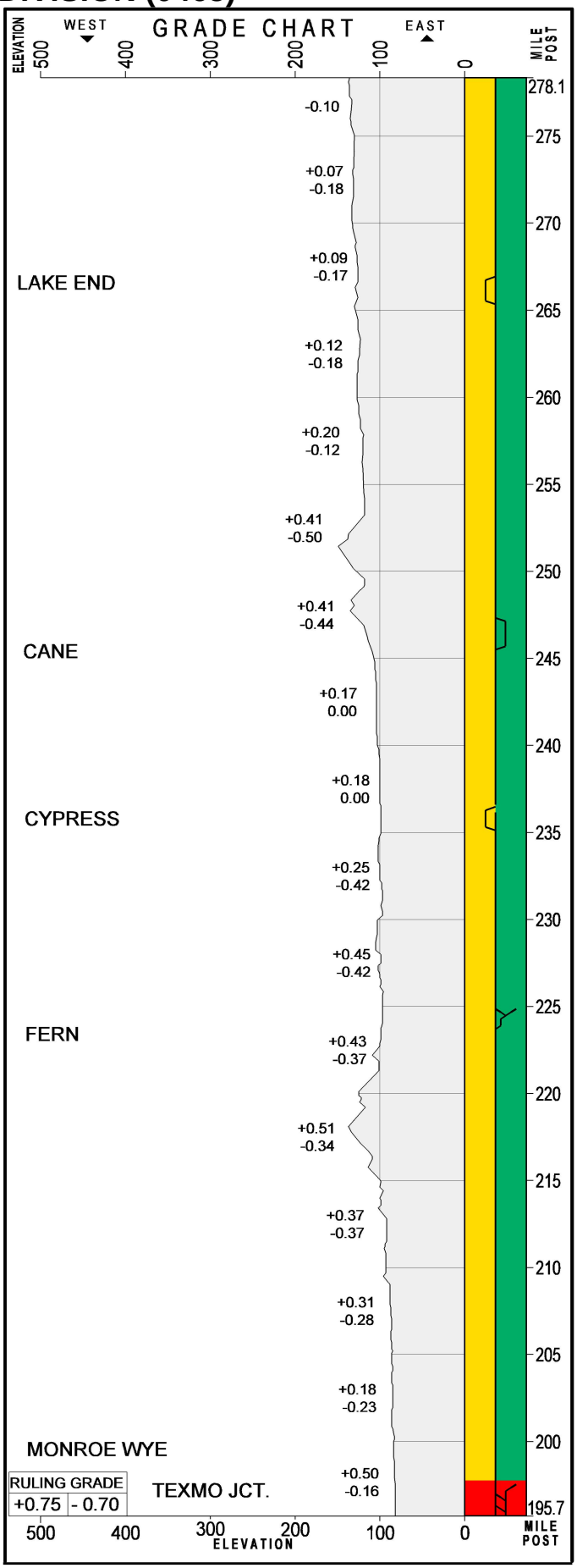
CLECO Lead at Rodemacher: The normal position for this switch (#756) is lined and locked for the CLECO Lead and must be left in the normal position when not otherwise in use.

Remote Switch Commands at Reisor Yard:
South End Derail
#0097 for derailing position
#0093 for non-derailing position
#0095 to query
South Siding Switch to Yard
#0111 for normal position
#0113 for reverse position
#0115 to query
Track 121 Switch
#1211 for normal position
#1213 for reverse position
#1215 to query
East Ramp Switch
#7341 for normal position
#7343 for reverse position
#7345 to query
Android Switch
#7351 for normal position
#7353 for reverse position
#7355 to query
North End Derail
#197 for derailing position
#193 for non-derailing position
#195 to query
North Siding Switch to Yard
#1101 for normal position
#1103 for reverse position
#1105 to query
Track 111 Switch
#1111 for normal position
#1113 for reverse position
#1115 to query

Track Breack Protection:
Employee established Track Breach Protection may be active between: Yard Limits Reisor MP 324.5 and MP 320.0
Designated Radio Channel: 067-067

REISOR SUBDIVISION (0465)





WYNNE SUBDIVISION (0435)

Mile Post	Track Layout	Radio Display: CP Y235 to CP Y289 - 014-014- *16 Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
235.3		CTC	Y235	JONESBORO JCT. (1.3)	C 259	
236.6			Y236	JONESBORO B!	C 262	8048
238.0			Y237	(20.3) (X)BNSF(A)		
256.9			Y257	HARRISBURG !	C 280	7759
258.5			Y259	(21.0)		
277.9			Y278	NORTH WYNNE (2.5)	C 303	
280.4			Y280	CONN. to MEMPHIS SUB. T		

(45.1)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire Subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 235.3 and 280.4	
(Except as Below).....	**40**
280.2 and 280.4.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Jonesboro, Harrisburg.....	10
2. Dual Control Switch Turnouts	
CP Y235.....	25
3. Misc. Speed Restrictions	
Wynne-Coal Chute Wye.....	10
CP Y280.....	10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

MP 280.4 = MP 332.6 (Memphis Sub)

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 250.6
(#) 268.5

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Jonesboro	245.2	C262
Harrisburg	256.3	C280
Cherry Valley S.....	267.8	C291

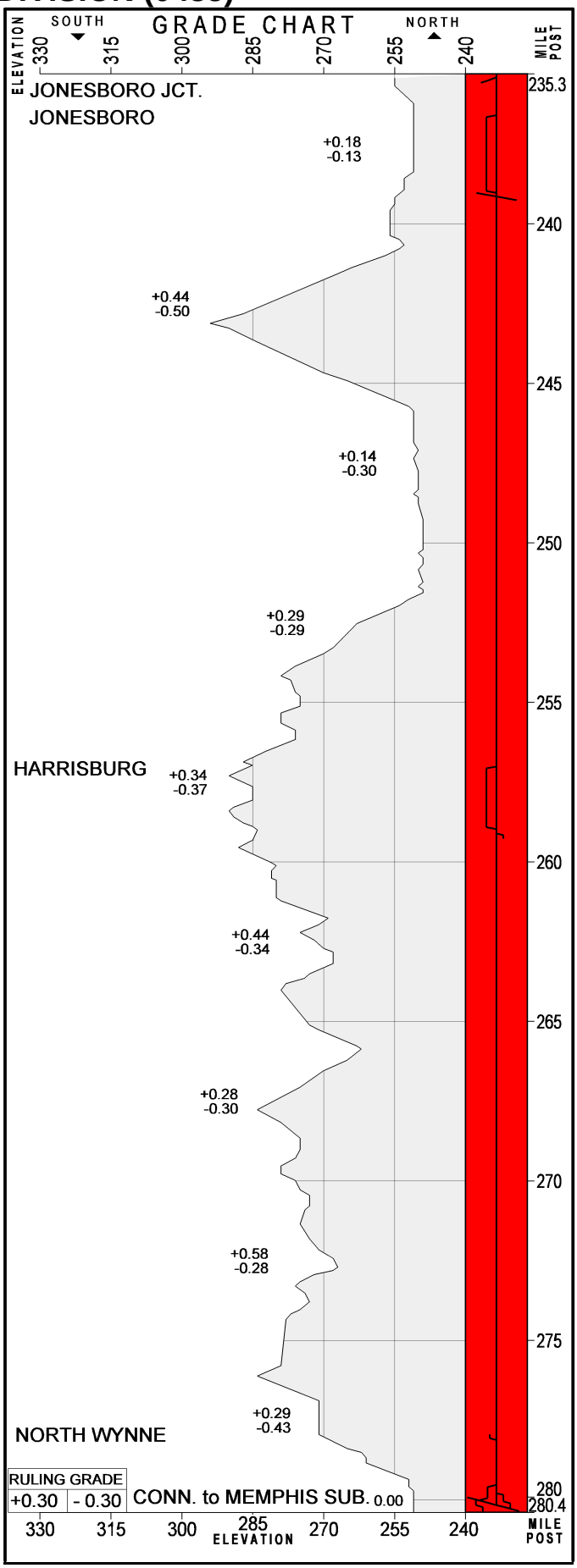
SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.



HELENA SUBDIVISION (0433)

Mile Post	Track Layout	Rule 6.3	CP #'s	Radio Display: Wynne to Helena Jct. 014-014- *16 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
280.2 283.0		YL	Y332	WYNNE TBY (15.7)	C304	Yard
295.9		TWC		FORREST CITY (36.3) (X)UPRR(A)	XF044	
326.2		YL		HELENA JCT. Y	C351	
				(46.0)		

SI-01 MAIN TRACK AUTHORITY

TWC Between: MP 283.0 and MP 323.0.

Yard Limits Between:
MP 280.2 and MP 283.0;
MP 323.0 and MP 326.2.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 280.2 and 326.2	
(Except as Below).....	25
295.7 and 296.0.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Connecting track between Helena and Memphis Sub at Wynne.....	10

2. Dual Control Switch Turnouts (No Exceptions.)

3. Misc. Speed Restrictions (No Exceptions.)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS
MP 280.2 = MP 332.2 on Memphis Sub.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 6.32.2: All trains comply with Rule 6.32.2, Procedure 1 at the following crossing:
MP 325.50 - Hwy. 242
(due to rusty rail conditions).

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Colt	286.2	C310
Yaletowne	293.3	C317
Mariana	313.5	C337
Lexa	323.9	C349

SI-11 INDUSTRIAL LEADS - None.

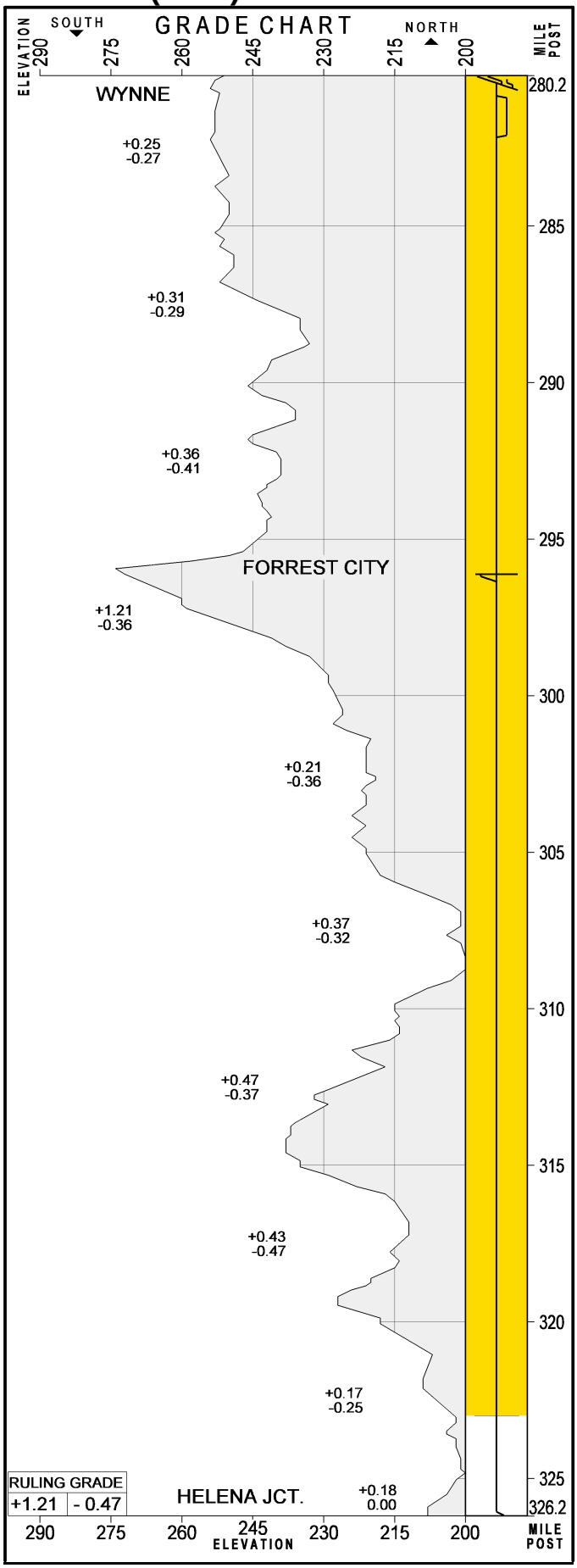
SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 134 tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Track Breach Protection:
Employee Established Track Breach Protection may be active:
Location: Wynne Yard Limits
Between MP 280.2 and MP 283.0
Designated Radio Channel: 014-014



HULBERT SUBDIVISION (0444)

		Radio Display: Presley Jct. Hulbert 014-014- *16				
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
475.9		TWC	Y370	PRESLEY JCT (3.5)	XG082	
479.4				HULBERT (0.0)		
				(3.5)		

SI-01 MAIN TRACK AUTHORITY

TWC Between: MP 475.9 and MP 479.4.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 475.9 and 479.4	
(Except as Below).....	**20**
No Exceptions.....	

SI-03 OTHER SPEED RESTRICTIONS - None.

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

Y370 Memphis Sub = MP 475.9 Hulbert Sub.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 8.3: The normal position for the hand throw switch connecting the Memphis Sub Connecting Track to the Hulbert Sub should be left lined for the Connecting Track (against the Hulbert Sub).

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

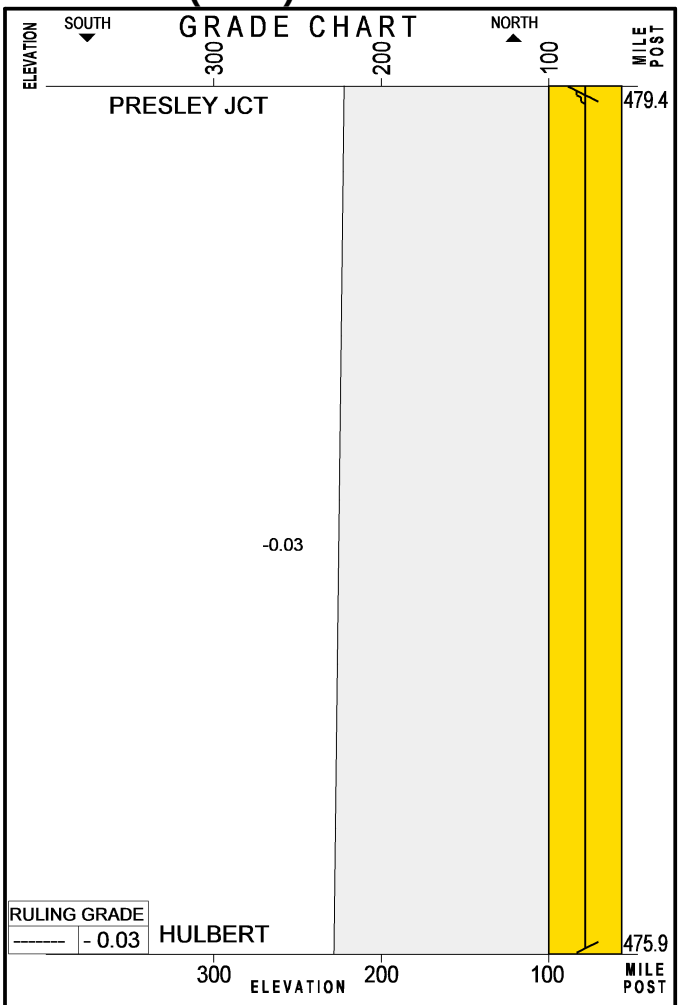
SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 134 tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Handbrakes: A minimum of 2 handbrakes are required when making setouts of 2 or more cars.



MEMPHIS SUBDIVISION (0430)

Radio Display:
Memphis to Bald Knob 020-020- *16

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
380.7		YL		MEMPHIS (SARGENT YD.) BY	XG093	Yard
				(0.1)		
380.6				KC JCT.		
				(2.2) (X)NS(G)		
378.4			Y381	TOWER 17		
				(0.1)		
378.3				(X)CNRR(A)		
				(0.1)		
378.2			Y380	TEXAS ST. X		
				(0.1)		
378.1			Y379	KENTUCKY ST.	XG091	
				(0.2) X		
377.9		CTC 2MT	Y378	CP Y378 X		
				(1.4)		
376.5			Y377	HARAHAN X		
				(0.6)		
375.9			Y376	BRIDGE JCT.	XG088	
				(0.6) (X)BNSF(Z)		
375.3		CTC	Y375	BRIARK	XG087	
				(5.3)		
370.0			Y370	PRESLEY JCT.	XG082	
369.7				(3.5) (X)BNSF(G)		
366.5			Y366	MARION	XG076	
364.5			Y364	(2.9)		
361.6			Y362	CRAWFORDSVILLE !	XG074	9901
359.6			Y360	(12.5)		
349.1			Y349	SMITHDALE !	XG060	7656
347.5			Y347	(16.5)		
332.6			Y280	WYNNE SUB CONN.		
				(0.3)		
332.3			Y332	WYNNE BT!	C 304	8649
330.5			Y330	(11.4)		
320.9			Y321	FAIR OAKS !T	XG031	8197
319.2			Y318	(2.0)		
318.9			Y316	(X)UPRR(Z) T		
				(8.6)		
310.3			Y310	EAST MCCRORY		
				(9.0)		
301.3			Y301	NEW AUGUSTA !	XG012	6280
300.0			Y300	(2.8)		
298.5				WHITE RIVER D(M)	XG010	
				(10.1)		
288.4			Y288	EAST BALD KNOB T	XG002	
				(0.5)		
287.9			Y289	BALD KNOB BT	X 288	

(92.8)

SI-01 MAIN TRACK AUTHORITY

CTC: MP 377.9 and MP 287.9.

Yard Limits Between: MP 380.7 and MP 378.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
380.7 and 287.9	
(Except as Below)	**60**
380.7 and 378.4	10
378.4 and 377.9	20
377.9 and 375.2	25
370.0 (X)	40
346.4 and 345.5	50
336.1 and 334.8	50
334.8 and 333.3	40
318.9 (X)	40
299.1 and 298.6	40
298.6 and 298.2	25
288.4 and 287.9	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Wynne, Fair Oaks, New Augusta	10
2. Dual Control Switch Turnouts	
CP Y381, CP Y380, CP Y378	10
CP Y377, CP Y375, CP Y370	25
3. Misc. Speed Restrictions	
West Leg of CN Wye	5
Marion Intermodal Facility Ramp Tracks 701, 702, 703 and 704	5+
Connecting track between Memphis Sub and Helena Sub at Wynne	10
IC West Jct. Via Y and MV Track	10
Wynne - Coal Chute Wye Track	10
Connecting Track Fair Oaks siding to Jonesboro Sub (MP 172.9)	10
CSX tracks between Kentucky St. to old Aulon Tower	10
North Wye Bald Knob	10
Connecting track between Memphis Sub and Briark Jct	10

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between CP Y378 and CP Y375.

SI-05 MILEPOST EQUATIONS

Y370 = 475.9

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 371.4	(#) 327.0	(#) 303.4
(#) 357.5	(#) 315.2	(#) 292.6
(#) 341.0	% 308.6	

SI-08 RULES ITEMS

Gate protecting: NS RR crossing MP 380.6 may be left lined as last used.

Rule 1.13: Employees operating within the Memphis Terminal Area must have a copy of the "current" Memphis Terminal Operating Instructions available for reference while on duty.

Rule 8.10: Applies at CP Y379.

Bridge Jct.(X)BNSF(Z) Y376: When interlocking signal displays STOP indication, comply with instructions outlined for interlockings indicated with the (Z) symbol. Instructions for movement thru transfer track off Trk.2 in SI-14.

MEMPHIS SUBDIVISION (0430)

SI-09 FRA EXCEPTED TRACKS

North Memphis Main from North end of Leewood yard to end of track (Old North Yard) including Union Pacific owned portion of North Loop.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
W. Memphis Ind. Track	370.0	XG085
Gavin	368.0	XG080
Earl	351.7	XG064
Hamlin	324.7	XG037
McCrory	309.3	XG021
Patterson	307.3	XG019

SI-11 INDUSTRIAL LEADS

Georgia Street Industrial Lead:(0434)
From Dehyco switch to D. Canale switch (Industry Lead).
Maximum Gross Weight: 134 tons.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 tons.

Do not exceed:
55 MPH if freight train is over 90 TPOB;
50 MPH if freight train is over 110 TPOB.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Yardmaster Sargent Yard:
Must be notified on Radio Channel 024-024 before movement is made in either direction between Sargent Yard and CP Y381. Movement between CP Y381 and CP Y378 on Authority from Train Dispatcher only.

Bridge Jct (X)BNSF(Z) Y376:
Following instructions govern movement through transfer track between UP Trk. 2 and BNSF main track:

Movement from UPRR Trk. 2 to BNSF main track:
1. Contact BNSF train dispatcher for permission to enter BNSF main track.
2. Contact UPRR train dispatcher for permission to enter transfer track. If a PROCEED indication cannot be given for movement onto transfer track, operate release box before movement is made into the transfer track.

Movement from BNSF main track to UPRR Trk. 2:
1. Contact UPRR train dispatcher for permission to enter UPRR Trk. 2.
2. Contact BNSF train dispatcher for permission to enter transfer track. If a PROCEED indication cannot be given for movement onto transfer track, operate the release box before movement is made into the transfer track.

Foreign Line Radio Display:
BNSF 070-070 #830 OR #130
CSXT 096-096 *6 A/Y Dispatcher
CSXT 094-094 Yardmaster - Leewood
NSRR 056-056 Yardmaster - Forest
CNRR 054-054 Yardmaster - Harrison

Memphis:
* Trains enroute to CSXT RR or using CSXT Trk.101 must contact the CSXT dispatcher to ascertain if there are any restrictions regarding men and equipment working on or about the track prior to entering CSXT RR trackage.
* Trains enroute to BNSF RR or using BNSF tracks between CP Y378 and CP Y380 must ascertain if there are any restrictions regarding men and equipment working on or about the track prior to entering BNSF trackage.

Trains moving to or from CNRR:
All trains moving to or from the CNRR at Memphis must have the following documents in their possession prior to entering or moving on any CN main track:
1. Current CN general orders issued by the CN train dispatcher, Homewood, IL.
2. Blank work authority sheet for copying work authority.
3. CN trains originating in NLR must obtain CN and BNSF track warrants before departing.
These documents should be picked up at the location where the initial UP track warrant for bulletins is received for the train.

MEMPHIS SUBDIVISION (0430)

SI-14 MISC INSTRUCTIONS Continued...

Train Handling Procedure for CNRR Wye Memphis, TN:
UPRR trains inbound/outbound to/from the CNRR Johnson Yard at Memphis Tennessee must use extreme caution on the CN wye to avoid having or causing a derailment as a result of train handling issues such as but not limited to excessive stretching (air brake usage), excessive or severe bunching (run-in) or track damage due to excessive forces being generated by train dynamics.
Operational Characteristics:

A. Restricted Speed rule must be complied with.
B. The wye has a published maximum speed of 5 MPH.
C. The wye is extreme in curvature.
D. Visibility is significantly reduced as a result of degree of curvature.
E. Long trains (5500 ft. and longer), especially ones having substantial amount of weight toward rear of train could set up situation for undesired run-in when the rear of train comes over the river bridge.

Preferred Train Handling Procedures:
Unless some unusual circumstance prevents, the following train handling procedures are being adopted by UPRR management and should be followed when practicable.

Trains inbound to Memphis for delivery to CN Johnson Yard.
1. When leaving the signal at CP378, and moving onto BNSF tracks and toward the CN wye, begin to gather slack in the train (the portion on the east side of the bridge) and keep the train bunched while moving onto wye.

2. If necessary, use a minimum reduction of the train brakes to control speed.

3. If the minimum reduction is not sufficient, use as small amount of additional reduction as possible to control speed.

4. If a stop is made while the front half of train is in the wye, engineer and conductor will review their train make up and try to estimate where the rear of their train is located with relation to the high point of the river bridge. When the decision is made to release the train brakes and they are in the process of releasing, the head-end of train should be allowed to move some to prevent the rear of train from releasing and running into or pushing against any substantial resistance from the head end.

5. If necessary to stop in wye, do not attempt to stop using only engine brakes or dynamic brakes or a combination of the two. Use the automatic brake.

Trains outbound from CNRR Johnson Yard to UPRR:
1. Operate train in a manner that will prevent a sudden or rough change in train dynamics. Respect the curve and do not cause a run-in as a result of locomotive brake usage or other condition. Additionally, do not operate with excessive air set and high traction motor amperage.

2. At all times while on this wye, make every effort to handle trains gently and smoothly, avoiding sudden or abrupt changes or stops. Always attempt to allow the train to roll with the least amount of retarding action and the least amount of pulling (amperage) needed to move train around the wye.

(Z) Interlocking location:
Bridge Jct. MP 375.9 (X)BNSF(Z) CP Y376.

SI-14 MISC INSTRUCTIONS Continued...

Symbol (Z) Interlocking Instructions:
Rule 9.9.1 (Passing Approach to Automatic Interlocking) applies.

At a signal displaying a Stop indication:
Train movements will be governed as follows:
1. A crew member must contact the train dispatcher and obtain permission:
   * To operate the time release box.
     and
   * To pass the Stop indication (train may not proceed until complying with instructions in release box).

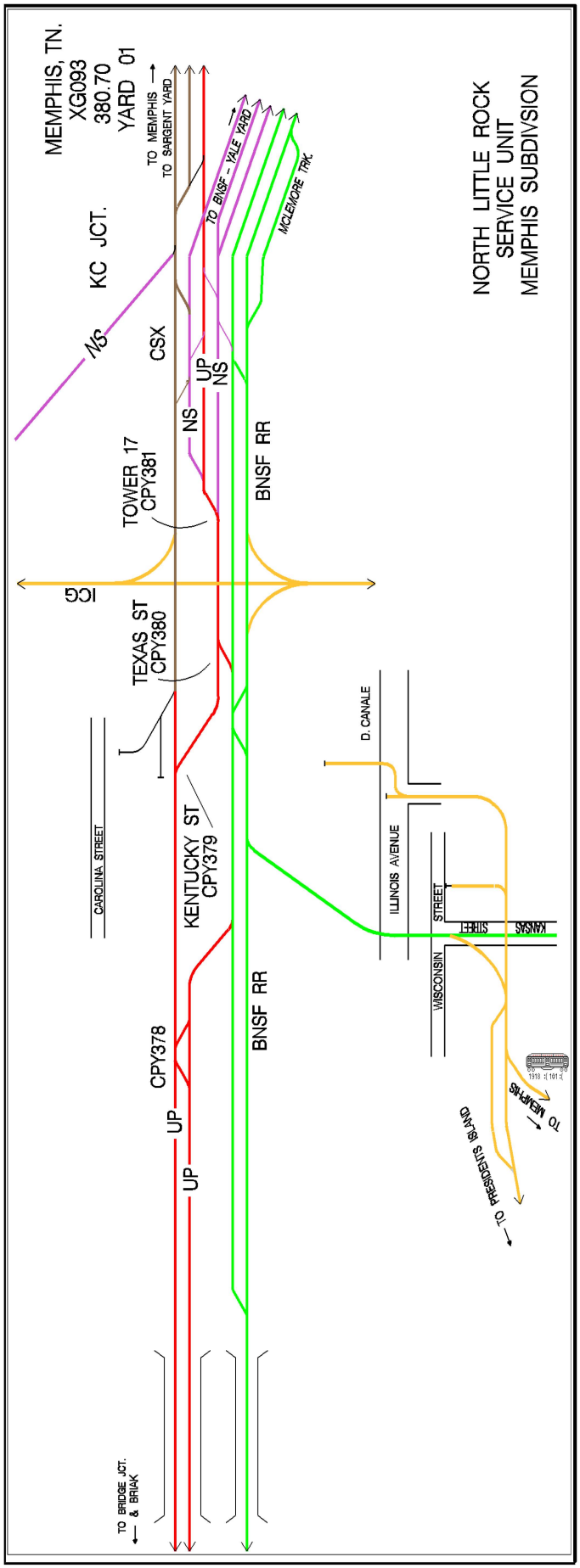
2. The crew will then be governed by the instructions in the release box.

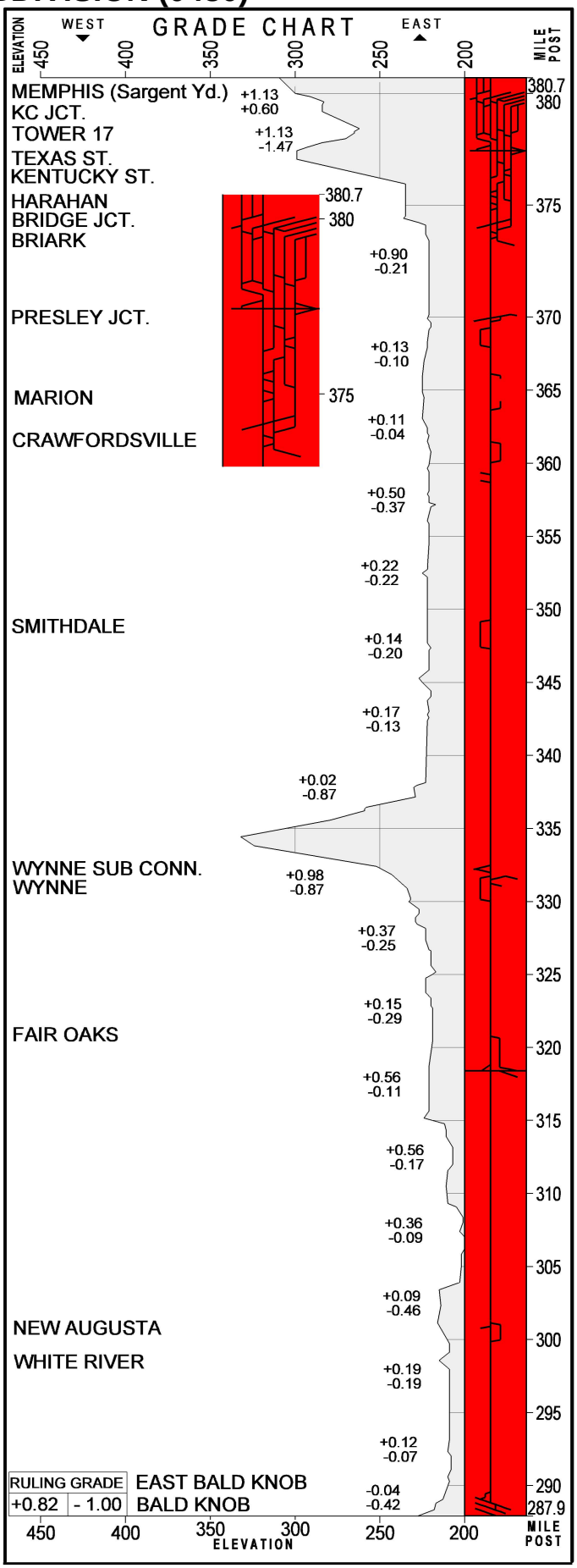
3. After complying with instructions in the release box that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed.

Maintenance of Way movements will be governed as follows:
* When moving through, comply with Rule 42.7.2.
* When working within, comply with Chief Engineer Instruction Bulletin 136.4.8.

Marion Intermodal Yard: All trains clearing main track or moving within Marion Intermodal Yard must change radio display to 043-043.

MEMPHIS SUBDIVISION (0430)





BRINKLEY SUBDIVISION (0445)

Radio Display:
Briark to Brinkley 014-014- *16

Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
4.1		CTC	Y375	BRIARK (4.3)	XG087	
8.4		TWC ABS	Y901	WEST MEMPHIS (4.3)	XG085	4130
13.7				MOUNDS (13.2)	XF013	6880
26.9				HETH (17.9)	XF026	8391
44.8				FORREST CITY (7.0) (X)UPRR(A)	XF044	
51.8				PALESTINE (16.7)	XF051	8391
68.5				COTTON BELT JCT. (0.7)		
70.6				BRINKLEY T	JH343	

(66.5)

SI-01 MAIN TRACK AUTHORITY

CTC Between: CP Y375 and CP Y901.

TWC / ABS Between: MP 8.4 and MP 70.6.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 4.1 and 70.6	
(Except as Below).....	**60**
4.1 and 4.3.....	20
8.2 and 8.3.....	15+
42.5 and 45.0.....	35
69.1 and 69.2.....	10
69.2 and 70.6.....	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All sidings.....	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

MP 4.1 = MP 375.3 on Memphis Sub.

MP 8.2 = MP 355.6 on the Tenark Ind. Lead.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 6.0	(#)& 35.2	(#) 49.0
(#) 21.4	& 43.4	(#) 62.4

SI-08 RULES ITEMS

Rule 6.32.6 West Memphis: Eastward trains over 3,500 feet in length must stop short of South Avalon Street and not proceed until authority to enter CTC has been obtained either by signal indication or verbal authority from the control operator.

SI-09 FRA EXCEPTED TRACKS

Brinkley: East leg of Wye Track, Weis Spur, Budweiser Tracks, Runaround Tracks, TOF Tracks.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Wheatley	64.5	XF064
Widener	39.1	. . .

SI-11 INDUSTRIAL LEADS

Tenark Industrial Lead:(0446)
Off main track at MP 8.2.
3.6 miles long from MP 355.6 to end of track at MP 352.0.
Maximum Gross Weight: 134 tons.

Business Tracks	MP	Sta.#'s
Tenark	354.5	CH042

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 tons.

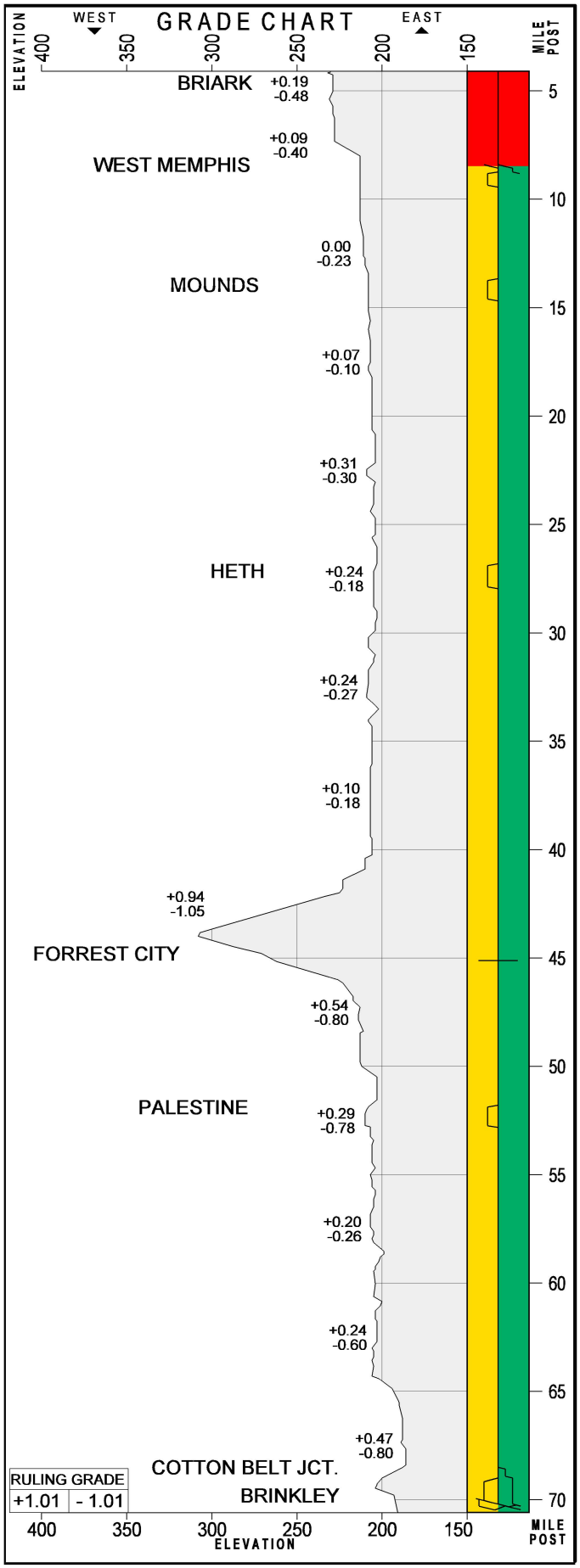
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Six-axle locomotives are not to be operated on tracks listed below:
Brinkley - Weis Spur; Runaround Track.
West Memphis - Coastal Unilube Poly Trk.;
Nuway Bleach Track.

Trains enroute to Pine Bluff must not pass MP 64.0 until authorized to occupy the Jonesboro Sub by Dispatcher 18, channel 096-096 to prevent blocking road crossing.

BRINKLEY SUBDIVISION (0445)



WHITE BLUFF SUBDIVISION (0420)

Radio Display:
LR Jct to N. UPRR Conn. 055-055- *35

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
305.1		CTC	X348	LR JCT. (2.4)	X 345	
307.5			A307	BIDDLE	XZ000	Yard
309.0			A309	(2.6)		
310.1			A310	E. LITTLE ROCK (3.8)	K 004	
313.9			A314	HIGGINS	K 009	8912
315.7			A316	(10.8)		
324.7			A325	HENSLEY	K 019	8257
326.4			A326	(6.7)		
331.4			A331	WHITE BLUFF B (0.4)	K 025	
331.8			A333	ENTERGY WYE (Off MT) T (0.2)		
332.0			A332	ENTERGY T (16.6)		
341.5			A342	BALDWIN !	K 036	8400
343.3			A343	(5.3)		
348.6			A349	N. UPRR CONN	K 041	

(43.5)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire Subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 305.1 and 348.6	
(Except as Below).....	**60**
305.1 and 310.5.....	25
311.1 and 311.5.....	50
329.0 and 332.2.....	50

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Higgins, Hensley.....	20
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Entergy North and South Wye Tracks	10

SI-04 MAIN TRACK DESIGNATIONS

CP A333: Designated "Entergy Wye" off main track on the north and south Wye tracks between CP A331 and CP A332.

SI-05 MILEPOST EQUATIONS

MP 348.6 = MP 268.8 on Pine Bluff Sub.

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
North Little Rock Terminal Area:
All tracks within the following limits, described by the following outer mile post locations:

* MP 359.25 on the Little Rock Sub;
* MP 345.75 on the Van Buren Sub;
* MP 339.20 on the Hoxie Sub;
* MP 345.70 at Vinegar Spur;
* MP 343.10 at the SSW Interchange;
* MP 309.25 on the White Bluff Sub.

Designated Remote Control Zones:

ZONE 1: Track No.153 (East Lead)
Begins at the #13 switch and ending short of the derail located south of the East Departure signal.

ZONE 2: Track No.154, Trim-2
Begins at the #15 switch to the end of track.

ZONE 3: Track No.155, Trim-3
Begins at the #14 switch to end of track.

ZONE 4A & 4B: Track No. 150, known as the city yard lead track, is divided into two sections as follows:
Zone 4A: Begins at and including switch 57, "57 side door", and extends to and including the south end of switch 401.
Zone 4B: Begins at and including # 716 lead switch, to and including the north end of switch 401.

North Little Rock Terminal:
Before entering Zones 1, 2, 3, trains and engines must contact the Bowl Yardmaster on channel 047-047.
Before entering Zones 4A or 4B trains and engines must contact the Crest Yardmaster on channel 042-042.
Track 102 can be entered from the north end without entering Zone 4B, but to make a southward move out of track 102, you will have to get permission to enter Zone 4A.
All trains departing out of the north end of 102 to the main track, will not be considered in Zone 4B.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 318.2	% 322.7	(#) 334.2
(#) 320.8	% 329.9	(#) 345.8

SI-08 RULES ITEMS

Pine Bluff Terminal:
All trains operating within Pine Bluff Terminal must contact the yardmaster via Radio Display-022-022.

Rule 9.2.15 S: When an illuminated "S" is displayed below a red aspect on an absolute signal (Red over Dark over Illuminated "S") the train must stop, then proceed at restricted speed and clear the main track through the switch immediately beyond the signal.

SI-09 FRA EXCEPTED TRACKS

Pine Bluff: Viking Bag Lead, Johnson's Metal and Paperton Lead.

East Little Rock: Tracks No. 105, 600, 601, 715, 726, 788, 789, 798, 828, 832, 833, 836, 854, 855, 856, 868, and 869.

Lead Tracks No. 135.

Race Tracks 438-440.

Storage Track 745.

Safeway Lead Track 110.

Afco Steel Tracks 795, 796, 837, 840, 841.

WHITE BLUFF SUBDIVISION (0420)

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Granite Mountain	311.9	K005
Hensley Spur	325.6	. . .
Carruthers	342.5	K036
Paperton Lead	344.3	. . .
Viking Bag	345.3	. . .
Johnson's Metal Recyclers	346.3	. . .

SI-11 INDUSTRIAL LEADS

White Bluff Industrial Lead:(0423) Off main track at MP 331.4 CP A331 to
AP&L Power Plant, Sta# K025.
Maximum speed on AP&L Power Plant
Balloon Track - 10 MPH.

Maximum Gross Weight: 134 tons.

Hot Springs Industrial Lead:(0422) Off main track at MP 307.4 Hot Springs Jct.,
MP 0.0 to end of track, 4.7 miles long.

* Movements approaching Chester Street, MP 307.3, in either direction must stop before passing the Stop sign located just short of the crossing. Movement may proceed when the crossing warning devices have be activated long enough to provide warning or a crew member located at the crossing provides warning.

Entire lead and following tracks are FRA Excepted Track: Tracks 818, 819, 821, 822, 825, and 827.

Maximum Gross Weight: 134 tons.

Business Tracks	MP	Sta.#'s
Ward	1.0	XI001
Peisew	1.7	XI002
Berger	3.1	XI003
Frankway	4.2	XI004

Rock Street Industrial Lead:(0191)
From CP A310 MP 310.1 to 6th Street, 2.5 miles.
Radio communications via Display 055-055.
Comply with Rule 6.32.2, Procedure 1, at all crossings at and between MP 347.01 (East 2nd Street) and MP 349.02 (Roosevelt Rd) due to rusty rail conditions.

Maximum Gross Weight: 134 tons.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

Do not exceed
55 MPH if freight train is over 90 TPOB;
50 MPH if freight train is over 110 TPOB.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Switching and Industry Jobs use Radio Display - 055-055 on other than main track from Higgins to LR Jct.

3-M Plant: A crew member must contact plant engine to determine their exact location and reach an understanding of work to be performed before entering the plant tracks.
Radio Channel 055-055.

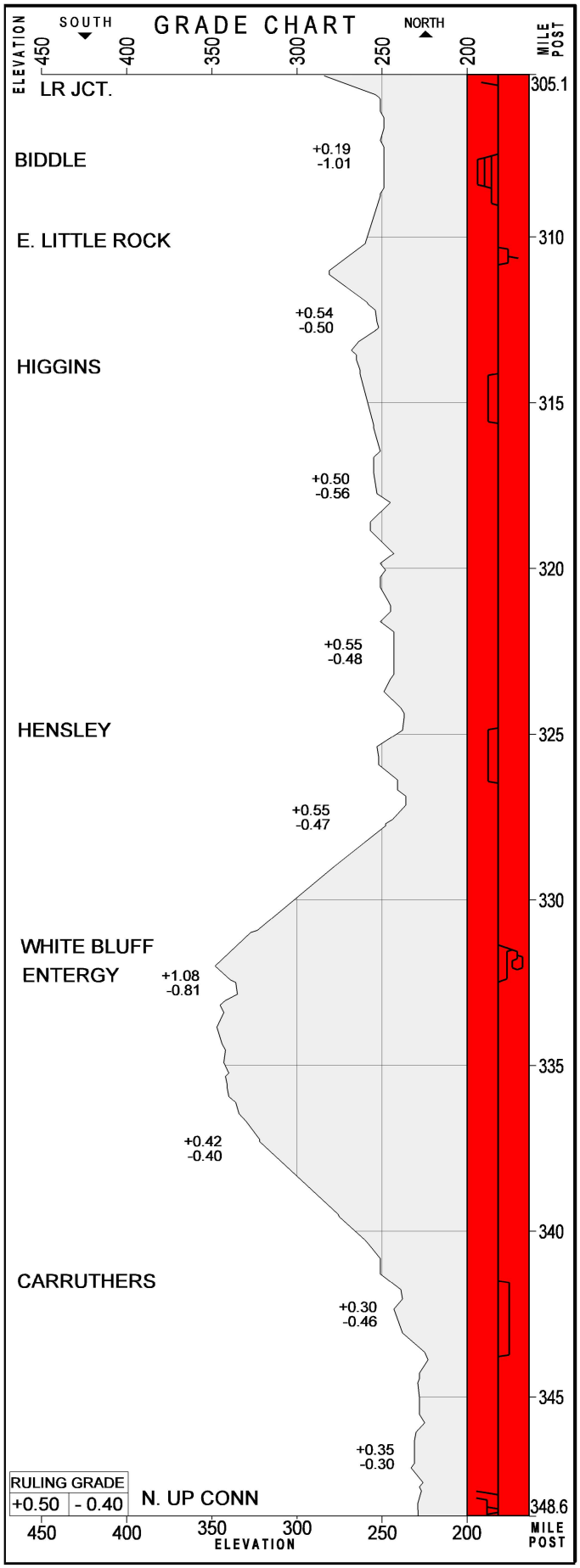
Granite Mountain: A crew member must contact plant engine to determine their exact location and reach an understanding of work to be performed before entering the plant tracks.
Use Radio Display 020-020.

All BNSF and UPRR employees going on duty or performing work at the Little Rock Port Authority must contact the Assistant General Yardmaster 373-2269 of work to be performed before commencing work. UP and BNSF crews use UP radio channel 020-020 exclusively while working in this area. In addition, BNSF crew departing the Little Rock Port Authority area and entering the White Bluff Subdivision main track at control point A310 must notify the yardmaster when they are clear of the Port Lead.
UP crews must contact the yardmaster or any BNSF crews on duty in the Port area for their location before leaving 25th Street.

Six Axle Locomotives must not be operated on the following tracks:
Old Yard tracks 294, 593 & 594, Hensley Spur, all Arsenal tracks, Paperton Lead, Viking Bag Lead, Johnson's Metal track.

Entergy-White Bluff Coal Plant: Do not enter Dumper until verbal permission is received from Dump Operator.
All radio communications within the limits of the Entergy-White Bluff Coal Plant will be conducted on radio channel 020-020.

WHITE BLUFF SUBDIVISION (0420)



NOTES:

MCGEHEE SUBDIVISION (0425)

Radio Display:
S.UPRR Conn. to CP A351 055-055- *50
CP A351 to Monroe 020-020- *32

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
349.5		CTC	A350	S. UPRR CONN		
				(2.0)		
350.6			A351	N. PINE BLUFF		
351.5			A352	(0.9)		
352.0			A353	PINE BLUFF	K 043	W11950
353.8			A354	(16.6)		
368.6			A369	GRADY	K 064	9779
370.6			A372	(18.4)		
387.0			A387	MITCHELLVILLE	K 080	
				(5.0)		
392.0			A392	PICKENS	K 086	9397
393.9			A394	(15.5)		
407.5			A408	McGEHEE B	C432	Yard
409.7			A410	(14.0)		
421.5			A421	HUDSPETH	C 446	8947
423.3			A423	(18.3)		
439.8			A440	SUNSHINE	C 464	8980
441.6			A441	(20.9)		
460.7			A461	BONITA	C 484	9019
462.8			A462	(18.6)		
479.3			A480	COLLINSTON	C 505	9137
481.1			A482	(11.4)		
490.7			A491	SWARTZ	C 515	8884
492.5			A492	(8.1)		
498.8			A498	CP A498		
				(2.4)		
501.2			A501	MONROE B	C 525	Yard
				(X)KCS(Z)		

(151.7)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire Subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 349.5 and 501.2	
(Except as Below).....	**60**
408.7 and 409.5.....	50
455.0 and 455.6.....	50
486.5 and 499.8.....	50
499.8 and 501.1.....	40
501.1 and 501.2.....	30

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Pickens, Bonita, Collinston, Swartz...	10
2. Dual Control Switch Turnouts	
CP A353.....	10
3. Misc. Speed Restrictions	
Connecting track between Yard 8 (Track 110) McGehee Sub and Yard 10 (Track 348) Pine Bluff Sub.....	10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

MP 349.5 = MP 267.4 on the Pine Bluff Sub.

SI-06 RCL OPERATIONS

Designated Remote Control Areas:
Pine Bluff Yard:
Main Track between:
*CP CB261(Jonesboro Sub) to CP A350;
*CP A350 to MP 356.0(McGehee Sub) including Pine Bluff West Siding.
*All yard tracks and industry tracks within these limits.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 359.3	(#) 420.4	(#) 485.1
(#) 370.8	(#) 438.2	(#) 497.1
(#) 382.6	(#) 454.2	
(#) 396.7	(#) 469.3	

SI-08 RULES ITEMS

Rule 9.2.15: When an illuminated "S" is displayed below a red aspect on an absolute signal (Red over Dark over Illuminated "S") the train must stop, then proceed at restricted speed and clear the main track through the switch immediately beyond the signal.

Rule 9.9.1: Applies at Symbol (Z) Interlockings.

SI-09 FRA EXCEPTED TRACKS

McGehee Yard: All tracks except No. 1 and No. 2.

Pine Bluff:
Yard-08 trks 509, 606, 607, 764
IPC Yard-2 trks 001 thru 006, 103, 117.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Old Planters Switch	349.8	K043
New Planters Switch	351.3	K043
Moscow N.	363.3	K057
Gould	380.8	K075
Riceland	387.5	K082
Dumas S.	389.4	K082
Rail Dist.	407.3	C432
Warren Jct. N.	415.3	C439
Jerome	425.2	C448
Montrose	432.3	C456
E. Ashley	435.7	C459
Portland	436.9	C460
Bayou	446.5	C470
Mer Rouge	473.6	C497
Strauss	499.6	C525

SI-11 INDUSTRIAL LEADS

Monroe City Lead(0451) Off main track at CP A501 to MP 566.0, 2.7 miles long.
Entire lead is FRA Excepted track.
Maximum Gross Weight: 134 tons.

Cypress Bend Industrial Lead(0426)
McGehee (MP 407.5) to Potlatch, 11.1 Miles.
Bus. Track Cypress Bend - C423, MP 399.7.

Maximum Speed
MP 399.7 to Potlatch - 5 MPH.

Entire Lead is FRA Excepted Track including UPRR Yard at Potlatch-tracks 003, 002 and 001.
Maximum Gross Weight: 134 tons.

Bastrop Industrial Lead(0427) Collision MP 560.5 to End of Track MP 551.7, 8.8 Miles.
(X)ALM at Bastrop.

FRA Excepted Track:
MP 560.5 to MP 551.7 (Bastrop), including tracks 031-035, 604, 759, in yard at Bastrop and UPRR
Portions of the following tracks in Bastrop:
605, 606, 758, 759, 760, 762, 763, and 765.
Maximum Gross Weight: 134 tons.

MCGEHEE SUBDIVISION (0425)

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 tons.

Do not exceed:
55 MPH if freight train is over 90 TPOB;
50 MPH if freight train is over 110 TPOB.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Pine Bluff Terminal: All trains operating within Pine Bluff terminal must contact the Yardmaster via Radio Display-022-022.

Six Axle locomotives: Prohibited on the following tracks:
McGehee - north leg of the wye; Do not enter track 501 or 502 through the south leg of the wye from either direction.
Tracks 761, 762 Old Planters;
Tracks 765, 766 New Planters;
Track 764 Pine Bluff Warehouse off track 110.
Pine Bluff Yard 2:
I.P. Class Yard Trks 103, 115, 117, 001 thru 006.

The Arkansas Midland Railroad: (AKMD) controls the switching operations at Mcgehee, AR., on the Mcgehee Sub. This includes the present operations in Mcgehee Yard, the Cypress Bend Industrial Lead including Potlatch and all interchange with the Delta Southern Railroad.
Union Pacific will continue to switch Harvest Rice (yard 1 track 712) and Dunklin Elevator (yard 1 tracks 701 & 702).

Symbol (Z) Interlocking:
Rule 9.9.1 (Passing Approach to Automatic Interlocking) applies.

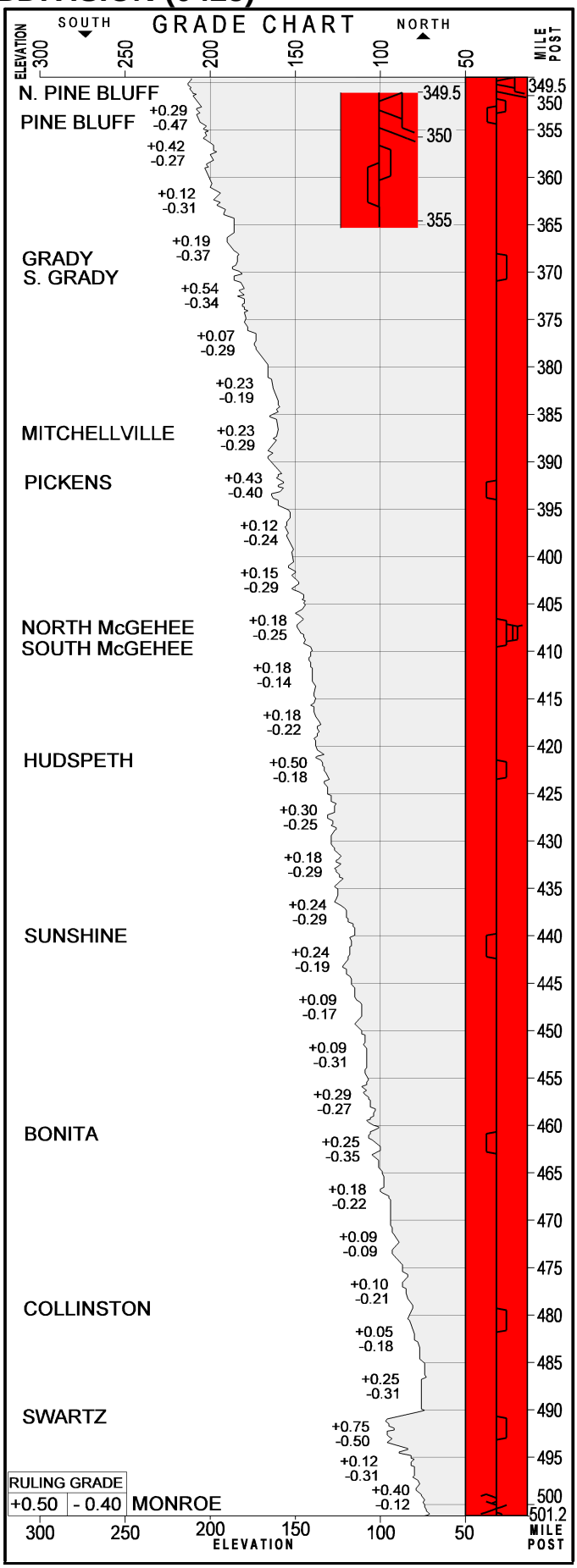
At a signal displaying a Stop indication:
Train movements will be governed as follows:
1. A crew member must contact the train dispatcher and obtain permission:
   * To operate the time release box.
     and
   * To pass the Stop indication (train may not proceed until complying with instructions in release box).

2. The crew will then be governed by the instructions in the release box.

3. After complying with instructions in the release box that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed.

Maintenance of Way movements will be governed as follows:
   * When moving through, comply with Rule 42.7.2.
   * When working within, comply with Chief Engineer Instruction Bulletin 136.4.8.

(Z) Interlocking
Monroe MP 501.2 (X)KCS(Z) CP A501



MONROE SUBDIVISION (0450)

Radio Display:
Red River Jct. 024-024- *65
Monroe to Red River Jct. 020-020- *32
Alexandria Yard 064-064

Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
501.2 503.9		CTC	A501 A504	MONROE B (15.3) (X)KCS(Z)	C 525	Yard
516.5 518.4			A516 A518	BOSCO (11.7)	C 540	9328
528.2			A528	OUACHITA RIVER (M)D (6.4)		
534.6 536.5			A535 A536	GRAYSON (13.7)	C 558	9166
548.3 549.9			A548 A550	OLLA (12.1)	C 572	7941
560.4 562.0			A560 A563	GEORGETOWN (15.5)	C 585	8009
575.9 577.9			A576 A577	ANTONIA (14.3)	C 601	9534
591.5 593.0			L592 L593	TIOGA (1.6)	C 616	7370
593.1				L&A (2.1) (X)(A)		
595.2			L595	MALLIN (1.4) (X)KCS(Z)		
596.6		CTC 2MT	L596	RED RIVER JCT. (M) D (0.4)	C 620	
597.0			L598	MONROE WYE T (0.8)		
195.7		CTC	L196	TEXMO JCT. T (3.6)	TB196	
192.1				ALEXANDRIA XTB (1.7)	C 625	Yard
190.4			L190	WILLOW GLEN	TB190	

(100.6)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire Subdivision.
Between Wye Conn. CP L598 and CP R197 on Reisor Sub.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 501.2 and 531.6	
(Except as Below)	**60**
501.2 and 503.8	30
507.0 and 507.4	50
524.5 and 525.1	50
528.1 and 531.6	30
Between Mileposts 531.6 and 190.4	
(Except as Below)	**50**
540.1 and 540.8	40
558.6 and 559.4	30
571.8 and 575.3	40
582.3 and 585.7	40
593.1 and 596.6	30
596.6 and 195.7 - Trk.1	20
596.6 and 195.7 - Trk.2	30
195.7 and 190.4	40

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Tioga	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Wye Conn. (CP L598)	20
Alex Lead Track old No. 1 Trk between MP 195.7 and MP 193.1	20
MP 193.1 and MP 190.4	10

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks:
Between MP 596.6 and Texmo Jct.(L196).

Old Track No. 1:
Between MP 195.7 and MP 190.4 is designated Alex Lead Track, refer to Rule 6.28.

SI-05 MILEPOST EQUATIONS

MP 580.0 = MP 581.3
MP 597.8 = MP 195.7

SI-06 RCL OPERATIONS

Designated Remote Control Area:
Alexandria Area

Designated Remote Control Zone:
ZONE 1: On the North Switching Lead track 705 from clearance point of track 24 on North end to the North clearance point of track 705, top end of the drill.

ZONE 2: On the South Switching Lead, from the clearance point of track 24 on South end onto track 24 Long Lead, to the Alexandria crossover at Cotton Gin Road Tater House Crossing.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 509.3	(#) 545.8	(#) 586.9
(#) 525.9	(#) 556.7	
(#) 534.3	(#) 569.5	

SI-08 RULES ITEMS

Alexandria: Operations between Texmo Junction and Willow Glen:
Movement of trains and engines will be governed by instructions of yardmasters at Alexandria between Texmo Junction and Willow Glen on Alex Lead Track.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Howard Bros Warehouse	505.3	. . .
Diamond B Construction	505.4	. . .
Louisiana Auto Shred	506.3	. . .
Erco	508.1	C532
Riverton	526.1	C550
Louisiana Pac	561.8	C575
H & C Veneer	574.7	C599
Christi Spur (Farmland)	578.0	C602

SI-11 INDUSTRIAL LEADS

Camp Beauregard Industrial Lead:(0452)
Off main track at MP 592.5, Station No. C 618.
Maximum Gross Weight: 134 tons.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 tons.

TPOB RESTRICTIONS
Do not exceed:
55 MPH if freight train is over 90 TPOB;
50 MPH if freight train is over 110 TPOB.

MONROE SUBDIVISION (0450)

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

(Z) Interlocking Locations:
Monroe MP 501.2 (X)KCS CP A501
Mallin MP 595.2 (X)KCS(Z) CP L595

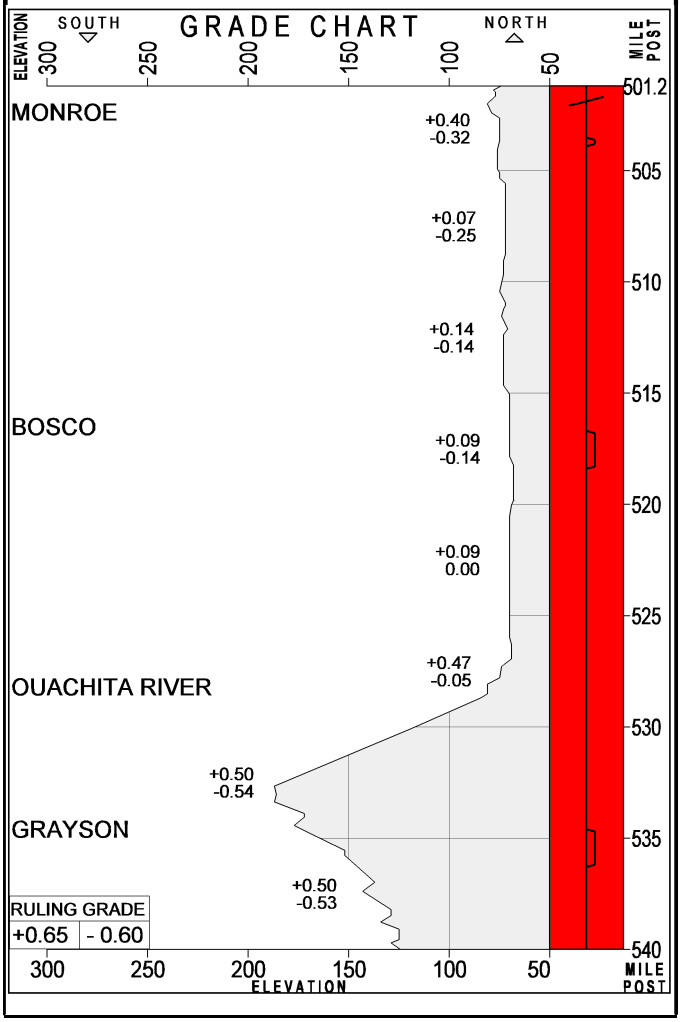
Symbol (Z) Interlocking Instructions:
Rule 9.9.1 (Passing Approach to Automatic Interlocking) applies.

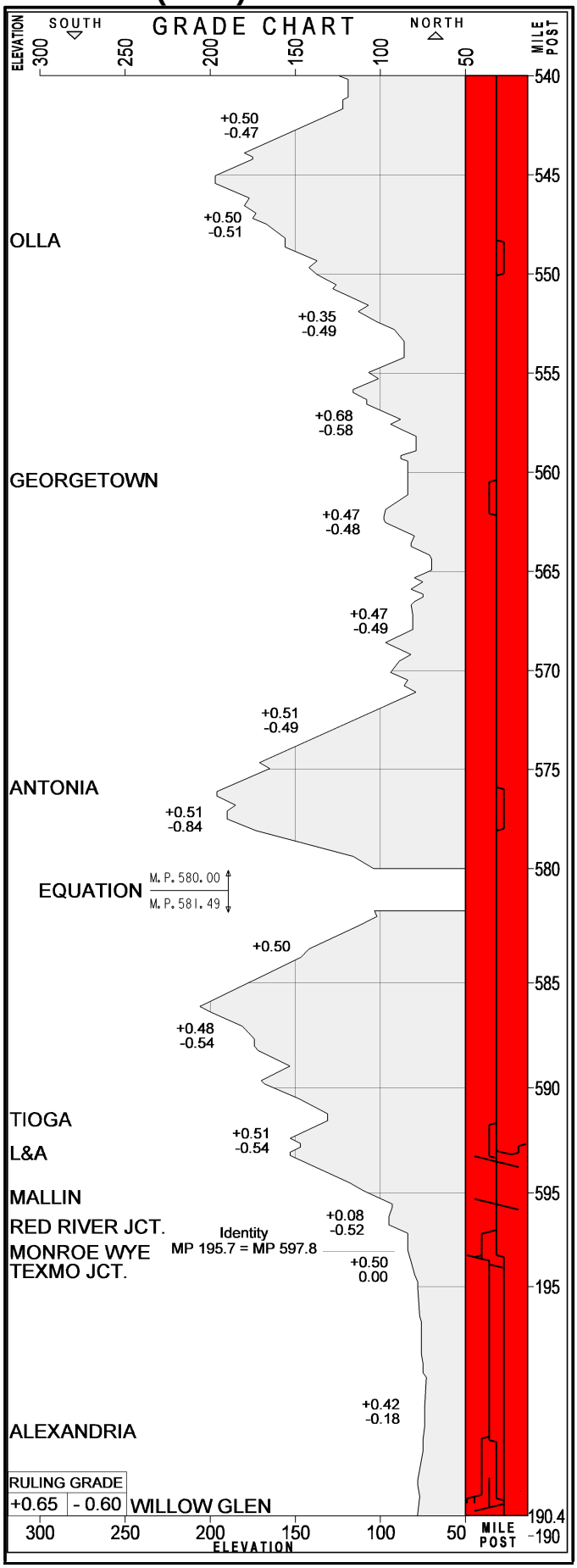
At a signal displaying a Stop indication:
Train movements will be governed as follows:
1. A crew member must contact the train dispatcher and obtain permission:
   * To operate the time release box.
     and
   * To pass the Stop indication (train may not proceed until complying with instructions in release box).

2. The crew will then be governed by the instructions in the release box.

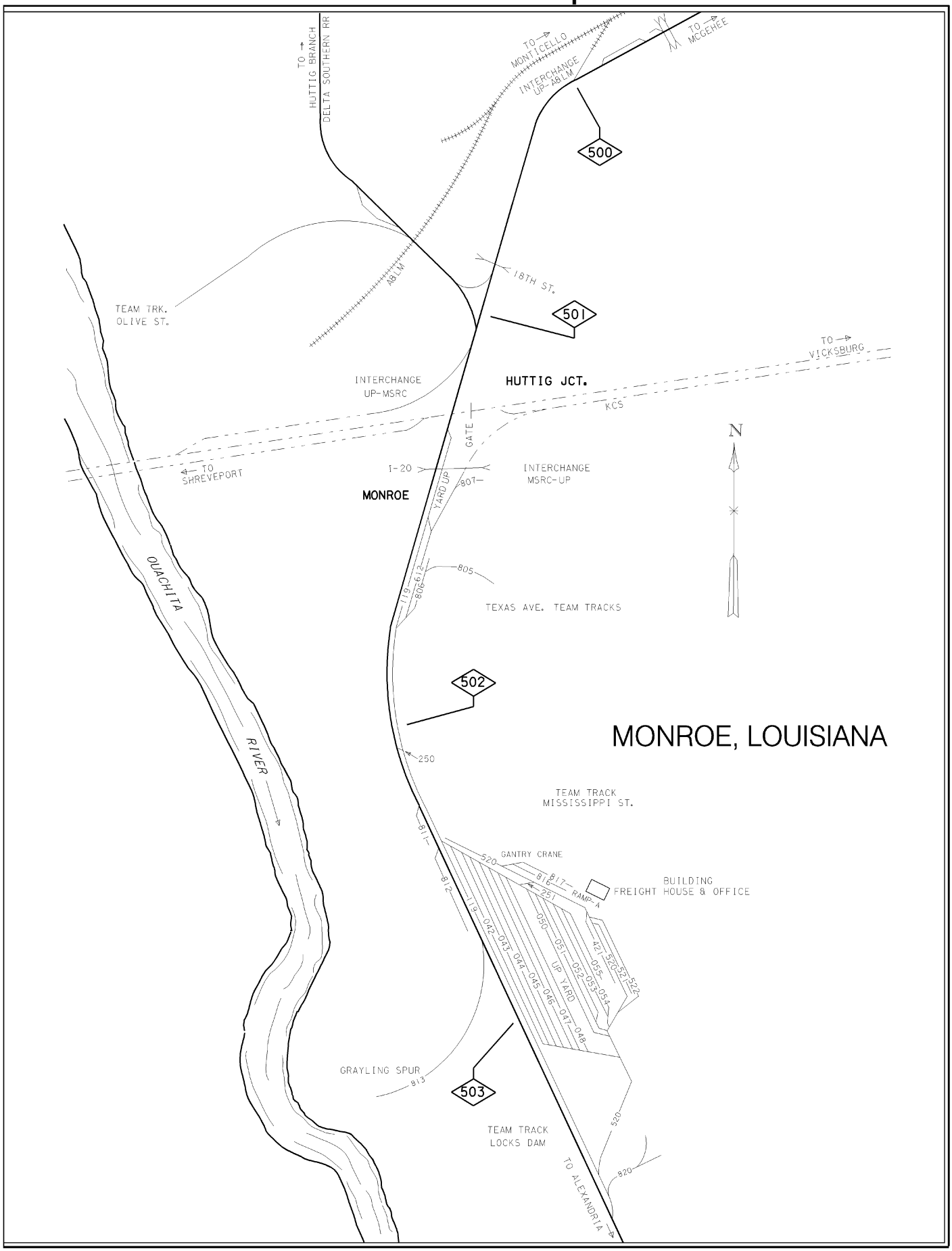
3. After complying with instructions in the release box that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed.

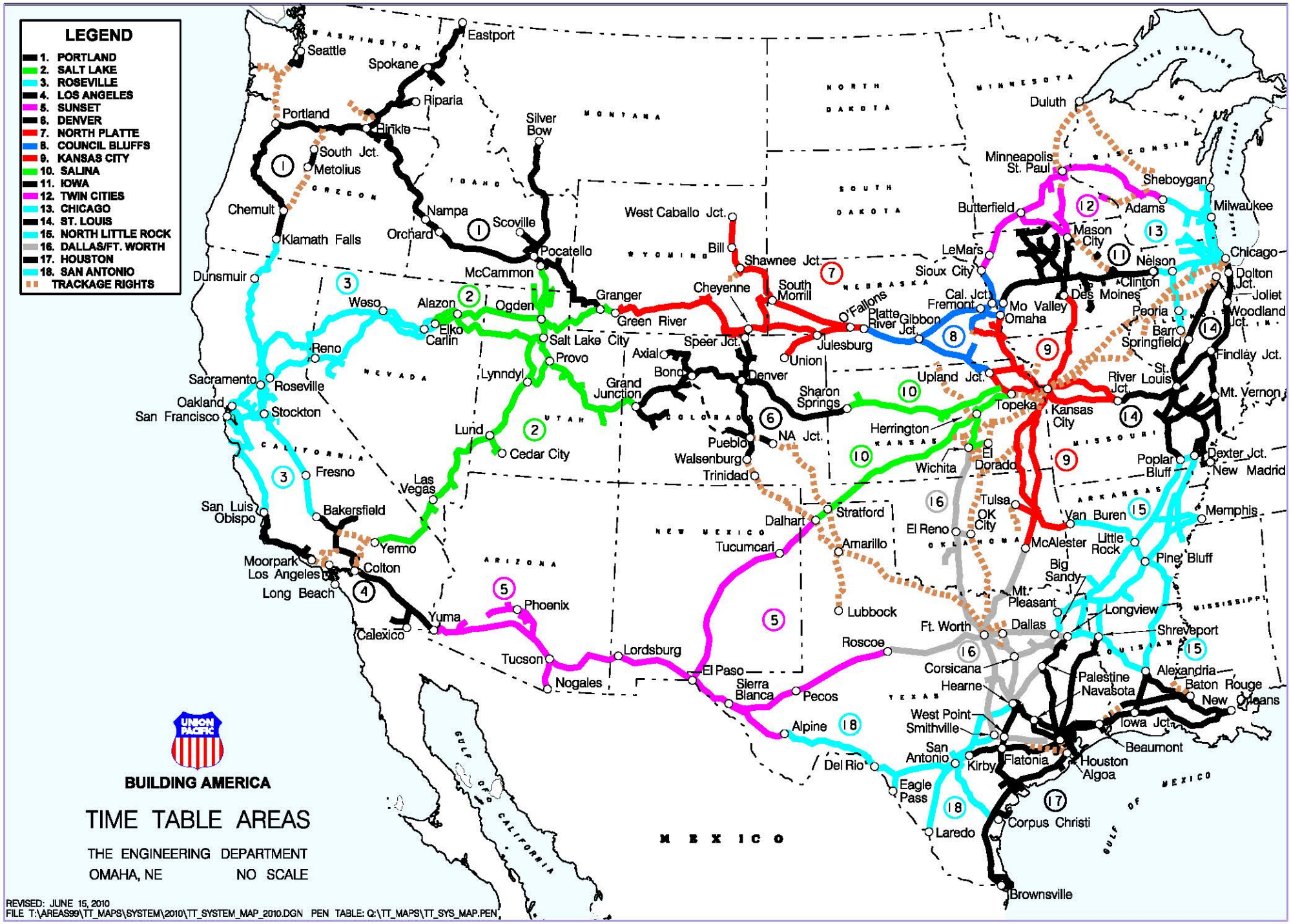
Maintenance of Way movements will be governed as follows:
* When moving through, comply with Rule 42.7.2.
* When working within, comply with Chief Engineer Instruction Bulletin 136.4.8.





Monroe Area Map




LEGEND
1. PORTLAND
2. SALT LAKE
3. ROSEVILLE
4. LOS ANGELES
5. SUNSET
6. DENVER
7. NORTH PLATTE
8. COUNCIL BLUFFS
9. KANSAS CITY
10. SALINA
11. IOWA
12. TWIN CITIES
13. CHICAGO
14. ST. LOUIS
15. NORTH LITTLE ROCK
16. DALLAS/FT. WORTH
17. HOUSTON
18. SAN ANTONIO
TRACKAGE RIGHTS
BUILDING AMERICA
TIME TABLE AREAS
THE ENGINEERING DEPARTMENT
OMAHA, NE NO SCALE
REVISED: JUNE 15, 2010
FILE T:\AREAS99\TT_MAPS\SYSTEM\2010\TT_SYSTEM_MAP_2010.DGN PEN TABLE: Q:\TT_MAPS\TT_SYS_MAP.PEN
Eastport
Seattle
Spokane
Riparia
Portland
Pinkie
South Jct.
Metolius
Chemult
Klamath Falls
Nampa
Orchard
Scoville
Silver Bow
Pocatello
McCammon
Dunsmuir
Weso
Alazon
Ogden
Granger
Elko
Carlin
Reno
Salt Lake City
Provo
Lynndyl
Sacramento
Roseville
Oakland
San Francisco
Stockton
Lund
Cedar City
Fresno
Las Vegas
San Luis Obispo
Bakersfield
Yermo
Moorpark
Los Angeles
Colton
Long Beach
Yuma
Calexico
Phoenix
Tucson
Nogales
Lordsburg
El Paso
Sierra Blanca
Pecos
Alpine
Del Rio
Eagle Pass
Laredo
Brownsville
Corpus Christi
Kirby
San Antonio
Flatonia
Houston
Algoa
Beaumont
Iowa Jct.
West Point
Smithville
Hearne
Corsicana
Palestine
Navasota
Alexandria
Baton Rouge
New Orleans
Shreveport
Longview
Mt. Pleasant
Big Sandy
Ping
Bluff
Little Rock
McAlester
Van Buren
Memphis
Tulsa
OK City
El Reno
Dallas
Ft. Worth
Roscoe
Lubbock
Stratford
Dalhart
Amarillo
Tucumcari
Trinidad
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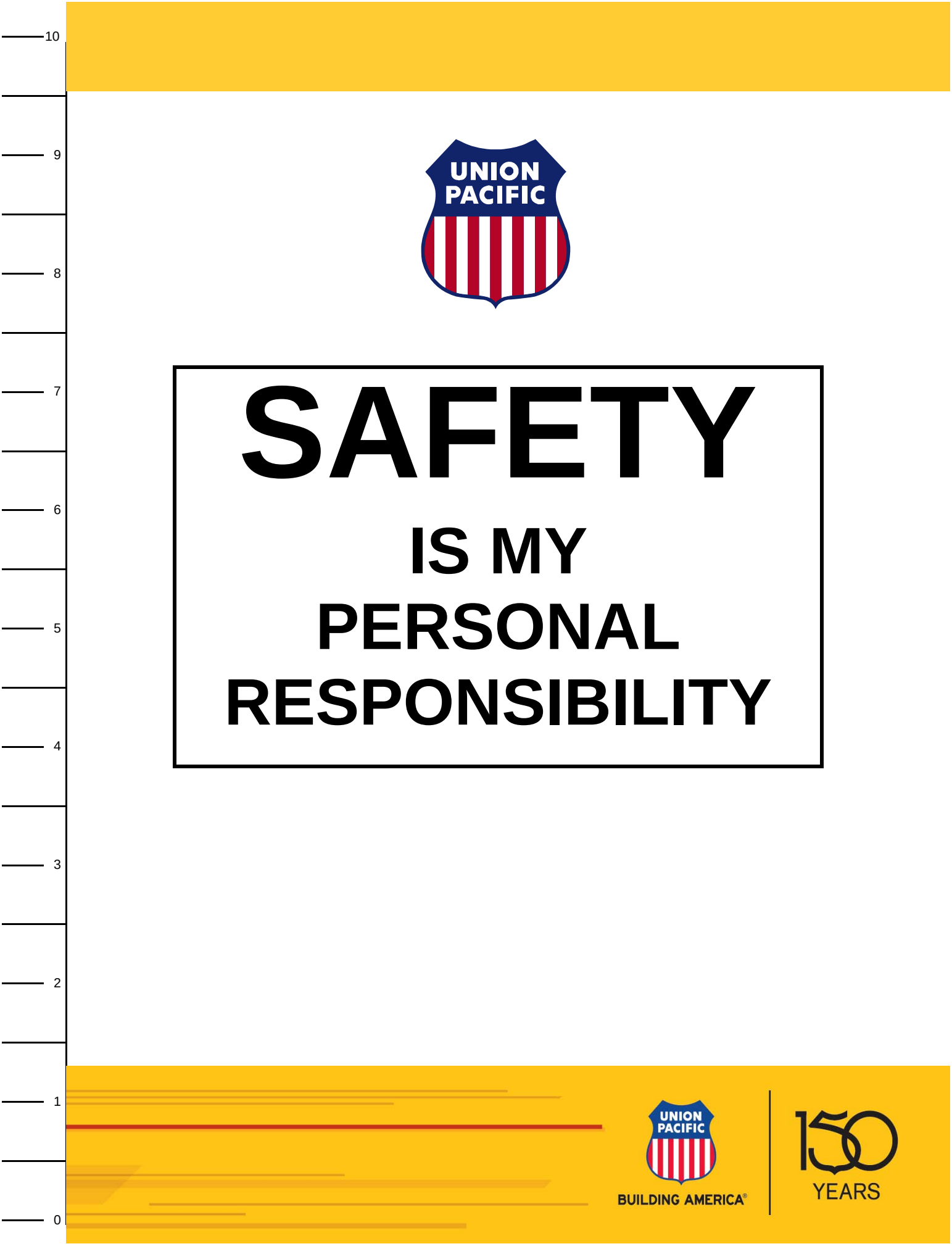
Pueblo
NA Jct.
Herrington
Wichita
El Dorado
Topeka
Kansas City
Upland Jct.
Sharon Springs
Julesburg
Union
Denver
Speer Jct.
Axial
Bond
Grand Junction
Green River
Cheyenne
South Morrill
West Caballo Jct.
Bill
Shawnee Jct.
O'Fallons
Platte River
Gibbon Jct.
Cal. Jct.
Fremont
Mo Valley
Omaha
Sioux City
LeMars
Butterfield
Minneapolis
St. Paul
Duluth
Sheboygan
Adams
Milwaukee
Mason City
Clinton
Des Moines
Nelson
Chicago
Dolton Jct.
Joliet
Woodland Jct.
Peoria
Barr
Springfield
Findlay Jct.
St. Louis
River Jct.
Mt. Vernon
Poplar Bluff
Dexter Jct.
New Madrid
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
WYOMING
NEBRASKA
COLORADO
KANSAS
OKLAHOMA
TEXAS
NEW MEXICO
ARIZONA
NEVADA
UTAH
CALIFORNIA
OREGON
IDAHO
WASHINGTON
MINNESOTA
WISCONSIN
MISSOURI
ARKANSAS
MISSISSIPPI
LOUISIANA
MEXICO
GULF OF CALIFORNIA
GULF OF MEXICO

Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300	
1:30 AM	0130	1:30 PM	1330	
2:00 AM	0200	2:00 PM	1400	
3:00 AM	0300	3:00 PM	1500	
4:00 AM	0400	4:00 PM	1600	
5:00 AM	0500	5:00 PM	1700	
6:00 AM	0600	6:00 PM	1800	
7:00 AM	0700	7:00 PM	1900	
8:00 AM	0800	8:00 PM	2000	
9:00 AM	0900	9:00 PM	2100	
10:00 AM	1000	10:00 PM	2200	
11:00 AM	1100	11:00 PM	2300	
11:59 AM	1159	11:59 PM	2359	
Noon	1200	Midnight	0000	(new date)
12:01 PM	1201	12:01 AM	0001	

TABLE OF TRAIN SPEEDS

Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour	Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0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SAFETY
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YEARS

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Arkansas High-Speed Passenger Rail Study
Purpose and Need Report

Little Rock to Memphis

August 2019

Image from UALR Public Radio News & Culture for Arkansas

DRAFT PURPOSE AND NEED STATEMENT

This document describes the Purpose and Need for improved passenger rail service in the state of Arkansas. The Arkansas Intercity Passenger Rail Service Feasibility Study and Service Development Plan (SDP) evaluates the feasibility of improvements to the existing South Central High-Speed Rail Corridor (SCHRC) between Little Rock and Texarkana, and the provision of new passenger rail service between Little Rock, Arkansas and Memphis, Tennessee (the Project).

Background

Since the mid to late 1800's, the project region has been served by passenger rail service. Today, the Amtrak Texas Eagle service provides passenger rail from southwest Arkansas (Texarkana) to northeast Arkansas (Walnut Ridge). Ridership at stations in this corridor, including Little Rock, Malvern, Arkadelphia, and Texarkana, has increased from 18,601 in 2003 to 35,142 in 2013 while trip duration and train frequency have remained constant. In addition, the station in Hope, Arkansas began service in 2013, adding 1,310 to the annual ridership in the corridor. And while passenger rail between Little Rock and Memphis had previously been in service, it was discontinued in 1965. Meanwhile, highway congestion in the region, specifically on I-40 between Little Rock and Memphis, has increased.

In 2000, U.S. Department of Transportation (USDOT) designated the Amtrak South Central corridor as a High-Speed Rail Corridor. This designation allows states to apply for available federal funding to support development of the corridor. The designated SCHRC links:

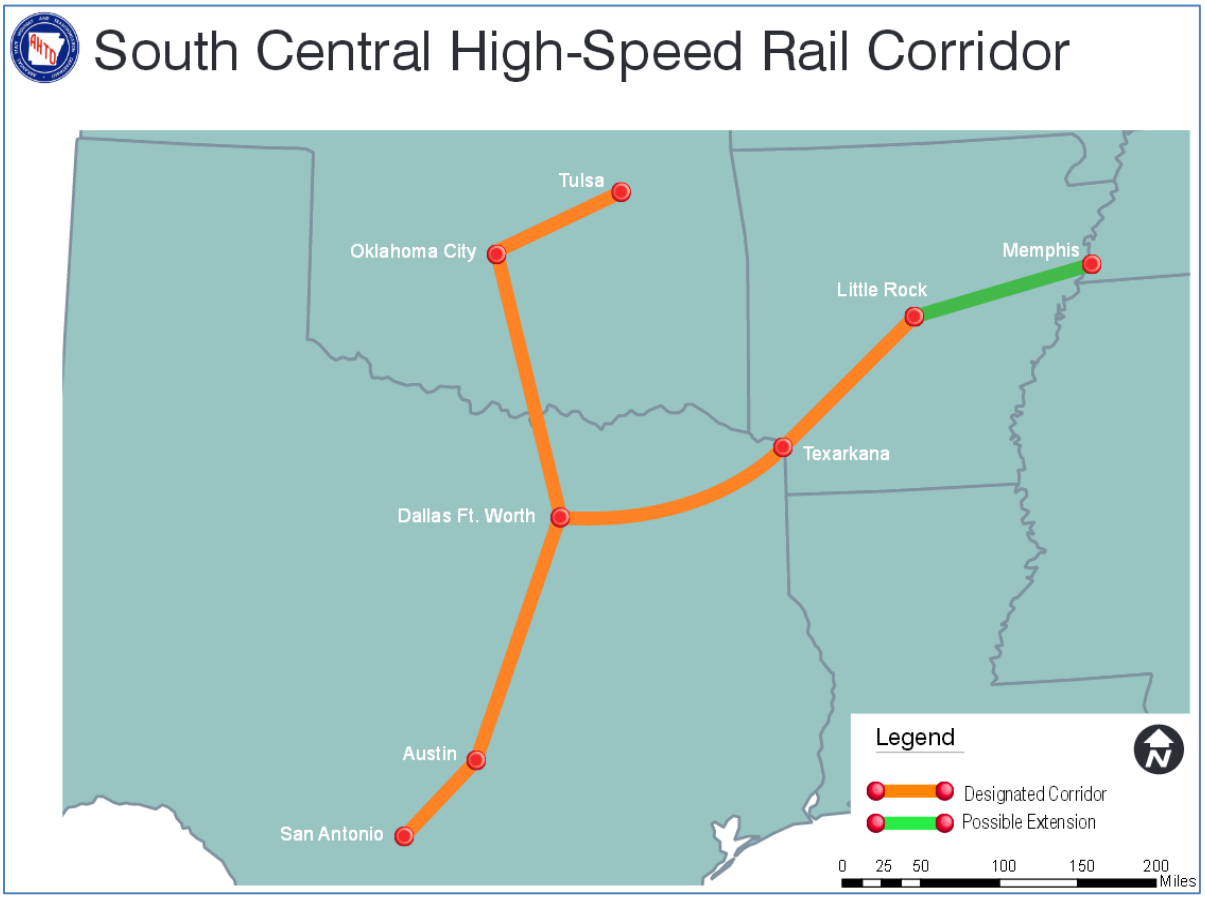
- Dallas/Ft. Worth with Austin and San Antonio, Texas
- Dallas/Ft. Worth with Oklahoma City and Tulsa, Oklahoma
- Dallas/Ft. Worth with Texarkana, Texas/Arkansas, and Little Rock, Arkansas

These SCHRC routes are connected today by Amtrak long-distance passenger trains, with the exception of Oklahoma City to Tulsa, Oklahoma. Amtrak operates service in the SCHRC along shared Class I freight rail lines.

In 2008, the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) established the initial framework for the development of the high-speed rail corridors including state-sponsored corridors. In 2009, the Federal Railroad Administration (FRA) issued a Notice of Funding Availability for High-Speed Intercity Passenger Rail (''HSIPR'') Program and provided interim program guidance.

By Arkansas Highway Commission Minute Order 2010-102, the Department was authorized to enter into agreements for FRA funds and to conduct an additional study to include the impacts of high speed rail on Arkansas' highway system.

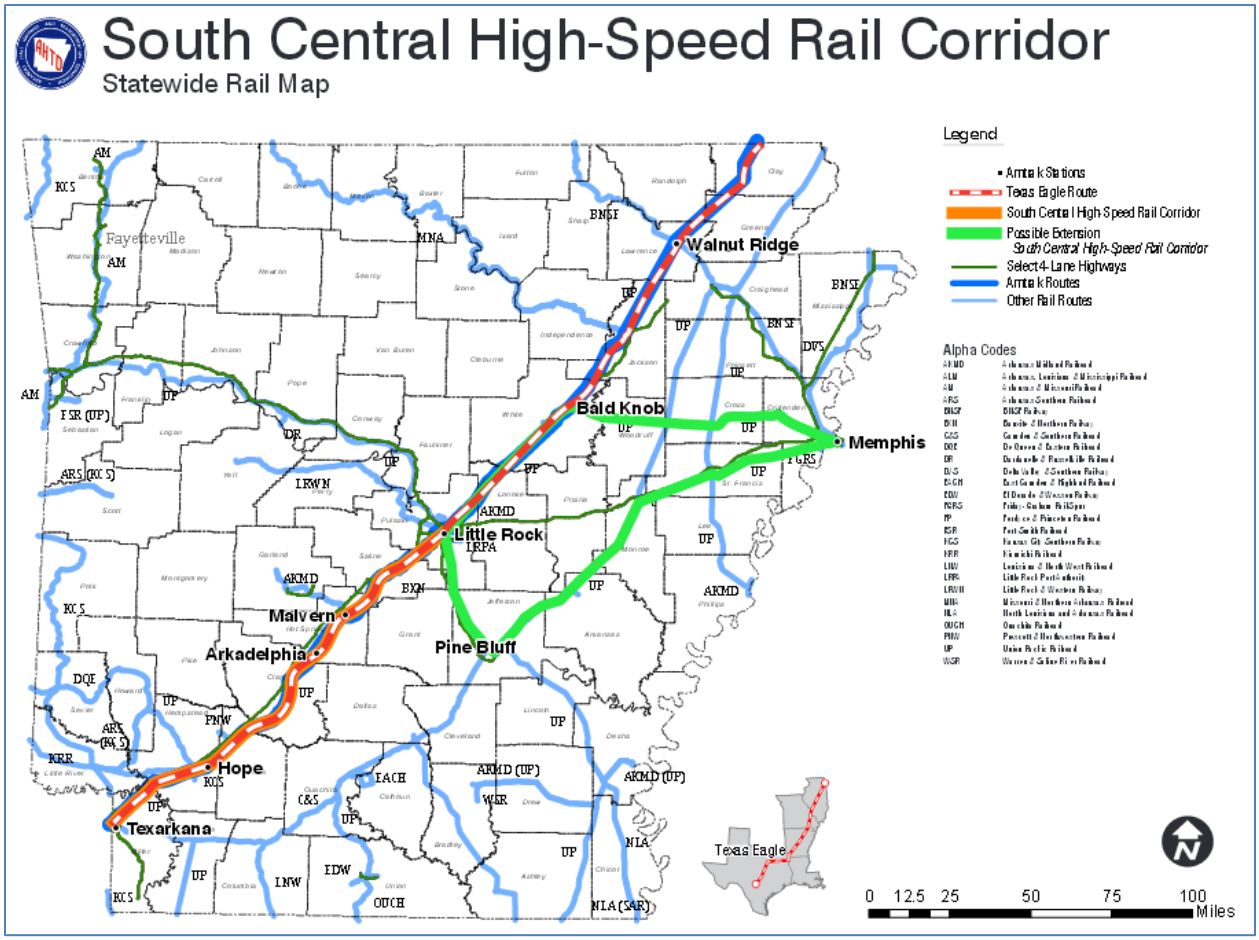
Figure 1. South Central High-Speed Rail Corridor



In 2012, the Arkansas State Highway and Transportation Department (AHTD) was awarded funds from the FRA to develop a feasibility study and a Service Development Plan (SDP) for corridor improvements and to evaluate expansion of service from Little Rock to Memphis inlcuding service frequency in the Arkansas portion of the SCHRC.

A reference map showing passenger and freight rail in Arkansas is shown below.

Figure 2. Map of Passenger Rail Service in Arkansas



Legislative Authority and Corridor Funding

The legislative authority for this grant program is contained in *The Passenger Rail Investment and Improvement Act of 2008 (PRIIA).* Sections 301, 302, and 501 of PRIIA authorized three new intercity rail capital assistance programs. These grant programs provide capital assistance for efforts that improve Intercity Passenger Rail (IPR) service corridors, reduce congestion, or develop High Speed Rail corridors:

- *Intercity Passenger Rail (IPR) Service Corridor Capital Assistance Program* (Section 301). States may apply for grants to fund up to 80 percent of the cost of capital improvements for IPR projects included in a State Rail Plan.

- *Congestion Relief* (Section 302). States may apply for financing the capital costs of facilities, infrastructure, and equipment for high priority rail corridor projects necessary to reduce congestion or facilitate ridership growth in intercity rail passenger transportation.
- *High Speed Rail Corridor Development* (Section 501). State grants could be used for capital projects that include typical activities in support of acquiring, constructing, or improving rail structures and equipment.

Additionally, *Passenger Rail Service* Studies (Section 224) authorized the feasibility analysis regarding the expansion of the SCHSRC. This legislation and subsequent funding availability made it possible for the AHTD to initiate an evaluation of rail service in Arkansas. Under the HSIPR Program, a grant was awarded for the SCHRC. The State of Arkansas, through the AHTD and the Arkansas Economic Development Commission (AEDC) provided $496,800 in local funding to secure a federal match of $396,800. The total project cost estimate is $893,600.

- Funding
  - $396,800 - FRA
  - $396,800 - AHTD
  - $100,000 - AEDC

Federal, State, and Local Agencies

Coordination with the following agencies will occur during the development of the Feasibility Study, the Service Development Plan (SDP), and the highway impact study:

  - FRA
  - AHTD
  - AEDC
  - Metropolitan Planning Organizations

- Participating Agencies
  - U.S. Army Corps of Engineers, Little Rock District (USACE-LRD)
  - U.S. Environmental Protection Agency (USEPA)
  - U.S. Fish and Wildlife Service (USFWS)
  - U.S. Department of Transportation, FHWA
  - U.S. Department of Transportation, NHTSA
  - U.S. Department of Transportation, STB
  - Arkansas Natural Resources Commission (ANRC)
  - Arkansas Public Service Commission (APSC)
  - Arkansas Department of Environmental Quality (ADEQ)
  - Department of Arkansas Heritage (DAH)

- Arkansas Historic Preservation Program (AHPP)
- Arkansas Natural Heritage Commission (ANHC)
- Arkansas Game and Fish Commission (AGFC)

Project Purpose

The purpose of the Arkansas Intercity Passenger Rail Service project is to develop an efficient, reliable and cost-effective passenger rail transportation system between Texarkana, Little Rock, and Memphis, Tennessee that, if feasible, is integrated with the National passenger rail system to improve intercity and regional passenger rail travel in Arkansas.

Project Need

The need for improved Arkansas intercity passenger rail service includes the following factors:

- Growing demand for intercity passenger rail service between Texarkana and Little Rock
- Lack of modal choice between Little Rock, Arkansas and Memphis, Tennessee
- Need for improved safety and operations in the corridor
- Growing conflicts between freight and passenger rail service due to limited capacity
- Growing transportation needs to support the region's potential for economic development.

Growing demand for intercity passenger rail service between Texarkana and Little Rock

The main passenger vehicle corridor between Texarkana and Little Rock is along Interstate 30. There has been a steady increase in the average daily traffic volumes within this corridor as well as other Interstate corridors.

Ridership in the Amtrak Texas Eagle corridor has been increasing and is expected to continue to increase as roadways in the project region become more congested. As shown in Table 1, ridership at stations in the corridor between Little Rock and Texarkana increased between 66% to 91% from 2003 and 2013.

Table 1: Ridership Trends on Amtrak's Texas Eagle Service in Arkansas

Station	2003	2013	Growth
Little Rock	11,700	22,351	91%
Malvern	1,269	2,101	66%
Arkadelphia	911	1,787	96%
Hope	Service began in April 2013	1,310	N/A
Texarkana	4,721	8.903	89%

Source: AHTD

Lack of modal choice between Little Rock, Arkansas and Memphis, Tennessee

While rail service was provided between Little Rock and Memphis in the past, it was discontinued in 1965. Figure 2 shows the current rail network in Arkansas and possible future extension routes from Little Rock to Memphis.

Today the majority of passenger travel between Little Rock and Memphis is by automobile. Highway traffic in this corridor has been increasing and is frequently congested. While there is bus service that operates between Little Rock and Memphis, buses also experience delays from highway traffic congestion in the corridor. Passenger rail service is a viable travel option to the region's gridlocked highways and congested airports, and an important link to the National passenger rail service network.

Need for Improved Safety and Operations in the Corridor

Infrastructure improvements in the Texas Eagle corridor are needed to address safety and operational issues that can cause passenger and freight service delays and service reliability concerns. Highway/railroad crossings within the rail corridor are in need of improvements to warning systems and barrier devices to increase safety at rail crossings. While rail accidents and incidents have decreased since 2003, most public highway/rail crossings in the state do not use active warning devices.

The existing rail corridors being considered for passenger rail service lack passing tracks, signal upgrades, and Positive Train Control (PTC) which would improve safety, operations, and passenger train travel time. While many crossings within the corridor have been improved, there remain crossings within the corridors that have no more protection than a stop sign. Corridor safety improvements would decrease potential operating conflicts that can cause delays and reliability of freight and passenger rail service.

Growing conflicts between freight and passenger rail service due to limited capacity

Limited capacity in the existing rail corridors being considered for passenger rail service is increasingly causing conflicts between freight and passenger trains. These conflicts can be due to an increase of rail traffic, or a lack of infrastructure such as passing tracks and control systems that can efficiently manage traffic in the corridor. Conflicts in the corridor can cause service delays for both freight and passenger trains, limiting the overall efficiency of rail traffic in the corridor, and can result in limited passenger train frequencies.

Growing transportation needs to support the region's potential for economic development

The existing rail and highway transportation infrastructure in the project corridor is heavily congested and inadequate to support existing and growing business and commerce in the region. Improved mobility and better integration of transportation modes will assist economic development in the region.

Passenger rail service can maximize efficiency in travel and logistics thus producing economic benefits such as increased tourism between the Little Rock and Memphis areas, additional potential for employment in both regions, and synergistic economic growth. In addition to enhancing efficient transportation systems necessary to support economic development, the potential addition of rail service and stations in the Little Rock to Memphis corridor and increasing ridership could spur economic development in and around the stations. Rail service and potential station locations could be a major component in spurring development, promoting smart growth principles and sustainable development in the corridor and at the station locations. If the stops and stations are included along the corridor, passenger rail service could be a cost-effective method to link the potential stations' surrounding rural communities and work force, such as Pine Bluff and Bald Knob, with Little Rock and Memphis. Improvements to the rail infrastructure would also serve to increase the efficiency and use of rail to transport freight in the region.

AECOM

Arkansas High-Speed Passenger Rail Study

Highway/Passenger Rail Impact Study

Little Rock to Memphis

August 2019

Image from UALR Public Radio News & Culture for Arkansas

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Project name:
High Speed Intercity Passenger Rail (HSIPR) Impact Study

To:
Arkansas Department of Transportation (ARDOT)
P.O. Box 2261
Little Rock, AR 72203

From:
Thomas Hunter

Date:
September 14, 2018

Memo

Subject: Highway / Passenger Rail Impact Study – Task 4

Introduction

As outlined in the Federal Railroad Administration (FRA) Grant/Cooperative Agreement, the Arkansas Department of Transportation has prepared a Highway/Passenger Rail Impact Study to determine the net effects of intercity passenger rail development on the existing State highway system. The Impact Study compares construction and maintenance costs, analyzed existing/project traffic congestion along the proposed corridor, and identified highway safety impacts resulting from implementation of intercity passenger rail. The Impact Study compares regional mobility benefits to be gained from a diversified transportation system. This memorandum describes the analysis and anticipated benefits for five focus benefit categories:

1. Regional mobility benefits;
2. Congestion relief;
3. Highway construction and maintenance savings;
4. Safety impacts; and
5. Secondary external impacts

The following sections discuss the comparative analyses of the anticipated transportation system performance for each of these focus areas, with (Build) and without (No Build) the implementation of High-Speed Intercity Passenger Rail (HSIPR) in the study corridor. An initial capital investment to enable corridor passenger rail service with a maximum allowable speed of 79 mph has been recommended as part of a Service Development Plan (SDP). The methodology has been adapted to align with and report FAST Act performance measures defined in the recently published FHWA final rules on performance management and performance based planning. In order to better analyze the anticipated benefits to roadway users throughout the study corridor, the highway corridors have been broken up into the seven segments as shown in Figure 1.

Monetary benefits have been calculated using US DOT benefit-cost analysis guidelines, discounted at the recommended 7% interest rate, and totaled for a 50-year project life. The project is currently unfunded and has no schedule for construction. As a result, an assumption was made that the project would be built in 2030 (Year 0) with benefits accruing from 2031 through 2080. Due to the present value calculations, if the project were to be built prior to 2030, the present value of the benefits would increase. Likewise, if the project were to be built after 2030, the present value of the benefits would decrease, with both of these changes due to the time value of money.

Figure 1: Segment Map

Regional Mobility Benefits

Among the anticipated net benefits of implementing HSIPR service are improvements in highway system performance and conditions due to the diversion of person trips away from individual passenger vehicles and onto HSIPR service. The following subsections describe the methodology for analyzing these anticipated mobility benefits and performance measures.

An analysis of the HSIPR Build Scenario for 2040 has been completed to obtain changes in highway user benefits measured in equivalent time savings for all vehicle trips, even though they are not users of the HSIPR Passenger Rail service. The future analysis year of 2040 was selected based on the most recent version of the Arkansas Statewide Travel Demand Model.

To accomplish this analysis, the annual HSIPR ridership has been converted to daily ridership by dividing the annual flows by 365, and then converting to vehicle trips based on vehicle occupancy of 2.41. The 2.41 auto occupancy was selected from the 2009 NHTS 100 mile and longer trips data. The daily vehicles trips were then allocated into morning (AM) and afternoon (PM) time periods. Due to the aggregation level of the HSIPR schedule data, a 50/50 split was chosen to create the AM and PM output. Table 1-3, show the estimated 2040 annual and daily HSIPR ridership and equivalent vehicle conversion.

Table 1. 2040 Projected Annual HSIPR Ridership between HSIPR Stations

Alternative Highway Route for HSIPR Riders	Stop	Stop	Annual Ridership		
			Total Transit Ridership	EB Transit Ridership	WB Transit Ridership
Segment1 IH 30	Texarkana	Hope	26,244	13,122	13,122
Segment2 IH 30	Hope	Arkadelphia	31,903	15,952	15,952
Segment3 IH30	Arkadelphia	Malvern	36,761	18,381	18,381
Segment4 IH 30	Malvern	Little Rock	46,613	23,306	23,306
Segment5 IH 30, US 167	Little Rock	Bald Knob	1,049	524	524
Segment6 US 64, IH 55	Bald Knob	Memphis	7,632	3,816	3,816
Segment7 IH 440, IH 40, IH 55	Little Rock	Memphis	56,747	28,374	28,374

Source: ATG

Table 2. 2040 Projected Daily HSIPR Ridership & Vehicle Equivalent

Alternative Highway Route for HSIPR Riders	Stop	Stop	Daily Ridership		Daily Ridership Vehicle Equivalent	
			EB Daily	WB Daily	EB Daily Vehicle	WB Daily Vehicle
Segment1 IH 30	Texarkana	Hope	36	36	15	15
Segment2 IH 30	Hope	Arkadelphia	44	44	18	18
Segment3 IH30	Arkadelphia	Malvern	50	50	21	21
Segment4 IH 30	Malvern	Little Rock	64	64	26	26
Segment5 IH 30, US 167	Little Rock	Bald Knob	2	2	2	2
Segment6 US 64, IH 55	Bald Knob	Memphis	10	10	4	4
Segment7 IH 440, IH 40, IH 55	Little Rock	Memphis	78	78	32	32

Source: ATG

Table 3. 2040 Daily Period HSIPR Ridership & Vehicle Equivalent AM and PM

Alternative Highway Route for HSIPR Riders	Stop	Stop	Daily Period Ridership				Daily Period Ridership Vehicle Equivalent			
			EB Daily AM	EB Daily PM	WB Daily AM	WB Daily PM	EB Daily Vehicle AM	EB Daily Vehicle PM	WB Daily Vehicle AM	WB Daily Vehicle PM
Segment1 IH 30	Texarkana	Hope	18	18	18	18	7	7	7	7
Segment2 IH 30	Hope	Arkadelphia	22	22	22	22	9	9	9	9
Segment3 IH30	Arkadelphia	Malvern	25	25	25	25	10	10	10	10
Segment4 IH 30	Malvern	Little Rock	32	32	32	32	13	13	13	13
Segment5 IH 30, US 167	Little Rock	Bald Knob	1	1	1	1	1	1	1	1
Segment6 US 64, IH 55	Bald Knob	Memphis	5	5	5	5	2	2	2	2
Segment7 IH 440, IH 40, IH 55	Little Rock	Memphis	39	39	39	39	16	16	16	16

Source: ATG

Using the 2040 daily period HSIPR ridership vehicle equivalent data in Table 3 and the Arkansas Statewide Travel Demand Model (ARTDM) 2040 scenario results described below, the daily travel time savings can be calculated. For each market segment (AM or PM period and Eastbound or Westbound), link information data was extracted from the ARTDM or Table 3 for the following:

- Free flow travel time (T_0) from ARTDM by link;
- VDF (α & β) from ARTDM by link;
- Capacity (C) from ARTDM by link;
- Assigned No Build volume (V) from ARTDM by link; and
- Daily Period Ridership Vehicle Equivalent (VHSIPR) from Table 3 by segment.

The data was then applied to the formulas below:

T_1 (Congested Travel Time) = $T_0 \times (1 + \alpha \times (\frac{V}{C})^{\beta})$;

T_2 (Congested Travel Time without HSIPR riders) = $T_0 \times (1 + \alpha \times (\frac{V - V_{HSR}}{C})^{\beta})$;

TT (Total Time Savings in Vehicle Minutes) = $(V - V_{HSR}) \times (T_1 - T_2)$

A daily travel time savings summary table, in vehicle minutes, is presented in Table 4. Table 5 presents the daily values annualized in vehicle minutes while Table 6 shows the daily annualized values in vehicle hours.

Table 4. 2040 Daily Travel Time Savings (Vehicle Minutes)

Alternative Highway Route for HSIPR Riders	Stop	Stop	AM		PM		TOTAL		Total Segment
			EB	WB	EB	WB	EB	WB	
Segment1 I-30	Texarkana	Hope	29	28	21	34	49	62	111
Segment2 I-30	Hope	Arkadelphia	94	59	37	78	131	137	268
Segment3 I-30	Arkadelphia	Malvern	43	46	33	47	76	92	168
Segment4 I-30	Malvern	Little Rock	850	149	273	682	1,124	830	1,954
Segment5 I-30, Hwy.167	Little Rock	Bald Knob	29	80	78	45	108	126	234
Segment6 Hwy. 64, I-55	Bald Knob	Memphis	30	4	15	35	45	40	85
Segment7 I-440, I-40, I-55	Little Rock	Memphis	376	600	496	357	872	957	1,829
Total HSIPR Corridor Daily Minute Savings									4,648

Source: ATG

Table 5. 2040 Annual Travel Time Savings (Vehicle Minutes)

Alternative Highway Route for HSIPR Riders	Stop	Stop	AM		PM		TOTAL		Total Segment
			EB	WB	EB	WB	EB	WB	
Segment1 I-30	Texarkana	Hope	10,438	10,357	7,511	12,285	17,949	22,642	40,590
Segment2 I-30	Hope	Arkadelphia	34,187	21,689	13,561	28,308	47,748	49,997	97,745
Segment3 I-30	Arkadelphia	Malvern	15,542	16,657	12,126	17,058	27,668	33,715	61,383
Segment4 I-30	Malvern	Little Rock	310,403	54,220	99,699	248,843	410,102	303,063	713,164
Segment5 I-30, Hwy. 167	Little Rock	Bald Knob	10,760	29,359	28,515	16,601	39,275	45,961	85,236
Segment6 Hwy. 64, I-55	Bald Knob	Memphis	11,106	1,601	5,301	12,849	16,407	14,449	30,856
Segment7 I-440, I-40, I-55	Little Rock	Memphis	137,220	219,114	180,953	130,162	318,173	349,276	667,449
Total HSIPR Corridor Annual Minute Savings									1,696,424

Source: ATG

Table 6 2040 Annual Travel Time Savings (Vehicle Hours)

Alternative Highway Route for HSIPR Riders	Stop	Stop	AM		PM		TOTAL		Total Segment
			EB	WB	EB	WB	EB	WB	
Segment1 I-30	Texarkana	Hope	174	173	125	205	299	377	677
Segment2 I-30	Hope	Arkadelphia	570	361	226	472	796	833	1,629
Segment3 I-30	Arkadelphia	Malvern	259	278	202	284	461	562	1,023
Segment4 I-30	Malvern	Little Rock	5,173	904	1,662	4,147	6,835	5,051	11,886
Segment5 I-30, Hwy. 167	Little Rock	Bald Knob	179	489	475	277	655	766	1,421
Segment6 Hwy. 64, I-55	Bald Knob	Memphis	185	27	88	214	273	241	514
Segment7 I-440, I-40, I-55	Little Rock	Memphis	2,287	3,652	3,016	2,169	5,303	5,821	11,124
Total HSIPR Corridor Annual Vehicle Hour Savings									28,274

Source: ATG

Another measure that can be used to ascertain the mobility benefits of the HSIPR is Vehicle-Miles-Traveled (VMT) reduced due to the HSIPR. Link length and volume data were extracted from the ARTDM and used to calculate VMT with and without the HSIPR riders using the formulas below:

VMT1 (Link VMT) = $Length$ x V ;
VMT2 (Link VMT without HSIPR ridership) = $Length$ x $(V - V\text{HSIPR})$
VMT Reduction = $VMT1 - VMT2$.

Tables 7 and 8 below summarize the VMT generated for both with and without the HSIPR riders for the AM and PM periods by direction. Table 9 shows the total daily reduction in VMT due to the HSIPR, which is found by summing the AM and PM period values.

Table 7. AM Period Total VMT Generated with and without HSIPR

Alternative Highway Route for HSIPR Riders	Stop	Stop	2040 Daily AM VMT			
			EB (No Build)	EB (HSIPR)	WB (No Build)	WB (HSIPR)
Segment1 IH 30	Texarkana	Hope	72,749	72,537	73,956	73,744
Segment2 IH 30	Hope	Arkadelphia	110,980	110,594	96,521	96,136
Segment3 IH30	Arkadelphia	Malvern	58,313	58,061	59,833	59,581
Segment4 IH 30	Malvern	Little Rock	249,595	249,072	145,188	144,665
Segment5 IH 30, US 167	Little Rock	Bald Knob	149,224	149,163	238,774	238,712
Segment6 US 64, IH 55	Bald Knob	Memphis	63,230	63,059	33,511	33,340
Segment7 IH 440, IH 40, IH 55	Little Rock	Memphis	328,847	326,683	347,988	345,817

Source: ATG

Table 8. PM Period Total VMT Generated with and without HSIPR

Alternative Highway Route for HSIPR Riders	Stop	Stop	2040 Daily PM VMT			
			EB (No Build)	EB (HSIPR)	WB (No Build)	WB (HSIPR)
Segment1 IH 30	Texarkana	Hope	133,817	133,605	157,842	157,630
Segment2 IH 30	Hope	Arkadelphia	165,976	165,590	209,180	208,795
Segment3 IH30	Arkadelphia	Malvern	107,733	107,482	119,750	119,499
Segment4 IH 30	Malvern	Little Rock	348,347	347,825	470,416	469,893
Segment5 IH 30, US 167	Little Rock	Bald Knob	480,754	480,693	378,992	378,931
Segment6 US 64, IH 55	Bald Knob	Memphis	104,380	104,210	139,528	139,358
Segment7 IH 440, IH 40, IH 55	Little Rock	Memphis	680,930	678,766	647,251	645,080

Source: ATG

Table 9. 2040 Daily VMT Reduction due to HSIPR

Alternative Highway Route for HSIPR Riders	Stop	Stop	2040 Daily VMT Reduction		
			2040 Daily EB	2040 Daily WB	2040 Daily Total
Segment1 IH 30	Texarkana	Hope	423	424	847
Segment2 IH 30	Hope	Arkadelphia	772	769	1,542
Segment3 IH30	Arkadelphia	Malvern	502	503	1,005
Segment4 IH 30	Malvern	Little Rock	1,046	1,044	2,090
Segment5 IH 30, US 167	Little Rock	Bald Knob	124	123	247
Segment6 US 64, IH 55	Bald Knob	Memphis	341	341	682
Segment7 IH 440, IH 40, IH 55	Little Rock	Memphis	4,328	4,342	8,670
Total					15,083

Source: ATG

The benefits the proposed service provides to riders of the HSIPR system in terms of mobility, reliability, accessibility and travel options have been documented in other portions of the HSIPR Feasibility Study. The analysis described in this memo focuses on the impacts of HSIPR on highway users.

Existing and Projected Traffic Congestion

The ARTDM Baseline Scenario results and the Build Scenario highway parameters and attributes produced in the preceding analysis sections have been compared to identify changes in congestion for defined logical analysis roadway segments for the Build and No Build scenarios. The data is used to quantify the traffic congestion impacts by vehicle class (passenger vehicle and freight/commercial vehicle transport).

Using the 2040 Build and No Build volumes, determined in the mobility analysis, as well as regional growth rates, the VHT, and VMT were calculated for the Build and No Build scenarios for years 2031 to 2080. The VMT, for both passenger and freight vehicles, is displayed in Table 10 for selected years. The cumulative reduction in passenger and freight VMT across the entire corridor from year 2030 to 2080 is shown in Figure 2. The cumulative No Build VMT from 2030 to 2080 is 137,856,088,000 and the total reduction in VMT is 332,334,000, resulting in a total VMT percent reduction of 0.24%.

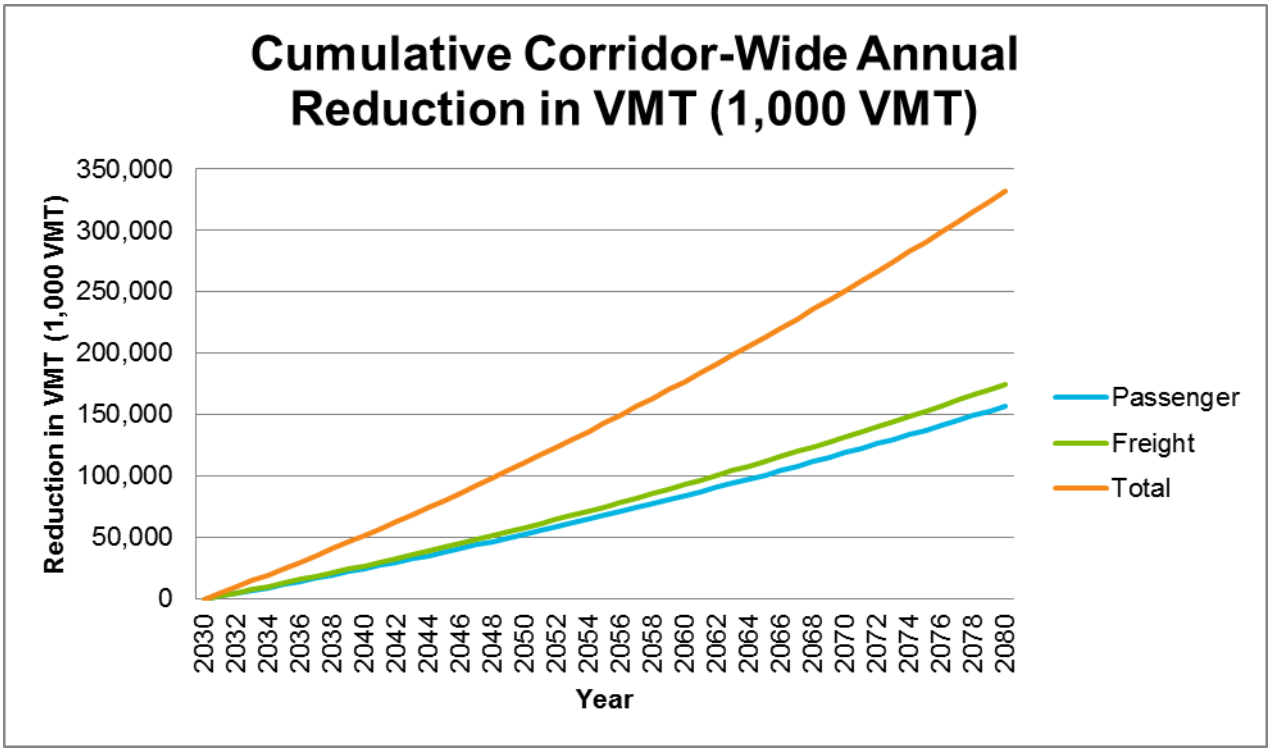

Figure 2: Cumulative Reduction in VMT

Using the link attributes, a volume-to-capacity (V/C) ratio for each logical segment was then calculated for the Build and No Build scenarios. After calculating the V/C ratios, a percentage of vehicles in congested conditions, for both passenger and freight vehicles, was calculated by dividing the total volume of vehicles in segments classified as “congested” by the total volume of vehicles along the corridor. A congested segment is defined as having Level-of-Service (LOS) of E or F.

Using the preceding analyses and ARTDM, V/C ratios have been calculated in the No Build and Build conditions. The V/C Ratios were then use to predict future LOS. The V/C ratio and corresponding LOS for selected years are shown in Table 11 for the No Build conditions and Table 12 for the Build conditions. Table 13 shows the change in V/C ratio from the No Build to Build conditions and whether or not the change in V/C ratio led to any changes in LOS. No changes to LOS occurred in the Build condition due to changes in the V/C ratio. The percentages of passenger and freight vehicles in congested conditions by logical segment are displayed in Table 14.

Table 10. Annual Reduction in Vehicle Miles Traveled due to HSIPR (Displayed in 1,000 miles)

Project Year	Year	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Project Total	
		Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight
5	2035	147	141	208	312	161	181	609	116	71	12	193	40	1,061	1,886	2,450	2,688
10	2040	158	152	225	338	173	195	641	122	77	13	207	42	1,139	2,025	2,619	2,886
15	2045	169	163	242	363	184	208	673	128	83	13	220	45	1,218	2,165	2,789	3,085
20	2050	180	173	259	389	196	221	705	134	88	14	233	48	1,296	2,304	2,958	3,284
25	2055	192	184	276	414	208	234	737	140	94	15	247	51	1,375	2,444	3,128	3,482
30	2060	203	195	293	439	219	247	769	147	99	16	260	53	1,453	2,583	3,297	3,681
35	2065	214	206	310	465	231	260	801	153	105	17	274	56	1,532	2,723	3,466	3,880
40	2070	226	217	327	490	242	273	833	159	111	18	287	59	1,610	2,862	3,636	4,078
45	2075	237	228	344	516	254	286	865	165	116	19	300	62	1,689	3,002	3,805	4,277
50	2080	248	239	361	541	266	300	898	171	122	20	314	64	1,767	3,141	3,975	4,476
TOTAL ANNUAL VMT REDUCTION		**9,645**	**9,267**	**13,882**	**20,823**	**10,433**	**11,765**	**37,023**	**7,052**	**4,718**	**768**	**12,405**	**2,541**	**69,125**	**122,889**	**157,230**	**175,104**

Source: AECOM
Select years of data displayed. Totals reflect the 50 year sum of values.

Table 11. No Build V/C Ratios and LOS

Project Year	Year	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7	
		V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS
5	2035	0.484	C	0.560	C	0.571	C	0.928	E	0.623	C	0.366	B	0.561	C
10	2040	0.522	C	0.606	C	0.612	C	0.976	E	0.672	C	0.391	B	0.602	C
15	2045	0.559	C	0.651	C	0.654	C	1.025	F	0.721	D	0.416	B	0.643	C
20	2050	0.596	C	0.697	C	0.695	C	1.074	F	0.770	D	0.442	B	0.685	C
25	2055	0.634	C	0.743	D	0.736	D	1.123	F	0.820	D	0.467	B	0.726	D
30	2060	0.671	C	0.788	D	0.778	D	1.172	F	0.869	D	0.492	C	0.768	D
35	2065	0.708	D	0.834	D	0.819	D	1.220	F	0.918	E	0.517	C	0.809	D
40	2070	0.746	D	0.879	D	0.860	D	1.269	F	0.967	E	0.543	C	0.851	D
45	2075	0.783	D	0.925	E	0.902	E	1.318	F	1.016	F	0.568	C	0.892	E
50	2080	0.820	D	0.970	E	0.943	E	1.367	F	1.065	F	0.593	C	0.934	E

Source: AECOM

Select years of data displayed. Totals reflect the 50 year sum of values

Table 12. Build V/C Ratios and LOS

Project Year	Year	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7	
		V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS
5	2035	0.483	C	0.559	C	0.569	C	0.926	E	0.623	C	0.365	B	0.558	C
10	2040	0.521	C	0.604	C	0.611	C	0.975	E	0.672	C	0.390	B	0.599	C
15	2045	0.558	C	0.650	C	0.652	C	1.023	F	0.721	D	0.415	B	0.641	C
20	2050	0.595	C	0.695	C	0.693	C	1.072	F	0.770	D	0.441	B	0.682	C
25	2055	0.633	C	0.741	D	0.735	D	1.121	F	0.819	D	0.466	B	0.724	D
30	2060	0.670	C	0.786	D	0.776	D	1.170	F	0.869	D	0.491	C	0.765	D
35	2065	0.707	D	0.832	D	0.817	D	1.219	F	0.918	E	0.517	C	0.807	D
40	2070	0.745	D	0.878	D	0.859	D	1.268	F	0.967	E	0.542	C	0.848	D
45	2075	0.782	D	0.923	E	0.900	E	1.316	F	1.016	F	0.567	C	0.890	E
50	2080	0.819	D	0.969	E	0.941	E	1.365	F	1.065	F	0.593	C	0.931	E

Source: AECOM

Select years of data displayed. Totals reflect the 50 year sum of values

Table 13. No Build to Build Change in V/C Ratios and LOS

Project Year	Year	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7	
		V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS
5	2035	0.001	No Change	0.002	No Change	0.002	No Change	0.002	No Change	0.000	No Change	0.001	No Change	0.003	No Change
10	2040	0.001	No Change	0.002	No Change	0.002	No Change	0.002	No Change	0.000	No Change	0.001	No Change	0.003	No Change
15	2045	0.001	No Change	0.002	No Change	0.002	No Change	0.002	No Change	0.000	No Change	0.001	No Change	0.003	No Change
20	2050	0.001	No Change	0.002	No Change	0.002	No Change	0.002	No Change	0.000	No Change	0.001	No Change	0.003	No Change
25	2055	0.001	No Change	0.002	No Change	0.002	No Change	0.002	No Change	0.000	No Change	0.001	No Change	0.003	No Change
30	2060	0.001	No Change	0.002	No Change	0.002	No Change	0.002	No Change	0.000	No Change	0.001	No Change	0.003	No Change
35	2065	0.001	No Change	0.002	No Change	0.002	No Change	0.002	No Change	0.000	No Change	0.001	No Change	0.003	No Change
40	2070	0.001	No Change	0.002	No Change	0.002	No Change	0.002	No Change	0.000	No Change	0.001	No Change	0.003	No Change
45	2075	0.001	No Change	0.002	No Change	0.002	No Change	0.002	No Change	0.000	No Change	0.001	No Change	0.003	No Change
50	2080	0.001	No Change	0.002	No Change	0.002	No Change	0.002	No Change	0.000	No Change	0.001	No Change	0.003	No Change

Source: AECOM
Select years of data displayed. Totals reflect the 50 year sum of values

Table 14. Percent of Vehicles in Congested Conditions

Project Year	Year	Total Project – All Vehicles		
		No Build	Build	Percent Change
5	2035	28%	28%	0%
10	2040	27%	27%	0%
15	2045	27%	27%	0%
20	2050	26%	26%	0%
25	2055	26%	26%	0%
30	2060	26%	26%	0%
35	2065	44%	44%	0%
40	2070	44%	44%	0%
45	2075	83%	83%	0%
50	2080	83%	83%	0%

TOTAL
Source: AECOM
Select years of data displayed. Totals reflect the 50 year sum of values

Highway Construction & Maintenance Costs

The LOS results obtained from the ARTDM and the preceding analyses were used to analyze the impacts of the HSIPR Build and No Build Scenarios on the Lifecycle Cost of the roadways, identified in Topic 1, based on two metrics. These Lifecycle Costs are:

1. Impact on New Capacity Construction
2. Impact on Roadway Maintenance

New Capacity Construction

In 2014, ARDOT released estimated construction costs per lane mile for widening an existing roadway. The estimated cost per lane mile, in 2014 dollars, is shown in Table 15 for the roadway types and area types in included in the project. Using the GDP deflator long term forecast, these costs were then estimated for selected years and again, shown in Table 15.

Although the project does reduce VMT and VHT, it does not reduce at such a level that will reduce the number of lane miles needed to be constructed in the future. As a result, there are no monetary savings for new capacity construction. However, if ridership forecasts were to increase due to connectivity to a larger high speed rail network, this estimate could change in the future.

Table 15. ARDOT Cost per Lane Mile in YOE

Widening An Existing Roadway	2 LANES TO 3 LANES (PASSING LANES-RURAL)		2 LANES TO 4 LANES		2 LANES TO 4 LANES DIVIDED*		3 LANES TO 5 LANES		4 LANES TO 5 LANES	
	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural
2014	$3,450,000	$1,850,000	$4,450,000	$3,175,000	$4,560,000	$3,875,000	$4,675,000	N/A	$3,150,000	N/A
2030	$4,392,855	$2,355,589	$5,666,146	$4,042,700	$5,806,208	$4,934,004	$5,952,637	N/A	$4,010,868	N/A
2035	$4,858,024	$2,605,027	$6,266,146	$4,470,790	$6,421,040	$5,456,476	$6,582,974	N/A	$4,435,587	N/A
2040	$5,372,376	$2,880,839	$6,929,587	$4,944,143	$7,100,880	$6,034,191	$7,279,959	N/A	$4,905,213	N/A
2045	$5,941,187	$3,185,854	$7,663,270	$5,467,614	$7,852,699	$6,673,072	$8,050,739	N/A	$5,424,562	N/A
2050	$6,570,221	$3,523,162	$8,474,633	$6,046,508	$8,684,119	$7,379,596	$8,903,126	N/A	$5,998,898	N/A
2055	$7,265,856	$3,896,184	$9,371,901	$6,686,694	$9,603,566	$8,160,925	$9,845,761	N/A	$6,634,042	N/A
2060	$8,035,142	$4,308,700	$10,364,169	$7,394,660	$10,620,362	$9,024,979	$10,888,200	N/A	$7,336,434	N/A
2065*	$8,035,142	$4,308,700	$10,364,169	$7,394,660	$10,620,362	$9,024,979	$10,888,200	N/A	$7,336,434	N/A
2070*	$8,035,142	$4,308,700	$10,364,169	$7,394,660	$10,620,362	$9,024,979	$10,888,200	N/A	$7,336,434	N/A
2075*	$8,035,142	$4,308,700	$10,364,169	$7,394,660	$10,620,362	$9,024,979	$10,888,200	N/A	$7,336,434	N/A
2080*	$8,035,142	$4,308,700	$10,364,169	$7,394,660	$10,620,362	$9,024,979	$10,888,200	N/A	$7,336,434	N/A

**OECD Long-Term Forecast for GDP Deflator extended only to 2060. The 2060 GDP Deflator was held constant for years 2061-2080.*

Source: ARDOT, GDP Deflator Long Term Forecast

Impact on Roadway Maintenance

The FHWA Cost Allocation Study Final Report provides roadway maintenance costs per VMT by vehicle class. The roadway maintenance costs per VMT were then updated by the GDP deflator to 2018 dollars to be used in the analysis. The updated cost for passenger vehicles are less than $0.01 per VMT, while freight vehicles cost approximately $0.10 per VMT. Due to the reduction in VMT, displayed in the prior analysis, the present value of the roadway maintenance savings is $155,000 for

passenger vehicles, $648,000 for freight vehicles, and $802,000 for all vehicles within the project's seven logical segments. Selected years of roadway maintenance savings are displayed in Table 16.

In 2031, the net change in roadway maintenance savings from the Build to No Build scenarios is approximately $110,000 and $193,000 by 2080, resulting in an annual roadway maintenance reduction of approximately 1.1%.

Table 16. Present Value of Reduction in Roadway Maintenance

Project Year	Year	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Project Total		
		Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Total
5	2035	$427	$4,254	$607	$9,436	$469	$5,483	$1,776	$3,505	$208	$351	$563	$1,196	$3,093	$5,499	$7,144	$29,724	$36,868
10	2040	$328	$3,267	$468	$7,275	$359	$4,192	$1,333	$2,631	$160	$270	$430	$912	$2,369	$4,211	$5,446	$22,757	$28,203
15	2045	$145	$1,439	$208	$3,232	$156	$1,827	$556	$1,096	$71	$119	$186	$395	$1,036	$1,842	$2,357	$9,949	$12,306
20	2050	$191	$1,899	$274	$4,255	$207	$2,419	$745	$1,471	$93	$157	$247	$523	$1,370	$2,435	$3,127	$13,159	$16,285
25	2055	$145	$1,439	$208	$3,232	$156	$1,827	$556	$1,096	$71	$119	$186	$395	$1,036	$1,842	$2,357	$9,949	$12,306
30	2060	$109	$1,086	$157	$2,446	$118	$1,376	$413	$816	$53	$90	$140	$297	$781	$1,388	$1,771	$7,498	$9,269
35	2065	$82	$817	$119	$1,845	$88	$1,033	$307	$606	$40	$68	$105	$222	$587	$1,043	$1,328	$5,634	$6,962
40	2070	$62	$614	$89	$1,387	$66	$774	$228	$449	$30	$51	$78	$166	$440	$782	$993	$4,223	$5,216
45	2075	$46	$459	$67	$1,040	$49	$578	$169	$333	$23	$38	$58	$124	$329	$585	$741	$3,157	$3,898
50	2080	$34	$343	$50	$778	$37	$431	$125	$246	$17	$29	$44	$92	$245	$436	$552	$2,355	$2,907
TOTAL (2031-2080)		$9,360	$93,181	$13,382	$207,982	$10,205	$119,233	$37,462	$73,936	$4,565	$7,700	$12,195	$25,880	$67,427	$119,871	$154,595	$647,782	$802,377

Source: AECOM
Select years of data displayed. Totals reflect the 50 year sum of values

Highway Safety Impacts

The highway safety impacts of the Build and No Build scenarios have been analyzed by using ARDOT-provided crash statistics for Arkansas statewide crashes by functional class. US DOT BCA Guidance provides conversion factors used to estimate the distribution of non-fatal severity, when the severity is unknown. The conversion factors were applied to the ARDOT-provided crash statistics, and then the crash rate per VMT for each severity level was calculated. The conversion rates used to calculate crash severity are shown in Table 17. The table displays conversion factors for different types of unknown severity crashes. The factors convert the crashes to the Abbreviated Injury Scale (AIS) severity levels. On the AIS scale, AIS 0 is a property-damage only crash, and AIS 6 is not survivable. US DOT estimates the cost of each crash based on the crashes AIS scale.

The crash rate per VMT for each severity level was then multiplied by the US DOT recommended crash costs, which are based on the value of a statistical life to determine the crash costs per VMT for each functional class. A crash cost per VMT for each segment was then calculated based on functional class. Table 18 displays the estimated crash costs per VMT, by severity.

Table 17. Crash Conversion Factors

KABCO/Unknown Severity - AIS Data Conversion Matrix

AIS	No Injury, PDO (O)	Possible Injury (C)	Non-incapacitating (B)	Incapacitating (A)	Killed (K)	Injured, Severity Unknown (U)	Non-Fatal Accidents, Unknown of Injured
0	0.92534	0.23437	0.08347	0.03437	0.00000	0.21538	0.43676
1	0.07257	0.68946	0.76843	0.55449	0.00000	0.62728	0.41739
2	0.00198	0.06391	0.10898	0.20908	0.00000	0.10400	0.08872
3	0.00008	0.01071	0.03191	0.14437	0.00000	0.03858	0.04817
4	0.00000	0.00142	0.00620	0.03986	0.00000	0.00442	0.00617
5	0.00003	0.00013	0.00101	0.01783	0.00000	0.01034	0.00279
6	0.00000	0.00000	0.00000	0.00000	1.00000	0.00000	0.00000
Sum (Probabilities)	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000

Source: US DOTBCA Guidance

The crash costs per VMT have then been multiplied by the reduction in VMT from Build to No Build, to calculate a reduction in crash costs. Over the 50-year analysis, the present value of the crash costs amount to approximately $5.8 million. Selected years from this analysis are presented in Table 19.

Table 18. Crash Cost per VMT - By Segment

Segment	Segment End Points	Roadway	Lanes	Type	AIS 0 Cost Per VMT	AIS 1 Cost Per VMT	AIS 2 Cost Per VMT	AIS 3 Cost Per VMT	AIS 4 Cost Per VMT	AIS 5 Cost Per VMT	AIS 6 Cost Per VMT	Crash Cost per VMT
Segment 1	Texarkana to Hope	I-30	4	Divided	$0.001	$0.006	$0.021	$0.027	$0.010	$0.010	$0.061	$0.14
Segment 2	Hope to Arkadelphia	I-30	4	Divided	$0.001	$0.005	$0.020	$0.025	$0.010	$0.010	$0.061	$0.13
Segment 3	Arkadelphia to Malvern	I-30	4	Divided	$0.001	$0.005	$0.020	$0.025	$0.010	$0.010	$0.061	$0.13
Segment 4	Malvern to Little Rock	I-30	4 or 6	Divided	$0.002	$0.012	$0.040	$0.049	$0.018	$0.018	$0.055	$0.19
Segment 5	Little Rock to Bald Knob	I-30, Hwy. 167	4	Divided	$0.001	$0.009	$0.030	$0.038	$0.014	$0.014	$0.063	$0.17
Segment 6	Bald Knob to Memphis	Hwy. 64, I-55	2	Undivided	$0.002	$0.015	$0.056	$0.072	$0.030	$0.030	$0.254	$0.46
Segment 7	Little Rock to Memphis	I-440, I-40, I-55	4	Divided	$0.001	$0.007	$0.023	$0.029	$0.011	$0.011	$0.062	$0.14

Source: AECOM

Table 19. Present Value of Reduction Crash Costs

Project Year	Year	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Project Total		
		Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Total
5	2035	$6,355	$6,105	$8,589	$12,884	$6,640	$7,487	$37,260	$7,097	$3,841	$625	$28,068	$5,749	$48,228	$85,739	$138,981	$125,687	$264,668
10	2040	$4,880	$4,689	$6,622	$9,933	$5,076	$5,724	$27,964	$5,326	$2,955	$481	$21,398	$4,383	$36,930	$65,653	$105,825	$96,190	$202,015
15	2045	$3,729	$3,582	$5,077	$7,615	$3,863	$4,357	$20,935	$3,988	$2,261	$368	$16,245	$3,327	$28,144	$50,034	$80,253	$73,271	$153,524
20	2050	$2,836	$2,725	$3,873	$5,809	$2,929	$3,303	$15,637	$2,978	$1,722	$280	$12,287	$2,517	$21,360	$37,972	$60,643	$55,584	$116,227
25	2055	$2,149	$2,064	$2,942	$4,413	$2,212	$2,495	$11,656	$2,220	$1,306	$213	$9,263	$1,897	$16,151	$28,713	$45,678	$42,015	$87,693
30	2060	$1,622	$1,559	$2,226	$3,339	$1,666	$1,878	$8,672	$1,652	$987	$161	$6,962	$1,426	$12,173	$21,641	$34,308	$31,655	$65,963
35	2065	$1,221	$1,173	$1,679	$2,519	$1,251	$1,410	$6,440	$1,227	$744	$121	$5,219	$1,069	$9,148	$16,263	$25,702	$23,782	$49,483
40	2070	$917	$881	$1,263	$1,894	$937	$1,056	$4,775	$910	$559	$91	$3,903	$799	$6,856	$12,189	$19,210	$17,820	$37,030
45	2075	$686	$659	$947	$1,420	$700	$789	$3,536	$673	$419	$68	$2,913	$597	$5,127	$9,114	$14,327	$13,321	$27,648
50	2080	$513	$492	$708	$1,063	$522	$589	$2,614	$498	$313	$51	$2,169	$444	$3,825	$6,800	$10,665	$9,937	$20,602
TOTAL (2031-2080)		$139,182	$133,724	$189,323	$283,985	$144,373	$162,804	$785,954	$149,706	$84,358	$13,733	$607,473	$124,422	$1,051,315	$1,869,005	$3,001,979	$2,737,378	$5,739,357

Source: AECOM
Select years of data displayed. Totals reflect the 50 year sum of values

Secondary External Impacts

Changes in travel time, vehicle speed, and VMT create secondary external impacts, such as air quality impacts due to mobile source emissions and changes in fuel consumption. In the following analysis, standard emission rates by speed, fuel consumption, cost of emissions, and value of time are used to calculate the value of secondary external impacts.

Travel Time Savings

The reduction in VHT from the prior analysis was used in conjunction with US DOT recommended value of time for passenger and freight vehicles to determine the value of excess delay. Updated to 2018 dollars using the GDP deflator, the value of time is approximately $14.65 per hour for passenger occupants and $28.26 per hour for freight occupants. Based on the performance measures produced in the analysis of the previous topics, the average speed of both passenger vehicles and freight vehicles have been calculated, and are displayed for selected years in Table 20.

For the 50-year analysis, the present value of the travel time savings are approximately $3.1 million for passenger vehicles, $2.6 million for freight vehicles, and $5.7 million for the entire project. Selected years of the value of travel time savings are displayed in Table 21.

Fuel Consumption

The EPA Average Annual Emissions and Fuel Consumption Fact Sheet estimates that passenger vehicles average approximately 21.5 miles per gallon of gasoline. The US DOT RITA estimates that freight vehicles average approximately 7.4 miles per gallon of diesel fuel. Combined with the EIA's January 2018 Cost of US gasoline ($2.55 per gallon) and diesel fuels ($3.02 per gallon) and the previously calculated reduction in VMT, the reduction in fuel consumption was calculated. The project reduced the total cumulative fuel consumption by an estimated 7.3 million gallons of gasoline (passenger vehicles), and 23.7 million gallons of diesel (freight vehicles). The reduction of fuel consumption for selected years and the total cumulative fuel consumption is displayed in Table 22.

For the 50-year analysis, the present value of the reduction in fuel consumption for passenger vehicles is approximately $2 million, for freight vehicles is approximately $7.6 million, and for the total project is approximately $9.6 million. The reduction in the value of fuel consumption for selected years and the total cumulative value of reduction in fuel consumption for selected years is displayed in Table 3.

Emissions

The average speed in a given year is combined with emission rates by speed, published by the Journal of Traffic and Transportation Engineering, to determine the net changes in emissions from the Build to No Build. For the 50-year analysis, approximately 80 tons of hydrocarbons (HC), 616 tons of carbon monoxide (CO), 1,230 tons of nitrogen oxides (NOx), 76 tons of volatile organic compounds (VOC), and 44 tons of particulate matter (PM 2.5) are reduced by the project.

The reduced emissions are then combined with the recommended values of emissions, provided by US DOT for TIGER and INFRA benefit analyses, to determine the project's value of emission savings. For the 50-year analysis, the present value of emissions reduced from the Build to No Build scenarios is approximately $2.6 million, as shown in Table 24. Note that the value of hydrocarbons and carbon monoxide are $0 as US DOT does not provide recommended values for these emissions, and does not recommend the calculation of monetary values for these emissions.

Table 20. Average Speed

Project Year	Year	No Build Speed (MPH)							Build Speed (MPH)						
		Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7
5	2035	67	66	66	49	42	54	64	67	66	66	49	42	54	64
10	2040	67	66	66	48	40	54	64	66	66	66	48	40	54	63
15	2045	65	63	64	43	35	53	61	65	63	64	43	35	53	61
20	2050	63	61	62	40	32	52	58	63	61	62	40	32	52	58
25	2055	62	60	61	38	29	51	56	62	60	61	38	29	51	56
30	2060	61	58	60	35	28	50	55	61	58	60	35	28	50	55
35	2065	60	57	59	34	26	49	53	60	57	59	34	26	49	53
40	2070	59	56	58	32	25	49	52	59	56	58	32	25	49	52
45	2075	58	55	57	31	24	48	51	58	55	57	31	24	48	51
50	2080	58	55	56	30	23	48	50	58	54	56	30	23	48	50
Average		**62**	**60**	**61**	**39**	**32**	**51**	**57**	**62**	**60**	**61**	**39**	**32**	**51**	**57**

Source: AECOM
Select years of data displayed. Totals reflect the 50 year sum of values

Table 21. Present Value of Travel Time Savings

Project Year	Year	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Project Total		
		Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Total
5	2035	$3,239	$2,502	$6,077	$7,327	$4,542	$4,117	$97,554	$14,936	$11,907	$1,558	$4,114	$677	$37,738	$53,925	$165,171	$85,041	$250,212
10	2040	$2,740	$2,116	$5,171	$6,234	$3,816	$3,458	$79,233	$12,131	$9,698	$1,269	$3,386	$557	$31,780	$45,412	$135,823	$71,178	$207,000
15	2045	$2,705	$2,089	$5,216	$6,289	$3,679	$3,335	$69,487	$10,639	$8,348	$1,092	$3,028	$498	$30,904	$44,161	$123,367	$68,102	$191,469
20	2050	$2,464	$1,903	$4,809	$5,798	$3,307	$2,997	$58,809	$9,004	$6,974	$913	$2,597	$427	$27,913	$39,887	$106,873	$60,929	$167,801
25	2055	$2,138	$1,651	$4,206	$5,071	$2,845	$2,579	$48,536	$7,431	$5,701	$746	$2,164	$356	$24,094	$34,428	$89,684	$52,263	$141,947
30	2060	$1,797	$1,388	$3,553	$4,284	$2,376	$2,153	$39,316	$6,019	$4,585	$600	$1,765	$291	$20,167	$28,818	$73,558	$43,552	$117,111
35	2065	$1,475	$1,139	$2,928	$3,531	$1,942	$1,760	$31,390	$4,806	$3,639	$476	$1,417	$233	$16,510	$23,591	$59,301	$35,537	$94,838
40	2070	$1,190	$919	$2,370	$2,857	$1,561	$1,415	$24,775	$3,793	$2,859	$374	$1,124	$185	$13,290	$18,991	$47,169	$28,535	$75,703
45	2075	$947	$731	$1,890	$2,279	$1,239	$1,123	$19,371	$2,966	$2,227	$291	$882	$145	$10,559	$15,088	$37,115	$22,624	$59,740
50	2080	$746	$576	$1,491	$1,798	$973	$882	$15,029	$2,301	$1,722	$225	$686	$113	$8,301	$11,861	$28,947	$17,756	$46,704
TOTAL (2031-2080)		**$103,264**	**$79,747**	**$199,715**	**$240,792**	**$140,064**	**$126,953**	**$2,619,618**	**$401,067**	**$313,014**	**$40,957**	**$114,126**	**$18,789**	**$1,177,793**	**$1,683,003**	**$4,667,594**	**$2,591,308**	**$7,258,902**

Source: AECOM
Select years of data displayed. Totals reflect the 50 year sum of values

Table 202. Reduction in Fuel Consumption

Project Year	Year	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Project Total		
		Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Total
5	203	6,816	19,028	9,684	42,202	7,486	24,525	28,328	15,677	3,315	1,568	8,987	5,348	49,338	254,839	113,954	363,186	477,140
10	204	7,342	20,495	10,471	45,635	8,027	26,299	29,819	16,502	3,577	1,692	9,610	5,719	52,988	273,691	121,834	390,032	511,866
15	204	7,868	21,963	11,259	49,068	8,568	28,073	31,309	17,327	3,839	1,816	10,232	6,089	56,638	292,543	129,713	416,878	546,591
20	205	8,394	23,430	12,047	52,501	9,110	29,847	32,800	18,152	4,101	1,939	10,855	6,459	60,287	311,395	137,593	443,723	581,316
25	205	8,919	24,898	12,834	55,934	9,651	31,621	34,291	18,977	4,362	2,063	11,477	6,830	63,937	330,247	145,472	470,569	616,041
30	206	9,445	26,365	13,622	59,367	10,193	33,394	35,782	19,802	4,624	2,187	12,099	7,200	67,587	349,099	153,352	497,415	650,767
35	206	9,971	27,833	14,410	62,800	10,734	35,168	37,272	20,627	4,886	2,311	12,722	7,570	71,237	367,951	161,232	524,260	685,492
40	207	10,496	29,300	15,198	66,233	11,276	36,942	38,763	21,452	5,148	2,435	13,344	7,941	74,887	386,803	169,111	551,106	720,217
45	207	11,022	30,768	15,985	69,666	11,817	38,716	40,254	22,277	5,409	2,558	13,966	8,311	78,537	405,655	176,991	577,952	754,942
50	208	11,548	32,236	16,773	73,099	12,358	40,490	41,745	23,102	5,671	2,682	14,589	8,682	82,186	424,507	184,870	604,797	789,668
Total (2031-2080)		**448,592**	**1,252,230**	**645,662**	**2,813,867**	**485,270**	**1,589,895**	**1,721,996**	**952,971**	**219,423**	**103,781**	**576,960**	**343,339**	**3,215,115**	**16,606,600**	**7,313,018**	**23,662,682**	**30,975,699**

Source: AECOM
Select years of data displayed. Totals reflect the 50 year sum of values

Table 23. Present Value of the Reduction in Fuel Consumption

Project Year	Year	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Project Total		
		Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight	Total
5	2035	$5,503	$18,179	$7,817	$40,321	$6,043	$23,432	$22,868	$14,978	$2,676	$1,498	$7,255	$5,110	$39,829	$243,478	$91,991	$346,996	$438,987
10	2040	$4,226	$13,961	$6,027	$31,087	$4,620	$17,915	$17,163	$11,241	$2,059	$1,152	$5,531	$3,896	$30,498	$186,439	$70,124	$265,691	$335,814
15	2045	$3,229	$10,667	$4,620	$23,832	$3,516	$13,635	$12,849	$8,415	$1,575	$882	$4,199	$2,957	$23,243	$142,084	$53,231	$202,472	$255,703
20	2050	$2,456	$8,114	$3,525	$18,180	$2,665	$10,336	$9,597	$6,286	$1,200	$672	$3,176	$2,237	$17,640	$107,833	$40,258	$153,656	$193,915
25	2055	$1,861	$6,147	$2,677	$13,810	$2,013	$7,807	$7,153	$4,685	$910	$509	$2,394	$1,686	$13,338	$81,538	$30,347	$116,183	$146,530
30	2060	$1,405	$4,641	$2,026	$10,451	$1,516	$5,879	$5,322	$3,486	$688	$385	$1,800	$1,267	$10,053	$61,454	$22,809	$87,563	$110,372
35	2065	$1,057	$3,493	$1,528	$7,882	$1,138	$4,414	$3,953	$2,589	$518	$290	$1,349	$950	$7,555	$46,182	$17,098	$65,800	$82,899
40	2070	$794	$2,622	$1,149	$5,927	$853	$3,306	$2,931	$1,920	$389	$218	$1,009	$711	$5,662	$34,614	$12,787	$49,317	$62,104
45	2075	$594	$1,963	$862	$4,445	$637	$2,470	$2,170	$1,421	$292	$163	$753	$530	$4,234	$25,882	$9,541	$36,875	$46,417
50	2080	$444	$1,466	$645	$3,325	$475	$1,842	$1,605	$1,051	$218	$122	$561	$395	$3,159	$19,311	$7,106	$27,513	$34,619
TOTAL (2013-2080)		**$120,522**	**$398,180**	**$172,307**	**$888,750**	**$131,397**	**$509,505**	**$482,374**	**$315,944**	**$58,779**	**$32,903**	**$157,023**	**$110,591**	**$868,217**	**$5,307,516**	**$1,990,619**	**$7,563,389**	**$9,554,008**

Source: AECOM
Select years of data displayed. Totals reflect the 50 year sum of values

Table 24. Present Value of Emission Reduction

Project Year	Year	Total Project														
		Passenger					Freight					TOTAL				
		Cost of HC	Cost of CO	Cost of NO4	Cost of VOC	Cost of PM2.5	Cost of HC	Cost of CO	Cost of NO4	Cost of VOC	Cost of PM2.5	Cost of HC	Cost of CO	Cost of NO4	Cost of VOC	Cost of PM2.5
5	2035	$0	$0	$1,352	$56	$1,310	$0	$0	$43,419	$674	$64,542	$0	$0	$44,771	$729	$65,851
10	2040	$0	$0	$1,031	$42	$998	$0	$0	$33,242	$516	$49,400	$0	$0	$34,273	$558	$50,398
15	2045	$0	$0	$768	$32	$748	$0	$0	$25,378	$403	$37,383	$0	$0	$26,146	$435	$38,131
20	2050	$0	$0	$574	$24	$575	$0	$0	$19,268	$306	$30,967	$0	$0	$19,842	$330	$31,541
25	2055	$0	$0	$431	$18	$434	$0	$0	$14,592	$233	$23,850	$0	$0	$15,022	$251	$24,284
30	2060	$0	$0	$323	$13	$333	$0	$0	$11,314	$175	$20,292	$0	$0	$11,637	$189	$20,626
35	2065	$0	$0	$240	$10	$252	$0	$0	$8,552	$132	$15,576	$0	$0	$8,792	$143	$15,829
40	2070	$0	$0	$180	$8	$189	$0	$0	$6,415	$99	$11,680	$0	$0	$6,595	$107	$11,869
45	2075	$0	$0	$134	$6	$141	$0	$0	$4,796	$74	$8,731	$0	$0	$4,931	$80	$8,871
50	2080	$0	$0	$100	$4	$105	$0	$0	$3,595	$55	$6,630	$0	$0	$3,695	$60	$6,735
TOTAL (2031-2080)		**$0**	**$0**	**$32,408**	**$1,388**	**$30,748**	**$0**	**$0**	**$952,204**	**$13,418**	**$1,578,121**	**$0**	**$0**	**$984,612**	**$14,806**	**$1,608,869**

Source: AECOM
Select years of data displayed. Totals reflect the 50 year sum of values

Summary

The HSIPR – Task 4 analyses demonstrate that measurable, positive mobility, congestion, maintenance, safety, and secondary external impact benefits are accrued when implementing the HSIPR Build scenario. Specific accrued benefits include reduced roadway fatalities and crashes, roadway maintenance savings, travel time savings and emission savings. The total discounted value of benefits over the 50 year life of the project is estimated at $24,687,718. An annual reduction in vehicle miles of travel (VMT) of 7,771,912 was estimated equating to a reduction in VMT of 388,595,625 over the 50 year project life. A reduction in vehicle hours of travel (VHT) over the life of the project is also anticipated of 2,977,107 hours. Overall the benefits of the HSIPR build scenarios are relatively modest compared to the implementation and O&M cost of the project. The aforementioned data tables display the analyses results for selected years.