

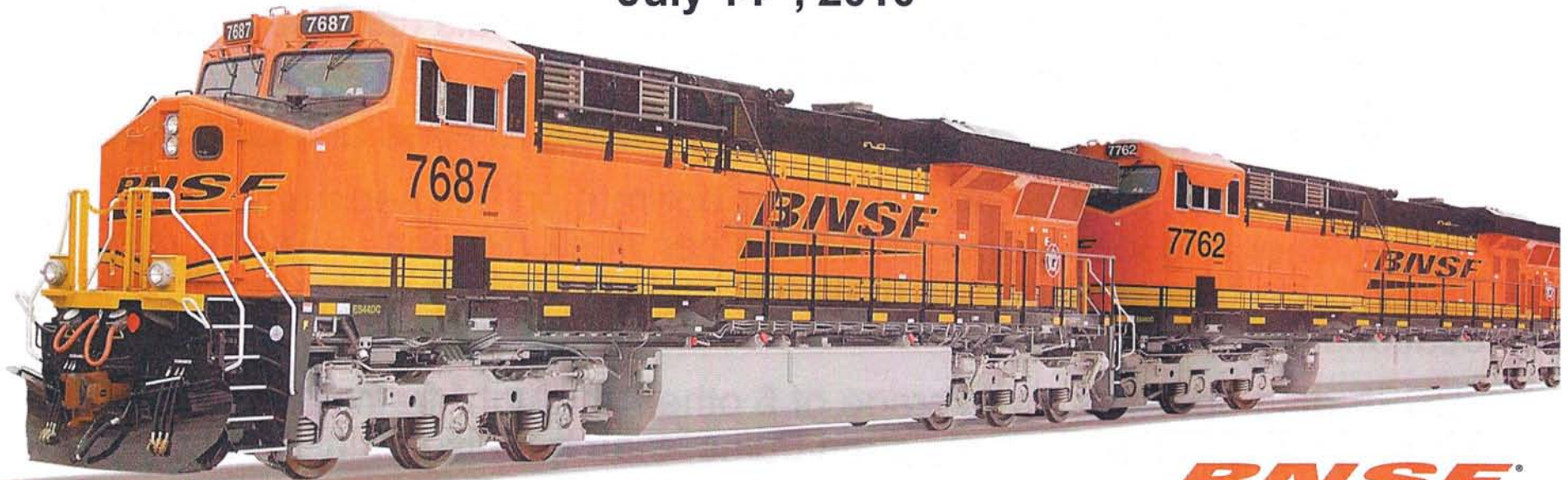
# El Paso – Las Cruces Commuter Meeting

**BNSF Railway Company**

**The City of Las Cruces**

**The City of El Paso**

**July 14<sup>th</sup>, 2010**



**BNSF**  
RAILWAY

# BNSF El Paso Subdivision

- Single main track, non-signaled, hand-throw switches.
- Maximum track speed is 49 MPH.
- Between El Paso and Las Cruces (42 miles) there is only one passing siding which is located at Mesquite. Only location to meet most trains.
- Numerous storage and industrial tracks along this segment but only relatively short trains such as roadswitchers and locals can use some of these tracks to clear the main track for longer trains.
- BNSF serves well over 100 customers between El Paso and Las Cruces.
- A roadswitcher, a local, and yard jobs operate on this segment. The roadswitcher and locals operate 5 days per week (Monday - Friday). These trains typically hold the main track when working at customer locations.
- BNSF also operates an average of 5 other “through” trains per day on this route. Loaded and empty grain trains, merchandise trains, and vehicle trains.



# Proposed Commuter Operations

- Train sets - 3 passenger cars with one MP36PH locomotive (3600 HP) in “push-pull” configuration. Similar to Rail Runner.

- **Morning runs.** Train sets will be stored at El Paso overnight. At 5:00 a.m., the two sets of equipment will be combined and repositioned to Las Cruces.

Las Cruces departures timed to arrive at El Paso at 7:15 a.m. and 8:30 a.m. Modeling runs predict 38 minute run times so Las Cruces departures planned for 6:37 a.m. and 7:52 a.m.

Both trains dwell at El Paso for 20 minutes for disembarking and embarking passengers before returning to Las Cruces.

At Las Cruces trains will be combined for reposition to El Paso. Trains remain at El Paso until the evening runs.

- **Evening runs.** El Paso departures timed to arrive at Las Cruces at 4:30 p.m. and 5:45 p.m. so El Paso departures planned for 3:52 p.m. and 5:07 p.m.

Both trains dwell at Las Cruces for 20 minutes for disembarking and embarking passengers before returning to El Paso.

After disembarking passengers, the trains remain at El Paso overnight.

# Proposed Network Upgrade Requirements

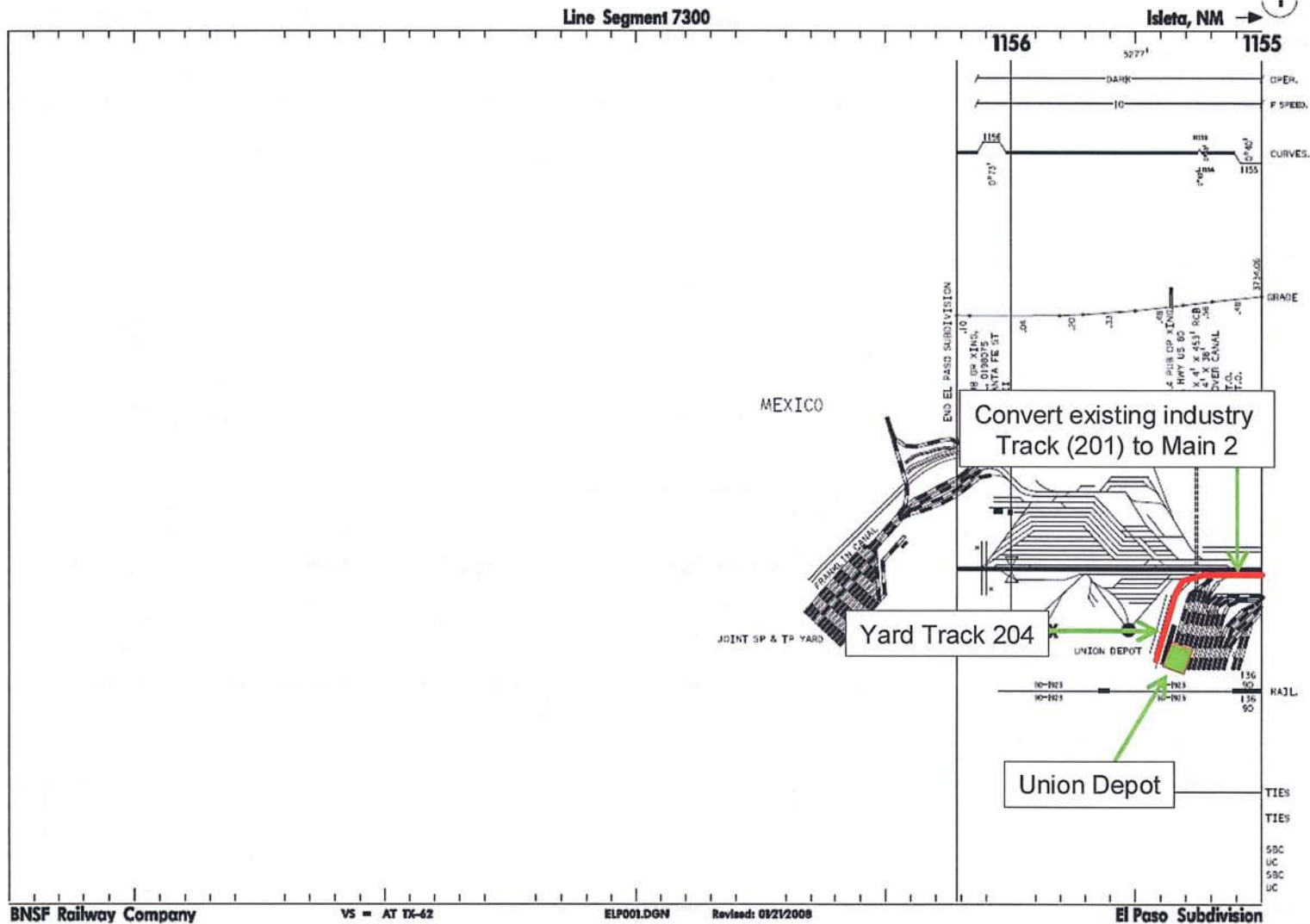
- Install a CTC/PTC signalized control system.
- Upgrade timetable operating speed to 79 MPH for passenger trains.
- Upgrade road crossing protection devices to allow 79 MPH passenger operations.
- Construct a minimum of 26.6 miles of second main track.
- Install three universal crossovers.
- Install dual-control and electric lock switches (various locations).

Upgrade plan developed with primary concerns being:

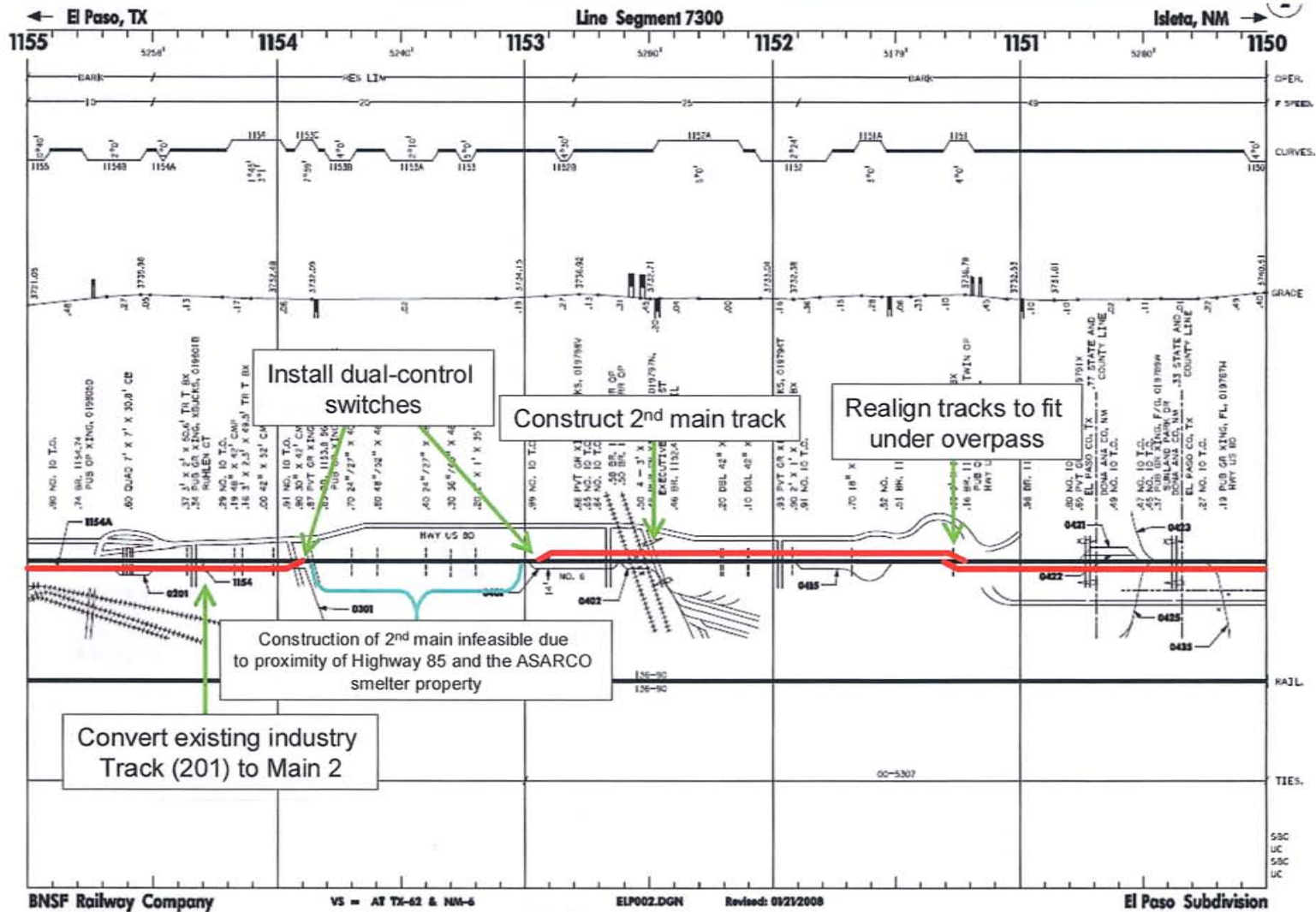
- Safety
- Protecting BNSF service performance
- Meeting commuter schedule goals.



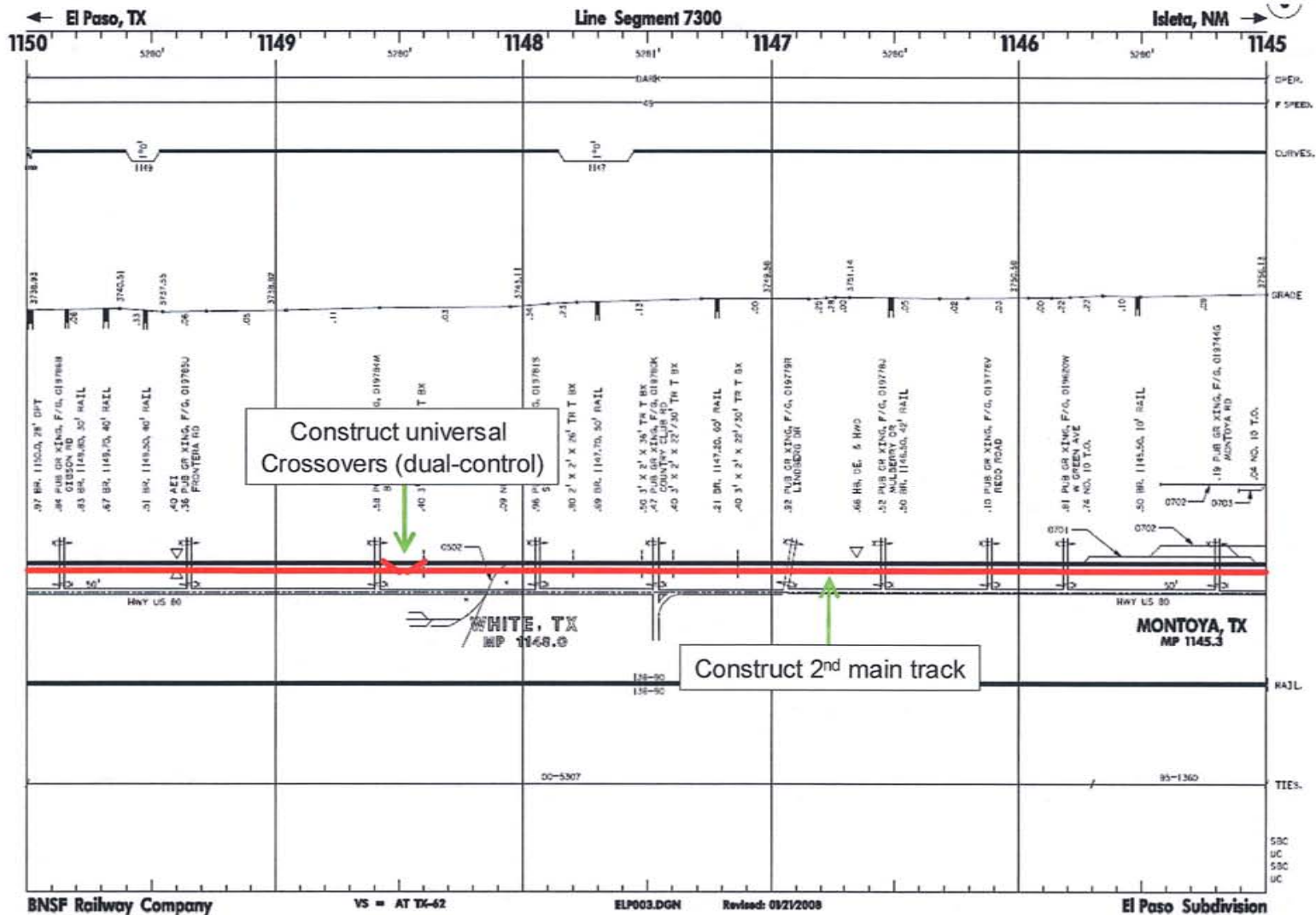
# High-Level Engineering Proposal



# High-Level Engineering Proposal

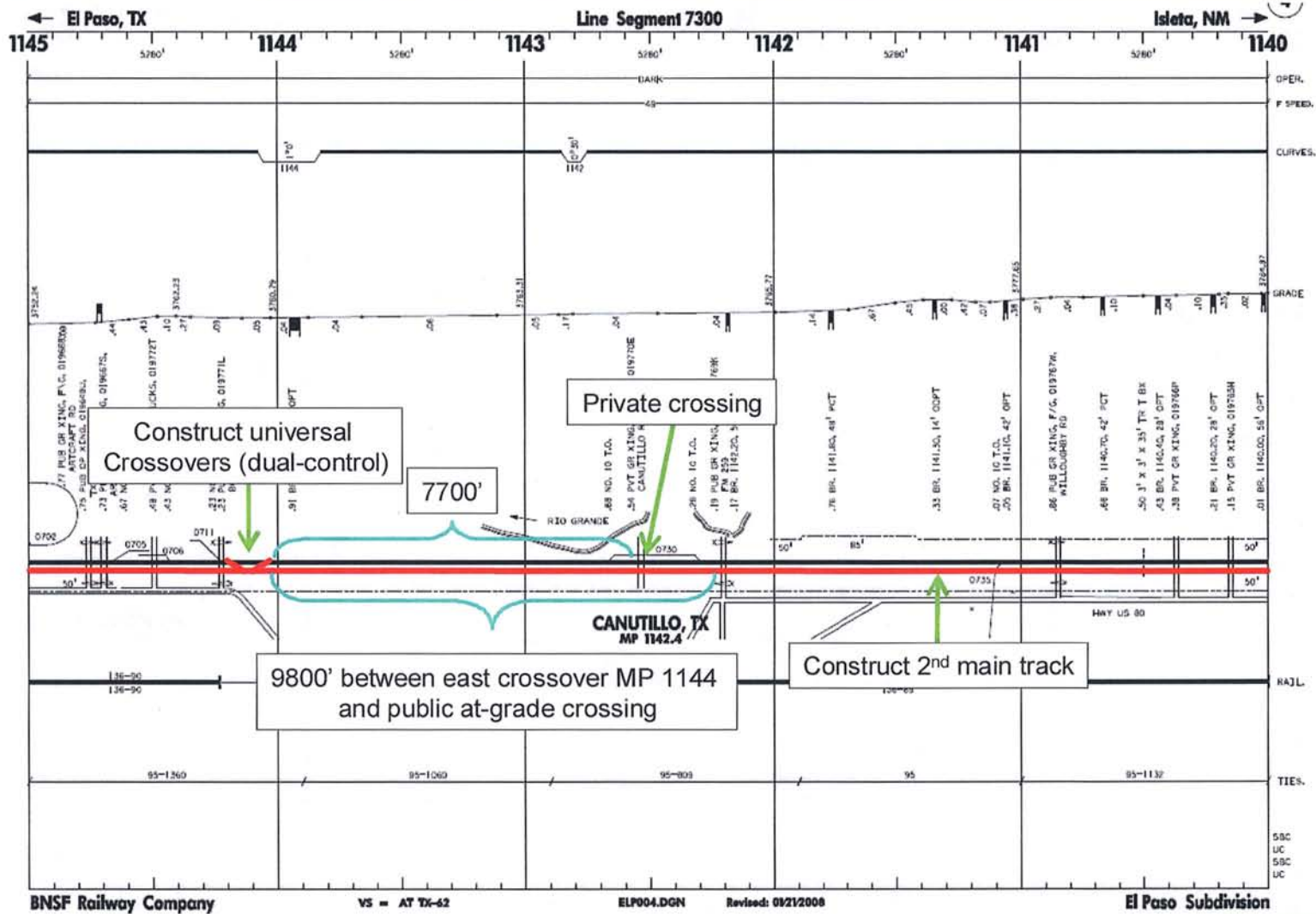


# High-Level Engineering Proposal



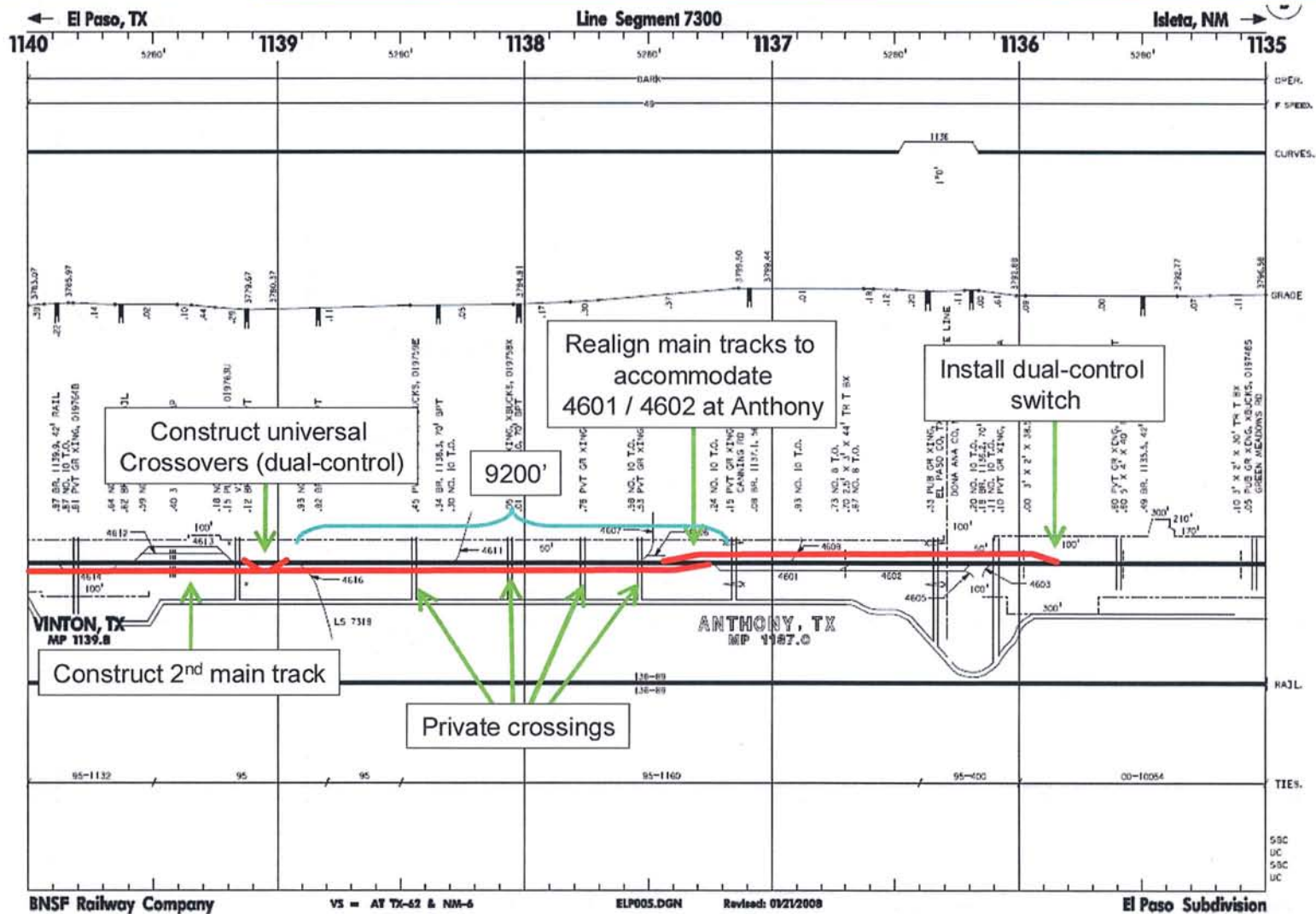


# High-Level Engineering Proposal

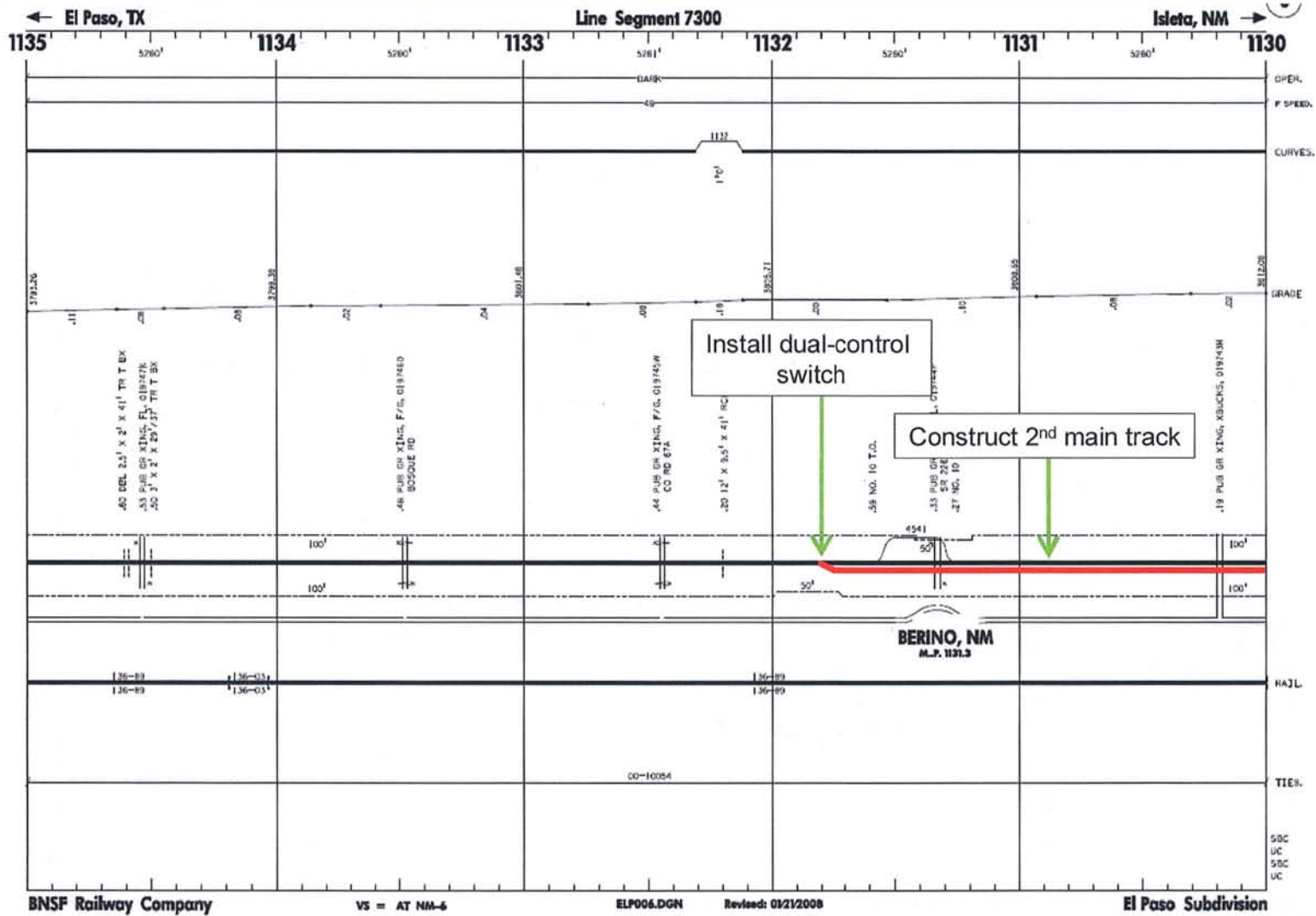




# High-Level Engineering Proposal

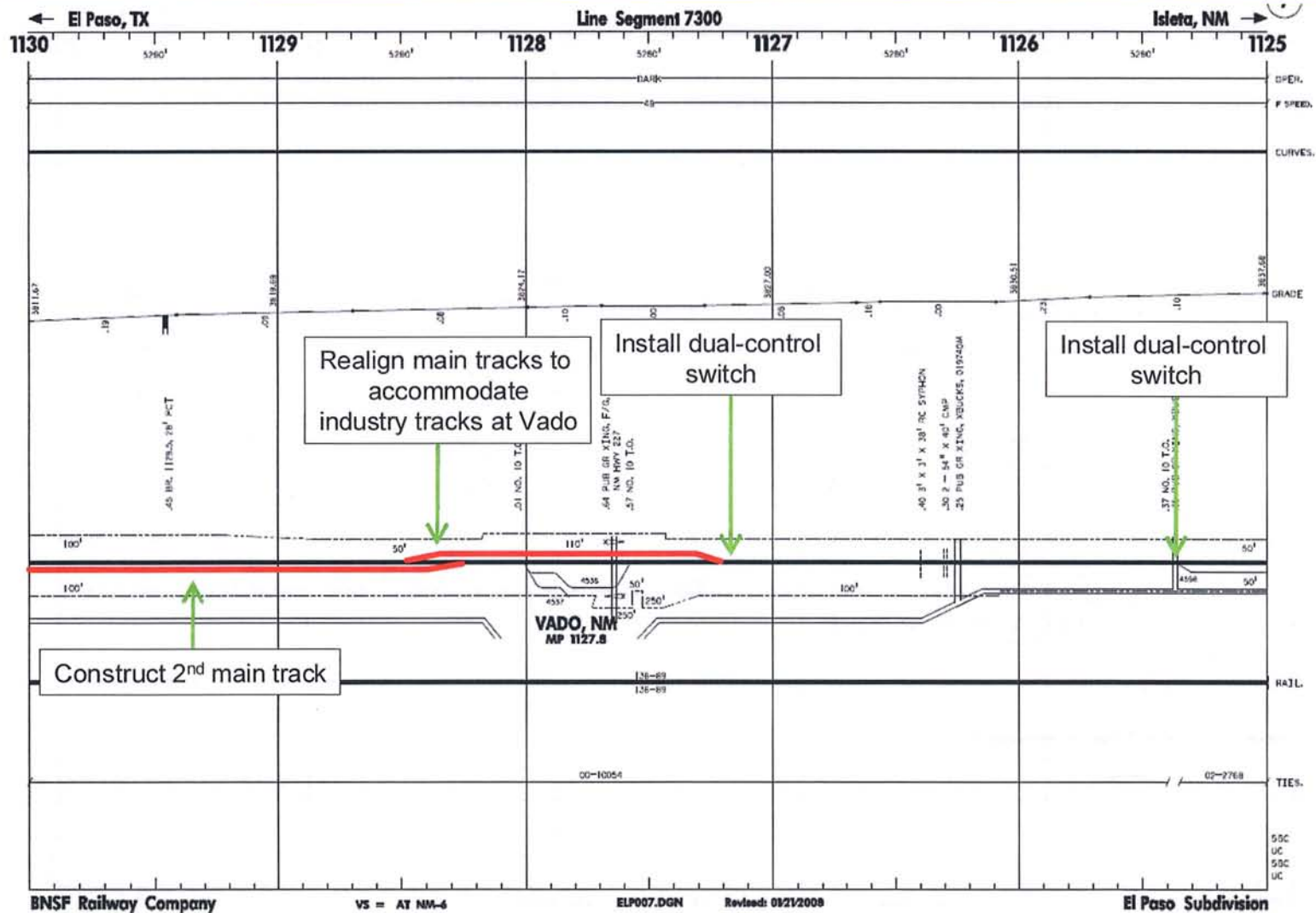


# High-Level Engineering Proposal

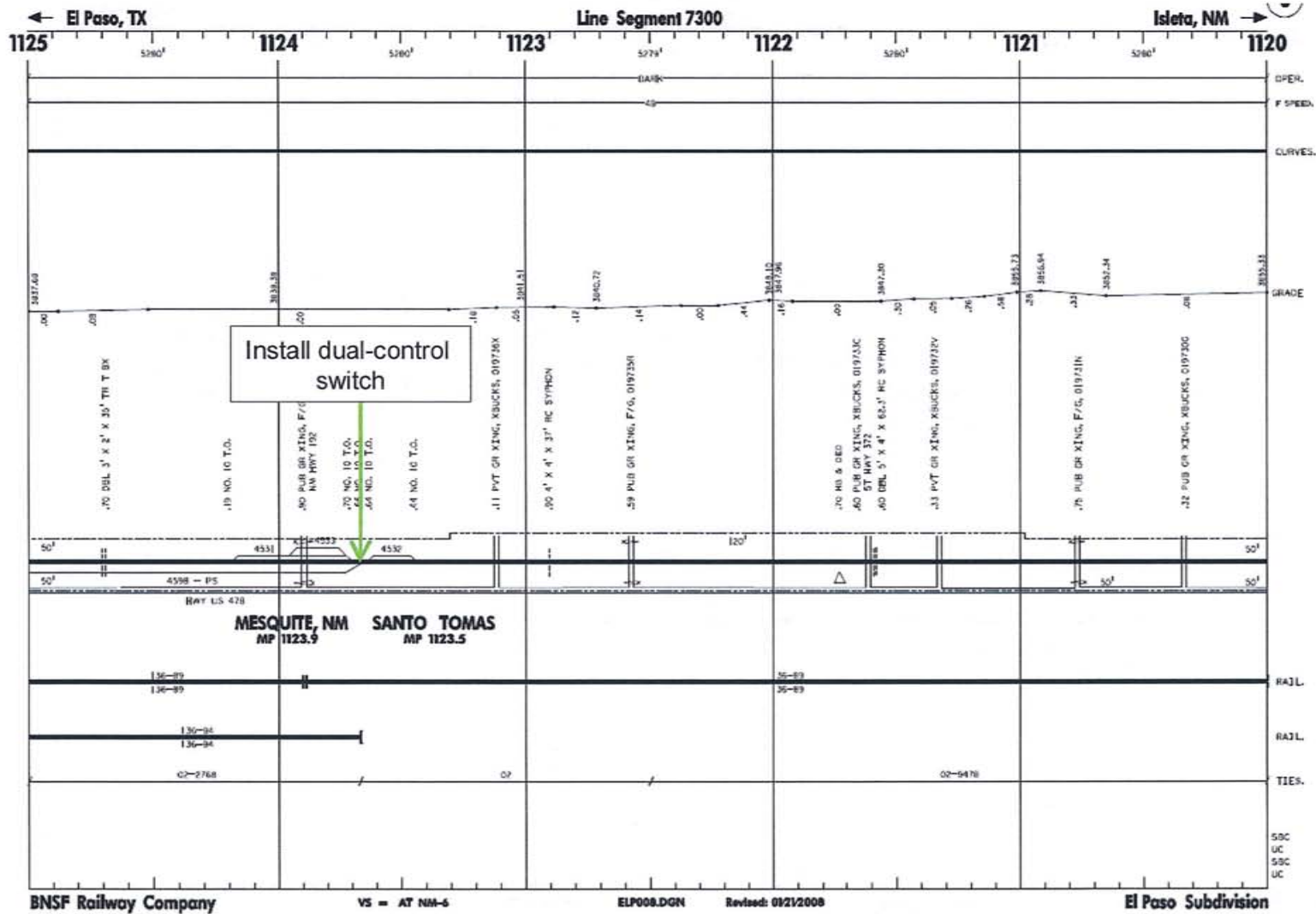




# High-Level Engineering Proposal



# High-Level Engineering Proposal



BNSF Railway Company

VS = AT NM-6

ELP008.DGN

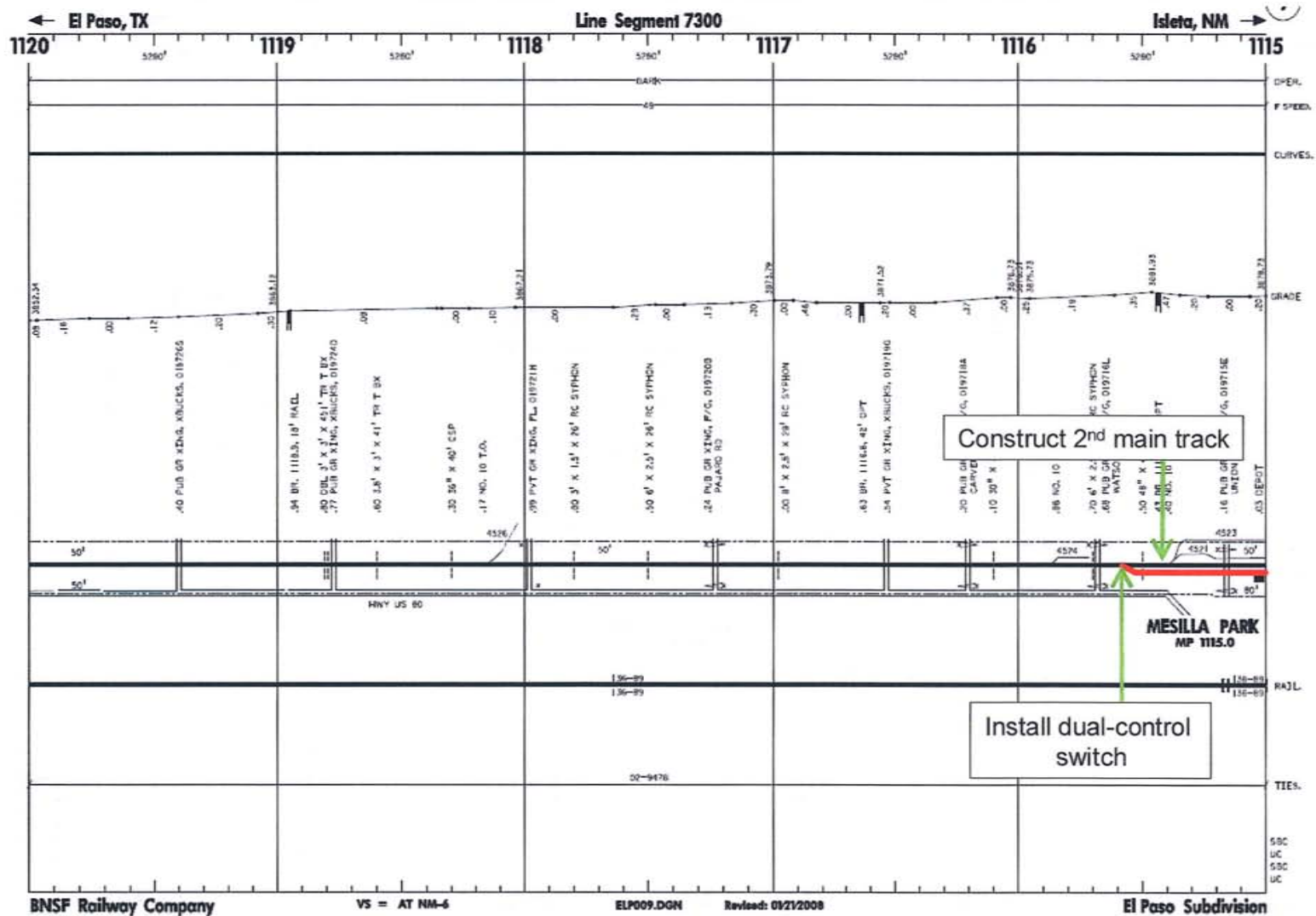
Revised: 09/21/2008

El Paso Subdivision

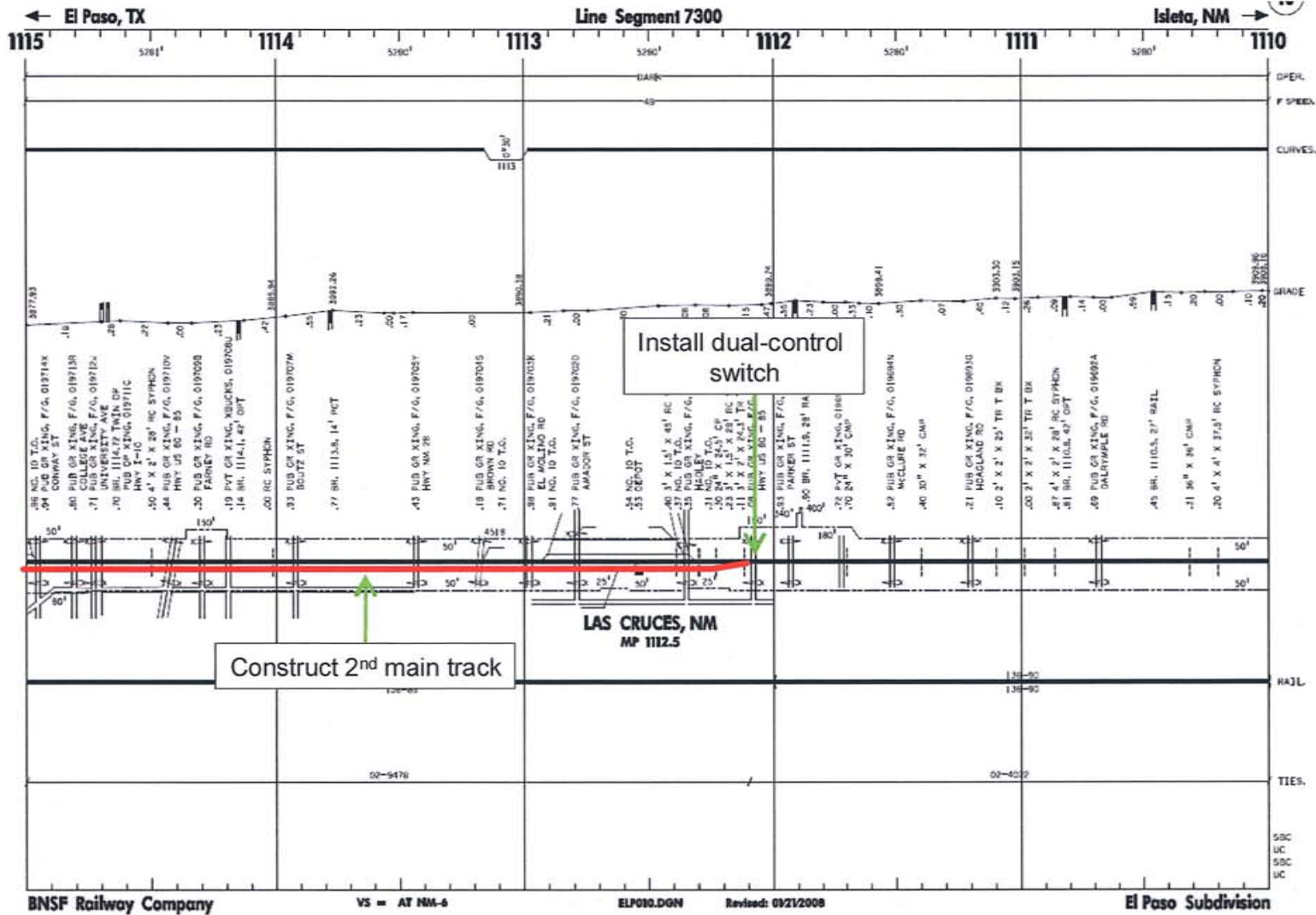




# High-Level Engineering Proposal



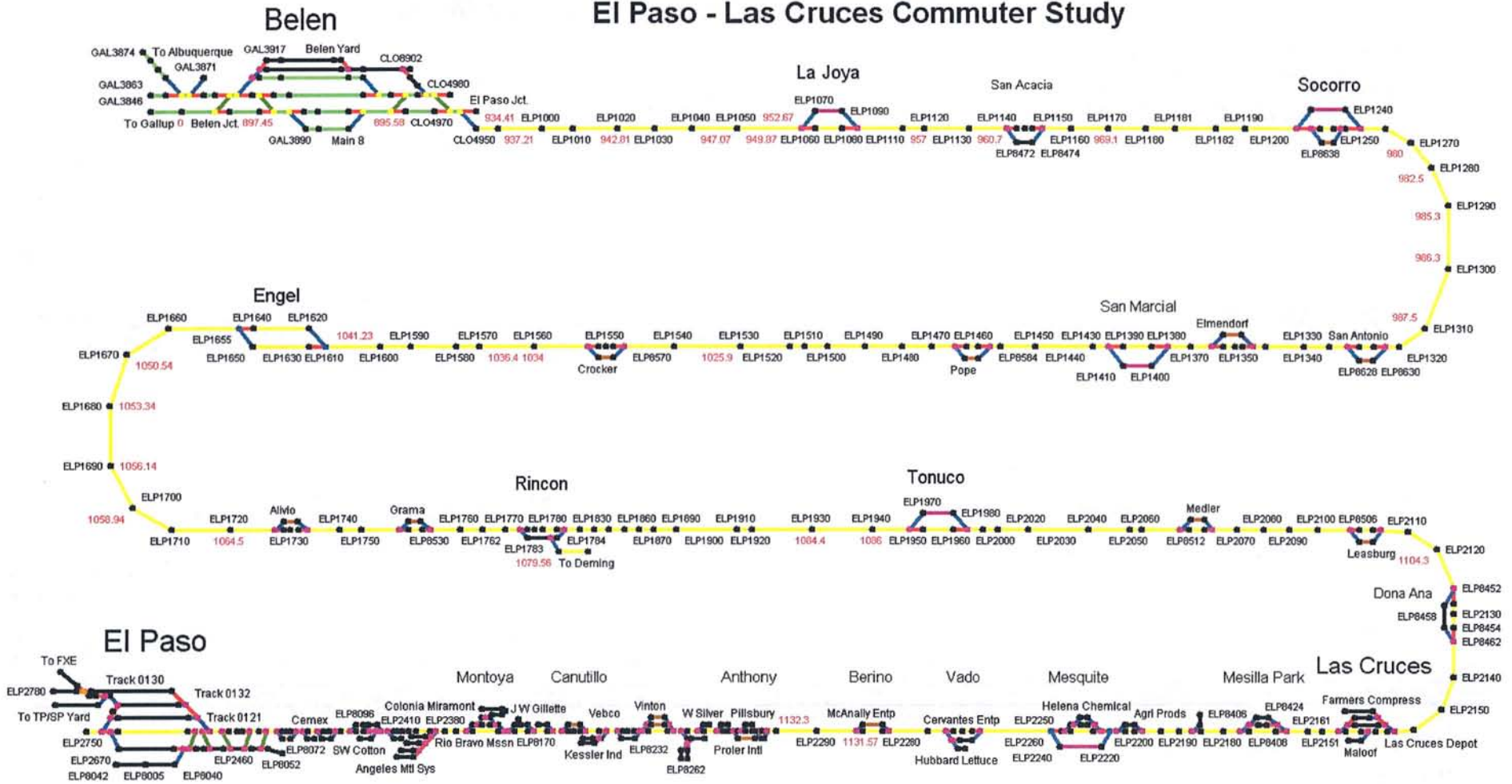
# High-Level Engineering Proposal





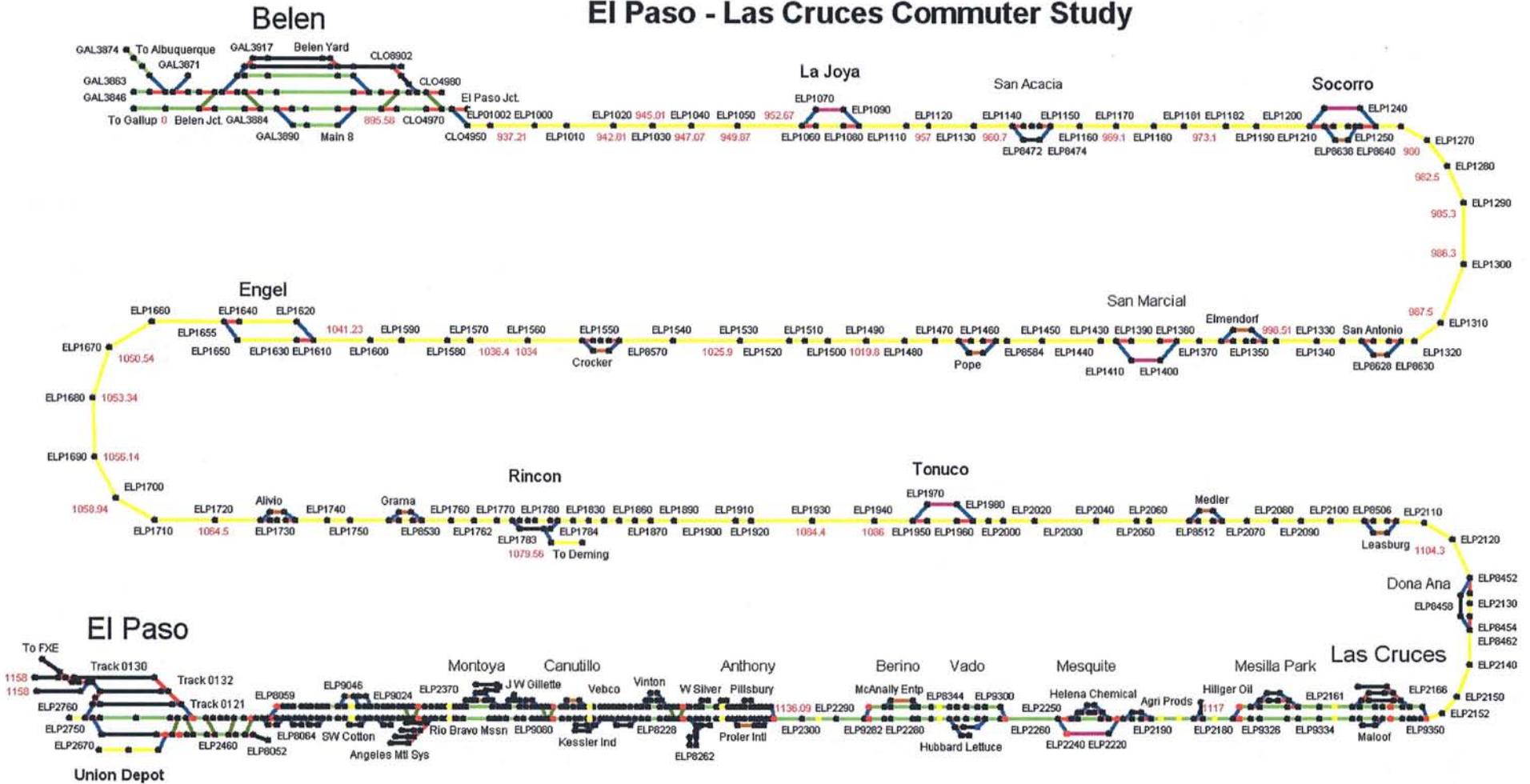
# RTC Study – Current Network

## El Paso - Las Cruces Commuter Study

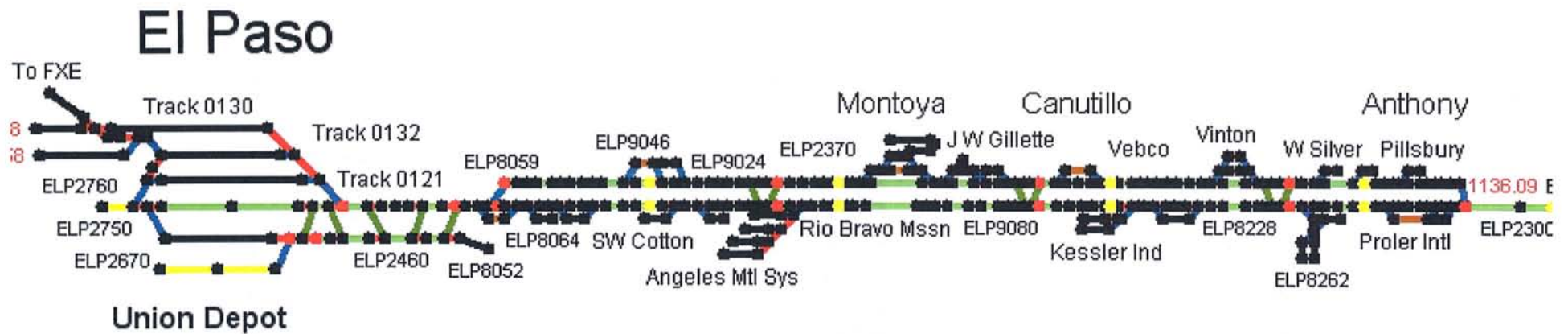


# RTC Study – Test Network (2<sup>nd</sup> Main)

## El Paso - Las Cruces Commuter Study

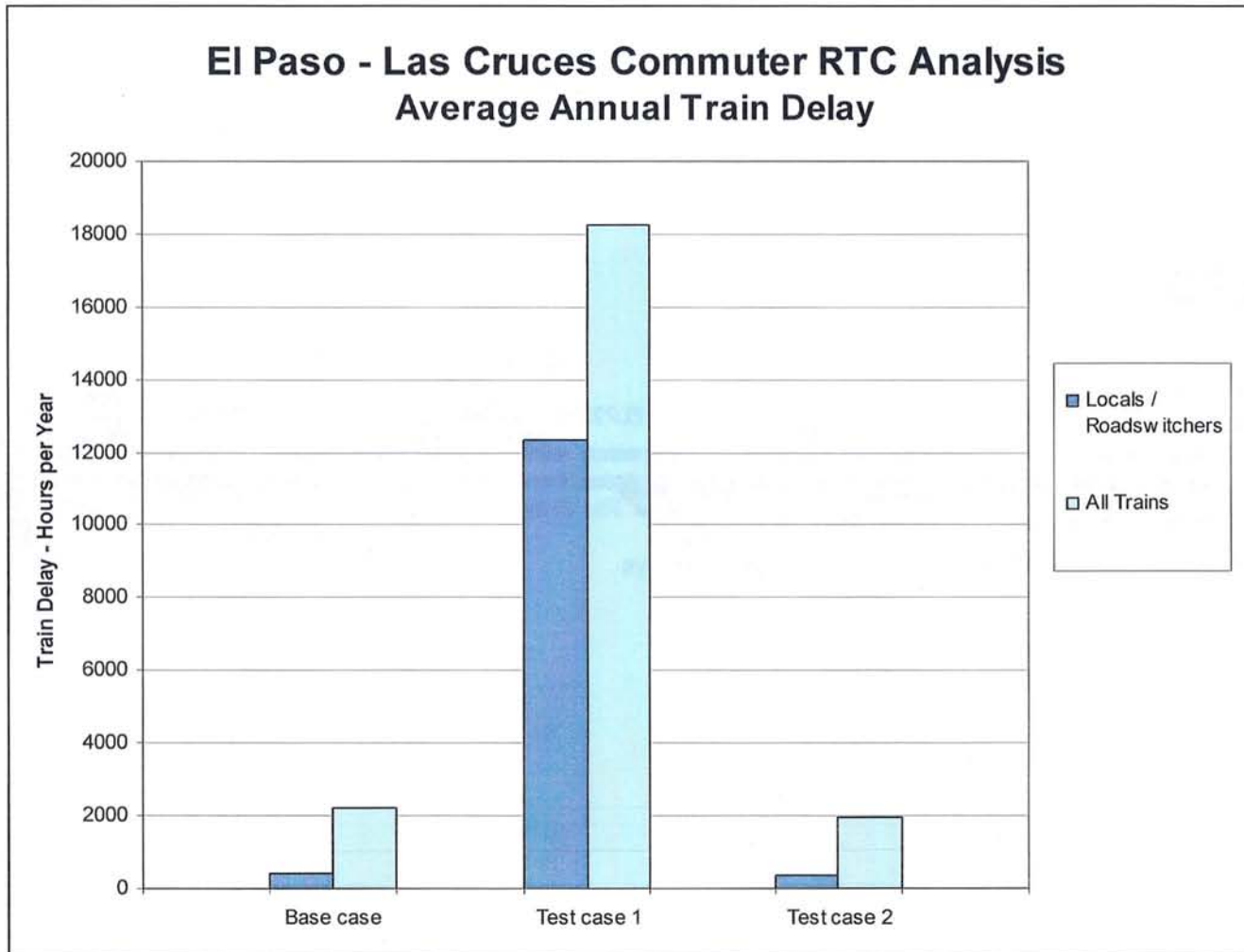


# RTC Study – Test Network (2<sup>nd</sup> Main)

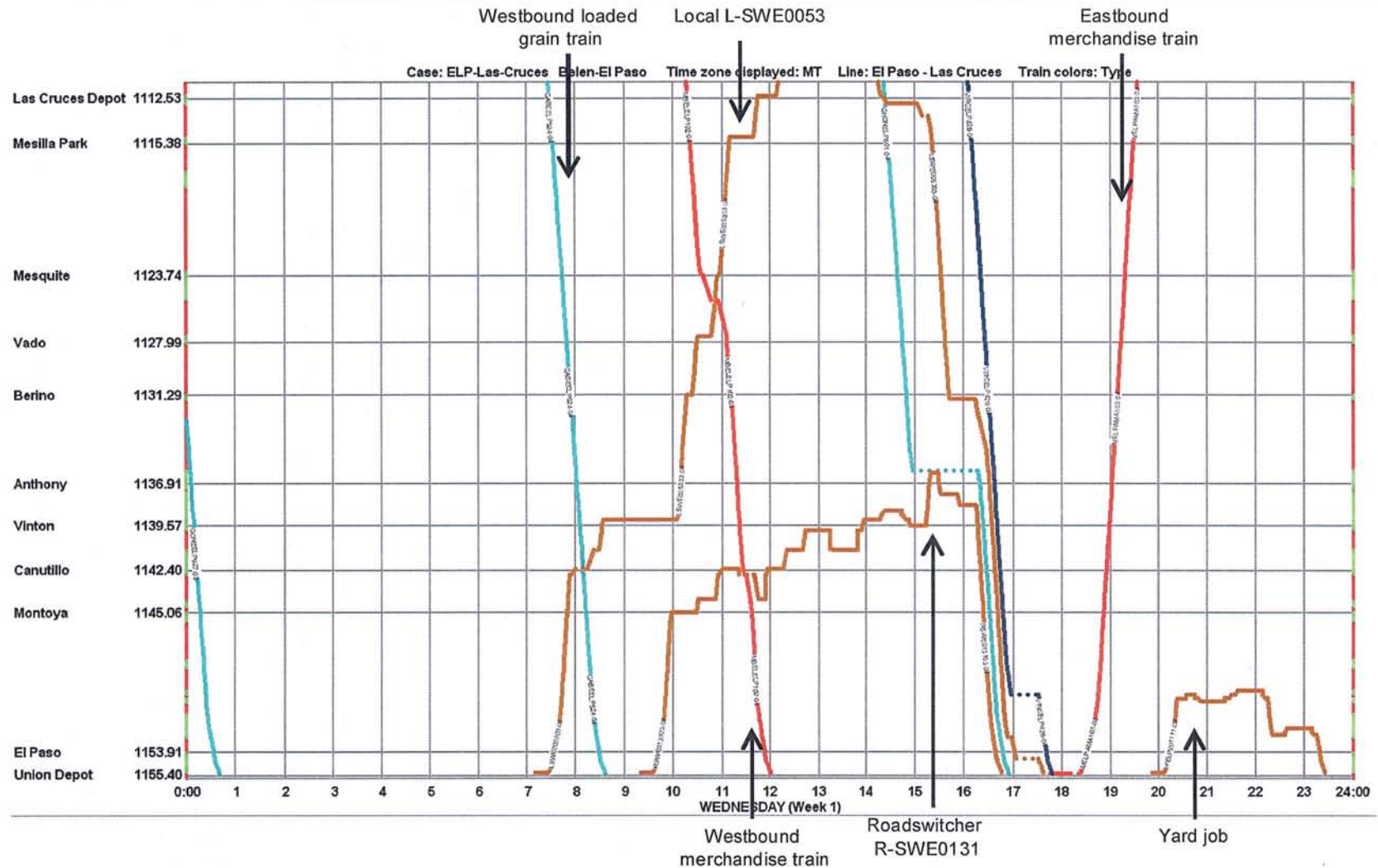




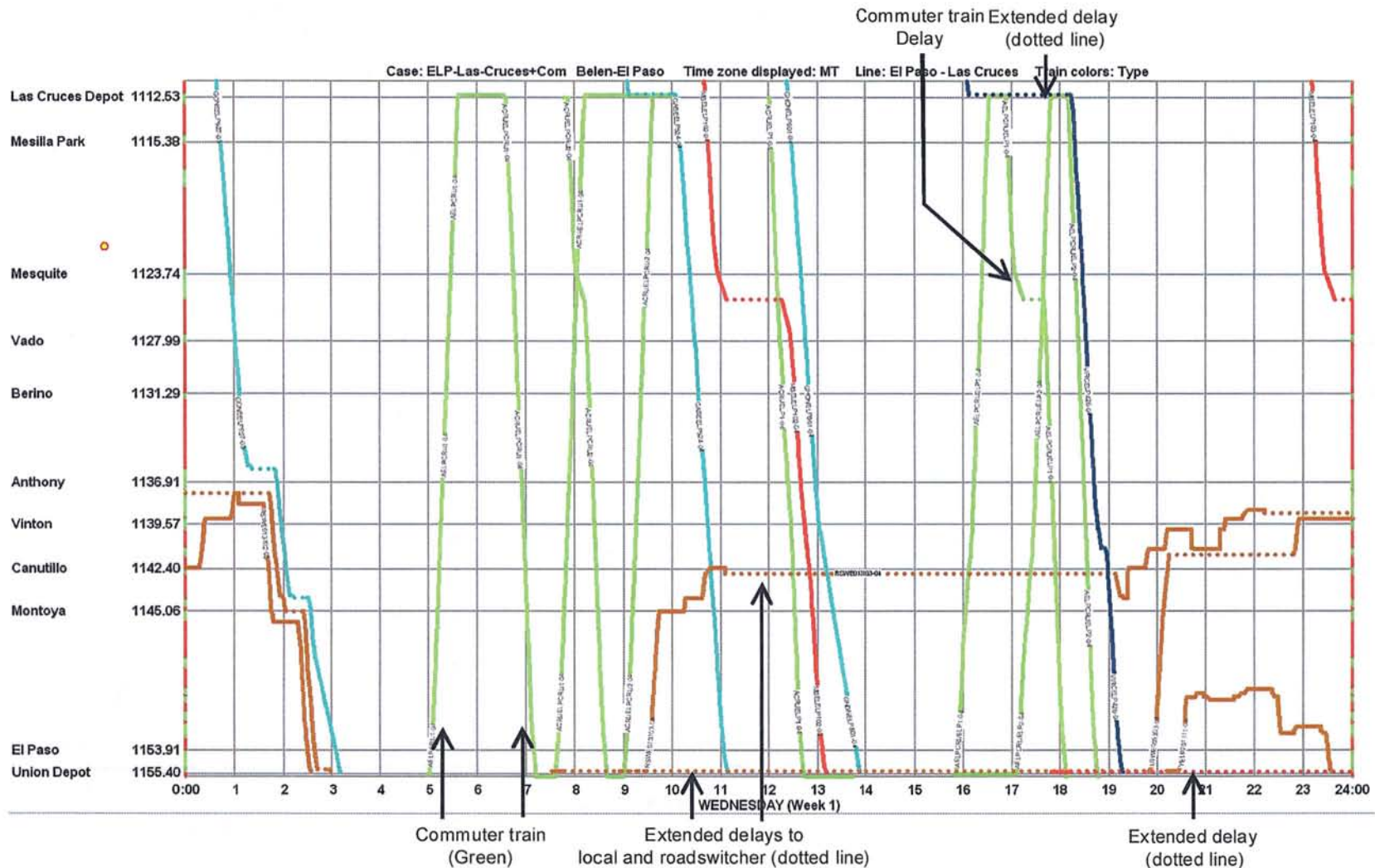
# RTC Study – Train Delay



# RTC Time Distance Diagram - Current

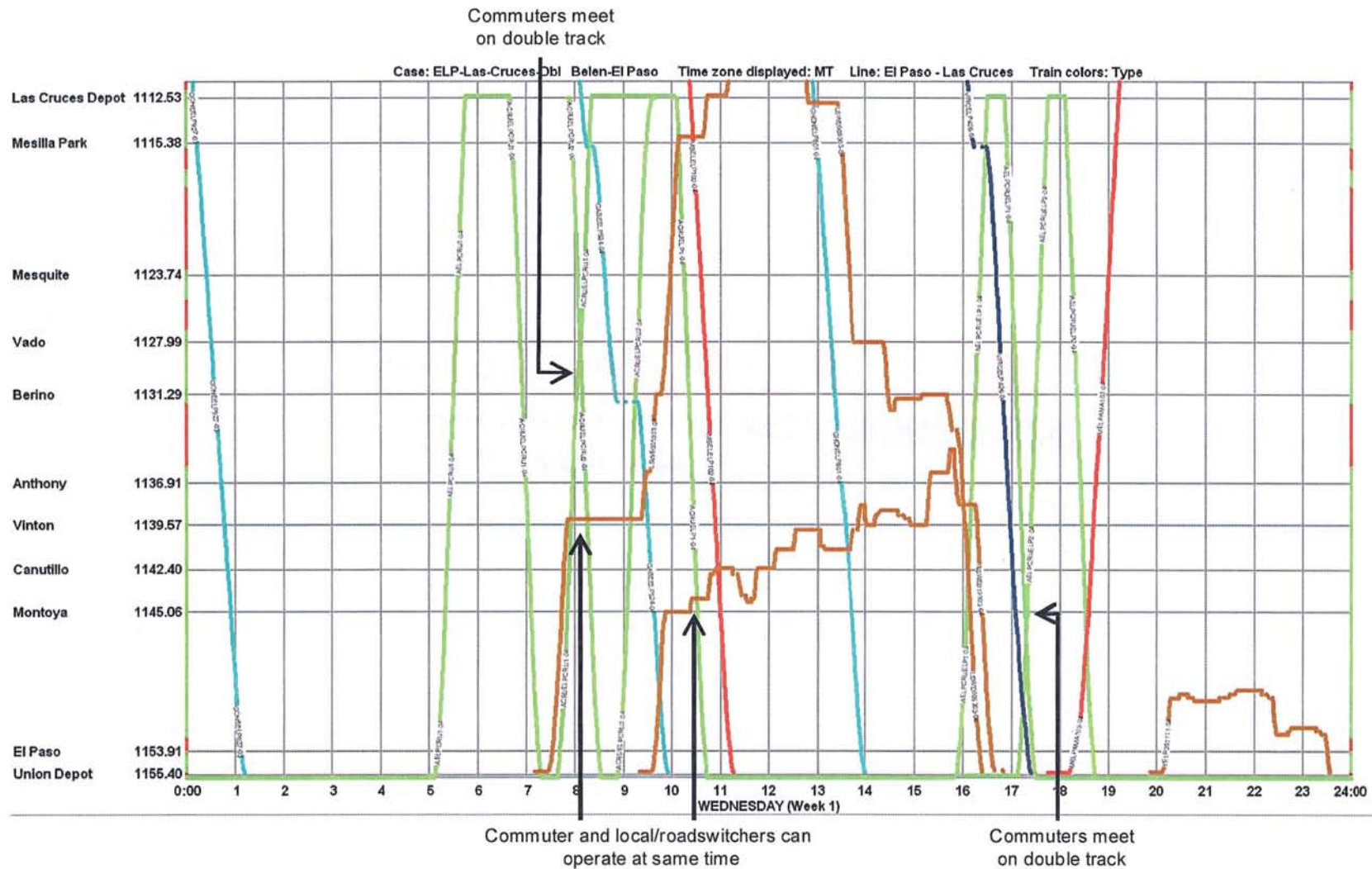


# RTC Time Distance Diagram – Current Track With Commuters (Test 1)





# RTC Time Distance Diagram – 2nd Main Track With Commuters (Test 2)



**BNSF**<sup>®</sup>  
**RAILWAY**