

3.0 Appendix C - Detailed Characteristics of Rail Routes Currently Carrying Bulk Crude in Iowa

3.1 BNSF

Table C-1. Characteristics of BNSF Network Subdivisions Currently Carrying Bulk Crude in Iowa

Railroad and Operating Subdivision Within Iowa	Segment in Iowa and Approximate Mileage	Track Configuration	Method of Operation	FRA Track Class	Maximum Authorized Speed for Freight Trains	Maximum Authorized Speed for Passenger Trains	Maximum Allowable Gross Weight per Car	Existing Wayside Asset Protection Devices and Spacing	Proposed Wayside Asset Protection Devices	Likely Average Number of Crude Oil Trains Daily by Segment
BNSF Marshall Subdivision	Iowa / Minnesota state line near Lester, Iowa-Sioux City, Iowa (75.7 miles)	One main track with passing sidings	Automatic Block Signal (ABS) / Track Warrant Control (TWC)	Class 4	49 mph	N/A	286,000 lbs.	BNSF designates as Trackside Warning Devices (TWD). TWDs exist at 15-25 mile intervals, and include Hot Box Detector (HBD) and Dragging Equipment Detector (DED) installations near Alvord, Perkins, and West Le Mars, Iowa	Unknown	0-1
BNSF Sioux City Subdivision	Sioux City, Iowa-Iowa / Nebraska state line near Sioux City, Iowa (2.6 miles)	One main track with passing sidings	Track Warrant Control (TWC)	Class 4	30 mph	N/A	286,000 lbs.	BNSF designates as Trackside Warning Devices (TWD). Existing TWD includes a High/Wide/Shifted Load Detector (SLD) at Floyd (Sioux City), Iowa	Unknown	0-1
BNSF Creston Subdivision	Iowa / Nebraska state line near Pacific Junction, Iowa-Creston, Iowa	Segments of two main tracks and one main track	Centralized Traffic Control (CTC)	Class 4	60 mph	79 mph (Amtrak)	286,000 lbs.	BNSF designates as Trackside Warning Devices (TWD). TWDs exist at 5-7 mile intervals. All	Unknown	0-1

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	(86.1 miles)							installations include a DED (every 5-7 miles) and some installations include a DED and a HBD (every 15-25 miles). TWDs exist near Pacific Junction (two installations), Glenwood, Malvern, Hastings, Emerson, McPherson, Red Oak, Stanton, Villisca (two installations), Nodaway, Brooks, Corning, Prescott, Cromwell, and Creston, Iowa		
BNSF Ottumwa Subdivision	Creston, Iowa-Iowa / Illinois state line at Burlington, Iowa (188.1 miles)	Two main tracks	Mixture of Centralized Traffic Control (CTC), Track Warrant Control (TWC), and Yard Limits (YL)	Class 4	60 mph	79 mph (Amtrak)	286,000 lbs.	BNSF designates as Trackside Warning Devices (TWD). TWDs exist at 5-30 mile intervals. All installations include a DED (every 5-30 miles) and some installations include a DED and a HBD (every 15-30 miles). TWDs exist near	Unknown	0-1

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BNSF Chillicothe Subdivision	Iowa / Illinois state line at Fort Madison, Iowa-Fort Madison, Iowa (2.5 miles)	Two main tracks	Centralized Traffic Control (CTC)	Class 5	55 mph freight	79 mph (Amtrak)	286,000 lbs.	Thayer, Osceola, Russell, Melrose, Halpin, Albia, Maxon, Agency City, Fairfield, Mount Pleasant, and Dayman, Iowa. No Trackside Warning Devices (TWD) on the segment of this subdivision in Iowa.	Unknown	0-1
BNSF Marceline Subdivision	Fort Madison, Iowa-Iowa / Missouri state line near Argyle, Iowa (17.7 miles)	Two main tracks	Centralized Traffic Control (CTC) and Automatic Train Stop (ATS)	Class 5	70 mph	90 mph (Amtrak)	286,000 lbs.	BNSF designates as Trackside Warning Devices (TWD). TWDs exist at 5-7 mile intervals. All installations include a DED and HBD. TWD installations exist near Bricker and Argyle, Iowa.	Unknown	0-1

3.2 CP

Table C-2. Characteristics of CP Network Subdivisions Currently Carrying Bulk Crude in Iowa

Railroad and Operating Subdivision Within Iowa	Segment in Iowa and Approximate Mileage	Track Configuration	Method of Operation	FRA Track Class	Maximum Authorized Speed for Freight Trains	Maximum Authorized Speed for Passenger Trains	Maximum Allowable Gross Weight per Car	Existing Wayside Asset Protection Devices and Spacing	Proposed Wayside Asset Protection Devices	Likely Average Number of Crude Oil Trains Daily by Segment
CP Marquette Subdivision	Iowa / Minnesota state line at New Albin, Iowa-Sabula Junction, Iowa (136.5 miles) Note: CP has approximately 1.9 miles of trackage rights over the CN Dubuque Subdivision at Dubuque, Iowa, that are not included in the mileage listed above.	One main track with passing sidings	Centralized Traffic Control (CTC) Sabula Junction-Lake, Iowa; Track Warrant Control (TWC) Lake, Iowa-Iowa / Minnesota state line at New Albin, Iowa	Class 3	40 mph	N/A	286,000 lbs.	CP designates as Trackside Warning Detectors (TWD). TWDs exist at 25-35 mile intervals. All installations include a DED and HBD. TWDs exist near New Albin, Harpers Ferry, Guttenberg, Spechts Ferry, and Green Island, Iowa. TWDs near New Albin, Spechts Ferry, and Green Island also have a Hot Wheel Detector (HWD).	CP anticipates future installation of a Wheel Impact Load Detector (WILD) on the Marquette Subdivision.	0-2
CP Davenport Subdivision	Sabula Junction, Iowa-Nahant (Davenport), Iowa (54.2 miles)	One main track with passing sidings	Centralized Traffic Control (CTC) Sabula Junction-Deer Creek, Iowa;	Class 3	40 mph	N/A	286,000 lbs.	CP designates as Trackside Warning Detectors (TWD). TWDs exist at 25-30 mile intervals. All installations include a DED and HBD. TWDs exist near Le	Unknown	0-2

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			Automatic Block Signals (ABS) / Track Warrant Control (TWC) Deer Creek-Davenport, Iowa; Yard Limits (YL) Davenport-Nahant, Iowa					Claire and Deer Creek, Iowa.		
CP Ottumwa Subdivision	Nahant (Davenport), Iowa-Ottumwa, Iowa (107.1 miles)	One main track with passing sidings	Mixture of Centralized Traffic Control (CTC); Automatic Block Signals (ABS) / Track Warrant Control (TWC); and Yard Limits (YL)	Class 4 / Class 3	49 mph (Nahant-Muscatine); 40 mph (Muscatine-Ottumwa)	N/A	286,000 lbs.	CP designates as Trackside Warning Detectors (TWD). TWDs exist at 20-30 mile intervals. All installations include a DED and HBD. TWDs exist near Rutledge, Rubio, Ainsworth, Letts, and Montpelier, Iowa.	Unknown	0-2

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CP Laredo Subdivision	Ottumwa, Iowa-Iowa / Missouri state line near Sewal, Iowa (61.2 miles)	One main track with passing sidings	Yard Limits (YL) at Ottumwa, Iowa; Track Warrant Control (TWC) Ottumwa, Iowa-Iowa / Missouri state line near Sewal, Iowa	Class 3	40 mph	N/A	286,000 lbs.	CP designates as Trackside Warning Detectors (TWD). TWDs exist at 25-30 mile intervals. All installations include a DED and HBD. TWDs exist near Seymour and Blakesburg, Iowa.	Unknown	0-2