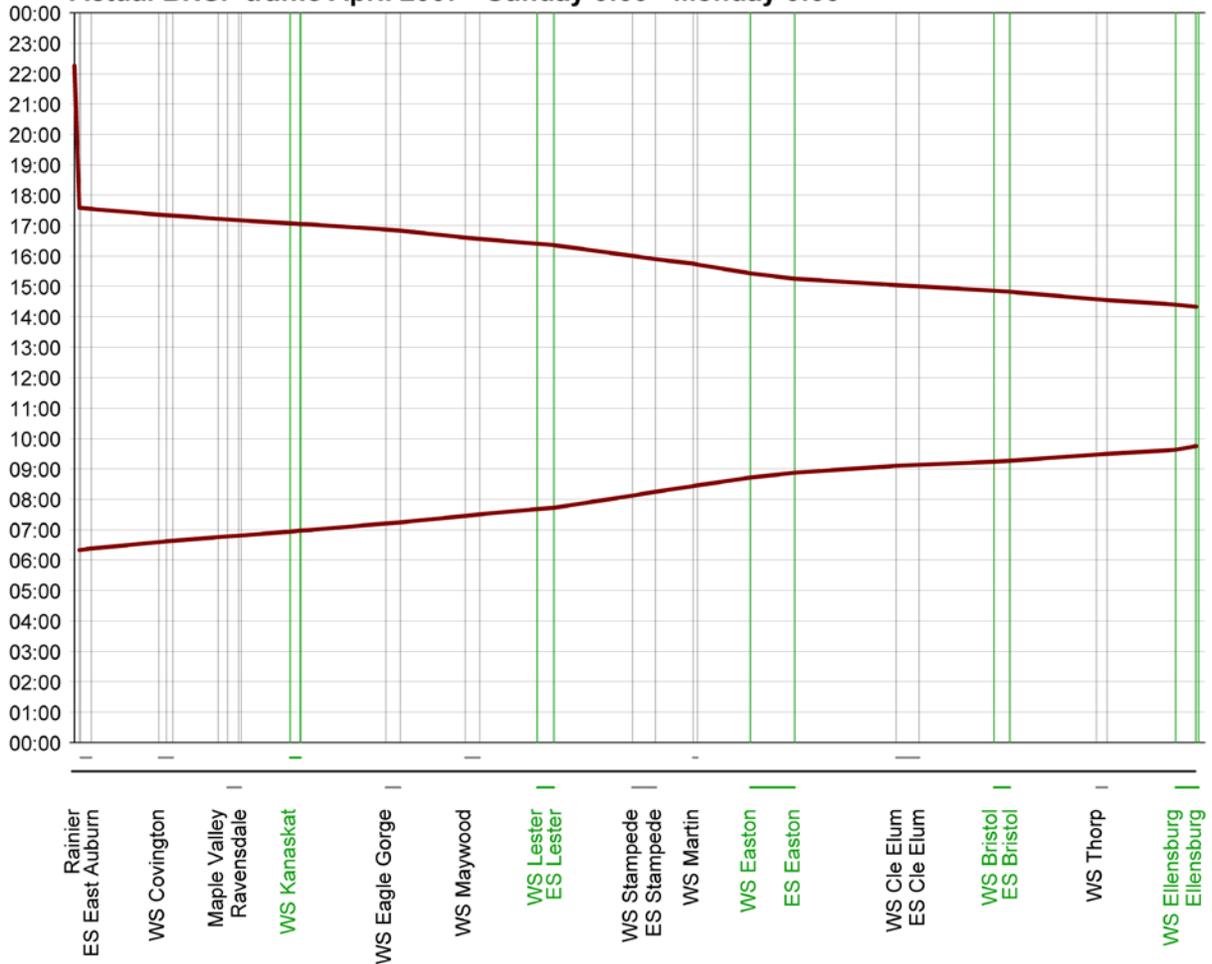


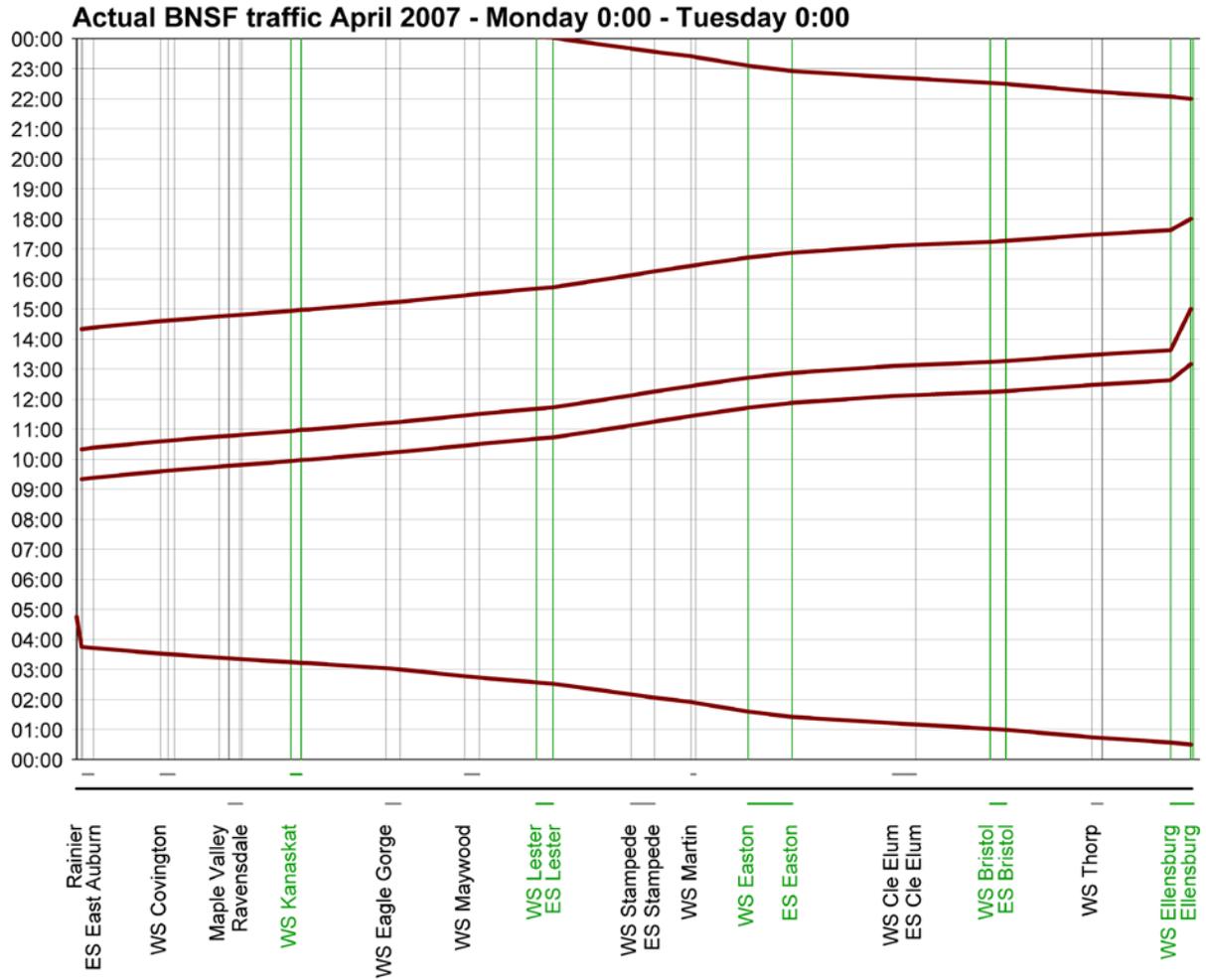
## Appendix C – Stringline Diagrams

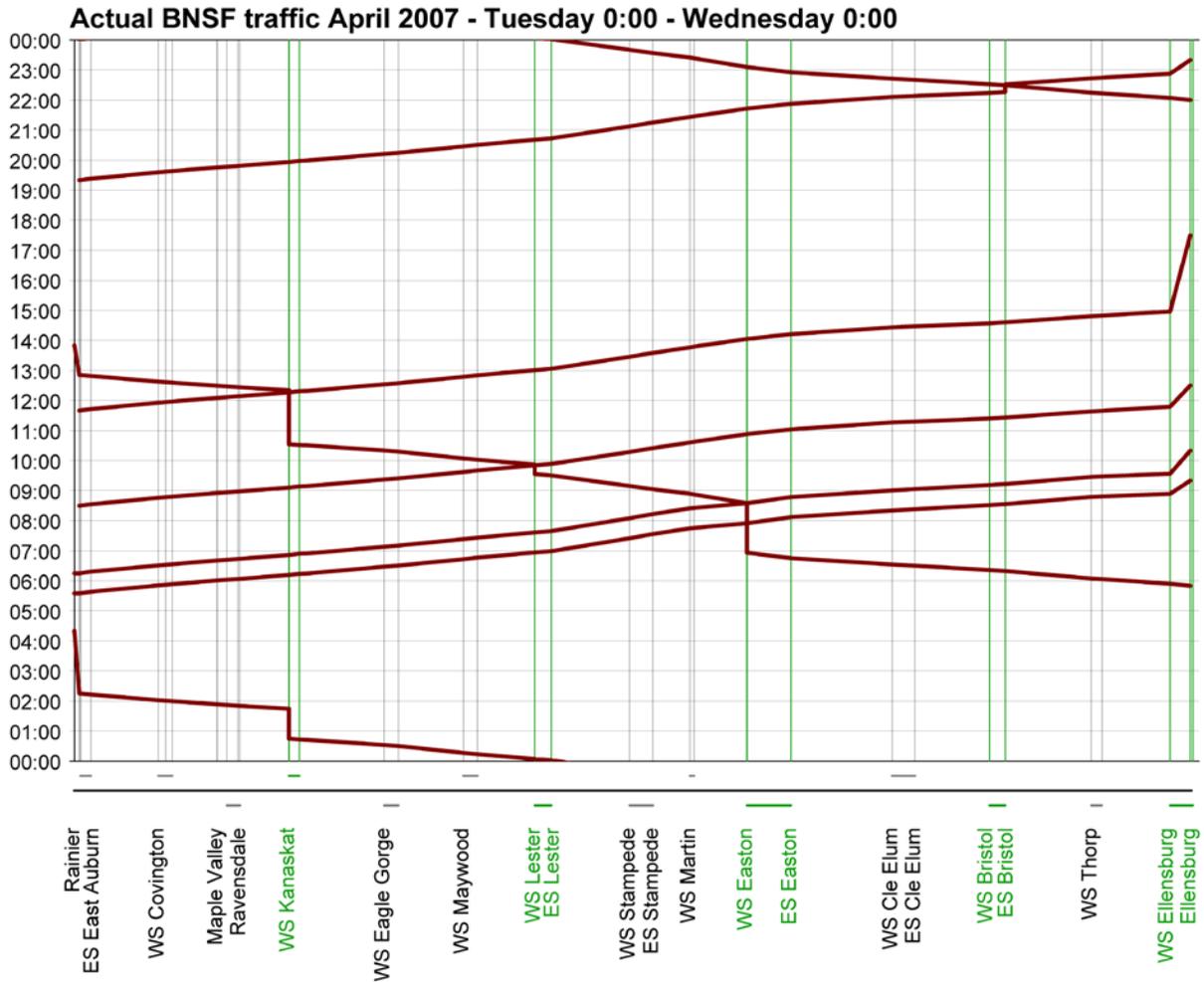
The following seven stringline diagrams represent a range of typical BNSF traffic days on the Stampede Pass line in April of 2007, when traffic volumes generally were high. The train movement data represents only times at the endpoints except for one train that has a reported stop at Kanaskat. The operation was approximated using asynchronous simulation. Many trains show a large amount of time approaching the final station (Auburn or Ellensburg). This is time that the trip used but was not represented by any simulated traffic control activity. Reasons for the excess time are not available. They may be related to track maintenance, locomotive failure, signal failure, waiting for the train dispatcher to issue movement authority, or other operating reasons.

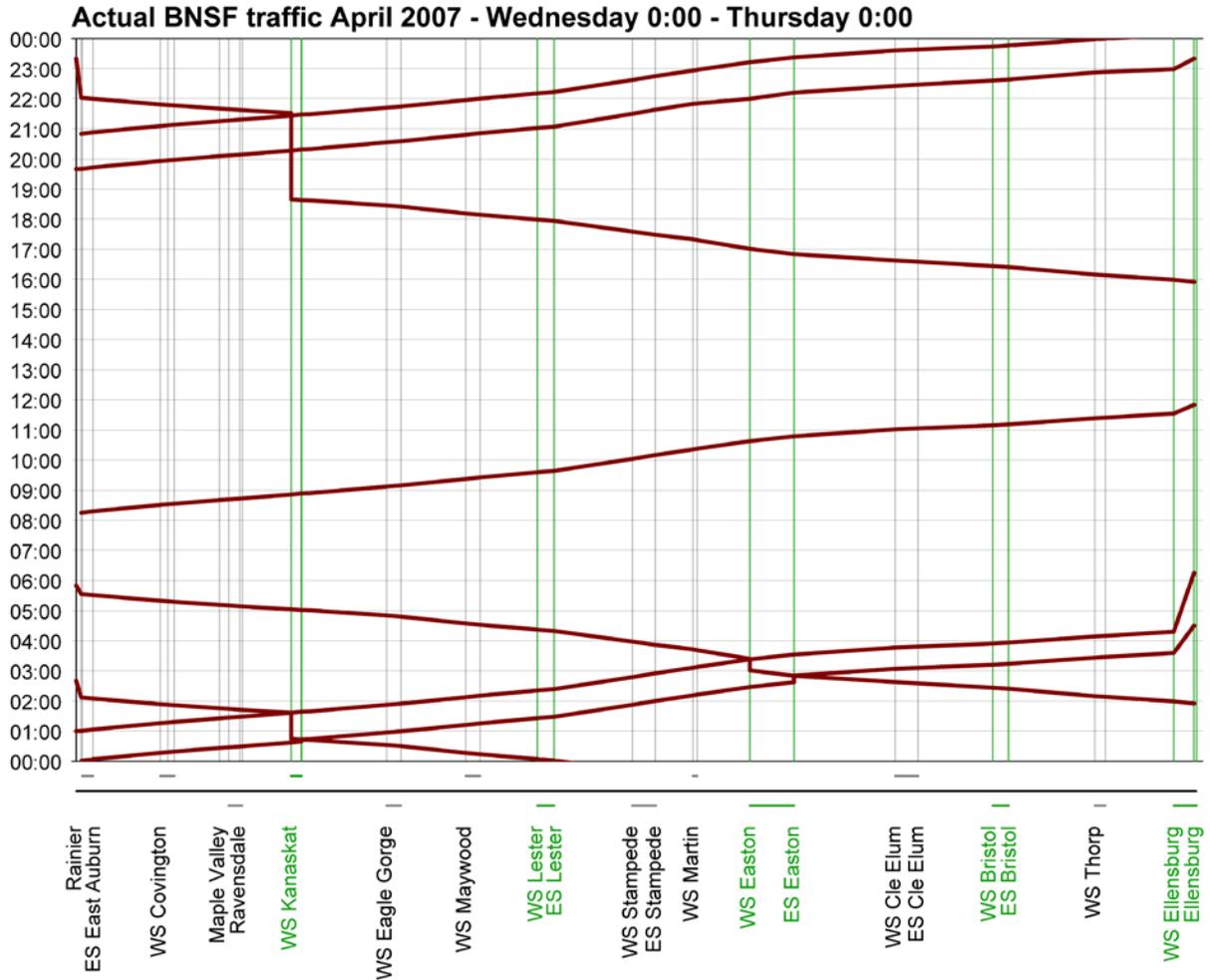
Each diagram represents a single calendar day, Sunday through Saturday. Stations and tracks shown in green are the locations that have been improved to allow meeting and passing of trains. The stations shown in gray are not used for normal operation. They represent the distribution of the trains throughout the day as well as the amount of traffic, a valuable tool for determining the capacity needed by freight service operated concurrently with the DMU service.

Actual BNSF traffic April 2007 - Sunday 0:00 - Monday 0:00

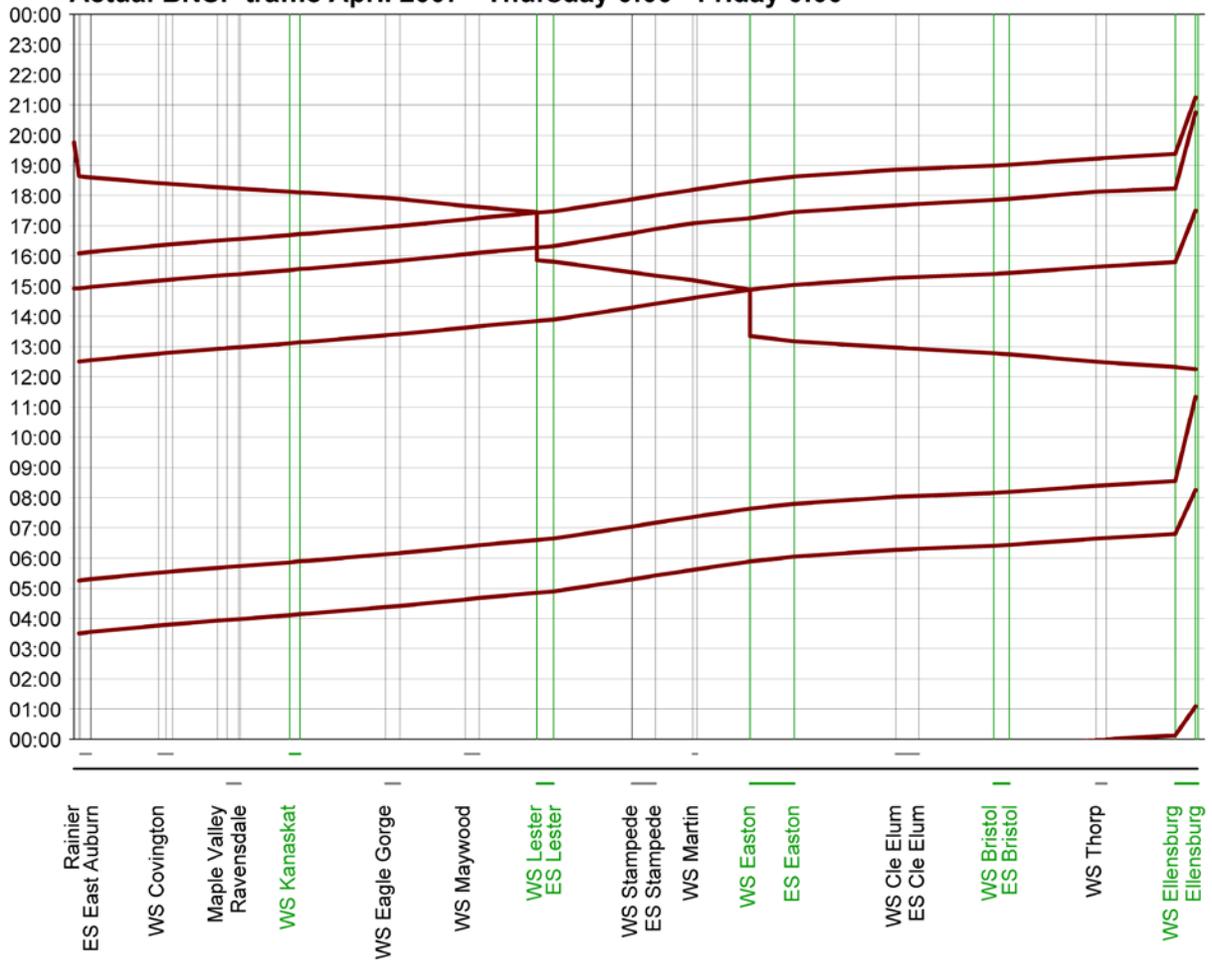


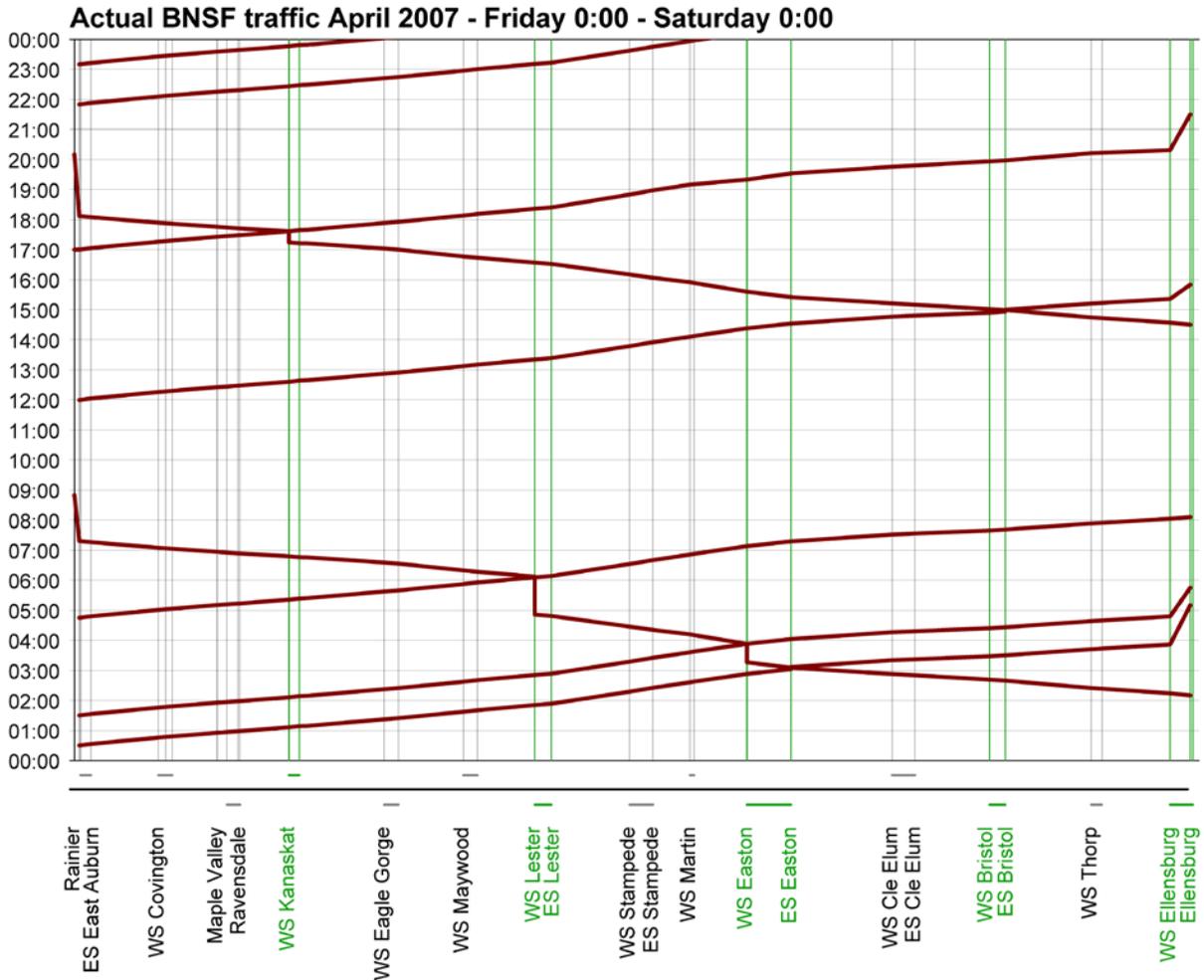






Actual BNSF traffic April 2007 - Thursday 0:00 - Friday 0:00





Actual BNSF traffic April 2007 - Saturday 0:00 - Sunday 0:00

