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Docket TR-130499
UTC Staff Data Request Nos. 2-5 to Union Pacific Railroad Co.
September 11, 2013
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Response Prepared By: Carolyn L. Larson (based on conversations with Cliff Mallett and Jeff Jarvis of UPRR)
Telephone: 503-417-5462
Response Prepared On: September 24, 2013

UTC STAFF DATA REQUEST NO. 2:

How many trains per day does Union Pacific Railroad Co. operate at the location of the proposed crossing? Do you anticipate any change in the number of Union Pacific Railroad Co. trains traveling over the track at this location within the next ten years? If yes, please describe the change.

RESPONSE: Union Pacific occasionally runs unit trains over the Port's main track, but has not done so yet in 2013. UP believes it ran about 12 unit trains over this track in the past 4-1/2 years. UP cannot predict how many it will run in the future.

UTC STAFF DATA REQUEST NO. 3:

At the location of the proposed crossing:

- a. What is the maximum legal operating train speed?
- b. What is the maximum time table speed of Union Pacific Railroad Co. trains?
- c. At what speed do Union Pacific Railroad Co. trains usually travel?

RESPONSE: The track in question is not owned by UP and UP does not set the maximum operating speed. UP believes the time table speed is 15 mph. UP trains travel through the proposed crossing area at 15 mph.

UTC STAFF DATA REQUEST NO. 4:

What is the average number of cars or length of the trains that Union Pacific Railroad Co. operates at the location of the proposed crossing? Do you anticipate any changes in the length of trains that travel over the track at this location within the next ten years? If yes, describe the change.

RESPONSE: When UP runs unit trains, they are generally 80-110 cars long. UP cannot predict future train lengths.

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UTC STAFF DATA REQUEST NO. 5:

Please clarify the number and type of tracks proposed at the crossing. If a siding is present, will switching occur over the crossing? If yes, please describe the frequency of switching operations, the length of time the crossing will likely be blocked due to switching operations and any other impact on the crossing attributable to switching operations.

RESPONSE: Union Pacific is not involved in designing the crossing. UP's understanding of the proposal has been that there would be only one track at the crossing and that the Port's siding as well as the former UP tracks that are currently in the roadway alignment would be removed. UP has moved its interchange point with TCRY and does not perform switching or interchange operations in this area.