



1 I have been employed by BNSF Railway Company (BNSF), or one of its predecessors, for  
2 approximately 31 years. During my employment, I have worked as a Dispatcher, Chief  
3 Dispatcher, Trainmaster, and Terminal Manager, including the last 4 years in said position out  
4 of BNSF's Pasco, Washington terminal. In general, my duties as Terminal Manager include  
5 supervising the receipt and re-classification of railcars for subsequent transportation and  
6 supervising employees that make up and run BNSF trains out of Pasco.

7 3. ***Does BNSF own the property and/or tracks at the location of the proposed***  
8 ***crossing?***

9 No.

10 4. ***Please describe the effect that BNSF's railroad operations will have on the***  
11 ***proposed crossing and the effect that said crossing will have on BNSF's railroad***  
12 ***operations.***

13 BNSF and the UPRR interchange with Tri-City & Olympia Railroad at the Richland Junction.  
14 BNSF performs switching operations in the location of the proposed crossing approximately  
15 one time per day, five days per week. Each switching maneuver could require several  
16 switching moves, which could block the proposed crossing for up to 30 minutes. Most of said  
17 movements would be made as shove moves that would be protected by one employee  
18 positioned at the rear at the cut of railcars.

19 **DECLARATION**

20 I, James T. Labberton, declare under penalty of perjury under the laws of the State of  
21 Washington that the foregoing PREPARED TESTIMONY OF JAMES T. LABBERTON is  
22 true and correct to the best of my knowledge and belief.

23 DATED this 13th day of October, 2006.

24 s/James T. Labberton  
25 JAMES T. LABBERTON