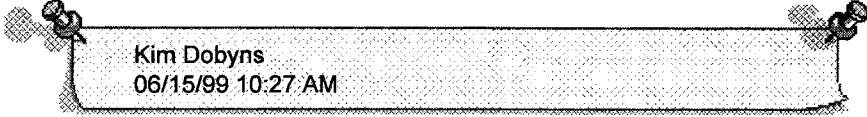


Kippi Walker 06/16/99 07:28:21 AM HARD COPIES RECEIVED



Kim Dobyms  
06/15/99 10:27 AM

99 JUN 15 AM 8:48

To: Kippi Walker/WUTC@WUTC  
cc: Mike Rowswell/WUTC@WUTC, Ann Rendahl/WUTC@WUTC, Karen Caille/WUTC@WUTC,  
Scott Barrett/WUTC@WUTC, Kim Dobyms/WUTC@WUTC, Penny Hansen/WUTC@WUTC,  
Teresa Osinski/WUTC@WUTC, Jeff Goltz/WUTC@WUTC  
Subject: TR-981102 verbal comments

Kippi, please include the comments below in the public rulemaking file and distribute to staff and Commissioners.

Thanks, Kim

Mr. Ken Kubik, the manager of yard operations for Union Pacific, in Tacoma provided the following verbal comments regarding Docket No. TR-981102, Railroad Companies - Operations rulemaking.

Mr. Kubik is in favor of repealing WAC 480-62-120 - Train Operations. He stated, "The GCOR's (General Code of Operating Rules) already address this issue in rule 6.16 - Approaching Railroad Crossings, Draw Bridges, and End Multiple Train Tracks. The rule requires trains to stop at this particular crossing and not to proceed until it is safe to do so."

I asked Mr. Kubik if the existing rule would have prevented the accident that occurred several years ago at that crossing (the accident seems to be the reason for writing the specific rule in the first place) if it had been in place prior to the accident. He is of the opinion that the accident occurred due to human error by not having enough air in the train brakes and rules were already in place that should have prevented the accident. The rule restates the obvious. The rule as written did not address the cause of the accident.

I asked Mr. Kubik if repealing the rule would send a message to the industry that the Commission is not concerned about safety. He indicated that whether or not any rules are in place, safety is his number one concern. Further, since the accident discussed was caused by not having enough air in the train brakes to allow the train to stop in time, the air brake problem has been corrected through internal procedures.

Mr. Kubik will send the Commission a copy of GCOR 6.16.

Verbal comments provided to Kim Dobyms, via telephone call, on 6/15/99

6-15-99.

### 6.16 Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track

STOP SIGNS PROTECT BUSFAT  
Both Directions AT THIS  
LOCATION 146.5 + 146.9.  
FROM UPRR.  
STOP SIGNS ARE FOR  
UPRR!

Trains and engines must be prepared to stop when they approach railroad crossings at grade, drawbridges, and the end of multiple main track, unless these areas are protected by block or interlocking signals.

#### Protected by Stop Signs

If stop signs protect these areas, the train must stop before any part of the train or engine passes the stop sign. The train cannot proceed until the route is clear, or drawbridge position permits movement.



Diagram A.