

COMMISSION STAFF CROSS-EXAMINATION EXHIBITS

MacDonald

1. BNSF Response to Staff Data Request No. 2
2. BNSF Response to Staff Data Request No. 10
3. BNSF Response to Staff Data Request No. 12
4. BNSF Response to Staff Data Request No. 13
5. BNSF Response to Staff Data Request No. 14

Docket No. TR-070696
BNSF's Answers to UTC Data Requests Nos. 1-15
Page 2

UTC STAFF DATA REQUEST NO. 2:

On page 2, lines 25 and 26, of her testimony, Ms. McIntyre describes the length of the new siding as 12,276 feet but states that only 10,135 is practically usable because of track configuration. Please provide a drawing or description of the track configuration referenced here, and please describe the practical limitations.

ANSWER TO DATA REQUEST NO. 2:

The siding has been designed so that trains will not need to block the Blackburn/Old Highway 99 crossing. Trains should be parked no closer than 100' to 250' south of the Blackburn crossing. Thus, although the trains may cross the Blackburn crossing as they exit or enter the mainline track, the northern approximately 2,000 feet of the siding is not practically usable for stationary trains.

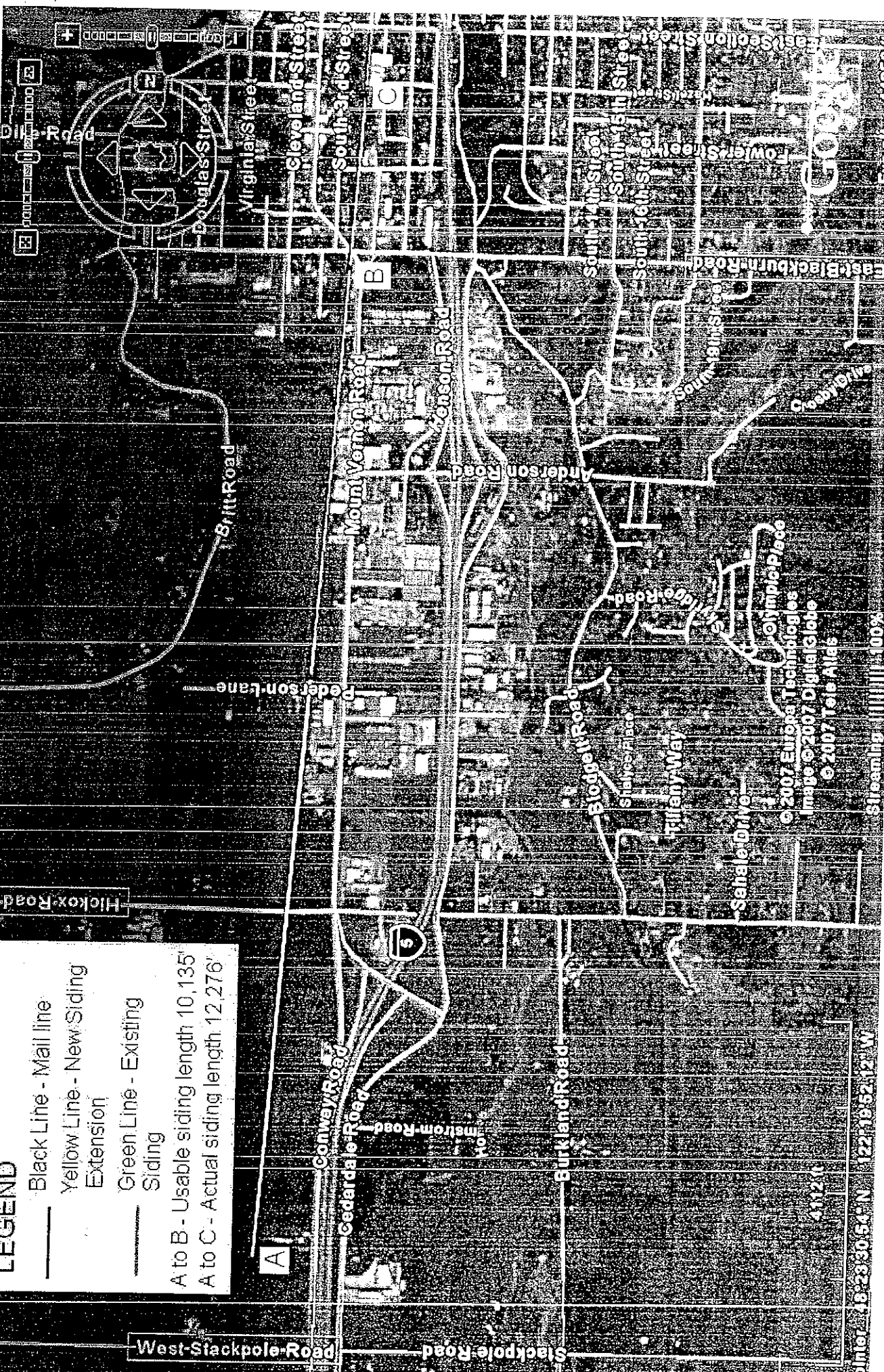
The distance between the Hickox crossing and Blackburn crossing measures 8,209 feet (1.55 miles). The practically usable length of siding track between Hickox and Blackburn will thus measure 7,959 to 8,109 feet (8,209' minus 100' to 250'). Because many freight trains commonly measure upwards of 8,000 feet, and can reach lengths of 10,000 feet, the Hickox Road crossing will be fully or partially blocked almost every time a train pulls into the siding track and stops.

See drawing attached to this page.

Date prepared: October 26, 2007
Preparers: Brad Scarp and Kelsey Endres (PH 206-625-1801)
Witness with knowledge about this response: Megan McIntyre

LEGEND

- Black Line - Mail line
- Yellow Line - New Siding Extension
- Green Line - Existing Siding
- A to B - Usable siding length 10,135'
- A to C - Actual siding length 12,276'



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Eye alt 14256 ft

Pointer 48°28'30.54" N 122°19'52.12" W

Docket No. TR-070696
BNSF's Answers to UTC Data Requests Nos. 1-15
Page 10

UTC STAFF DATA REQUEST NO. 10:

When the existing siding is used in its current configuration, does BNSF break trains at the Blackburn crossing? Is it ever necessary for a standing train to occupy that crossing for longer than 10 minutes? Why or why not? Under the current configuration of the siding, does BNSF stop trains south of the Blackburn crossing? If so, how far south?

ANSWER TO DATA REQUEST NO. 10:

BNSF does not currently split trains at the Blackburn crossing. It should not be necessary for a standing train to occupy that crossing for longer than 10 minutes. Please see Answer No. 3, above. As a general rule, BNSF stops trains south of the Blackburn crossing no closer than 100 to 250 feet within the crossing.

Date Prepared: October 26, 2007
Preparers: Brad Scarp and Kelsey Endres (PH 206-625-1801)
Witness with knowledge about this response: Stuart Gordon

Docket No. TR-070696
BNSF's Answers to UTC Data Requests Nos. 1-15
Page 12

UTC STAFF DATA REQUEST NO. 12:

On page 4 of his testimony, Mr. MacDonald states that BNSF would have to construct a full trainman's walkway if the crossing is to remain open. Please state whether this would still be the case if BNSF were granted an exemption to the UTC's blocking rule at this crossing. If so, please explain why.

ANSWER TO DATA REQUEST NO. 12:

The terms of any proposed order for exemption from the UTC's requirements are not known at this time. As such, BNSF cannot answer the question hypothetically. The UTC would first have to provide further clarification on the specific relief it would provide BNSF under any such order. Generally speaking, however, if BNSF crews are not required to disembark trains at the siding track, a trainman's walkway is not necessary.

Date Prepared: October 31, 2007
Preparers: Brad Scarp and Kelsey Endres (PH 206-625-1801)
Witnesses with knowledge about this response: Dan McDonald and Stuart Gordon

Docket No. TR-070696
BNSF's Answers to UTC Data Requests Nos. 1-15
Page 13

UTC STAFF DATA REQUEST NO. 13:

Does BNSF maintain a full trainman's walkway at all siding tracks in Washington?

ANSWER TO DATA REQUEST NO. 13:

No, BNSF does not maintain a full trainman's walkway at all siding tracks in Washington. Walkways are constructed at locations based on safety requirements, operating requirements, Federal and State requirements, and analysis of site topography and constructability. BNSF maintains walkways in accordance with WAC 480-60-035, BNSF Engineering Instructions § 8.2.4 (Walkway Section Construction) and BNSF Guidelines for Industrial Trackage § 11 (Walkways).

Date Prepared: November 5, 2007
Preparers: Brad Scarp and Kelsey Endres (PH 206-625-1801)
Witness with knowledge about this response: Dan McDonald

Docket No. TR-070696
BNSF's Answers to UTC Data Requests Nos. 1-15
Page 14

UTC STAFF DATA REQUEST NO. 14:

Please indicate whether BNSF owns, or operates on, any siding tracks in Washington that are crossed at grade by a public roadway. For each such location, please indicate whether BNSF breaks its trains at those crossings in order to comply with WAC 480-62-220. Please indicate whether BNSF ever concludes, because of the difficulties attendant to breaking a train and then re-coupling it, that it is not "reasonably possible" to avoid blocking a crossing for more than 10 minutes when doing so requires breaking a train.

ANSWER TO DATA REQUEST NO. 14:

Objection. This data request is overbroad and unduly burdensome. Without waiving this objection, it is estimated that there are approximately eighty (80) siding tracks in Washington with an average of one crossing, public or private, per siding track. Whether BNSF will split a train depends entirely on each circumstance. It is reasonable to conclude that the time-consuming process attendant to splitting and then re-coupling a train makes it not "reasonably possible" to avoid blocking a crossing for more than 10 minutes when doing so requires splitting a train. Depending on the train's length and conditions, it may take more than ten minutes alone for the train crew to split and re-couple the train, and even longer to run required diagnostic tests before the re-coupled train can resume its journey.

Date Prepared: October 30, 2007
Preparers: Brad Scarp and Kelsey Endres (PH 206-625-1801)
Witnesses with knowledge about this response: Megan McIntyre and Stuart Gordon.