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September 29, 2014

Bob Boston
Washington State Utilities and Transportation Commission
1300 S Evergreen Park Drive SW
P.O. Box 47250
Olympia, WA 98504-7250

RE: PORT OF WHITMAN COUNTY RAIL SPUR PROJECT – PORT OF WILMA, N CLARKSTON, WA

Dear Mr. Boston:

The Port of Whitman County owns a rail spur that traverses our entire port site at the port of Wilma, N Clarkston, WA. The main spur (lead) is serviced by the Great Northwest Railroad who accesses off of their main line.

The port wishes to construct a short spur to service an existing agricultural commodity warehouse. Said warehouse is too close to the port lead to build a spur with the standard 14' separation. The port is requesting a variance from the UTC to allow the port to build the spur with a 13' separation. Please see letter from the Great Northwest Railroad and site map attached.

Thank you for your consideration of this request. Should you have any questions, please contact me by phone at the port or by e-mail at dsnell@portwhitman.com.

Sincerely,

A handwritten signature in blue ink that reads 'Debbie A. Snell'. The signature is fluid and cursive, with a large loop at the beginning.

Debbie A. Snell
Property and Development Manager

Attachments: Great Northwest Railroad Letter
Site Map – Hinrichs Spur project



On behalf of Hinrichs Trading Company, the Port of Whitman County, as required under WAC 480-60-060, is requesting a rule exemption as described below.

This request relates to a proposed railroad spur track to be constructed on premises owned by the Port of Whitman County located at the Port of Wilma to service a facility owned by Hinrichs Trading Company.

Rule Exemption Request:

WAC 480-60-060: Track Clearances

The general rule states that track clearances shall be at least 14'0" minimum distance between the centerlines of parallel standard gauge railroad tracks, which are used or proposed to be used for transporting cars, engines, motors, or like equipment.

The minimum track distance between the centerlines of parallel standard gauge railroad tracks in the proposed design for the Hinrichs Trading Company rail spur is less than required by WAC 480-60-060, with the proposed distance being at 13'.

Exemption Justification:

1. The Hinrichs Trading Company rail spur will have a capacity of two railcars. Railroad crews will be able to shove cars into the spur track without the need to ride the sides of these cars and thus creating a close clearance situation.
2. The Great Northwest Railroad (GRNW) will post a General Order to train crews advising the close clearance issue at the Hinrichs Trading Company spur track.
3. The GRNW will post "Close Clearance" signage at the Hinrichs Trading Company spur track to ensure train crews are aware of this special situation.
4. The GRNW is the railroad operation at the Hinrichs Trading Company location within the Port of Wilma. The GRNW is prepared to approve the facility improvements on the condition that the WUTC approves this exemption.

Respectfully,

Ted Kadau
Marketing Manager
The Great Northwest Railroad