



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Olympia & Belmore Railroad, Inc

Petitioner,

vs.

Respondent

DOCKET NO. TR-

PETITION FOR EXEMPTION FROM COMMISSION RULES RELATED TO RAILROAD CLEARANCES

The Petitioner asks the Washington Utilities and Transportation Commission to grant exemption from rules related to (check one or more):

- Checked: Railroad overhead clearance requirements found in WAC 480-60-040
Unchecked: Railroad track clearance requirements found in WAC 480-60-060
Checked: Railroad side clearance requirements found in WAC 480-60-050

References/Attachments:

- WAC 480-60-020 Exemptions
WAC 480-60-030 Definitions
WAC 480-60-040 Overhead clearances
WAC 480-60-050 Side clearances
WAC 480-60-060 Track clearances
WAC 480-60-990 Illustration - Typical clearance of structures from railroad tracks
WAC 480-60-99001 Illustration - Typical track spacing

Section 1 - Petitioner's Information

Note: If the close clearance is located at a customer facility, the customer is the petitioner. If the close clearance is located at a railroad-owned facility, the railroad is the petitioner.

Petitioner: Olympia & Belmore Railroad, Inc

Business Address: 1710 Midway Court

City, State, and Zip Code: Centralia, WA 98531

Mailing Address, if Different: 13901 Sutton Park Drive South, Suite 270, Jacksonville, FL 32224

Representative Name and Title: James E. Irvin

Representative Phone Number and Email Address: 904.900.6317, jirivn@gwrr.com

Representative Signature:

***Section 2 – Respondent’s Information***

Note: When a railroad customer is the petitioner in a request for clearance exemption, the railroad becomes the respondent and must sign the Respondent’s Waiver of Hearing in Section 8. When a railroad requests a clearance exemption for its own facility or location, the railroad is the petitioner and there is no respondent, and it is not necessary to complete Sections 2 or 8.

Respondent: \_\_\_\_\_

Business Address: \_\_\_\_\_

City, State, and Zip: \_\_\_\_\_

Mailing Address, if Different: \_\_\_\_\_

Respondent Contact Name and Title: \_\_\_\_\_

Contact Phone Number and Email Address: \_\_\_\_\_

***Section 3 – Close Clearance Location***

Name of Facility or Location:     Tunnel    

Physical Address:   403 7<sup>th</sup> Ave. SE, Olympia, WA 98501  

City and County:   City: Olympia, County: Thurston  

Railroad Subdivision and Milepost:   Olympia-Belmore MP 9.50  

GPS Location:   47.0426452,-122.89730

**Section 4 – Close Clearance Description**

Describe in detail each structure or track which is, or will be, located at less than standard clearance from an adjacent track. Where more than one track is involved, identify the track by number or name. The description should include the length of the structure along the track, its distance from the center line of track, and its maximum elevation. For overhead impairments, the description should include the minimum elevation of the structure as mailed from the top of the rail. (Attach additional pages if necessary.)

The required overhead clearance measured from top of rail to structure is 22 feet 6 inches. The east portal currently measures 18 feet 9 inches. The west portal currently measures 18 feet 11 inches. The west portal also has less than the required side clearance of 8 feet 6 inches. The south section (measured from center of rail) is 7 feet 8 inches to the inside tunnel wall and the north section at the west portal is 8 feet 3 inches.

Attached are two Word document photos of the tunnel portals with details

Why is it necessary to operate with clearances less than standard? \_\_\_\_\_

Service Customers at the end of the line. Customers include Pepsi, Klockner, Amcor, Mutual Materials and Advanced Drainage Systems

Explain why the facility should not be constructed or altered to conform to clearance standards.

Standard railcar to service customer will fit through this tunnel.

Describe what modifications would be necessary to meet clearance standards. \_\_\_\_\_

Tunnel would need to be widen and raised to accommodate the current requirements.

What is the approximate cost to meet clearance standards? Approximately \$10.6M

**Section 5 – Drawings**

Attach drawings to show the following:

- The area within a 100-foot radius of each impaired clearance.
- The track layout of the industry or railroad facility involved, including any connecting tracks and switches (provide identifying name or number for each impaired track and each major structure adjacent thereto).
- A profile view of each impairing structure and its relationship with the adjacent trackage, including measurements from the centerline of track (between rails) to all adjacent impairments. Each drawing should be made to scale, and each impairment should be color coded and identified by letter (see sample illustrations).

***Section 6 – Trackage***

Describe the trackage involved, including the overall length of each track and the length of track prior to and beyond each impairing structure.

5 Miles

Who owns the trackage involved? Olympia & Belmore Railroad, Inc.

Who operates on this trackage? Olympia & Belmore Railroad, Inc.

From which direction(s) can train movements be originated on each impaired track? Any

What is the average number of train movements per day? Once a week

What is the speed of train movements? 10MPH

What time of day do train movements occur? Approximately 1300PT

Describe typical railroad activities in the area involved in this request: Movement of Freight

*Section 7 – Warning Devices*

Note: Illuminated retroreflective warning signs should be placed not more than 50 feet in advance of the nearest impairment when entering the impaired track. If operations occur during hours of darkness, warning signs should be illuminated. If such placement and illumination is not feasible, please explain why and specify where each placement will be made.)

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What form of warning is proposed for railroad employees at each impairment and where will it be installed?

Signage

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Who will bear the costs of installation, maintenance, and illumination of the impaired clearance signs?

Olympia & Belmore Railroad, Inc.

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***Section 8 – Waiver of Hearing by Respondent***

Note: If a railroad is requesting the close clearance exemption for its own facility or location, it is not necessary to complete this section.

The undersigned represents the Respondent in the petition for exemption from Commission rules related to railroad clearances.

We have investigated the conditions at the location of the close clearance. We are satisfied that the conditions are the same as described by the Petitioner. We do not object to the petitioner's request for exemption from Commission clearance rules under the conditions described above. We agree to notify our operating employees of the close clearance at this facility by general order immediately upon approval by the Commission and will include this information in the next regular update of the employee timetable.

Dated at \_\_\_\_\_, Washington, on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
Printed Name of Respondent

\_\_\_\_\_  
Signature of Respondent's Representative

\_\_\_\_\_  
Title

\_\_\_\_\_  
Phone Number and Email Address

\_\_\_\_\_  
Mailing Address