

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

IN THE MATTER OF THE APPLICATION OF)
BNSF RAILWAY COMPANY, A DELAWARE)
CORPORATION, FOR AN ORDER) Case No.
GRANTING AN EXEMPTION FROM THE)
REQUIREMENTS OF WAC 480-60.)
_____)

BNSF Railway Company ("BNSF" or the "Applicant") hereby submits this application for an order from the Washington Utilities and Transportation Commission (the "Commission") granting BNSF an exemption from the requirements of WAC 480-60-050.

In support of this Application, BNSF states the following:

1. The full name and address of the Applicant is:

BNSF Railway Company
2650 Lou Menk Drive, MOB-2
P.O. Box 961057
Fort Worth, Texas 76161-0057

2. BNSF is a common carrier by rail engaged in the transportation of freight across the western two-thirds of the United States, including Washington.

3. BNSF owns high speed imaging equipment known as TreadView system adjacent to main track number one and two on its Spokane Subdivision at approximately Mile Post 60.4, in the vicinity of Spokane, Washington. The track at this location is tangent. The Ravenna Subdivision is part of BNSF's high volume route between the Seattle, Washington and Chicago, Illinois. An average of roughly 50 trains per day per main track, including two Amtrak passenger trains pass by the site of the proposed installation.

4. The purpose of the TreadView system is to provide early detection of defective wheels on railcars passing by it at normal operating speeds. This is accomplished through use of an arrangement of multiple cameras and lasers, placed on both sides of the track,

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that records information on a number of features of the wheel produced by each wheel that passes by the installation. These measurements are analyzed by computer equipment programmed to detect defect patterns indicative of a number of common wheel defects.

5. In the event that the TreadView detects a defective wheel on a train passing by it, the TreadView will issue an alert notice to the appropriate Mechanical Department location based on the alarm's severity and confidence levels. The inspection points nearest the proposed installation site are Havre, Montana (Eastbound) and Pasco, Washington (Westbound). Upon the train's arrival at the next Mechanical Department location, the wheel(s) which led to the alert being issued will be manually inspected by Mechanical Department personnel, with appropriate action to be taken based on the results of manual inspection.

6. In order to perform its function properly, the TreadView equipment adjacent to the track must be installed at a distance of 5 feet 7.5 inches from the centerline of the track, on both sides of the track. The height of the entire TreadView assembly (including the support structure) is approximately 13.2 inches above the top of the rail nearest the TreadView. There is only one main line at this location. Diagrams depicting these dimensions are attached hereto as Exhibit A.

7. WAC 480-60 prescribes a general minimum side clearance of 8 feet 6 inches from the center line of the track to trackside structures. A number of exceptions exist for specific trackside structures such as platforms, switch machines, signal equipment, and bridges, but none of these clearly encompass trackside mechanical detector equipment like the TreadView. Therefore, the general clearance requirement of 8 feet 6 inches applies.

8. Pursuant to WAC 480-60-020(3), the Commission has authority to grant exemptions from any rule in Chapter 480-06 WAC, if consistent with the public interest, the purposes underlying the regulation, and applicable statutes.

9. When positioned farther than 5 feet 7.5 inches from the centerline of the track, the performance quality of the TreadView diminishes greatly, due to the potential for low resolution inputs, including low quality images and measurements. Therefore, BNSF respectfully requests that the Commission grant an exemption from the requirements of WAC 480-60 to allow the TreadView to be installed 5 feet 7.5 inches from the centerline of the track, as opposed to the otherwise required 8 feet 6 inches.

10. BNSF is committed to the safe operation of its railroad network, and the TreadView is one of a number of trackside detector systems available to BNSF for the purpose of detecting railcar problems and preventing en route failures. Other wayside detectors in use by BNSF are designed to evaluate brake shoe status, truck performance, and wheel and bearing performance, but the TreadView is currently one of few technologies available to BNSF to effectively, automatically image and evaluate wheel status on moving trains.

11. This portion of track is an integral part of BNSF's interstate rail system. Under the ICC Termination Act, 49 U.S.C. § 10501(b), the Surface transportation Board has exclusive jurisdiction over railroad operations and facilities. Although state and local agencies do not have jurisdiction to compel railroads to submit to state or local permitting requirements as a condition of improving the railroads' interstate facilities, BNSF and other railroads can and often do voluntarily agree to comply with reasonable state and local requirements in connection with railroad construction projects. This voluntary

cooperation in no way is meant to confer jurisdiction on the state or local regulator but instead is a byproduct of BNSF's commitment to partnership with the communities in which it operates. BNSF is committed to working with the Commission as set forth herein.

12. In light of the foregoing, BNSF respectfully submits that it is in the public interest that BNSF be permitted to install the TreadView at the proposed site. Further, BNSF requests the Commission approve BNSF's Application for an exemption from the clearance requirements of WAC 480-60 in order to allow for installation of the TreadView at a distance of 5 feet 7.5 inches from the centerline of the track.

Respectfully submitted this 11th day of January 2018,

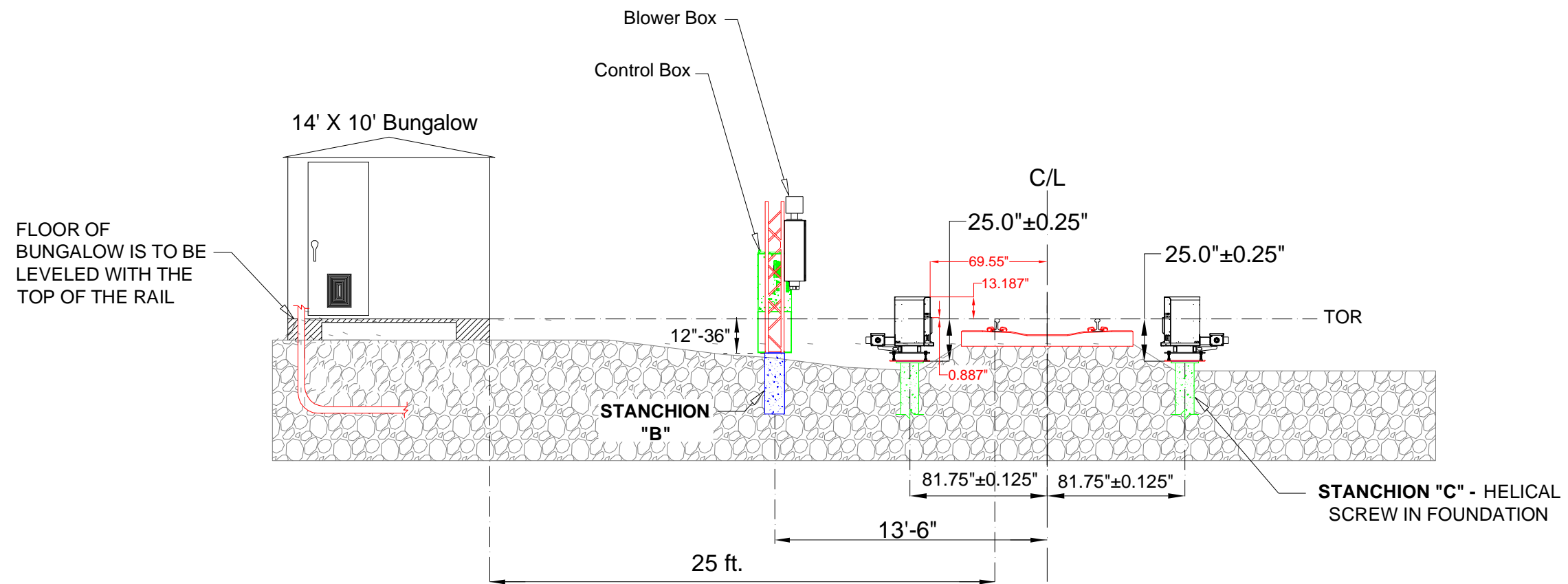
A handwritten signature in blue ink, appearing to read "T. Owsley", is written over a horizontal line.

Travis Owsley

Attorney for Applicant BNSF Railway Company

Exhibit A


Diagrams of Trackside Acoustic Detection System Dimensions



*** IMPORTANT NOTE:

THE DISTANCE FROM THE TOP OF THE STANCHIONS "C" (HELICAL SCREW IN FOUNDATIONS) TO THE TOP OF THE RAIL MUST BE 25.0" ± 0.25".

THE DISTANCE FROM THE TOP OF THE STANCHIONS "B" TO THE TOP OF THE RAIL MUST BE 24" ± 12".

REVISION HISTORY			 BeenaVision	DATE:	05/15/2017	Beena Vision Systems, Inc.						
REV	DATE	DESCRIPTION		DRAWN:								
	09/28/2015		<small> PROPRIETARY AND CONFIDENTIAL THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF BEENA VISION SYSTEMS, INC. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF THE SAID COMPANY IS PROHIBITED. </small>	CHECKED:		TITLE:						
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