



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

National Rail Passenger Corp. dba Amtrak
Petitioner,

DOCKET NO. TR-

PETITION FOR EXEMPTION FROM
COMMISSION RULES RELATED TO
RAILROAD COMPANIES –
CLEARANCES (WAC 480-60)

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

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

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 restricted clearance is located at a customer facility, the customer is the petitioner. If the restricted clearance is located at a railroad-owned facility, the railroad is the petitioner.

Petitioner: Amtrak, National Railroad Passenger Corporation

Business Address: 187 South Holgate

City, State, and Zip Code: Seattle, WA 98134

Mailing Address, if Different:

Representative Name and Title: Dan Radeke, Manager Capital Construction

Representative Phone Number and Email Address: 206 396 4089 radeked@amtrak.com

Representative Signature:

Section 2 – Railroad’s Information

Note: When a railroad customer is the petitioner in a request for clearance exemption, the railroad must sign the Railroad Support Statement in Section 8. When a railroad requests a clearance exemption for its own facility or location, it is not necessary to complete Sections 2 or 8.

Railroad:

Business Address:

City, State, and Zip:

Mailing Address, if Different:

Contact Name and Title:

Contact Phone Number:

Email Address:

Section 3 – Restricted Clearance Location

Name of Facility or Location:

Physical Address:

City and County:

Railroad Subdivision and Milepost:

GPS Location:

Section 4 – Restricted Clearance Description

Describe in detail each structure or track which is, or will be, located at less than the required 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 clearance impairments, the description should include the minimum elevation of the structure as measured from the top of the rail. (Attach additional pages if necessary.)

Exemption to accommodate one 9' high security fence corner on existing property corner property boundary lines. Fence Corner is located 9'6" from center line of track on the inside of a 12 degree 30 minute curve to connecting Second Avenue yard to industry track on Occidental Ave S. Track is called the Occidental Spur, and connects the Second avenue yard to the Occidental industry track. the location is restricted by existing property boundary lines combined with maximum allowable curvature constraints and the need for fencing to secure property. Request no clearance at corner fence line. Unable to get the fence corner clearance below nine(9) feet from fence line from CL of track, given existing property boundaries and maximum curvature of 12 degree 30 minutes. Multiple attempts to layout curve were unsuccessful. Curve is at maximum allowable of 12 degrees 30 minutes curvature. Connection to BNSF industry tracks on Occidental to be maintained for access.

Describe why is it necessary to operate with restricted clearances.

Physical constraints of maximum curvature combined with existing physical features of the property, property lines, and need to provide security fencing require a No Clearance exemption for the fence corner.

Explain why the facility should not be constructed or altered to conform to required clearances.

- 1- physical constraint of needing to connect to Occidental with a maximum degree of curvature of 12 degrees and thirty minutes
 - 2- Existing property boundaries
 - 3- Need to provide security fencing to secure property
- combine to physically prohibit a possible solution

Describe what modifications would be necessary to meet required clearances.

Change property boundaries, remove fencing, unsecure yard tracks or increase degree of Curvature to more than 12 degrees thirty minutes

Section 5 – Drawings

Attach drawings to show the following:

- The area within a 100-foot radius of each restricted 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.

Occidental spur, 350 ft in length with one impairing structure - corner fenceline

Who owns the trackage involved? Amtrak

Who operates on this trackage? NOT in service

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

What is the average number of train movements per day? zero

What is the speed of train movements? walking speed

What time of day do train movements occur? n/a

Describe typical railroad activities in the area involved in this request:

Occidental spur is currently an inactive track. It has not been used to service any industries on Occidental for 20 plus years, there are no future plans to use this track for any purpose but the track needs to remain connected to preserve an viable connection to industries on Occidental Ave S.

Section 7 – Warning Devices

Note: Retroreflective warning signs should be placed not more than 50 feet in advance of the nearest restricted clearance 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.)

No clearance sign to be posted on fence corner both directions

What form of warning is proposed for railroad employees at each restricted clearance and where will it be installed? Class 1 railroads have specific standards for signage. Please provide examples of proposed signage, lighting, etc. for this facility.

standard no clearance signage combined with yard track bulletin

Section 8 – Railroad Support Statement

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

The undersigned represents the railroad operating at the facility or location with the areas of restricted clearance.

We have investigated the conditions at the location of the restricted 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. We support the proposed warning devices for the areas of restricted clearance. We agree to notify our operating employees of the areas of restricted clearance at this facility upon approval of the request for exemption, as directed by the Commission.

Dated at , Washington, on the day of

Printed Name

Signature of Railroad’s Representative

Title

Phone Number

Email

Mailing Address