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BEFORE THE WASHINGTON STATE
UTILITIES AND TRANSPORTATION COMMISSION

CITY OF FIFE,)
)
) Petitioner,) DOCKET TR-100098
)
) v.) TESTIMONY OF
)) PETE NIELSEN
)
) UNION PACIFIC RAILROAD,)
)
) Respondent.)

Q. PLEASE STATE YOUR NAME, TITLE AND PLACE OF BUSINESS.

My name is Pete Nielsen. I am Senior Manager Terminal Operations for
Union Pacific Railroad Company (UP) in Seattle, Washington

Q. BRIEFLY DESCRIBE YOUR RAILROAD BACKGROUND AND EXPERIENCE.

I started with UP 34 years ago as a freight clerk, then worked as a non-
agreement yardmaster, manager of yard operations, a corridor manager, and manager
of terminal operations. I have been the Senior Manager Terminal Operations in
Seattle for over five years.

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1 **Q. WHAT ARE YOUR PRESENT DUTIES AND RESPONSIBILITIES AS**
2 **THEY RELATE TO THIS PROCEEDING?**

3 I supervise railroad operations and train crews over UP's rail lines between
4 Tacoma and Seattle. My territory includes the Fife, Washington, area and I am
5 familiar with train operations in the vicinity of the proposed crossing.

6 **Q. PLEASE DESCRIBE THE TYPES OF TRAIN OPERATIONS TAKING**
7 **PLACE THROUGH THE CROSSING AREA.**

8 Currently, approximately 11-12 trains/day run through this stretch of track.
9 The maximum allowable speed is 30 mph. At the present time, four northbound
10 trains per day set out cars at Fife Yard. This maneuver will often involve stopping
11 the train on the tracks where the pedestrian crossing is proposed to be built.

12 Setting out cars requires pulling the train first to the east of the yard, cutting
13 the train behind the cars that are to be set out, and shoving the portion of the train
14 containing the cars to be set out into a yard track. For the IG4SE, a train that arrives
15 each morning from Chicago, the cars to be set out are in two or three places within
16 the train, meaning that the train must go through this maneuver 2-3 times. These
17 trains are up to 8000 feet long, so, depending where the cars are in the train, the
18 front end of the train could easily be east of 54th Avenue when performing this
19 move. Once the train pulls past the crossing and stops, the conductor will need to tie
20 handbrakes on the back portion of the train so that it doesn't roll away when
21 disconnected from the front part of the train. Then the conductor will pull the pin
22 that attaches the cars to be set out in Fife from the remainder of the train. The train
23 will then move forward, so that the last of the cars to be set out at Fife will be clear
24 of the switch to the lead track. The conductor will throw the switch to the lead track

1 and to the appropriate yard track. Then the train will begin shoving backwards into a
2 yard track. After that, the locomotives will pull out of the yard track, back into the
3 cars that have been left on the main line and continue on towards Seattle.

4 **Q. HOW LONG WOULD THE TRAIN BE OCCUPYING THE PROPOSED**
5 **CROSSING AREA DURING THIS MANEUVER?**

6 The train will likely occupy the track in this area for over ten minutes. It will
7 stop for a few minutes while the conductor is tying the hand brakes on the back part
8 of the train, then pull forward, and then stop while the yard switch is thrown, and
9 then shove backwards.

10 **Q. IS AN AT-GRADE PEDESTRIAN CROSSING IN THE PROPOSED**
11 **LOCATION COMPATIBLE WITH THE TRAIN OPERATION YOU**
12 **DESCRIBED?**

13 In my opinion, at-grade pedestrian crossings should not be sited in locations
14 that are regularly blocked by standing trains. A pedestrian cannot predict when the
15 train will start moving again and, if impatient, might decide to climb through it. I
16 have seen joggers and bicyclists cross over or under the drawbars between the
17 railcars at West Siding (between Fife and Kent) where a pedestrian path crosses the
18 tracks. I do not like to see at-grade crossings sited in locations where trains need to
19 stop.

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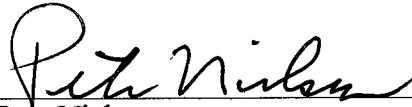
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DECLARATION

I, Pete Nielsen, declare under penalty of perjury under the laws of the State of Washington that the foregoing TESTIMONY OF PETE NIELSEN is true and correct to the best of my knowledge and belief.

DATED this 2ND day of September, 2010.



Pete Nielsen

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1 **CERTIFICATE OF SERVICE**

2 I hereby certify that on the date set forth below, I filed by overnight mail the
3 original of the TESTIMONY OF PETE NIELSEN with the State of Washington Utilities
4 and Transportation Commission, and on the same date and in the same manner served a true
5 and correct copy or copies of the same on:

6 Executive Director and Secretary _____ By hand delivery
Washington Utilities & Transportation Commission _____ By first-class mail
7 1300 S. Evergreen Park Drive S.W. X By email
P.O. Box 47250 X By overnight mail
8 Olympia, WA 98504-7250 _____ By facsimile transmission
records@wutc.wa.gov

9
10 Honorable Patricia Clark _____ By hand delivery
11 pclark@utc.wa.gov _____ By first-class mail
X By email
12 Administrative Law Judge _____ By overnight mail
_____ By facsimile transmission
13

14 Loren Combs _____ By hand delivery
City Attorney X By first-class mail
15 VSI Law Group, PLLC X By email
3600 Port of Tacoma Road, Suite 311 _____ By overnight mail
16 Tacoma, WA 98424 _____ By facsimile transmission
ldc@vsilawgroup.com

17 Attorneys for City of Fife
18 Fronda Woods _____ By hand delivery
19 Assistant Attorney General X By first-class mail
1400 S. Evergreen Park Drive. S.W. X By email
20 P.O. Box 40128 _____ By overnight mail
Olympia, WA 98504-0128 _____ By facsimile transmission
21 fwoods@utc.wa.gov

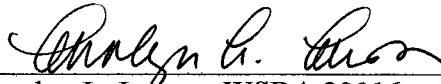
22 Attorneys for WUTC Staff

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DATED this 3 day of September, 2010.



Carolyn L. Larson, WSBA 29016
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Portland, Oregon 97204
Of Attorneys for Respondent