

ORIGINAL

Before the
SURFACE TRANSPORTATION BOARD



Finance Docket No. 34882

LONGVIEW SWITCHING COMPANY--TRACKAGE
RIGHTS EXEMPTION--BNSF RAILWAY COMPANY

PETITION FOR STAY ^{*/}

ENTERED
Office of Proceedings

JUN 29 2006

Part of
Public Record

GORDON P. MacDOUGALL
1025 Connecticut Ave., N.W.
Washington DC 20036

June 29, 2006

Attorney for John D. Fitzgerald

*/ Expedited handling requested inasmuch as the transaction is anticipated otherwise to be consummated at 12:01 AM July 1, 2006.



Before the
SURFACE TRANSPORTATION BOARD

Finance Docket No. 34882

LONGVIEW SWITCHING COMPANY--TRUCKAGE
RIGHTS EXEMPTION--BNSF RAILWAY COMPANY

PETITION FOR STAY

Preliminary Statement

John D. Fitzgerald,^{1/} for and on behalf of United Transportation Union-General Committee of Adjustment (UTU/GO-386), petitions for stay of operation of the notice of exemption, filed June 6, 2006, by Longview Switching Company (LSC), for LSC to acquire overhead trackage rights over the line of BNSF Railway (BNSF), between Longview Junction and Kelso, WA, a distance of approximately 8.0 miles,^{2/} for the sole purpose of switching cars of BNSF and Union Pacific Railroad Company (UP) at Longview Junction, WA. (Notice, Ex. 2, 1).

The stay should extend until petitioner's forthcoming petition to reject/revoke is filed with the Board, and decided by the Board, and until any STB approvals or exemptions are determined

^{1/} General Chairman for United Transportation Union on lines of BNSF Railway Company, with offices at 400 E. Evergreen Blvd., Vancouver WA 98660.

^{2/} The overhead trackage rights would begin at MP 104.0 south of Longview Junction, and extend to MP 96.0 north of Kelso, all on BNSF's Seattle Subdivision. (Notice 2, Ex. 2, 1).

for related notices involving BNSF/UP restructuring of operations in the area between Seattle, WA, and Eugene, OR.^{3/}

Timeliness

The notice of exemption by the Board's rules became effective June 13, 2006. However, the transaction is subject to the 20-day Norfolk & Western conditions, and has not been consummated. The Board clearly may stay the operation of the exemption until consummation, which has been announced for July 1, 2006; moreover, petitioner believes the operation of an exemption may be stayed thereafter, should such be necessary.

UTU/GO-386 has been presented with a number of proposals for restructuring of operations in the involved area many of which, although noticed, have not been implemented. These various proposals are interrelated, such that additional time for investigation and inquiry has been involved, preventing this petition for stay until today.

Background

The proposed 8.0-mile overhead trackage rights for switching purposes, by a switching carrier, is outside the authority of the Board. The Board should stay the exemption notice and ultimately reject the notice, or revoke the exemption, for lack of authority over the transaction.

^{3/} See: Finance Docket No. 34880, Union Pacific Railroad Company--Trackage Rights Exemption--BNSF Railway Company, 71 Fed. Reg. 34416 (June 14, 2006), and decision (Buttrey, Chmn.) served June 5, 2006; Finance Docket No. 34881, Union Pacific Railroad Company--Trackage Rights Exemption--BNSF Railway Company, 71 Fed. Reg. 35480 (June 20, 2006), and decision (Buttrey, Chmn.) served June 6, 2006; See also: BNSF Employee Notice (June 26, 2006), (V.S. Fitzgerald, App. 3).

LSC was established in 1971, as a switching agent for various trunk lines, to operate between Longview and Longview Junction. Although the trunk lines owned the trackage between Longview Junction and Longview, prior to 1971 it was operated by the Longview, Portland & Northern Railway Company (LP&N), a wholly-owned subsidiary of International Paper Company (IP).^{4/}

The 1971 agreement establishing LSC, and its operation, was never filed for approval with the former ICC. Indeed, as a switching carrier over jointly-owned switching trackage, no approval was seemingly necessary. 49 U.S.C. 10906. Until the instant notice of exemption, it is apparent LSC has never sought or required any authority from the STB or its predecessor.^{5/}

LSC is not a rail carrier with its own rates and tariffs. It is not listed in the Railinc Open Prepay Station List. LSC is the agent of its two owners, BNSF and UP. LSC employees are paid by BNSF checks. The LSC General Manager is a BNSF official. BNSF manages LSC. See: Verified Statement of John D. Fitzgerald, attached, and Appendix 4.

4/ For IP operation of LP&N switching at Longview, see: Finance Docket No. 19850, International Paper Company--Control--Longview, Portland & Northern Railway Company (Div. 4, 10/15/57) (not printed). IP still owns LP&N, although its remaining service at Gardiner, OR, is problematical. See: Finance Docket No. 33890, The International Paper Company-Acquisition of Control Exemption-Moscow, Camden & San Augustine Railroad and Angelina & Neches River Railroad Company, n.1. (served July 6, 2000); Railinc OPSP 6000-Y, Supp. 17, pp. 3,7,11 (Nov. 15, 2004).

5/ The Columbia & Cowlitz Railway Company secured temporary trackage rights over LSC when its own trestle was damaged in 2001-2. Finance Docket No 34088 & Sub-No. 1, The Columbia and Cowlitz Railway Company -Trackage Rights Exemption-The Longview Switching Company (Sept. 14, 2001, Nov. 20, 2001, Feb. 20, 2002).

LSC is shown in BNSF's Annual Report R-1, Schedule 310/310A (2005) as a BNSF affiliate.

The LSC notice of exemption is for overhead trackage rights for the sole purpose to perform switching at Longview Junction. (Notice Ex. 2, 1). The switching is purportedly in accordance with the 1971 switching agreement, which is attached to the overhead trackage rights agreement. The overhead switching agreement is itself contingent upon the 1971 switching agreement, and is incorporated therein. (Notice 3, Ex. 2, 3; Ex. C).

LSC does not currently perform switching at Longview Junction, and has not done so in recent memory. LSC moves cars between Longview and Longview Junction, but LSC at Longview Junction merely sets out or picks up cars at the BNSF or UP interchange tracks.

LSC proposes to do more than pick-up and set-out switching at Longview Junction. Rather LSC proposes to make-up and break-up trains and do other classification work for BNSF and UP at Longview Junction. The BNSF's May 31, 2006 notice to employees (V.S. Fitzgerald, Appendix 2) indicates that the LSC switching operation will result in the "swap" or "pooling" of traffic between BNSF and UP:

"Longview Switching Company has been granted overhead trackage rights from a point south of Longview Junction at MP 104.1 to north of Kelso at MP 96.0 on BNSF's Seattle Subdivision. This is for the purpose of overhead movement of cars on BNSF and UP being handled by LSC during switching operations at Longview Junction by LSC. In connection with this trackage rights operation, UP will handle BNSF's loaded and empty cars between Longview Junction and Napavine, Winlock, Rocky Point and Kelso, while BNSF will handle UP's loaded and empty cars between Longview Junction and Woodland and Kalama.

It is clear that the overhead trackage rights, for the sole purpose of switching at Longview Junction, has ramifications even beyond the 8.0 miles of BNSF line between Longview Junction and Kelso.

REASONS FOR STAY

The Board should stay the operation of the LSC notice of exemption, for the following reasons, among others.

- I. PROTESTANT HAS AS HIGH PROBABILITY OF
SUCCESS THAT THE TRANSACTION IS OUTSIDE
49 U.S.C. 12343(a)(6) AND THE CLASS EXEMPTION.

LSC is a switching agent for BNSF and UP. It is managed by BNSF, with LSC employees paid by BNSF checks. LSC employees have seniority on BNSF lines. The STB does not have jurisdiction under 49 U.S.C. 11323(a)(6) over the joint ownership or joint use of switching tracks. 49 U.S.C. 10906. Clearly, no STB authority is needed for LSC to perform switching operations on switching track, whether at Longview or Longview Junction.

Similarly, LSC's operation over BNSF's line for the sole purpose of switching^{6/} is excepted from STB authorization under 49 U.S.C. 10906. The purpose of operating authority is critical to the determination of the Board's power. The identical railroad trackage may be "line of railroad" for one carrier, yet excepted "switching" trackage for another carrier. This distinction between required agency authorization, dependent upon the purpose of the

^{6/} Petitioner places emphasis on for the sole purpose of switching, inasmuch as this language is expressly contained in the LSC notice, and in the overhead trackage rights agreement itself. (Notice 2, 3, Ex. 2, 1).

intended use of the trackage is dispositive here. Brotherhood of Locomotive Engineers v. U.S., 101 F.3d 718 (D.C. Cir.1996); Effingham RR Co.-Pet. for Declaratory Order, 2 S.T.B. 606, 608-10 (1997).

The pure "switching" nature of the LSC operation is not only determined by the precise language of the overhead trackage rights agreement, but is reinforced in the exclusions, e.g., the LSC operation is not to serve industry, team or house track, inter-odal, or connect with any other railroad, or build-in or build-out facility, among other limitations. (Notice Ex. 2, §2).

A further and important feature of the "switching" nature of the overhead trackage rights agreement is its incorporation of the terms of the 1971 Switching Agreement.

UTU/GO-386 has as high probability of success that the Board will find the overhead trackage rights to be solely for switching purposes and outside the Board's authority. The LSC trackage is outside 49 U.S.C. 11323(a)(6), by virtue of 49 U.S.C. 10901 and 10906. Since the LSC operation does not qualify under §10901 or §11323(a)(6), its notice was improper under the trackage rights class exemption.

II. RAILROAD EMPLOYEES WILL SUFFER IRREPARABLE INJURY WITHOUT A STAY.

Railroad employees will suffer irreparable injury without a stay of the operation of the exemption. Although LSC employees may benefit by the acquisition of additional work, other employees--such as BNSF personnel--would be injured by the loss of present switching work at Longview Junction, and the attendant loss of

work on the 8.0-mile segment of the Seattle Subdivision, and with the "swap" of cars between UP and BNSF.

The injury is irreparable because BNSF employees would not likely be entitled to compensation for economic losses sustained for any period that the LSC switching operation might be in effect and its discontinuance, if UTU/GO-386 prevails. The collective bargaining agreements are not considered to permit recovery in such situations. Of course, there is also the irreparable injury in quality of life occasioned by reduced earnings or job loss, for which no real compensation is possible.

Moreover, if UTU/GO-386 is ultimately successful, not even the Norfolk & Western conditions would be applicable.

Heretofore, changes in working conditions involving LSC and its owning rail carriers have been achieved through voluntary negotiations under the Railway Labor Act--the transactions have not been subject to STB authorization/exemption. The protections achieved under RLA in LSC/BNSF matters are preferred.

III. LSC/BNSF WOULD NOT BE INJURED BY A STAY.

LSC and BNSF would not be injured if a stay is granted pending disposition of the UTU/GO-386 petition to reject/revoke. A stay would simply mean that LSC, BNSF, and UP would not have the shelter of STB for their new "switching" transaction. They would have to resort to the RLA, as LSC and the other carriers have done since inception of LSC in 1971, if they desire a speedy interim resolution of their new projected arrangements, pending STB determination.

IV. THE PUBLIC INTEREST WARRANTS A STAY.

The public interest in sound, efficient, and economical transportation strongly suggests a stay of the exemption. Employee relations in the area operated by LSC, BNSF, and UP have been fairly smooth since 1971 without resort to the ICC or STB to force a transaction, subject to minimal ICC/STB employee conditions.

Ironically, it is the carriers that now run to the STB to urge that a transaction is regulated, so as to escape the collective bargaining under RLA. and to impose a transaction by government fiat under so-called employee protective conditions.

The public interest is best served by having the parties continue under long-maintained and reasonably satisfactory procedures of RLA.

CONCLUSION

The Board should stay the operation of LSC's notice of exemption pending disposition of UTU/GO-386's petition to reject/revoke, or until further order of the Board.

Respectfully submitted,


GORDON P. MacDOUGALL
1025 Connecticut Ave., N.W.
Washington DC 20036

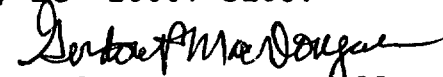
June 29, 2006

Attorney for John D. Fitzgerald

Certificate of Service

I hereby certify I have served a copy of the foregoing by personal service upon counsel for applicant, Sidney L. Strickland, Jr., 3050 K St., N.W.-#101, Washington, DC 20007-5108.

Washington DC


Gordon P. MacDougall

VERIFIED STATEMENT
OF JOHN D. FITZGERALD

My name is John D. Fitzgerald, with offices at 400 East Evergreen Boulevard, Vancouver, WA 98660. I serve as General Chairman for United Transportation Union-General Committee of Adjustment 386 (UTU/GO-386), for lines of BNSF Railway (BNSF).

I have read the notice of exemption for the instant Finance Docket No. 34882, filed June 6, 2006, for Longview Switching Company (LSC) to acquire overhead trackage rights on BNSF's line between Longview Junction and Kelso, WA, a distance of 8.0 miles, for the sole purpose of switching BNSF and Union Pacific Railroad Company (UP) cars at Longview Junction, WA.

LSC is jointly owned by BNSF and UP on a 50%-50% basis. However, LSC is managed by BNSF. Mr. Jeff D. Wright is General Manager for LSC. He is a BNSF official.

LSC employees receive BNSF payroll checks for their compensation.

LSC employees with seniority on LSC on or before October 16, 1996, were placed on the BNSF seniority rosters for Yardmen and Brakemen with an October 16, 1996 date; and those subsequently hired by LSC are accorded BNSF seniority on their hire date.

LSC maintains rail traffic accounts in one or two computer systems; BNSF traffic in the BNSF system, and UP traffic in the UP system.

I am advised LSC is not shown as a rail carrier in Railinc's OPSL tariffs, and that LSC is an agent for either BNSF or UP.

Rail traffic arrives or departs Longview Junction on BNSF's Seattle Subdivision only on UP or BNSF trains, with LCS confined

to bringing or receiving cars from the BNSF or UP trains. Heretofore, LSC has not performed "switching" at Longview Junction.

The 1971 Switching Agreement, set forth as Ex. C to the overhead trackage rights agreement (Ex. 2), confirms the actual practice. Article I states "Longview Company shall perform such switching service between and at Longview, Washington and Longview Junction, Washington..," and Article II states, "Longview Company, acting as agent for the trunk lines, shall pick up and set out with its switch engines the cars of the Burlington Northern (BN) and Union Pacific (UP) at Longview Junction."

My Appendix 1 is a railroad sketch map of the area. My Appendix 2 is BNSF's notice to employees, indicating the overhead trackage rights is for the purpose of overhead movement of cars of BNSF and UP being handled by LSC during switching operations at Longview Junction by LSC. The new switching with movement of cars is not to be restricted to the 8.0 miles of overhead trackage rights, but also embraces a "swap" or "pooling" of UP and BNSF traffic to and from stations outside the traffic rights, such as Napavine, Winlock, Rocky Point, Woodland, and Kalama.

The instant overhead trackage rights is related to other changes in BNSF and UP operations. In addition to the transactions mentioned in Finance Docket Nos. 34880 and 34881, and in my verified statements in those proceedings, on June 26, 2006 I received official advice from BNSF for four additional notices in the offering for the northwestern area of Oregon. This advice is set forth in my Appendix 3.

My Appendix 4 consists of selected pages from the current BNSF Telephone Directory, indicating LSC is part of the BNSF system.

The Columbia & Cowlitz Railway Company (CLC) has a direct interchange only with BNSF and UP at Rocky Point, WA. CLC is wholly owned by Weyerhaeuser Company, which has a mill in Longview.

The Overhead Trackage Rights Agreement confirms that the trackage rights are for the sole purpose of switching at Longview Junction. I do not believe the STB should intrude into excepted switching operations. The 1971 Switching Agreement is part of the Overhead Trackage Rights Agreement. I am advised it was not filed or approved by the former ICC. The new Overhead Trackage rights Agreement, which includes the 1971 Switching Agreement, should not be approved or excepted by the STB.

BNSF employees represented by UTU/GO-386 would suffer irreparable injury if the operation of the Overhead Trackage Rights Agreement is not stayed. Our work would be transferred to LSC. The Longview Junction yard is a BNSF yard,

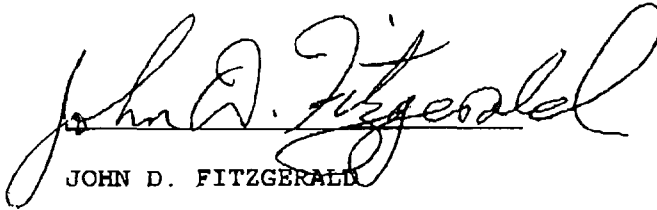
BNSF employees should continue to perform the switching work at Longview Junction. If LSC is permitted to perform switching at Longview Junction, and then later UTU/GO-386 should prevail in setting aside the LSC notice, I know of no way BNSF could recover damages or be made whole under our collective bargaining contract. Of course, compensation for a reduced quality of life during an interim period is never commensurate with the injury.

We have always handled joint facility, or switching matters, under RLA procedures. This has been the practice with LSC.

VERIFICATION

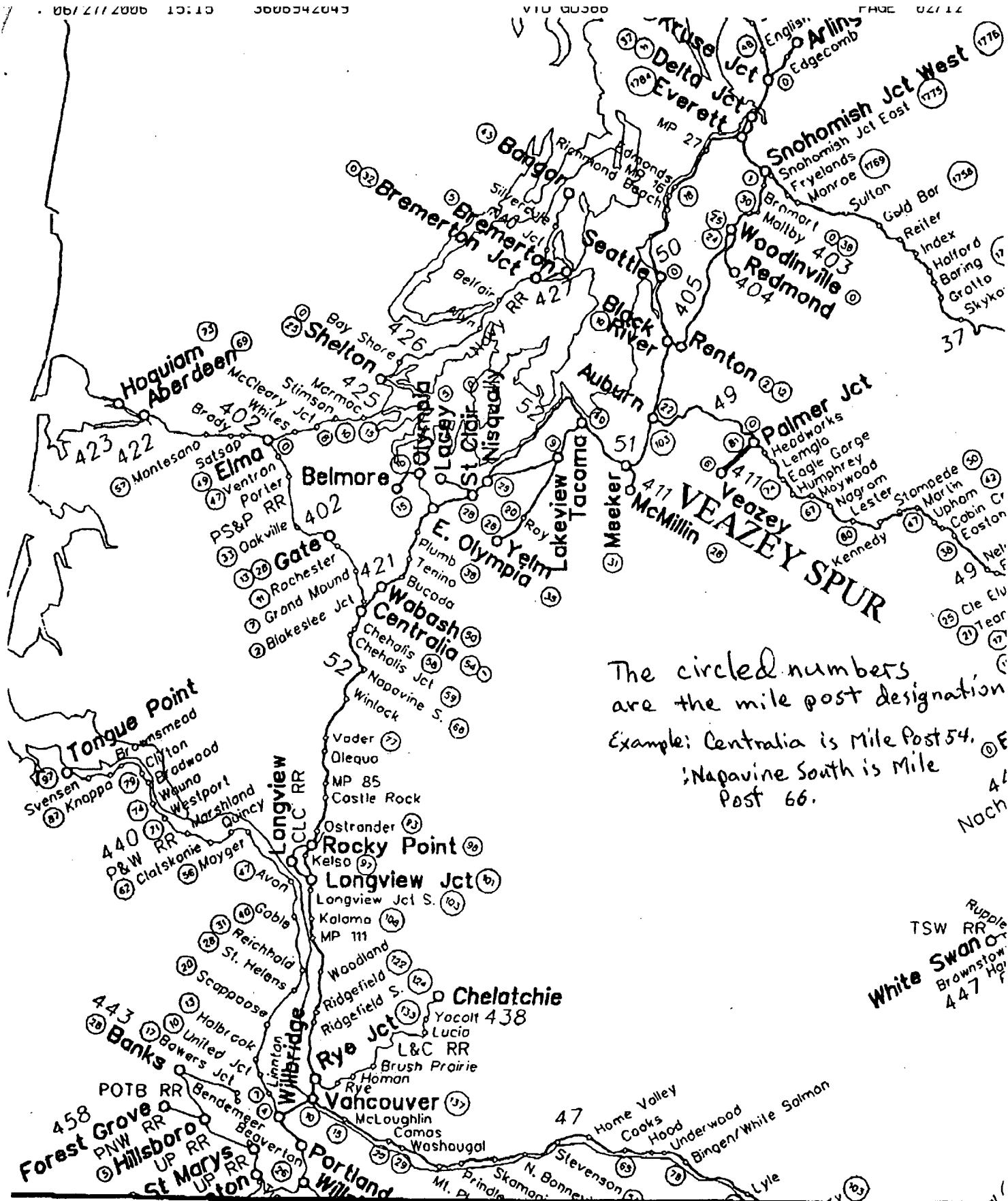
STATE OF WASHINGTON)
COUNTY OF CLARK)

Under the penalties of perjury, I affirm the foregoing
verified statement is true and correct as stated.



JOHN D. FITZGERALD

Dated at
Vancouver WA
June 29, 2006



...|veazey.dgn



Wendell Bell
General Director
Labor Relations

BNSF Railway Company
P.O. Box 981630
Ft. Worth, TX 76161-0000
2808 Low Mark Dr. Q08-GL
Ft. Worth, TX 76131-2800
phone: 817 362 1628
fax: 817 362 7442
mobile: 817 858 8439
wendell.bell@bnsf.com

May 31, 2006

REGISTERED MAIL - RETURN RECEIPT REQUESTED

Mr. Robert Kerley, GC
UTU

Mr. Dennis Pierce, GC
BLETD-IBT

Gentlemen:

This is a notice, under Section 4 of the Norfolk & Western Conditions, of a trackage rights operation in the Longview, Washington area.

Longview Switching Company has been granted overhead trackage rights from a point south of Longview Junction at MP 104.1 to north of Kelso at MP 96.0 on BNSF's Seattle Subdivision. This is for the purpose of overhead movement of cars of BNSF and UP being handled by LSC during switching operations at Longview Junction by LSC. In connection with this trackage rights operation, UP will handle BNSF's loaded and empty cars between Longview Junction and Napavine, Winlock, Rocky Point and Kelso, while BNSF will handle UP's loaded and empty cars between Longview Junction and Woodland and Kalama.

If further handling is needed, please contact me.

Sincerely,

APPENDIX 2
Page 1 of 1



Wendell Bell
General Director
Labor Relations

BNSF Railway Company
P.O. Box 961030
Ft. Worth, TX 76181-0030
2800 Lou Menk Dr. OOB-GL
Ft. Worth, TX 76181-2800
phone: 817 352 1028
fax: 817 362 7482
mobile: 817 898 8429
wendell.bell@bnsf.com

June 26, 2006

REGISTERED MAIL - RETURN RECEIPT REQUESTED

Mr. John Fitzgerald, GC
UTU

Mr. Dennis Pierce, GC
BLETD-IBT

Gentlemen:

This is a notice, under Section 4 of the Norfolk & Western Conditions, of trackage rights operations in the northwestern area of Oregon.

Portland & Western (PNWR) either has or soon will be granted the following trackage rights:

1. Over BNSF between MP 10 (on the Fallbridge Sub; MP 136.5 on the Seattle Sub) at Vancouver, Washington to Lake Yard MP 0.69 (Main Track 1) or MP 0.91 (Main Track 2) at Portland, Oregon.
2. Over Portland Terminal (PTR) between MP 0.69 (Main Track 1) or MP 0.91 (Main Track 2) at Lake Yard and end of PTR ownership at MP 0 at Portland, Oregon.
3. Over Union Pacific between Portland MP 0.0 and East Portland MP 0.2 (equivalent of MP 770.2 on UP's Brooklyn Sub)
4. Over Union Pacific between East Portland MP 770.2 and Labish, Oregon MP 720.9

In the latter three arrangements, PNWR has been granted the right to act as BNSF's agent. All that this means is that PNWR has not been granted trackage rights separate and apart from those that BNSF has had. Rather, non-assignment restrictions in the trackage rights agreements that BNSF was party to have now been modified to allow PNWR to make the movement in question.

What all this will allow is for PNWR to take traffic from Portland - Vancouver and bring it down to the PNWR operation at Albany and bring traffic from the PNWR operation between Albany and Salem to Portland - Vancouver. The result will be the abolishment of the two 6-day locals that BNSF has been

3/3

operating to bring and take these cars between Portland - Vancouver and Albany. While there will, then, be 6 job abolishments (2 engineers, 2 conductors, 2 brakemen), I am advised that no one is expected to be adversely affected, in that there are immediate needs for the incumbents to protect other assignments in the Portland - Vancouver terminal. Also, since these are trackage rights arrangements being submitted to the Surface Transportation Board, we fully expect that the STB will impose the employee protections of the *Norfolk & Western* Conditions.

If further handling is needed, please contact me.

Sincerely,



BNSF Railway Company

TELEPHONE DIRECTORY 2006



Name Department	Network No. Location	Name Department	Network No. Location	Name Department	Network No. Location
WRIGHT, BEN Engineering-Electrical	456-7630 Lincoln, NE	WYATT, JAMES Technology Svcs-ISS-Tech Svcs	352-0786 Fort Worth, TX	YOUNG, CHRISTOPHER P Operations	837-4407 Minot, ND
WRIGHT, CURTIS W Operations	224-7103 Hastel, TX	WYCKOFF, ALVIN K Engineering-Signal	587-4821 Hettinger, ND	YOUNG, OLEN A Engineering-Signal	829-2183 Springfield, MO
WRIGHT, DENNIS W General Claims	625-8446 Seattle, WA	WYCKOFF, BOB D Engineering-Signal	867-2227 Mandan, ND	YOUNG, JEREMY Marketing-Consumer Prods	867-6960 Fort Worth, TX
WRIGHT, ED E Mechanical	231-2853 Richmond, CA	WYCKOFF, BRADLEY C Marketing-Industrial Prods	977-1487 Bellevue, WA	YOUNG, K W Engineering-Signal	(402) 873-3254 Nebraska City, NE
WRIGHT, FELICIA Human Resources & Medical	593-6446 Fort Worth, TX	WYLLIE, MIKE R Safety Trng & Ops Sup-NC9	867-2000 Fort Worth, TX	YOUNG, MICHAEL P Operations	287-4178 Los Angeles, CA
WRIGHT, FRANCES Operations	306-3138 Amory, MS	WYLLIE, TOMMY Technology Svcs-ISS-Transpn	352-0585 Fort Worth, TX	YOUNG, RALPH E Engineering-Signal	551-4138 Kansas City, KS
WRIGHT, GERALD E Engineering-Roadway Equip	742-7388 Amarillo, TX	WYMER, GAYLE W Technology Svcs-ISS-Technology	593-5122 Fort Worth, TX	YOUNG, RICHIE Engineering-Signal	(870) 886-1783 Hoxie, AR
WRIGHT, GREG D Operations	458-7396 Lincoln, NE	WYNNE, KEITH R Operations	718-2480 Klingman, AZ	YOUNG, SAM Engineering-Signal	258-4407 Worden, MT
WRIGHT, JADE Technology Svcs-ISS-Transpn	352-0611 Fort Worth, TX	WYRE, LORI Accg-Payroll & Non-Op Trng	438-1897 Topeka, KS	YOUNG, STEVEN C Mechanical	Bakersfield, CA
WRIGHT, JEFF B Transportation-Locomotive Utilzn	352-1243 Fort Worth, TX	WYRICK, MATHEW J Engineering-Structures	551-4020 Kansas City, KS	YOUNGBLOOD, LINDA Technology Svcs-ISS-Sys Dev	352-0374 Fort Worth, TX
WRIGHT, JEFF D Longview Switching Co	570-2372 Longview, WA	WYRICK, STEVEN T (DOUG) Engineering-Signal	379-3312 Amarillo, TX	YOUNGMAN, JOHN J Transportation-Mile Schedules	234-7347 Fort Worth, TX
WRIGHT, JIM L Engineering-Roadway Equip	629-0543 Memphis, TN	XIA, YONG Technology Svcs-ISS-Transpn	352-0451 Fort Worth, TX	YOUNGMARK, BYRON Operations	231-5558 Willmar, MN
WRIGHT, JOHN T Operations	437-7548 Frederic, CA	YANCEY, KIM Human Resources & Medical	352-1802 Fort Worth, TX	YUDYSKY, LEO Engineering-Signal	863-0218 Whitefish, MT
WRIGHT, KAREN M Marketing-Exec Vp	867-8871 Fort Worth, TX	YANEZ, JEREMY L Engineering-Mile	480-6418 Denver, CO	YUEN, MICHAEL Strategic Sourcing & Supply	352-2207 Fort Worth, TX
WRIGHT, LARRY Technical Training & Rules	318-8635 Overland Park, KS	YANG, EVA Y Marketing-Business Dev	587-8033 Fort Worth, TX	YUNGER, KEN Technology Svcs-ISS-Technology	352-0806 Fort Worth, TX
WRIGHT, MARY Finance-Fuel & Risk Mgmt	352-3486 Fort Worth, TX	YAUNEY, PATRICK A Engineering-Track	687-2235 Mandan, ND	YURAVICH, MARK J Resource Protection Solutions	388-4174 San Bernardino, CA
WRIGHT, ROBERT C Engineering-Track	399-4269 Woodward, OK	YEAGER, THOMAS W Engineering-Roadway Equip Shop	828-7253 Breitner, MN	ZABROK, JOE Graphic Services	298-7283 St Paul, MN
WRIGHT, TERRY W Mechanical-Car	445-2576 Tulsa, OK	YECK, WILLIAM A Labor Relations	252-1066 Fort Worth, TX	ZACHAU, JIM H Engineering-Signal	782-3238 Minneapolis, MN
WRIGHT, TIM L Operations	458-4325 Lincoln, NE	YEE, ROBERT Operations	326-5458 Needles, CA	ZACK, THOMAS M Marketing-Business Dev	593-1034 Fort Worth, TX
WRIGHT, TOM W Engineering-Line Mice	740-2880 Fort Worth, TX	YEOMAN, CHRIS D Engineering Services	625-9822 Seattle, WA	ZADAK, CHARLES M (CHUCK) Resource Protection Solutions	418-6495 Vancouver, WA
WRISKEY, CINDY Accounting-Revenue Mgmt	298-7814 St Paul, MN	YEUNG, FLORA Y Corporate Audit Services	352-2211 Fort Worth, TX	ZAHM, RICHARD Operations	232-2630 Longview, TX
WUCHER, DALE Engineering-Signal	782-3226 Minneapolis, MN	YIP, LLORY D Engineering-Signal	520-5215 New Westminster, BC	ZAHRAKKA, THERESA Accounting-Revenue Mgmt	298-2438 St Paul, MN
WULFSBERG, CRAIG Marketing-BU Opns & Support	267-4249 Los Angeles, CA	YOHN, VICTORIA J Operations	388-4018 San Bernardino, CA	ZAJAC, ED Marketing-BU Ops & Support	887-6439 Fort Worth, TX
WUNKER, BARRY General Claims	740-7272 Fort Worth, TX	YORK, KRISTA K Corporate Relations	867-6139 Fort Worth, TX	ZAJAC, GREG Marketing-Business Dev	583-4237 Fort Worth, TX
WURTELE, GREGORY Svc Design & Perf-Grahn Ops	393-6164 Fort Worth, TX	YOUNG, B M (MIKE) Svc Design & Perf-IA Ops	867-5118 Fort Worth, TX	ZAK, WALTER Safety Trng & Ops Sup-NC9	352-1388 Fort Worth, TX

LONGVIEW JUNCTION, WA - LOS ANGELES, CA

TRAINMASTER
BROWN, BRIAN K

(360) 425-0144 Fax-Trainmaster (Bell Line)	Depot
(360) 636-4328 Fax-Yardmaster (Bell Line)	Depot
578-2388 Trainmaster	Depot
578-2370 Fax	Depot
(360) 425-0144 Fax	Depot

LONGVIEW, TX
(Area Code: 903)

ADDRESS

100 South 9th 75902

ENGINEERING

TRACK

OLIVER, JIM 232-2643 Track Supervisor Longview

MECHANICAL

GROGAN, RONALD W	232-2840	Car Inspector	Longview
	232-2842	Fax	Longview

OPERATIONS

GULF DIVISION

ZAHM, RICHARD	232-2630	Trainmaster	Longview
BIMMONS, C E	232-2835	Yardmaster	Longview
	232-2832	Fax-Trainmaster	Longview
	232-2837	Fax-Yardmaster	Longview

TRAINMEN

232-2648	Crew Ready Room	Longview
232-2648	Fax	Longview

VOICE MAIL

232-2850 Voice Mail Local Access

LONGVIEW, WA
(Area Code: 360)

ADDRESS

115 Industrial Way 98532

ENGINEERING

TRACK

SALZIEDER, WES O	578-2361	Asst Roadmaster-Support	LS Co Yard
MESFORD, DAN L	578-2360	Roadmaster	Yard
	578-2362	Fax-Roadmaster	Yard

LONGVIEW SWITCHING COMPANY

WRIGHT, JEFF D	578-2372	General Manager	Longview Yd/Depot
RISLEY, L D	578-2395	Opr Supvr	Longview Yd/Depot
	578-2373	Yardmaster	Longview Yd/Depot
	(360) 636-4239 Fax		Longview Yd/Depot

MECHANICAL

CARS

578-2379 Carman Yard

OPERATIONS

WRIGHT, JEFFREY D 578-2372 General Manager - LSC Longview Yd/Depot

VOICE MAIL

578-2390 Voice Mail Local Access

LOS ANGELES, CA
(Area Code: 323)

ADDRESS

BNSF Network Telephone number only

COMMERCE	6300 East Sheila Street	90040
COMMERCE DIESEL	6300 East Sheila Street	90040
COMMERCE MECH	6300 East Sheila Street	90040
GENERAL CLAIMS	3770 East 26th Street	90023
GOVERNMENT AFFAIRS	3770 East 26th Street	90023
HILL FARRER & BURRELL	One Calif. Plz, 300 So Grand Ave	90071-3147
IBU BUILDING	3770 East Washington	90023
INTERMODAL FACILITY	4940 Sheila Street	90040
LA JUNCTION RY CO	4433 Exchange Avenue	90058
LOT 11 (AGRASNELL)	4580 East 26th Street	90023
MTCE OF WAY	3790 East 26th Street	90023
OPERATIONS	3770 East Washington	90023
RADIO SHOP	4341 Sheila Street	90023
SIMS LAW FIRM	620 Newport Ctr Dr, Ste 900, Newport Beach	92660
WATSON YARD	1302 E Lomita Blvd (Wilmington)	90744-1810

CORPORATE REAL ESTATE DEVELOPMENT

FACILITIES MANAGEMENT

SOUTHERN CALIFORNIA FACILITY MANAGEMENT/CB RICHARD ELLIS

KINDRED, JULIE	Sr Analyst	Fort Worth
24 HOUR SERVICE DESK		
	Fort Worth 352-8855	Fort Worth

ENGINEERING

ENGINEERING SERVICES

RENTERIA, PAUL	267-4185	Project Engineer	3770 E 26th St
	267-4025	Fax	3770 E 26th St

CONTRACTORS

HODSON, KAY	267-4187	Hanson Wilson	3770 E 26th St
ROGERS, ROY	267-4188	Hanson Wilson	3770 E 26th St

SIGNAL

VELAZQUEZ, TONY A	267-4070	Signal Supervisor	3790 E 26th St
STRODE, STEVE	267-4072	Signal Inspector	3790 E 26th St
	267-4071	Signal Maintainers	3790 E 26th St

TRACK

TREVINO, ANDREW P	267-4009	Roadmaster	3790 E 26th St
	267-4030	Asst Roadmaster-Support	3790 E 26th St
PARNELL, LEON	267-4043	Track Supvr-Harbor Sub	3790 E 26th St
MENDEZ, LOUIS	267-4057	Track Supvr-Industrial Tracks	3790 E 26th St
MENDOZA, ANTHONY	267-4036	Track Supvr-San Bern Sub	3790 E 26th St
KIRKBEY, GREG	267-4038	Track Supvr-So Cal Divn	3790 E 26th St
LOJERO, FRED	267-4036	Track Supvr-San Bern Sub	3790 E 26th St
	267-4049	Fax-Roadmaster	3790 E 26th St

GENERAL CLAIMS

SHELTON, RUSS R	267-4106	Director	3770 E 26th St
MARTINEZ, DENNIS	267-4138	Manager Claims	3770 E 26th St
TORRES, ROBERT A	267-4107	Claim Representative	3770 E 26th St
	267-4103	Fax	3770 E 26th St

GOVERNMENT AFFAIRS

DICAMILLO, LADONNA V	267-4041	Director Government Affairs	3770 E 26th St
	(909) 948-0490 Fax		3770 E 26th St

LAW

OUTSIDE COUNSEL

HILL, FARRER, & BURRELL LLP (37TH FL - ONE CALIFORNIA PLAZA, 90071)

KALVATY, BENJAMIN B	(213) 621-0865 Attorney	300 So Grand Ave
	(213) 624-4840 Fax	300 So Grand Ave

SIMS LAW FIRM

SIMS, WAYNE	(949) 717-7900 Attorney	620 Newport Ctr Dr
	(949) 717-7977 Fax	620 Newport Ctr Dr

LOAD & RIDE SOLUTIONS

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