

222364

PUBLIC VERSION
CONFIDENTIAL MATERIAL HAS BEEN REDACTED

BEFORE THE
SURFACE TRANSPORTATION BOARD

WESTERN FUELS ASSOCIATION, INC
and BASIN ELECTRIC POWER
COOPERATIVE, INC

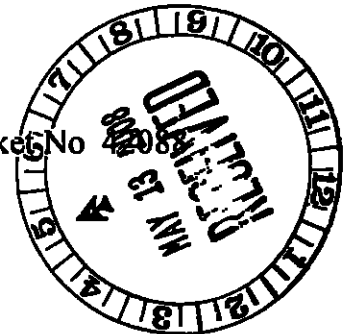
Complainants,

v

BNSF RAILWAY COMPANY

Defendant.

Docket No 42088



THIRD SUPPLEMENTAL OPENING
EVIDENCE OF COMPLAINANTS
WESTERN FUELS ASSOCIATION, INC. AND
BASIN ELECTRIC POWER COOPERATIVE, INC.

ENTERED
Office of Proceedings
MAY 13 2008
Part of
Public Record

EXHIBITS

WESTERN FUELS ASSOCIATION, INC.
and BASIN ELECTRIC POWER
COOPERATIVE, INC

OF COUNSEL..

Slover & Loftus
1224 Seventeenth Street, N W.
Washington, D C 20036

Dated May 13, 2008

By John H LeScur
Christopher A Mills
Peter A Pfohl
Daniel M Jallie
1224 Seventeenth Street, N.W
Washington, D.C. 20036
(202) 347-7170

Attorneys for Complainants

LIST OF EXHIBITS

EXHIBIT

III-A-

TITLE

- 1 LRR Traffic and Revenues

EXHIBIT

III-B-

TITLE

- 1 LRR Track and Yard Diagrams

EXHIBIT

III-C-

TITLE

- 1 LRR Traffic Density By Segment - 2024
- 2 LRR 2005 Rerouted Unit Coal Train Traffic

EXHIBIT

III-F-

TITLE

- 1 Land Valuation Report
- 2 Extraction of Quantities from ICC Engineering Reports for Valuation Sections on the Laramie River Railroad
- 3 Development of the Clearing, Grubbing, Lateral Drainage, Rip Rap and Retaining Walls Quantities for the Donkey Creek to Converse Jct. and Campbell to Eagle Butte Portions of the LRR
- 4 Development of Clearing, Grubbing, Lateral Drainage, Rip Rap and Retaining Wall Quantities and Costs for the Laramie River Railroad
- 5 Valuation Sections Covering the Trackage of the Laramie River Railroad
- 6 Distribution of ICC Engineering Report Earthwork Quantities by Type of Material

- | | |
|----|---|
| 7 | ICC Engineering Report Quantities Adjusted to Reflect Laramie River Railroad Design Specifications |
| 8 | Development of the Earthwork Quantities for the Donkey Creek to Converse Jct. and Campbell to Eagle Butte Portions of the LRR |
| 9 | Total Earthwork Quantities by Line Segment for the Laramie River Railroad |
| 10 | Earthwork Quantities for the Yards of the Laramie River Railroad |
| 11 | Development of Total Earthwork Quantities and Costs by Type of Material Moved for the Laramie River Railroad |
| 12 | Development of Other Grading Requirements for the Laramie River Railroad |

EXHIBIT
III-H-

TITLE

- | | |
|---|---|
| 1 | WFA/Basin Maximum Markup Method Rates With III-II-1 DCF Model |
| 2 | Reparations Calculation Based on the Higher of Stand-Alone Cost or Jurisdictional Threshold |

EXHIBIT III-A-1
REDACTED



III-B-1

1349 PERKULIN CWR
1349 STANDARD CWR
1359 CWR CLASS 1 RELAY

• THROTTLE TYPE

20 - 604 ELECTRIC
20 - 609 ELECTRIC
34 - 614 ELECTRIC
34 - 619 ELECTRIC
144 - 654 HAND-THROTTLE
144 - 659 HAND-THROTTLE
189 - 619 SPEED
189 - 620 SPEED
18 - 610 HAND-THROTTLE
189 - 619 ELECTRIC
189 - 619 ELECTRIC

FIELD EQUIPMENT DETECTOR WITH
NUMBER OF TRACKS COVERED

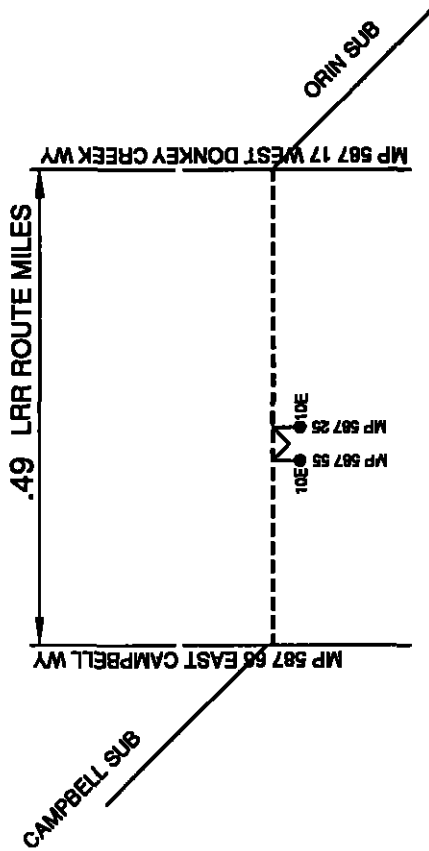
NO - NOT SENSING OUTCROSS
ON OR BEYOND SENSING EQUIPMENT DETECTOR
YES - NOT WHEEL DETECTOR

AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH
NUMBER OF TRACKS COVERED

(FED)

(AE)

NOT TO SCALE



SEGMENT 2
PAGE 2 OF 9

Exhibit TSO

III-B-1

LEGEND

- TURNOUT TYPES
 - 24 - #24 ELECTRIC
 - 20 - #20 ELECTRIC
 - 14 - #14 ELECTRIC
 - 14H - #14 HAND-THROWN
 - 10S - #10 SPRING
 - 10C - #10 HAND-THROWN
 - 10E - #10 ELECTRIC
- 136# PREMIUM CWR
- 136# STANDARD CWR
- 115# CWR CLASS 1 RELAY
- FAILER EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
 - HE - HOT BEARING DETECTOR
 - DE OR DED - DRAGGING EQUIPMENT DETECTOR
 - HW - HOT WHEEL DETECTOR
- 20 - TURNOUT TYPE
 - 10E - #10 ELECTRIC
 - 10C - #10 HAND-THROWN
 - 10S - #10 SPRING
 - 14 - #14 ELECTRIC
 - 14H - #14 HAND-THROWN
 - 20 - #20 ELECTRIC
 - 24 - #24 ELECTRIC
- 10E - #10 ELECTRIC
- 10C - #10 HAND-THROWN
- 10S - #10 SPRING
- 14 - #14 ELECTRIC
- 14H - #14 HAND-THROWN
- 20 - #20 ELECTRIC
- 24 - #24 ELECTRIC

DIVISION: POWDER RIVER
SUBDIVISION: BLACK HILLS

DATE: 5/1/08

MP: 587.66

MP: 587.17

FROM: EAST CAMPBELL

TO: WEST DONKEY CREEK

NOT TO SCALE



TURNOUT TYPES

- 136# PREMIUM CWR
- 136# STANDARD CWR
- 115# CWR CLASS 1 RELAY

FAILED EQUIPMENT DETECTOR WITH

- NUMBERS OF TRACKS COVERED
- 10- #10 BEARING DETECTOR
- 10- #10 HAND-THROWN
- 10E- #10 HAND-THROWN
- 10E- #10 ELECTRIC

ON OR WHEN DRAGGING EQUIPMENT DETECTOR

- 10E- #10 HAND-THROWN
- 10E- #10 ELECTRIC

AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH

- NUMBERS OF TRACKS COVERED

SUBDIVISION: ORIN

DATE: 5/1/08

MP: 0.00

FROM: DONKEY CREEK

TO: BRIDGER JCT.

MP: 127.3

NOT TO SCALE

Diagram of the Billings and Montana Railroad main line showing mileposts from 80 to 133. The diagram includes a vertical line representing the main line with various sidings and branches. Key locations include ORIN YARD, FISHER JCT, and BILL. Mileposts are marked along the line, with some branches having their own mileposts. A scale bar at the bottom indicates a distance of 133.21 miles.

DIVISION: POWDER RIVER SUBDIVISION: ORIN FROM: DONKEY CREEK TO: BRIDGER JCT.	DATE: 5/1/08 MP: 0.00 MP: 127.3 NOT TO SCALE
---	---

LEGEND

- _____ - .36# PREMIUM CWR
- - - - - .36# STANDARD CWR
- _____ - .115# CWR CLASS 1 RELAY

• TURNOUT TYPES

- 24 #24 ELECTRIC
- 20 #20 ELECTRIC
- 14- #14 ELECTRIC

• 20 = TURNOUT TYPE

(FED) 1

FAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED

HB = HOT BEATING DETECTOR

CE ON DEAD = DRAGGING EQUIPMENT DETECTOR

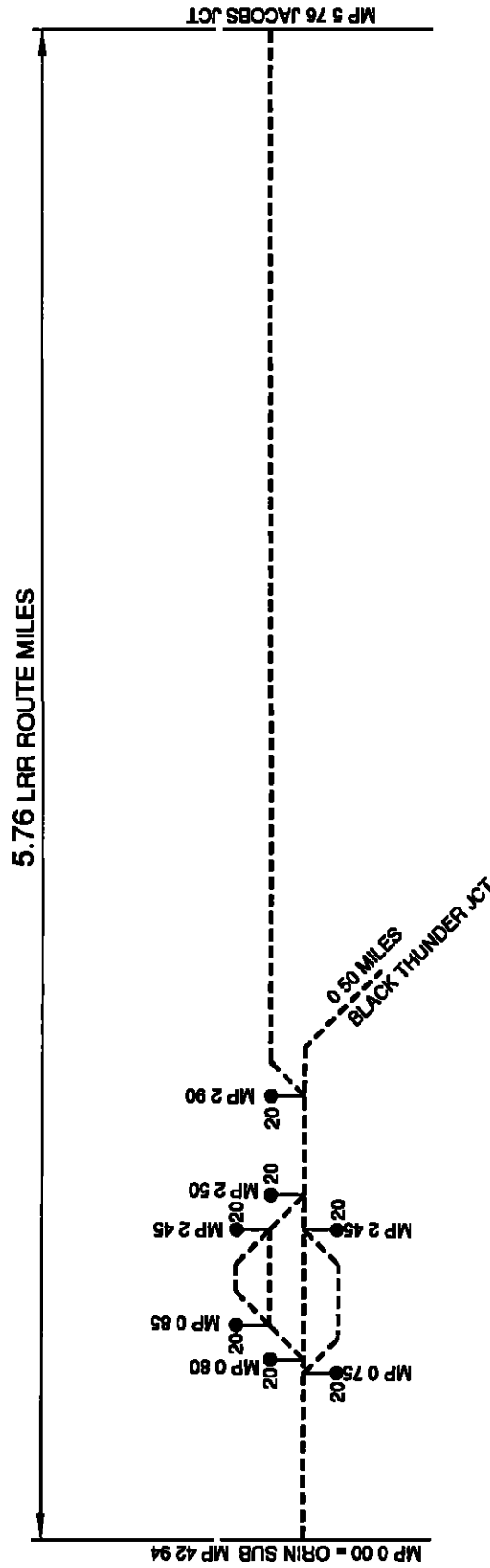
HW = HOT WHEEL DETECTOR

(AEI) 1

AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH NUMBER OF TRACKS COVERED

14H- #14 HAND-THROWN 105- #10 SPRING

10E- #10 ELECTRIC



SEGMENT 4
LRR ROUTE MILES EXCLUDES MINE SPURS PAGE 6 OF 9

DIVISION: POWDER RIVER

SUBDIVISION:RENO (RENO BRANCH)

FROM:ORIN SUB. SWITCHES

TO: JACOBS JCT.

DATE: 5/1/08

MP: 0.0

MP: 5.76

NOT TO SCALE

LEGEND

_____ - 136# PREMIUM CWR
 - - - - - - 136# STANDARD CWR
 _____ - 115# CWR CLASS 1 RELAY

FED¹

20 = TURNOUT TYPE =

! TURNOUT TYPES

24 - 24 ELECTRIC

20 - 20 ELECTRIC

14-014 ELECTRIC

14H- #14 HAND-THROWN

105- #10 SPRING

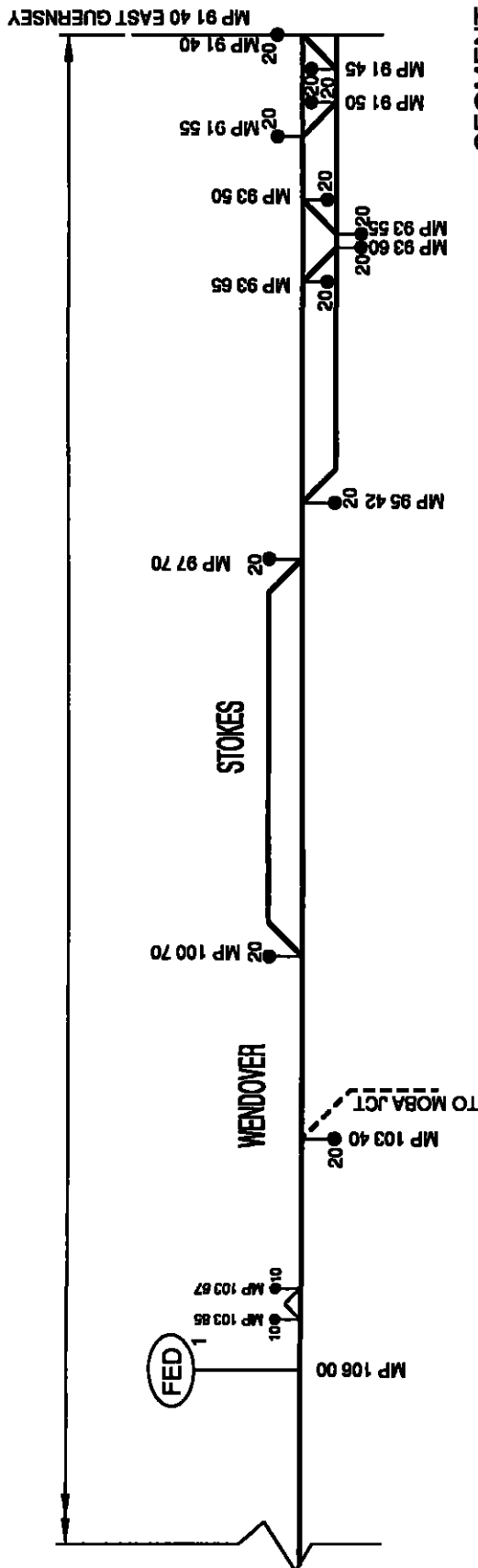
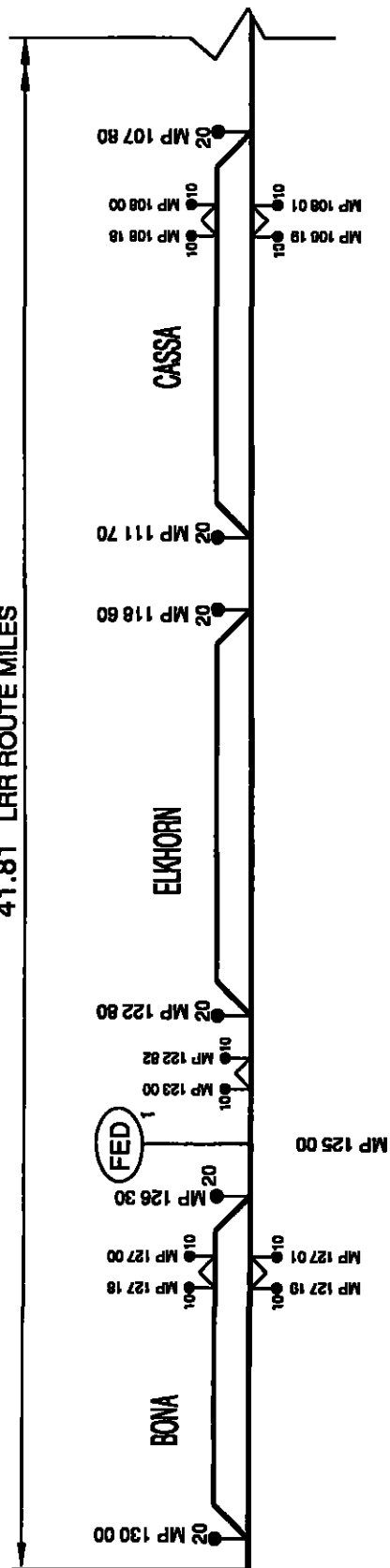
13-#10 HAND-THROWN

10E-10 ELECTRIC

**(AEI) AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH
1 NUMBER OF TRACKS COVERED**

Exhibit TSO
III.

41.81 LRR ROUTE MILES



SEGMENT 5
PAGE 7 OF 9

DIVISION: POWDER RIVER

SUBDIVISION: CANYON

FROM:BRIDGER JCT

MP:133.21

TO: EAST GUERNSEY

NOT TO SCALE

DATE: 5/1/08

LEGEND

-20 = TURNOUT TYPE*

TURNOUT TYPES

SMOUL TYPES

020 832 6100

14- 014 ELECTRIC

14H-014 HAND-THROWN

105-110 SPRING

10- #10 HAND-THROWN

TOE FLUENT

PAILED EQUIPMENT DETECTOR WITH NUMBER OF TRACES COVERED

NUMBER OF TRACKS COVERED
HB ■ HOT BEARING DETECTOR

OR DEB- DRAGGING EQUIPMENT

FW= HOT WHEEL DETECTOR

AUTOMATIC EQUIPMENT : IDENTIFICATION OF TRACKS COVERED

NUMBER OF INDEXES COVERED

Exhibit TSO:
III-B-1

1365 PREMIUM CWA
 - 1365 STANDARD CWA
 - 1399 CWA CLASS 1 RELAY

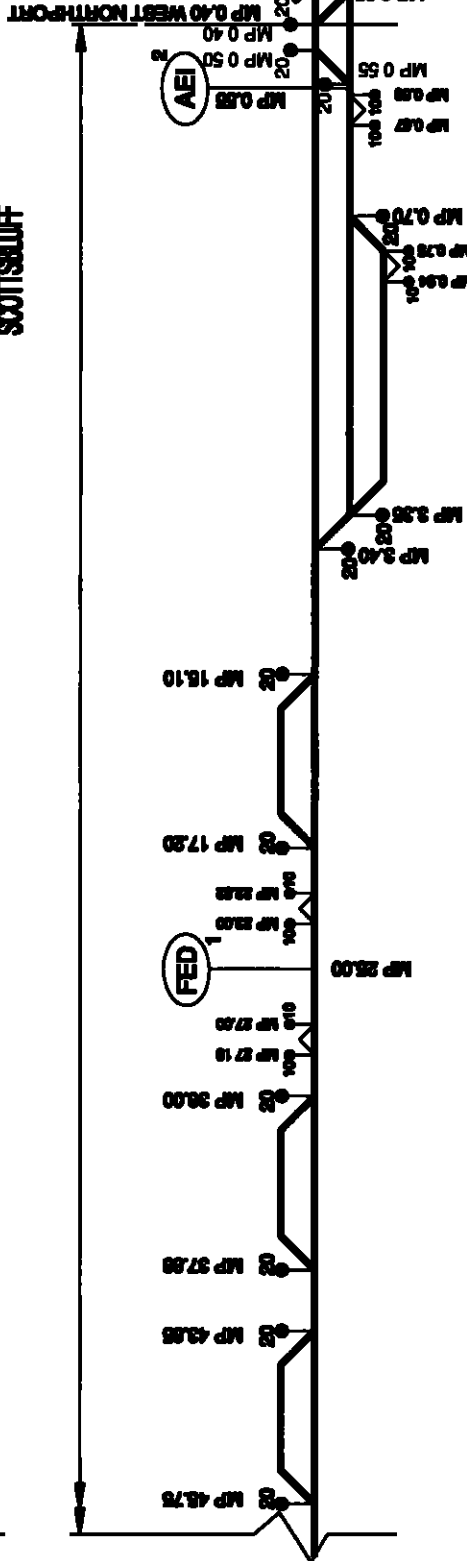
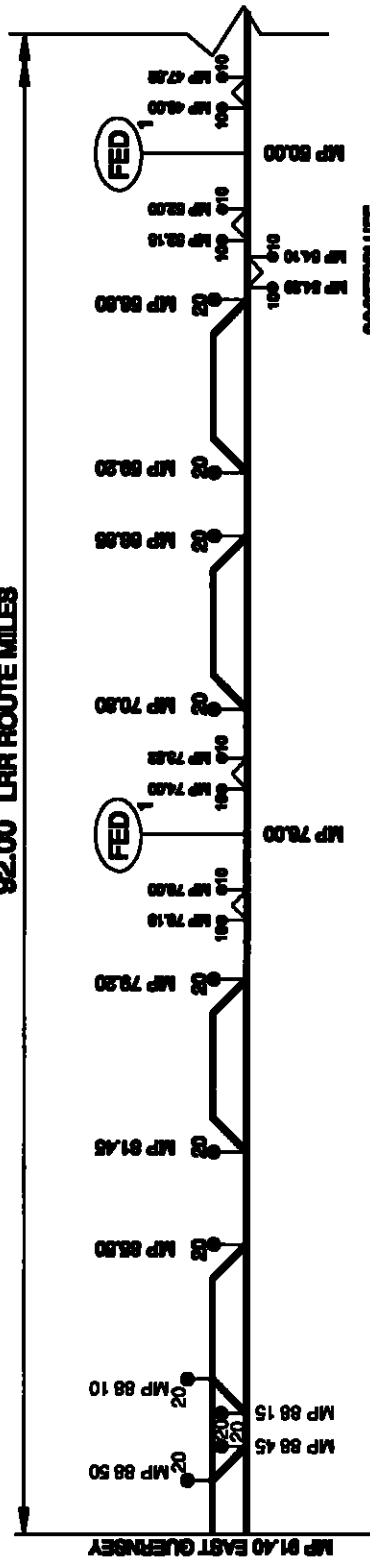
0 - THURGOOD TYPE
 24 - 604 ELECTRIC
 28 - 608 ELECTRIC
 34 - 614 ELECTRIC
 3405 - 614 1000-THURGOOD
 350 - 618 SPRING
 350 - 619 SPRING
 35 - 619 1000-THURGOOD
 3505 - 619 ELECTRIC

**PAIRED EQUIPMENT DETECTOR WITH
 NUMBER OF TRACKS COINDED**
 140 - NOT TRACKS DETECTOR
 140 0000 - CHANGING EQUIPMENT DETECTOR
 140 - NOT WHEEL DETECTOR

**AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER WITH
 NUMBER OF TRACKS COINDED**

TO:MOBA JCT.

92.00 LRR ROUTE MILES



SEGMENT 7
PAGE 9 OF 9

EXHIBIT TSO:
III-B-1

- LEGEND:**
- 130' PREMIUM CWR
 - 100' STANDARD CWR
 - 1.150 CWR CLASS 1 RELAY
 - FIELD EQUIPMENT DETECTOR WITH NUMBER OF TRACKS COVERED
 - NO - NOT MONITOR DETECTOR
 - OR OR DED - CHANGING EQUIPMENT DETECTOR
 - NO - NOT WHEEL DETECTOR
 - AUTOMATIC EQUIPMENT IDENTIFICATION SCHEMA WITH NUMBER OF TRACKS COVERED
 - THREAT TYPE
 - 24 - 604 ELECTRIC
 - 28 - 600 ELECTRIC
 - 34 - 614 ELECTRIC
 - 348 - 644 MHD-THERMO
 - 348 - 648 MHD
 - 348 - 630 MHD-THERMO
 - 348 - 630 ELECTRIC

DIVISION: POWDER RIVER
SUBDIVISION: VALLEY

DATE: 5/1/08

MP: 91.40

FROM: EAST GUERNSEY

MP: 0.40

TO: WEST NORTHPORT

NOT TO SCALE

EXHIBIT III-C-1
REDACTED

EXHIBIT III-C-2
REDACTED

EXHIBIT III-F-1
REDACTED

**EXTRACTION OF QUANTITIES FROM ICC ENGINEERING
REPORTS FOR VALUATION SECTIONS ON THE LARAMIE RIVER RAILROAD**

EXCAVATION QUANTITIES										BORROW QUANTITIES											
FROM (1)	TO (2)	Valuation Section (3)	Miles		Miles Main Line (4)	Miles Other Main Line (5)	Miles All Track (6)	Common Excava- tion (CY) 2/		Loose Rock Excava- tion (CY) 3/	Solid Rock Excava- tion (CY) 4/	Total Excava- tion (CY) 5/	Common Embank- ment (CY) 6/	Train Overhaul <10 000' (CY1000')		Overhaul >10 000' (CY1000')	Train Overhaul >25 000' <55 000' (CY1000)		Loose Rock Embank- ment (CY) 8/	Solid Rock Embank- ment (CY) 9/	Borrow (CY) 10/ (17)
			(7)	(8)				(9)	(10)					(11)	(12)		(13)	(14)			
SD/WY Line	WY/MT Line	CBQ-6AB-WY	236 908	0	339 276	3 297 849	555,676	317 929	4 171 454				8 042 009						1 069		8 043 076
Om Jct	Wendover	CBQ-2D-WY	30 824	0	34 838	676 376	104 509	117 520	898 405					86 100							11 480
WY/NE Line	Wendover	CBQ-2ABC-WY	58 27	0	77 116	1 161 650	274 154	871,756	2 307 560				2 553 464						744		2 554 208
WY/NE Line	Northport	CBQ-29-NE	54 085	0	72 265	77 591	586	1 395	79 572				832,138								832 138
NE/CO Line	Alliance	CBQ-28-NE	86 866	0	104 741	1 113 896	139 268	206,106	1 459,270				2,792 526						10 940	121	2 803,587
Wendover	Camp Corlin	CS-2-WY	120 531	0	133 821	2 493,137	218,091	71 054	2 782 282												0

CY= Cubic Yards

- 1/ Includes 2nd and 3rd main line
2/ Sum of cubic yards of excavation identified as "common" and "backfill" as shown on the ICC Engineering Reports
3/ Sum of cubic yards of "loose rock" under "Excavation" as shown on the ICC Engineering Reports
4/ Sum of cubic yards of "solid rock" under "Excavation" as shown on the ICC Engineering Reports
5/ Sum of Columns (7) through (9)
6/ Sum of cubic yards of embankment identified as "common" as shown on the ICC Engineering Reports
7/ Units (CY1000') of "train overhaul" by category under "Excavation" as shown on the ICC Engineering Reports
8/ Sum of cubic yards of embankment identified as "loose rock" as shown on the ICC Engineering Reports
9/ Sum of cubic yards of embankment identified as "solid rock" as shown on the ICC Engineering Reports
10/ Column (11) + [(Column (12) + 7 500 feet) + (Column (13) + 17 500 feet) + (Column (14) + 40 000 feet) x 1000] + Column (15) + Column (16)

**EXTRACTION OF QUANTITIES FROM ICC ENGINEERING
REPORTS FOR VALUATION SECTIONS ON THE LARAMIE RIVER RAILROAD**

PROTECTION OF ROADWAY																		
Valuation Section (1)	Rip Rap				Retaining Walls				Lateral Drainage									
	Miles		Cubic Yards		CY of Masonry		Timber (MBM)		Timber Ties (Each)		Piling		LF of Pipe		Cleaning (acres)		Grubbing (acres)	
	Main Line (2)	All Track (3)	Total (4)	Main Line Mile 1/ (5)	Total (6)	Main Line Mile 2/ (7)	Total (8)	Main Line Mile 3/ (9)	Total (10)	Main Line Mile 4/ (11)	Total (12)	Main Line Mile 5/ (13)	Total (14)	Main Line Mile 6/ (15)	Total (16)	Track Mile 7/ (17)	Per Track Mile 8/ (19)	
CBQ-6AB-WY	236 908	339 276	12 985	55	0	0	70 90	0 30	763	3	576	2	15 108	64	256 92	0 76	65 28	0 19
CBQ-2D-WY	30 824	34 838	420	14	0	0	0 40	0 01	0	0	0	0	0	0	70 61	2 03	4 00	0 11
CBQ-2ABC-WY	58 27	77 116	8 973	154	0	0	57 10	0 98	0	0	0	0	1 174	20	32 08	0 42	6 94	0 09
CBQ-29-NE	54 085	72 265	4 095	76	0	0	39 10	0 72	0	0	0	0	0	0	0 00	0 00	0 00	0 00
CBQ-28-NE	86 866	104 741	4 308	50	0	0	0 70	0 01	8	0	0	0	0	0	0 00	0 00	0 00	0 00
CS-2-WY	120 531	133 821	10 886	90	0	0	3 34	0 03	0	0	7 071	59	0	0	39 00	0 29	0 00	0 00

Source ICC Engineering Reports

- 1/ Column (4) / Column (2)
- 2/ Column (6) / Column (2)
- 3/ Column (8) / Column (2)
- 4/ Column (10) / Column (2)
- 5/ Column (12) / Column (2)
- 6/ Column (14) / Column (2)
- 7/ Column (16) / Column (3)
- 8/ Column (18) / Column (3)

**DEVELOPMENT OF THE CLEARING, GRUBBING, LATERAL DRAINAGE, RIP RAP
AND RETAINING WALLS QUANTITIES FOR THE DONKEY CREEK TO
CONVERSE JCT AND CAMPBELL TO EAGLE BUTTE PORTIONS OF THE LRR
(Donkey Creek to Converse Jct)**

	<u>Item</u> (1)	<u>Bill to Orin</u> (2)	<u>Reno to Bill</u> (3)	<u>Total</u> (4)
A	Orin Line Quantities 1/			
1	Lateral drainage (L.F of pipe)	0	0	0
2	Rip Rap (CY)	1,839	2,834	4,673
3	Retaining Walls (CY)	0	0	0
4	Clearing (acres)	0	0	0
5	Grubbing (acres)	0	0	0
B	Distance 1/			
6	Total distance - miles 2/	35 53	43 84	79 37
C	Amount per Mile			
7	Lateral drainage (LF of pipe) 3/			0
8	Rip Rap (CY) 4/			59
9	Retaining Walls (CY) 5/			0
10	Clearing (acres) 6/			0
11	Grubbing (acres) 7/			0

- 1/ Verified Statement of Jerry R. Masters in ICC Docket No. 37029
Iowa Public Service Company v. Burlington Northern Railroad Company
and Chicago and North Western Transportation Company
dated February 28, 1985, Exhibit JRM-3A and Exhibit JRM-3B
See "Masters.pdf" in WFA/Basin Opening electronic workpapers
- 2/ TSO Exhibit III-F-8, Page 1 of 4, Line 6
- 3/ Line 1 / Line 6
- 4/ Line 2 / Line 6
- 5/ Line 3 / Line 6
- 6/ Line 4 / Line 6
- 7/ Line 5 / Line 6

EXHIBIT III-F-3
PAGE 2 OF 2
REDACTED

EXHIBIT III-F-4
REDACTED

VALUATION SECTIONS COVERING THE TRACKAGE OF THE LARAMIE RIVER RAILROAD

<u>Railroad</u> (1)	<u>Val Sec ID</u> (2)	<u>State</u> (3)	<u>Valuation Section Boundaries</u>		<u>Corresponding IRR Segment(s)</u>	
			<u>From Station</u> (4)	<u>To Station</u> (5)	<u>From Station</u> (7)	<u>To Station</u> (8)
1 Burlington Northern and Santa Fe	N/A	WY	Eagle Butte	Campbell	Eagle Butte	Campbell
2 Chicago Burlington and Quincy	WY-6AB	WY	SD/WY Line	WY/MT Line	Campbell	Donkey Creek
3 Burlington Northern and Santa Fe	N/A	WY	Orin	Reno	Donkey Creek	Bridger Jet
4 Chicago Burlington and Quincy	WY-2D	WY	Bridger Jet	Wendover	Bridger Jet	Wendover
5 Chicago Burlington and Quincy	WY-2ABC	WY	WY/NE Line	Wendover	Wendover	WY/NE Line
6 Chicago Burlington and Quincy	NE-29	NE	Northport	WY/NE Line	WY/NE Line	Northport
7 Chicago Burlington and Quincy	NE-28	NE	Alliance	CO/NE Line	Northport	UP Interchange
8 Colorado and Southern	CS-2-WY	WY	Wendover	Camp Corlin	Wendover	Moba
9 Burlington Northern and Santa Fe	N/A	WY	N/A	N/A	Reno Jet	Black Thunder Jet

NA = Not Available

DISTRIBUTION OF ICC ENGINEERING REPORT EARTHWORK QUANTITIES BY TYPE OF MATERIAL

Valuation Section	QUANTITIES OF EARTHWORK (CUBIC YARDS)					PERCENT DISTRIBUTION OF EARTHWORK QUANTITIES BY TYPE OF MATERIAL				
	Common		Loose		Solid Rock	Common		Loose		Solid Rock
	1/ (2)	2/ (3)	3/ (4)	4/ (5)		6/ (7)	7/ (8)	8/ (9)	9/ (10)	10/ (11)
CBQ-6AB-WY	3,297,849	555,676	317,929	8,043,078	12,214,532	27.00%	4.55%	2.60%	65.85%	100%
CBQ-2D-WY	676,376	104,509	117,520	11,480	909,885	74.34%	11.49%	12.92%	1.26%	100%
CBQ-2ABC-WY	1,161,650	274,154	871,756	2,554,208	4,861,768	23.89%	5.64%	17.93%	52.54%	100%
CBQ-29-NE	77,591	586	1,395	832,138	911,710	8.51%	0.06%	0.15%	91.27%	100%
CBQ-28-NE	1,113,896	139,268	206,106	2,803,587	4,262,857	26.13%	3.27%	4.83%	65.77%	100%
CS-2-WY	2,493,137	218,091	71,054	0	2,782,282	89.61%	7.84%	2.55%	0.00%	100%

- 1/ TSO Exhibit III-F-2, page 1 of 2, Column (7)
2/ TSO Exhibit III-F-2, page 1 of 2, Column (8)
3/ TSO Exhibit III-F-2, page 1 of 2, Column (9)
4/ TSO Exhibit III-F-2, page 1 of 2, Column (17)
5/ Sum of Columns (2) through (5)
6/ Column (2) - Column (6)
7/ Column (3) - Column (6)
8/ Column (4) - Column (6)
9/ Column (5) - Column (6)
10/ Sum of Columns (7) through (10)

**ICC ENGINEERING REPORT QUANTITIES
ADJUSTED TO REFLECT LARAMIE RIVER RAILROAD DESIGN SPECIFICATIONS**

Valuation Section (1)	ICC Engineering Report Data				Restated Adjusted Earthwork Quantities Per Mile (24' Roadbed) 4/		
	Earthwork			Main Line Mile (CY) 3/ (4)	Single Track (CY) (5)	Double Track (CY) (6)	Additional Track (CY) 5/ (7)
	Miles Main Line 1/ (2)	Total Earthwork Quantities (CY) 2/ (3)	Per				
CBQ-6AB-WY	236 908	12,214,532	51,558	63,096	102,036	38,940	
CBQ-2D-WY	30 824	909,885	29,519	48,974	71,493	22,519	
CBQ-2ABC-WY	58 270	4,861,768	83,435	101,161	153,921	52,760	
CBQ-29-NE	54 085	911,710	16 857	20,604	37,818	17,213	
CBQ-28-NE	86 866	4,262,857	49,074	61,181	99,221	38,040	
CS-2-WY	120 531	2,782,282	23,084	40,162	59,132	18,970	

1/ TSO Exhibit III-F-2, page 1 of 2, column (4)

2/ TSO Exhibit III-F-6, column (6)

3/ Column (3) + Column (2)

4/ Reflects adjustment to ICC Engineering Report quantities to account for the LRR's roadbed width requirements See electronic workbook "LRR Grading 3rd Supp xls"

5/ Column (6) - Column (5)

**DEVELOPMENT OF THE EARTHWORK QUANTITIES FOR THE DONKEY CREEK TO
CONVERSE JCT AND CAMPBELL TO EAGLE BUTTE PORTIONS OF THE LRR
(Donkey Creek to Converse Jct.)**

<u>Item</u> (1)	<u>Bill to Orin</u> (2)	<u>Reno to Bill</u> (3)	<u>Total</u> (4)
A. <u>ORIN LINE QUANTITIES 1/</u>			
1 Common Excavation	5,410,652	7,716,850	13,127,502
2 Special ditch excavation	20,314	116,038	136,352
B. <u>DISTANCE 1/</u>			
3 Beg Engineering Station	461,414	230,021	
4 End Engineering Station	<u>649,014</u>	<u>461,500</u>	
5 Total distance - feet	187,600	231,479	
6 Total distance - miles 2/	35.53	43.84	79.37
C. <u>AMOUNT PER MILE - 24 FOOT ROADBED WIDTH</u>			
7 Excavation			
a Single track 3/			140,018
b Double track 3/			173,125
8 Special ditch excavation 4/			1,718
9 Total Earthwork			
a Single track 5/			141,736
b Double track 6/			174,843
c Additional track 7/			33,107
d Additional track at 25 foot centers 8/			55,178

-
- 1 Verified Statement of Jerry R. Masters in ICC Docket No. 37029
Iowa Public Service Company v. Burlington Northern Railroad Company
and Chicago and North Western Transportation Company
dated February 28, 1985, Exhibit JRM-3A and Exhibit JRM-3B. See "Masters.pdf"
in WFLA's Opening Electronic Workpapers.
- 2/ Line 5 - 5,280 feet per mile
- 3/ Based on 24-foot roadbed and 50% single track and 50% double track
- 4/ Line 2 - Line 6
- 5/ Line 7a - Line 8
- 6/ Line 7b - Line 8
- 7/ Line 9b - Line 9a
- 8/ Line 9c - 15 x 25

EXHIBIT III-F-8
PAGE 2 OF 2
REDACTED

EXHIBIT III-F-9
REDACTED

EARTHWORK QUANTITIES FOR THE YARDS OF THE LARAMIE RIVER RAILROAD

<u>Item</u> (1)	<u>Track</u>		<u>Cubic Yard Calculation</u>		<u>Cubic Yards</u>		<u>Common</u>		<u>Loose Rock</u>		<u>Solid Rock</u>	
	<u>Feet 1/</u> (2)	<u>Miles</u> (3)	<u>(4)</u>		<u>(5)</u>		<u>(6)</u>		<u>(7)</u>		<u>(8)</u>	
1 Yard Locations												
a Orrin Yard - 25' track centers	135,334	25.63	Column (2) / 5280 x 55,178 2/		1,414,296		1,414,296		0		0	

1/ Electronic worksheet "Track_Miles_Worksheet_WFA_3rd_Supp.xls"

2/ TSO Exhibit III-F-8, Page 1 of 2, L 9(d)

EXHIBIT III-F-11
REDACTED

EXHIBIT III-F-12
REDACTED

WFA/Basin Maximum Markup Method Rates With III-H-1 DCF Model

Time Period (1)	Cabalillo River		Dry Fork		Antelope		Cabalillo		Cordero		Eagle Butte		Weighted Average	
	SAC	MMM Rate (2)	SAC	MMM Rate (3)	SAC	MMM Rate (4)	SAC	MMM Rate (5)	SAC	MMM Rate (6)	SAC	MMM Rate (7)	SAC	MMM Rate (8)
1 4Q 2004	\$6.54	\$2.70	\$6.73	\$3.05	1/	1/	1/	1/	\$6.54	\$2.62	\$6.73	\$3.07	\$6.61	\$2.82
2 1Q 2005	\$6.81	\$2.62	\$7.01	\$2.96	\$6.49	\$2.00	\$6.81	\$2.66	1/	1/	1/	1/	\$6.72	\$2.43
3 2Q 2005	\$6.81	\$2.79	\$7.01	\$3.16	\$6.49	\$2.13	\$6.81	\$2.84	1/	1/	1/	1/	\$6.72	\$2.59
4 3Q 2005	\$6.81	\$2.78	\$7.01	\$3.14	\$6.49	\$2.12	\$6.81	\$2.82	1/	1/	1/	1/	\$6.72	\$2.58
5 4Q 2005	\$6.81	\$2.90	\$7.01	\$3.28	\$6.49	\$2.21	\$6.81	\$2.95	1/	1/	1/	1/	\$6.72	\$2.69
6 1Q 2006	\$7.17	\$2.63	\$7.39	\$2.97	\$6.83	\$2.01	\$7.17	\$2.67	1/	1/	1/	1/	\$7.08	\$2.44
7 2Q 2006	\$7.17	\$2.65	\$7.39	\$3.00	\$6.83	\$2.02	\$7.17	\$2.70	1/	1/	1/	1/	\$7.08	\$2.46
8 3Q 2006	\$7.17	\$2.68	\$7.39	\$3.03	\$6.83	\$2.04	\$7.17	\$2.72	1/	1/	1/	1/	\$7.08	\$2.49
9 4Q 2006	\$7.17	\$2.72	\$7.39	\$3.08	\$6.83	\$2.07	\$7.17	\$2.76	1/	1/	1/	1/	\$7.08	\$2.52
10 1Q 2007	\$8.15	\$2.73	\$8.39	\$3.08	\$7.77	\$2.08	\$8.15	\$2.77	1/	1/	1/	1/	\$8.04	\$2.53
11 2Q 2007	\$8.15	\$2.72	\$8.39	\$3.08	\$7.77	\$2.07	\$8.15	\$2.76	1/	1/	1/	1/	\$8.04	\$2.52
12 3Q 2007	\$8.15	\$2.75	\$8.39	\$3.11	\$7.77	\$2.10	\$8.15	\$2.79	1/	1/	1/	1/	\$8.04	\$2.55
13 4Q 2007	\$8.15	\$2.78	\$8.39	\$3.14	\$7.77	\$2.12	\$8.15	\$2.82	1/	1/	1/	1/	\$8.04	\$2.58
14 1Q 2008	\$8.30	\$2.81	\$8.55	\$3.17	\$7.91	\$2.14	\$8.30	\$2.85	1/	1/	1/	1/	\$8.19	\$2.61
15 2Q 2008	\$8.30	\$2.80	\$8.55	\$3.16	\$7.91	\$2.13	\$8.30	\$2.84	1/	1/	1/	1/	\$8.19	\$2.60
16 3Q 2008	\$8.30	\$2.82	\$8.55	\$3.18	\$7.91	\$2.15	\$8.30	\$2.86	1/	1/	1/	1/	\$8.19	\$2.61
17 4Q 2008	\$8.30	\$2.84	\$8.55	\$3.21	\$7.91	\$2.16	\$8.30	\$2.88	1/	1/	1/	1/	\$8.19	\$2.63
18 2009	\$8.46	\$2.73	\$8.71	\$3.09	\$8.06	\$2.08	\$8.46	\$2.78	1/	1/	1/	1/	\$8.35	\$2.54
19 2010	\$8.58	\$2.79	\$8.84	\$3.16	\$8.17	\$2.13	\$8.58	\$2.84	1/	1/	1/	1/	\$8.47	\$2.59
20 2011	\$8.76	\$2.82	\$9.02	\$3.19	\$8.35	\$2.15	\$8.76	\$2.87	1/	1/	1/	1/	\$8.65	\$2.62
21 2012	\$8.97	\$2.87	\$9.24	\$3.25	\$8.55	\$2.19	\$8.97	\$2.92	1/	1/	1/	1/	\$8.85	\$2.67
22 2013	\$9.21	\$2.93	\$9.49	\$3.32	\$8.78	\$2.24	\$9.21	\$2.98	1/	1/	1/	1/	\$9.09	\$2.72
23 2014	\$9.44	\$3.02	\$9.73	\$3.41	\$9.00	\$2.30	\$9.44	\$3.06	1/	1/	1/	1/	\$9.32	\$2.80
24 2015	\$9.69	\$3.15	\$9.99	\$3.56	\$9.24	\$2.40	\$9.69	\$3.20	1/	1/	1/	1/	\$9.57	\$2.92
25 2016	\$9.94	\$3.22	\$10.24	\$3.64	\$9.47	\$2.46	\$9.94	\$3.27	1/	1/	1/	1/	\$9.81	\$2.99
26 2017	\$10.19	\$3.25	\$10.50	\$3.67	\$9.71	\$2.48	\$10.19	\$3.30	1/	1/	1/	1/	\$10.06	\$3.02
27 2018	\$10.46	\$3.29	\$10.78	\$3.71	\$9.97	\$2.51	\$10.46	\$3.31	1/	1/	1/	1/	\$10.33	\$3.05
28 2019	\$10.73	\$3.34	\$11.05	\$3.78	\$10.22	\$2.55	\$10.73	\$3.40	1/	1/	1/	1/	\$10.59	\$3.10
29 2020	\$11.01	\$3.40	\$11.34	\$3.84	\$10.49	\$2.59	\$11.01	\$3.45	1/	1/	1/	1/	\$10.87	\$3.15
30 2021	\$11.30	\$3.45	\$11.64	\$3.89	\$10.77	\$2.63	\$11.30	\$3.50	1/	1/	1/	1/	\$11.15	\$3.20
31 2022	\$11.58	\$3.51	\$11.93	\$3.97	\$11.04	\$2.68	\$11.58	\$3.57	1/	1/	1/	1/	\$11.43	\$3.26
32 2023	\$11.89	\$3.57	\$12.25	\$4.03	\$11.34	\$2.72	\$11.89	\$3.62	1/	1/	1/	1/	\$11.74	\$3.31
33 2024	\$12.18	\$3.60	\$12.55	\$4.07	\$11.61	\$2.75	\$12.18	\$3.66	1/	1/	1/	1/	\$12.02	\$3.34

1/ No movement in this time period from this origin

EXHIBIT III-H-2
REDACTED