



Brotherhood of Locomotive Engineers and Trainmen

A Division of the Rail Conference — International Brotherhood of Teamsters

Washington State Legislative Board

Workplace Safety, Health, and Education

Shahraim Allen, Chairman

235144

December 3, 2013

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 "E" Street S.W., RM 1034
Washington, D.C. 20423-0001

ENTERED
Office of Proceedings
December 4, 2013
Part of
Public Record

RE: STB Finance Docket No. 35731 – Acquisition and Exemption, Woodinville Subdivision

Dear Ms. Brown:

The Brotherhood of Locomotive Engineers & Trainmen – Washington State Legislative Board (BLET-WSLB), representing over 700 railroad employees on two Class I railroads (BNSF, UP), one municipal railroad (Tacoma Rail), one passenger railroad (AMTRAK), and one commuter operation (Sound Transit), submits these comments on behalf of our membership.

The Woodinville Subdivision has a rich historical and robust economic significance to western Washington State and the Pacific Northwest. The first rail operations on this subdivision date back 125 years to an era where passenger rail was the primary means of intrastate and interstate travel. During that golden age of railroading and continuing to present day, the Woodinville Subdivision has afforded our members many family-wage railroad jobs in passenger, local freight service, and excursion train (Washington Central Dinner Train). Unfortunately, key infrastructure (i.e. bridge) and maintenance did not keep up with the times. This led to a recent land swap that has left the future of the line in doubt.

With proper re-investment, the Woodinville Subdivision could rise from the ashes and once again be a viable multi-transportation corridor employing union crafts in rail, construction, and maintenance. That is the BLET-WSLB vision. When considering the current projected potential for rail growth in the region, and immediate rail capacity concerns related to proposed bulk commodity export facilities, the prudent course is to allow the Woodinville Subdivision to continue current rail service operations while protecting the potential for future rail options in all the categories listed above. Thank you for your careful consideration of this important matter.

Sincerely,

Mike Elliott

Brotherhood of Locomotive Engineers & Trainmen
Washington State Legislative Board

cc: All Parties of Record (via electronic or U.S. Mail)