

*Green Meadows
Community Group*

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May 29, 2002

Chief Executive Officer
Burlington Northern and Santa Fe Railway
c/o Ms. LaDonna V. DiCamillo, Director Government Affairs 3770 East 26th Street
Los Angeles, CA. 90023-4506

PERSONNAL ATTENTION:

Dear Sir:

First and foremost I understand that this is another exercise in futility. I am quite sure you will never see this letter as no one under you will have the courage to bring it to your attention. Using the colloquialism of the railroad *"it with be switched from the main line and diverted to someone with more knowledge of the matter and better equipped to handled the situation "*.

When I was in Texas, I understand that is where you are located, I was always told a Texan's word was his bond. When a Texan gave you his word and shook your hand that was as binding as written agreement. I find it hard to believe that you Sir are a Texan. I believe you and other officials of the "BNSF" have told untruths and misled a U.S Senator, the South Bay Cities Government Group, The Maersk-Sealand Shipping Co, plus the "Daily Breeze" News Media.

1. Statement:

You and other high officials of the BNSF told U.S. Senator Barbara Boxer's field representative Hattie Stewart, at the Opening of the Alameda Corridor, when the corridor opened the noise problems on the Harbor Subdivision would end. You said there was no excuse for night time switching operations in a residential area.

Fact:

The after hours switching and depoting operations at the "Ironside" siding of the Harbor Subdivision continue. Case in fact; I called Ms. DiCamillo recently at 4:32 AM to inform her of switching and whistle blowing going on at that time. Further earlier Ms. DiCamillo informed me that she had been told, by the operating department *" they had never considered not continuing to use the Ironside Siding for switching and storage"*

2) *Statement:* In the "SOUTH BAY CITIES RAILROAD STUDY" .BNSF Harbor Subdivision: dated February 28, 2002. Page 3-4, Chapter 3-Future Conditions,

Section 3.2.2 Trains and Hours of Operations:

1. Through Trains will cease following the opening of the Alameda Corridor in 2002 consistent with the prevailing agreements cited in Chapter I. During the course of this study, BNSF indicated that there are no planned through movements of the harbor subdivision, including the shuttling of locomotives between Redondo Junction (Milepost 0.0) near downtown and Watson Yard (Milepost 26.5) **"The line will not be available even as a detour route"**.

2 Section 3.2.2 Trains and Hours of Operations:

Local train operations should continue unchanged between El Segundo (Milepost 14.8) and Watson Yard after the Alameda Corridor opens.

3. Section 2.3.2 Trains and Hours of Operation

There are three locals operating on the line regularly south of LAX. The first local goes north from Watson Yard at 7 a.m. and switches cars at Chevron in El Segundo. It then travels south of Exxon-Mobil at Alcoa where it

switches cars during the afternoon, before returning to Watson Yard. The second local departs north from Watson at 9 a.m. to Alcoa. The third departs north from Watson Yard at 3 p.m. to Alcoa. All train operate 12 hour shifts.

I) Fact:

The "BNSF" is currently continuing to use the Harbor Subdivision between the Redondo Junction (Milepost 0.0) and the Watson Yard. *A full loaded container train passed through this morning.* They are using this line to bring empty container flat cars from Redondo Jct. To the Ironside Siding where they are classified, switched and stored until needed in the Port Area. These operations go on during night time hours.

II) Fact:

So called local trains, which contain covered bulk carrying gondolas, box cars, and tank cars operate at all hours. Recently, last night in fact, there was one at 11 :37 p.m. This is well outside the 12 hour shifts. I have maintained a log of these so called locals

3. *Statement:*

On April 16th I received an E-Mail from MR. J.C. Evans, General Manager Rail Operation, MaerskSealand. In which he wrote "Mr. Charles Potempa, BNSF, Los Angeles General Manager of Operations" informed him *"The BNSF will only be servicing local industry of the tracks adjacent to your neighborhood. This traffic will be primarily a day shift operations "*.

Fact: I do not consider trains operating between the hours of 10:00 p.m. and 7:00 a.m to be day shift operations. I do not consider bringing flat cars from Redondo Junction to Ironside siding on the Harbor Subdivision to be local traffic. I do not consider switching operations in the middle of the night to be local traffic.

It appears to me the "BNSF's" Officials make a habit of making and passing out false and misleading statements to governments, Customers and the media. I could go on, however I have just one other thing to say. I was employed by the "GREAT NORTHERN RAILWAY" (Which it was), with over 10 years seniority. I took part in formulating the working agreement for the opening of the "Minot Hump Yard". I was proud to be employed by what I felt was a fine company. I cannot say I would be proud to be employed by the BNSF .

Yours,

Robert C. Garrett

Cc: U.S. Senator Barbara Boxer

Cc: Jackie Bacharach, Exec. Director So. Bay COG

Cc: Mr. J.C. Evan, Rail Operation Maersk-Sealand

Cc: Ms. LaDonna DiCamillo, BNSF