

*Green Meadows
Community Group*

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May 29, 2002

Ms. Jacki Bacharach, Executive Director
South Bay Cities Council of Government
5033 Rockvalley Road
Rancho Palos Verdes, CA. 90275

Dear Ms. Bacharach:

I feel obligated to bring to your attention several incorrect and mis-leading statements representatives of the Burlington Northern and Santa Fe Railway made in compiling the final report of THE SOUTH BAY CITIES RAILROAD STUDY, BNSF Harbor Subdivision.

- 1) *Statement:* In the "SOUTH BAY CITIES RAILROAD STUDY" .BNSF Harbor Subdivision: dated February 28, 2002. Page 3-4, Chapter 3-Furture 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 1. 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) ~ 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 north passed through this morning. Another passed through at 8:15 p.m. this evening.* 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) ~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

These are only a few of the incorrect statements that appear in the report. I have written a letter to the Chief Executive Officer of the BNSF and have attached a copy for your information.

Yours,

Robert C. Garrett