

David H. Coburn
202 429 8063
dcoburn@steptoe.com

Steptoe
STEPTOE & JOHNSON LLP

1330 Connecticut Avenue, NW
Washington, DC 20036-1795
202 429 3000 main
www.steptoe.com

EI-20459

May 29, 2014

VIA E-MAIL

Ms. Victoria Rutson
Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

**Re: Docket No. FD 30186, Tongue River Railroad Company, Inc.—Rail
Construction and Operation—in Custer, Powder River and Rosebud
Counties, Mont.**

Reply of Tongue River Railroad Company, Inc. to 5th Information Request

Dear Ms. Rutson:

This will respond on behalf of the Tongue River Railroad Company, Inc. (“TRRC”) to the third question posed in the May 5, 2014 Fifth Information Request directed to TRRC. A separate response on behalf of BNSF Railway Company (“BNSF”) to the first and second questions in that same Information Request, which seek information from BNSF, is being submitted simultaneously with this letter.

3. *Provide the estimated construction cost for the revised Colstrip Alternative in 2013 dollars.*

Response: The cost estimate, based on 30% engineering, is \$403.3M in 2013 dollars for the revised Colstrip Alternative. This compares to \$416M in 2012 dollars for the pre-revised version of that Alternative set forth in TRRC’s December 17, 2012 supplemental application. Both of these estimates cover the initial construction of the Colstrip Alternative from the point of intersection with the existing BNSF Colstrip Subdivision to Terminus Point 2 and (likely at a later date) to Terminus Point 1.

Sincerely,



David H. Coburn
Attorney for Tongue River Railroad Company, Inc.

cc: Mr. Ken Blodgett, OEA
Mr. Alan Summerville, ICF



Trent M. Hudak
Director Engineering Services

BNSF Railway Company
4515 Kansas Avenue
Kansas City, KS 66106
913-551-4435
913-551-4077 (fax)
Trent.Hudak@BNSF.com

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Re: Docket No. FD 30186, Tongue River Railroad Company, Inc.—Rail Construction and Operation—
in Custer, Powder River and Rosebud Counties, Mont.

Reply of BNSF Railway Company to 5th Information Request

Dear Ms. Rutson:

This will respond on behalf of BNSF Railway Company ("BNSF") to the first and second questions posed in the May 5, 2014 Fifth Information Request in the Tongue River Railroad Company, Inc. ("TRRC") proceeding. A separate response on behalf of TRRC to the third question in that same Information Request is being submitted simultaneously with this letter.

1. Please provide the typical consist – number of locomotives, number of cars, and approximate overall length – of through trains operated by BNSF. We realize that the consists vary based on a variety of factors. We are not requesting information specific to the commodity or the route. Rather, we are requesting that you provide consist information that is typical (e.g., average, median) of your overall operations in the Midwest and Pacific Northwest regions.


Response: Coal train size and locomotive configuration depends on many factors including: route topography (grade), siding length and customer unloading capability. The average coal train moving on BNSF's northern corridor would generally be configured as follows:

Westbound (PNW): 4 locomotives (distributed power 2x2) and 125 cars, ~ overall length 7,100 feet
Eastbound to Upper Midwest: 3 locomotives (distributed power 2x1) and 118 cars, ~ overall length 6,600

2. Does BNSF implement a fire prevention, minimization, and control plan for rail-induced fires in Montana? If so, will the same plan be implemented for TRRC operations? Please provide a copy of the plan.

Response: BNSF is not currently maintaining a written fire prevention, minimization, and control plan. Numerous work rules and procedures are incorporated into our standard engineering practices that address properly executing "hot work" to minimize risk of fire. We are familiar with the Montana fire regulations pertaining to railway rights-of-way and strive to comply with them. To the extent that BNSF is authorized to operate the TRRC line, the same work rules and procedures noted above would be applied to TRRC's operations.

Very Truly Yours,



Trent M. Hudak
Director Engineering Services

cc: Mr. Ken Blodgett, OEA
Mr. Alan Summerville, ICF
David H. Coburn