

# Exhibit 6

## SmartZone Communications Center

mike.elliott.wslb@comcast.net

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**Re: Signal problems at MP 85 and Nelson Bennett**

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**From :** mike elliott wslb <mike.elliott.wslb@comcast.net>

Tue Sep 21 2010 8:59:26 AM

**Subject :** Re: Signal problems at MP 85 and Nelson Bennett**To :** James Kromwall <James.Kromwall@dot.gov>**Cc :** scott barrett <scott.barrett@dot.gov>, bletp892@yahoo.com, t frederick <t.frederick@comcast.net>, golding1grande@yahoo.com, michael turnbull <michael.turnbull@dot.gov>, allan notch8 <allan\_notch8@earthlink.net>, mike elliott <mike.elliott.wslb@comcast.net>, Terry Reddish <Terry.Reddish@BNSF.com>, robert raglin <robert.raglin@bnsf.com>, Nick Flores <bletp892@yahoo.com>, douglas jones <douglas.jones@bnsf.com>

Mr. Kromwall - Thank you for responding to Mr. Allan's report of signal problems on the Seattle Subdivision. As information, I did follow-up with Robert Raglin, Safety Manager, BNSF regarding the two incidents reported by Mr. Manson. Mr. Raglin did report back, in a timely manner, with a response similar to your own response below. While we are all grateful for the timely responses by both the carrier and FRA, there is an additional concern I would like to put forth for all to consider.

While the two signal problems indicated below appear to have been resolved and the "root cause" identified, there is still an important question that remains unanswered. That question is: "What steps in the maintenance process has the carrier taken (following these two specific incidents) to ensure this type of signal problem does not happen again at other locations?" I did pose this question to Mr. Raglin and I am awaiting his reply. As you have indicated in your email, FRA takes these reports seriously. Likewise, so do I. It seems more than reasonable the carrier would take steps to re-evaluate their maintenance process so as to avoid these types of signal issues completely. If they are doing that, all I am asking is that the process be made transparent. I think it is vital to the confidence level we all place in the physical plant mechanisms of the railroad.

I am patiently awaiting Mr. Raglin's reply. In the mean time, I think it reasonable FRA would be pursuing a similar line of questioning regarding the preventive maintenance process as I am. Thank you.

Respectfully,

Mike Elliott, Chairman  
Washington State Legislative Board  
Brotherhood of Locomotive Engineers and Trainmen

----- Original Message -----

From: "James Kromwall" <James.Kromwall@dot.gov>

To: "allan notch8" <allan\_notch8@earthlink.net>, "mike elliott wslb" <mike.elliott.wslb@comcast.net>

Cc: "scott barrett" <scott.barrett@dot.gov>, bletp892@yahoo.com, "t frederick" <t.frederick@comcast.net>, golding1grande@yahoo.com, "michael turnbull" <michael.turnbull@dot.gov>

Sent: Monday, September 20, 2010 9:17:38 PM

Subject: RE: Signal problems at MP 85 and Nelson Bennett

Allan,

Thank you for your e-mail. This e-mail was forwarded to our signal people who checked into the situation. They investigated and it was determined that the dropped signal at MP 85.0 was indicated in the dispatchers log and showed that the switch at Vader was going out of correspondence with a train going over it, due to loose or worn rail anchors, which dropped the signal at MP 85. The Signal Ticket shows that MOW tightened rail anchors all the way through the switch to correct the problem.

The Signal Ticket Report for the signal problem at Nelson-Bennett states the code line log shows that there was a communication failure as the train approached Nelson-Bennett, which caused the signal to drop to red. Our signal people are looking into these situations to make sure there is no repeat.

These are conditions that we may not have been aware of without the information provided by your brothers and sisters. Please advise your crews that we do take these reports seriously and the FRA is here for everyone's safety.

Thanks again Allan and stay safe.

Elliott 02 06 15 1693

Jim Kromwall

FRA OP Safety Inspector  
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Office:360-297-1243  
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**From:** Allan Manson [mailto:allan\_notch8@earthlink.net]  
**Sent:** Tuesday, September 14, 2010 1:06 PM  
**To:** BNSF Mike Elliott - Legislative Rep  
**Cc:** Kromwall, James (FRA); Barrett, Scott (FRA); UP Nick Flores; UP Thomas Frederick; UP Gordon Golding  
**Subject:** Signal problems at MP 85 and Nelson Bennett

Mike,

I have two signal failures to report.

The first was reported to me by Engineer GD Golding that on September 12th between 2100 and 2200, while northbound on main 2, he encountered a signal problem on the BNSF Seattle Sub. at MP 85. He reports that the northbound approach signal to MP 85 on main 2, signal 87.6, displayed a Clear and that MP 85 was all red when first seen and changed to Clear before passing it and coming to a stop. The Dispatcher contacted them to inform them that a train passing through Vader threw a switch out of correspondence, causing MP 85 to drop to red. His train was the IG3SEX-08 with the UP 7738.

The second was reported to me by Engineer KD Gustafson that close to midnight on the evening of September 12th, while northbound on main 2, he encountered a signal problem on the BNSF Seattle Sub. at Nelson Bennett. He reports that Titlow, the northbound approach signal to Nelson Bennett, displayed a Clear, and that Nelson Bennett was all red when first seen and changed to Approach Medium (yellow over yellow) before passing it and coming to a stop. The Dispatcher contacted them to inform them that Nelson Bennett dropped due to an unspecified signal problem. He was with Conductor VR Woods on the MHKFI-12 with the UP 5694.

Fraternally,  
Allan Manson  
Legislative Rep  
BLET Div. 892

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