Watson Yard, Willington

A community meeting was held on October 25 at the Willington Senior Citzen Center.

General Comments received:	Responses
Close this yard? Why operate this yard? If the near dock is constructed will this yard close?	The two yards serve different functions. Watson is a general frieght operation and the near dock will be intermodal. If the SCIG project happens it will not reduce the need for the Watson yard.
Use LNG, electric, green goats...	We will continue to evaluate the appropriate use of these technologies and try to match the equipment to the service when it makes sense.
Alameda corridor brought more traffic in to Watson.	With the Alameda corridor opening, it actually reduced the traffic into the Watson yard and down the Harbor subdivision.

Watson:

Yard: 1 set (2) GPs 7 days/week/10' day
Yard: 1 set (2) GPs 6 days/week/24' day
Yard: 1 set (2) GPs 5 days/week/10' day

Two changes implemented in the last 18 months. First the operations of the yard were changed so that instead of switching from both ends of the yard, switching is conducted primarily from the railroad east end or north end of the yard. This change moved the locomotives further from most of the residental area.
Second, through power is moved to the Port of Los Angeles for fueling, greatly reducing the amount of locomotives tying up at this yard.

Source Area	Area Description	Activity Description	Typical Loco.	Option Number	Description of Option	Is the Option Feasible for BNSF??						Go?	Notes
						Technically	Legally	Operationally	Economically	Safety	Other		
1	**Movement into & out of the yard**												
1a	Classification	Movement	Road fleet	1	Discontinue use of area	-	-	No	No	-	-	**NO**	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	No	No	-	-	**not yet**	will happen with 98 MOU
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	**?**	Will require more evaluation
				4	Manual Shutdown	Yes	Yes	Yes	Yes	-		**05 MOU**	
				5	Use LNG units	No	Yes	No	No	?	No*	**NO**	*technical/safety/logistics issues
				6	Use CARB diesel	Yes	Yes	No	No	-	-	**NO**	Cannot get CARB out of state
				7	Use specialty fuels	Not sure	Yes	No	Unkown		-	**NO**	biodiesel, lubrizol, purinox, etc.
				8									
1b		Movement	Local fleet										
				1	Discontinue use of area	-	-	No	No	-	-	**NO**	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	?	?	-	-	**not yet**	will happen with 98 MOU
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	**05 MOU**	
				4	Enforce shutdown policy	Yes	Yes	-	-	-		**05 MOU**	
				5	Use LNG units	Yes	Yes	No	?	?	No*	**?**	Hp size and fuel logistics issues
				6	Use CARB diesel	Yes	Yes	Yes	?	-	-	**05 MOU**	
				7	Use specialty fuels	Yes	Yes	No	-		-	**NO**	biodiesel, lubrizol, purinox, etc.
				8	Use Green Goats	Yes	Yes	No	-			**NO**	Hp issue
				9	Use Multi Gen Set	Yes	Yes	Yes	?			**?**	Will require more evaluation
2	**Idling & tieup within identified locations**												
2a	Classification	Idling	Road fleet										
					See Source Area 1a for options associated with movement of Road fleet locomotives.								
					Fueling moved to Terminal Island to reduce impact to neighborhood								
2b		Idling	Local fleet										
					See Source Area 1b for options associated with movement of Local fleet locomotives.								
					Locomotives tied up on Railroad east end (north end) to get further away from neighborhood.								