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[Northern Pacific Railway](#)
[Company records.](#)

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N. P. 1757
6-24

OFFICE OF Vice President

FILE NO. 470

SUBJECT:

Switching at Fort Lewis and Auburn General
Depot for the U. S. Army.

Seattle, Washington
June 12, 1957

Mr. L. S. Davis:

Re: Switching at Fort Lewis

Mr. Evers, of the Union Pacific, advised me by letter dated June 11th, 1957, that our suggested letter to Lt. Col. Tabb, which accompanied my letter to Mr. Evers of June 4th, is satisfactory. Therefore, I presume that you will advise Mr. Walsh in accordance with his request of May 14th.

ROGER J. CROSBY

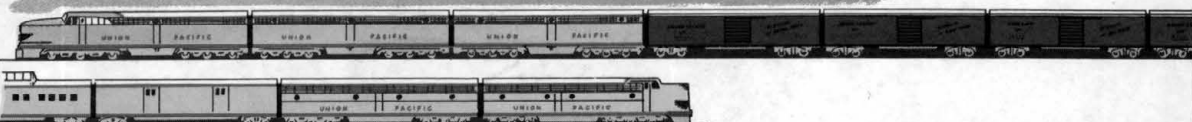
RJC:ld

Assistant Western Counsel

cc: Mr. F. L. Steinbright



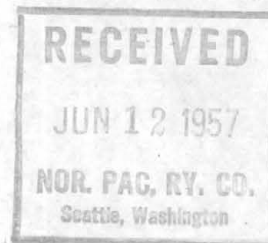
UNION PACIFIC RAILROAD



751 PITTOCK BLOCK
PORTLAND 5, OREGON

June 11, 1957

File: A-5690-5465-15



C. W. EVERS
TRAFFIC MANAGER

R. WARD
ASSISTANT TO TRAFFIC MANAGER

W. V. KEE
ASSISTANT TRAFFIC MANAGER

C. H. SALTMARSH
GENERAL PASSENGER AGENT

T. J. DOWD
GENERAL FREIGHT AGENT

G. D. SCHADE
ASSISTANT GENERAL FREIGHT AGENT

J. C. STROMBERG
ASSISTANT GENERAL FREIGHT AGENT

P. A. COLE
ASSISTANT GENERAL PASSENGER AGENT

Mr. Roger J. Crosby,
Assistant Western Counsel,
Northern Pacific Railway Co.,
909 Smith Tower,
Seattle 4, Wash.

Copies: Mr. L. S. Davis, GFA, NP Ry., Seattle, Wash.
Mr. Roy F. Shields, Gen.Solicitor, UP RR., Portland, Ore.
Mr. F. L. Steinbright, Gen.Mgr., N.P.Ry., Seattle, Wash.
Mr. D. F. Wengert, Gen.Mgr., U.P.R.R., Portland, Ore.
Mr. P. A. Walsh, GFTM, N.P.Ry., St. Paul, Minn.
Mr. J. R. MacAnally, GFTM, U.P.RR., Omaha, Nebr.

Dear Sir:

Your letter June 4th on the subject of switching
at Fort Lewis:

Your suggestion of a proposed reply to the Military
Traffic Management Agency's letter of April 17th, to Messrs.
MacAnally and Walsh, has been reviewed with Howard Roos of our
Law Department and is satisfactory to us.

Yours very truly,

June 4, 1957

Mr. C. W. Evers,
Traffic Manager,
Union Pacific Railroad Co.,
Portland, Oregon

Dear Sir:

Re: Switching at Fort Lewis

Enclosed is a proposed reply to the
Military Traffic Management Agency's letter of
April 17, 1957, to Mr. MacAnally and Mr. Walsh.
Would you please advise me if you have any
suggestions in connection with this reply.

Yours very truly,

ROGER J. CROSEY

RJC:ld

Encl.

Assistant Western Counsel

cc: Mr. L. S. Davis
Mr. R. F. Shields
Mr. F. L. Steinbright
Mr. D. F. Wengert
Mr. P. A. Walsh
Mr. J. R. MacAnally

Seattle, Washington
June 3, 1957

Mr. J. S. Tabb,
Lt. Colonel, TC
Chief, Negotiations Branch
Freight Division,
Washington 25, D. C.

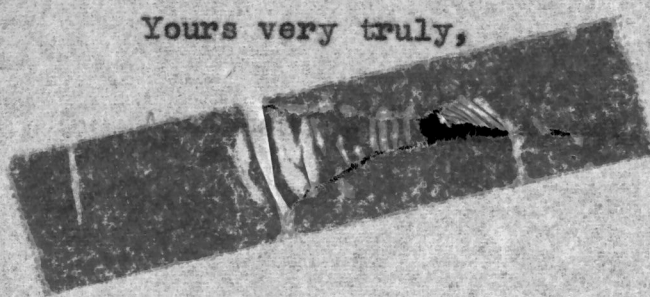
Dear Colonel Tabb:

Re: TCTMA FD NB (RCS Item No. 26)
Switching at Fort Lewis, Washington
RCH..... 6-179

We have given further consideration to the United States Army's request that the railroads perform, without compensation, switching service at Fort Lewis, Washington, and have also considered the decisions of the Commission cited in your letter of April 17, 1957. However, it is still our opinion that the minimum switching service that is needed at Fort Lewis, Washington, is in excess of the service required of a railroad under its line haul rates.

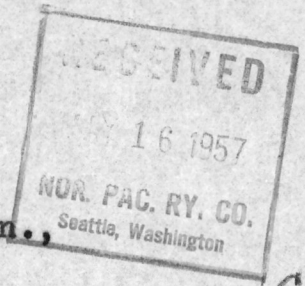
Yours very truly,

RJC:ld



St. Paul, Minn.,
May 14, 1957.

File A-35202-2



Mr. L. S. Davis,
General Freight Agent,
Seattle, Wash.

Again referring to your letter of March 28, File B-512-60 A, about switching at Fort Lewis and Mobase.

Lt. Colonel J. S. Tabb has requested further study of the subject on basis of the opinions expressed in his letter of April 17 addressed to Mr. MacAnally and me, copy attached.

In telephone conversation with Mr. K. G. Carlson, an understanding was had that Northern Pacific would prepare joint reply to Colonel Tabb's letter for signatures by both our line and Union Pacific.

Will you please collaborate with Mr. Crosby and send me draft of the reply which you recommend be made.

I assume that information already developed will enable such reply to be prepared without further study.

(Signed) P. A. WALSH

General Freight Traffic Manager

Encl.
paw-j

cc- Mr. Roger J. Crosby,
Asst. Western Counsel,
Seattle, Wash.

Mr. F. L. Steinbright,
General Manager,
Seattle, Wash.

(COPY)

MILITARY TRAFFIC MANAGEMENT AGENCY
U. S. ARMY
WASHINGTON 25, D. C.

Mr. Humphreys/cc/74672

17 April 1957.

TCTMA FD NB (RCS Item No. 26)
Switching at Fort Lewis, Washington
RCH....6-179

Mr. J. R. MacAnally, Gen'l Frt. Traffic Manager
Union Pacific Railroad
Union Pacific Building
15th & Dodge Streets
Omaha 2, Nebraska.

Mr. P. A. Walsh, Gen'l Frt. Traffic Manager
Northern Pacific Railway Company
Northern Pacific Building
5th & Jackson Streets
St. Paul 1, Minnesota.

Gentlemen:

Thank you for your letter of 2 April 1957, concerning the spotting of cars at Fort Lewis, Washington without an additional charge over the line-haul rate.

This agency does not concur that the principles outlined in Ex Parte 104, Practices of Carriers Affecting Operating Revenues or Expenses Part II, Terminal Services 209 ICC 11 and Inland Empire Paper Company, Terminal Allowance, Ex Parte 104, 246 ICC 127, are controlling. In more recent decisions i.e., Carriers Switching at Industrial Plants in East 294 ICC 159; Practices of Carriers Affecting Operating Revenues or Expenses Part II; Terminal Allowances 294 ICC 705 and Terminal Allowance Copperweld Steel Co., Warren, Ohio 298 ICC 629, the Interstate Commerce Commission liberalized the principles enunciated in previous decisions, and it is the opinion of this agency that the requested service comes within the realm of team-track or simple switching placement.

In view of the aforementioned decisions, it will be appreciated if proffered proposal is given further study and evaluation.

Sincerely yours,

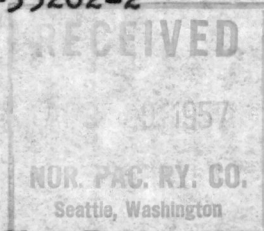
(Signed) J. S. TABB

Lt. Colonel, TC
Chief, Negotiations Branch
Freight Division

St. Paul, Minn.,
April 8, 1957.

File A-35202-2

Mr. L. S. Davis,
General Freight Agent,
Seattle, Wash.



Referring to the letter which you and Mr. Evers addressed to Mr. MacAnally and me under date of March 22 about switching at Fort Lewis.

A letter as recommended was sent to Colonel Flanagan by Mr. MacAnally and me, under date of April 2, and you were furnished with copy.

In the event Military Traffic Management Agency pursues the matter and seeks an offer from us of the terms on which we will perform the switching service at Fort Lewis, I do not think we should attempt to fix switching rates but should propose that the Army pay for expense of the engine and crew for the time consumed in performing service beyond the present interchange track and with the further condition that our work is that of an employee or agent of the Government, with the latter assuming all responsibilities and liabilities.

(Signed) P. A. WALSH

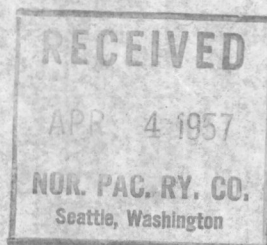
General Freight Traffic Manager

paw-j

cc-> Mr. Roger J. Crosby,
Asst. Western Counsel,
Seattle, Wash.

Mr. F. L. Steinbright,
General Manager,
Seattle, Wash.

Lt. Col. A. P. Flanagan - 2



April 2, 1957.

and found that the switching services desired by the Industry were more burdensome than those the rail carriers were obligated to furnish under the line-haul rate.

Consequently, we must respectfully decline your request.

Yours very truly,

(Signed) P. A. WALSH

General Freight Traffic Manager
NORTHERN PACIFIC RAILWAY COMPANY

(Signed) J. R. MacANALLY

General Freight Traffic Manager
UNION PACIFIC RAILROAD

b/c- Mr. L. S. Davis, G.F.A., N.P.Ry., Seattle, Wash.
Mr. C. W. Evers, T.M., U.P.R.R., Portland, Oregon.
Mr. Roger J. Crosby, Asst. Western Counsel, N.P.Ry., Seattle, Wn.
Mr. R. F. Shields, Gen. Sol., U.P. R.R., Portland, Oregon.
Mr. D. F. Wengert, Gen. Mgr., U.P. R.R., Portland, Oregon.
Mr. F. L. Steinbright, Gen. Mgr., N.P.Ry., Seattle, Wash.
Mr. W. C. Smith, Supt., N.P.Ry., Tacoma, Wash.

NORTHERN PACIFIC RAILWAY COMPANY
St. Paul 1, Minnesota.

UNION PACIFIC RAILROAD
Omaha 2, Nebraska.

April 2, 1957.

A. P. Flanagan,
Lt. Colonel, TC
Acting Chief, Negotiations Branch,
Freight Division,
Military Traffic Management Agency,
United States Army,
Washington 25, D. C.

Dear Colonel Flanagan:

Referring to your letter of November 27, 1956, TCTMA
FD NB (RCS Item No. 26), Switching at Fort Lewis, Washington,
Case No. 6-179....RCH.

We have given serious consideration to request that
the railroads perform, without compensation, the switching
service at Fort Lewis, Washington, and in view of all the facts
and circumstances, we do not feel that there is any obligation
on the part of the railroads to furnish the service.

In your letter of November 27, 1956, you referred to
certain decisions of the Interstate Commerce Commission as
justification for your request. However, after studying those
decisions, and particularly others which we feel are more in
point, it is our considered opinion that the minimum switching
service which would be needed at Fort Lewis, Washington, goes
far beyond a simple placement, or the equivalent of team track
or interchange track spotting, and therefore is in excess of
the service required of a railroad under its line haul rates.

We feel that in this instance the general principles
laid down by the Commission in Ex Parte No. 104, Practices of
Carriers Affecting Operating Revenues or Expenses, Part II,
Terminal Services, 209 ICG 11, are controlling and would prohibit
the railroads performing the switching service on the basis
requested.

In Inland Empire Paper Company Terminal Allowance,
Ex Parte No. 104, 246, ICG 127, the Commission had under
consideration a factual situation similar to that in question

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT

ROY F. SHIELDS
GENERAL SOLICITOR

FREDERICK J. BETZ
JOSEPH G. BERKSHIRE
GENERAL ATTORNEYS FOR OREGON

HOWARD E. ROOS
ASSISTANT GENERAL ATTORNEY

727 PITTOCK BLOCK
PORTLAND 5, OREGON

March 26, 1957

Mr. Roger J. Crosby
Ass't. Western Counsel
Northern Pacific Railway Company
909 Smith Tower
Seattle 4, Washington



Re: Switching at Fort Lewis

Dear Mr. Crosby:

This will acknowledge receipt of your letter of March 25 with enclosure.

We believe that the proposed letter to Messrs. Walsh and MacAnally with the proposed letter to Lt. Col. Flanagan satisfactorily states the position of the railroads, and we accordingly have no criticism to offer.

The proposed letter has been transmitted to Mr. Evers for further handling.

Very truly yours,

Roy F. Shields
Roy F. Shields

HER:irb



Seattle, Washington
March 28, 1957

File: B-512-60 A

Mr. P. A. Walsh, GFTM
St. Paul, Minnesota

SUBJECT: RE: Switching at Fort Lewis and
Mobase.

Representatives of the UP and NP Legal, Operating and Traffic Departments were finally able to set a common date, or March 12th, to discuss the above. After a thorough discussion, we were requested to prepare a joint letter for submittal to you and Mr. MacAnally. This we agreed to do because of our thorough knowledge of the situation, and letter is attached. It has met with Mr. Evers' approval and I assume, in view of original application November 27, 1956 being addressed jointly to you and Mr. MacAnally, that you will, in common, wish to make joint reply.

Under the same date letter was addressed only to you concerning the switching at Mobase (Mt. Rainier Ordnance Depot), and in view of the fact that it is a GN-NP joint operation, you will doubtless wish to go over this with the Great Northern St. Paul people and make a similar joint reply. We, here, have not met with the Operating, Traffic and Law Departments of the GN Railway, as we similarly did with the UP, but we can do so if you feel that it should be done here.

The GN service between Tacoma and Tenino Junction via Lakeview is performed under contract by the Northern Pacific and therefore we do all the switching for the GN and ourselves at Mobase. Doubtless the GN Office would have to refer the entire matter to their St. Paul people, and so as to short-cut and circumvent this delayed action, we suggested, as we did above, that you handle it with the GN St. Paul people.

The Northern Pacific likewise under contract handle all of the UP traffic between Nisqually and Du Pont-Fort Lewis, therefore, if this switching service was undertaken by the railroads, we would have to perform the service.

(Signed) L. S. DAVIS

General Freight Agent

RH:jhr
Attc.

cc: Messrs. Crosby and Box

March 25, 1957

Mr. R. F. Shields
General Solicitor
Union Pacific Railroad Company
Portland, Oregon

Dear Sir: RE: Switching at Fort Lewis

In accordance with the conclusion reached at our meeting on March 12, the Northern Pacific has drafted the enclosed suggested letter to Mr. Walsh and Mr. MacAnally in connection with the above subject.

As you will notice, our suggested letter does not refer to compensation for the rail carriers if they found it necessary to undertake the switching service. Since the Military Agency's letter merely asked the rail carriers to perform the service without charge, we felt that at this time we should merely deny the request, and if at a later time the Military Agency brings up the question of compensation, we can then make an appropriate reply to that problem.

As you will note, Mr. Davis has already signed the above mentioned letter, and if the Union Pacific has no suggested changes, would you please have Mr. Evers likewise sign the letter and return one copy to Mr. Davis for forwarding to Mr. Walsh.

Very truly yours,

ROGER J. CROSBY

RJC/fk
enc.

cc Mr. L. S. Davis)
Mr. C. W. Evers)
Mr. D. F. Wengert)
Mr. F. L. Steinbright)
Mr. W. C. Smith)

One copy of enclosure
to each

March 22, 1957

Mr. P. A. Walsh
General Freight Traffic Manager
Northern Pacific Railway Company
St. Paul, Minn.

Mr. J. R. MacAnally
General Freight Traffic Manager
Union Pacific Railroad Company
Omaha, Nebraska

Gentlemen: RE: Switching at Fort Lewis

The Law, Traffic and Operating Departments of the Northern Pacific and Union Pacific have considered the request of the Military Traffic Managers Agency in connection with switching at the above mentioned location, and it was the opinion of all concerned that the railroads should decline to perform the switching service for the Army at Fort Lewis. Therefore, it is our recommendation that the following letter be sent to Lieut. Colonel Flanagan in reply to his letter of November 27, 1956:

"We have given serious consideration to your request of November 27, 1956, for the railroads to perform, without compensation, the switching service at Fort Lewis, Washington, and in view of all the facts and circumstances, we do not feel that there is any obligation on the part of the railroads to furnish the service.

"In your letter of November 27, 1956, you referred to certain decisions of the Interstate Commerce Commission as justification for your request. However, after studying those decisions, and particularly others which we feel are more in point, it is our considered opinion that the minimum switching service which would be needed at Fort Lewis, Washington, goes far

Messrs. Walsh and MacAnally
March 22, 1957

beyond a simple placement, or the equivalent of team track or interchange track spotting, and therefore is in excess of the service required of a railroad under its line-haul rates. We feel that in this instance the general principles laid down by the Commission in Ex Parte No. 104, Practices of Carriers Affecting Operating Revenues or Expenses, Part II, Terminal Services, 209 ICC 11, are controlling and would prohibit the railroads' performing the switching service on the basis requested. In Inland Empire Paper Company Terminal Allowance, Ex Parte No. 104, 246, ICC 127, the Commission had under consideration a factual situation similar to that in question and found that the switching services desired by the Industry were more burdensome than those the rail carriers were obligated to furnish under the line-haul rate. Consequently, we must respectfully decline your request."

In our discussion of this problem, there were several things considered which we do not feel would be appropriate to mention in the letter to the Military Agency. In the first place, of course, what action is taken at Fort Lewis will undoubtedly set the pattern for many other military installations. At the larger military bases, such as Fort Lewis, which are outside the switching limits of any station where switch crews are maintained, it would generally not be feasible to perform the desired service with the road crew. Consequently, it would be necessary to furnish a special switch crew and engine, which would do nothing more than switch the base involved. This, as you realize, would result in tremendously increased operating

Messrs. Walsh and MacAnally
March 22, 1957

expense, which could probably not be recouped through switching charges. Furthermore, if a crew were retained by the Railway Company to perform the service, and then increased military activity results in the Government again taking over the switching service, we would be faced with large wage claims. As you know, military activity fluctuates very greatly from time to time.

Another factor to be considered at the larger military bases is the increased hazards in comparison to the usual industrial plant. The bases are honeycombed with highways, which necessarily results in many railroad crossings, and consequently, if the railroads were to undertake switching service at the military bases, they would also have to take into consideration inevitable increased claim expense from crossing accidents. Furthermore, at some of the bases, aviation gasoline unloading stations are dangerously close to the track, and consequently, it is extremely dangerous to operate engines past the storage tanks.

Although the Operating Departments did not meet with an Army representative to discuss in detail the service desired, the Operating Department of the Northern Pacific does know that there is considerable intra-plant switching, and at Fort Lewis a switch movement might involve considerable distance. The records show that the Northern Pacific now handles for the account of both the Northern Pacific and the Union Pacific an average of ten cars per day. In the case of a large troop movement, this could without warning involve a great many more cars per day.

In past correspondence concerning the same problem, the Army has cited Dupont as a justification for our taking over the switching at Fort Lewis. Although Dupont is in the same general vicinity, we feel the facts are entirely different and do not substantiate the Army's position. We do spot

Messrs. Walsh and MacAnally
March 22, 1957

cars for Dupont in as many as sixteen different locations. However, the Northern Pacific not only owns the long standard gauge spur track leading to the plant, but also the comparatively small amount of standard gauge trackage within the industry. On the other hand, the Industry itself has considerable narrow gauge trackage that it owns and over which it moves its own cars. The narrow gauge trackage at Dupont is more comparable to the trackage at Fort Lewis, over which the Government has been doing its own switching.

Very truly yours,

L. S. Davis

C. W. Evers

→ cc Mr. Roger J. Crosby
Mr. R. F. Shields
Mr. D. F. Wengert
Mr. F. L. Steinbright
Mr. W. C. Smith

Ch. Evans	Im	UPRR	Portland
W. C. Pease	Attorney	UPRR	Portland
R. Roberts	Asst. Dir.	UP RR	Seattle, Wn
J. R. Stenerson	Asst.	N. P. Ry.	Seattle
K. A. B. H.	Asst. Gen. Manager	N. P. Ry.	Seattle
E. M. Ouelie	Freightmaster	N. P. Ry.	Tacoma
Roger J. Crosby	Asst. Western Counsel	N. P. Ry.	Seattle.

Rosemont ^{depot} ~~Miner~~ -
check -

At DuPont N.P. makes 16 different spots

Gov has been doing own switching as far back as
1941 probably ~~and~~ since Ft. built in 1914

North Ft built during 2nd world war
Gov has switched

Several crossings within Ft.

	N Ft	Main Ft
3-11	2	10
19	1	2
8	0	10
7	6	4
6	1	4
5	2	12
4	9	1
1	4	5
Feb 28	0	1

See
DNE - letter
104 Apr. 4 '55

Seattle, Washington
March 7, 1957

Mr. F. L. Steinbright
Mr. L. S. Davis

Referring to Mr. Davis' letter of February 18th,
and Mr. Evers' reply of March 3rd, concerning a meeting
scheduled for 9:00 a.m. March 12th in Room 914, Smith Tower,
to discuss the question of switching at Fort Lewis:

I will be away at that time but I am asking Mr.
Crosby to attend the meeting.

(Signed) DEAN H. EASTMAN

DHE:c

cc-Mr. Roger Crosby

Re. the attached. If your commitments make it
impossible for you to attend will you please see
if Harold is available. Mr. Davis or Mr. Steinbright
can advise you in advance of the meeting what is
involved.


D.H.E.

Seattle, Washington
March 7, 1957

Mr. F. L. Steinbright
Mr. L. S. Davis

Referring to Mr. Davis' letter of February 18th,
and Mr. Evers' reply of March 3rd, concerning a meeting
scheduled for 9:00 a.m. March 12th in Room 914, Smith Tower,
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DHE:c

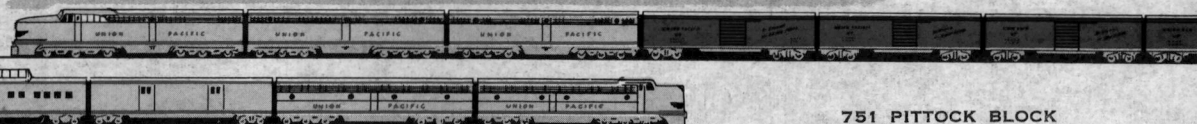
cc-Mr. Roger Crosby

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impossible for you to attend will you please see
if Harold is available. Mr. Davis or Mr. Steinbright
can advise you in advance of the meeting what is
involved.

D.H.E.



UNION PACIFIC RAILROAD



751 PITTOCK BLOCK
PORTLAND 5, OREGON

C. W. EVERS
TRAFFIC MANAGER
R. WARD
ASSISTANT TO TRAFFIC MANAGER
W. V. KEE
ASSISTANT TRAFFIC MANAGER
C. H. SALTMARSH
GENERAL PASSENGER AGENT
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GENERAL FREIGHT AGENT
G. D. SCHADE
ASSISTANT GENERAL FREIGHT AGENT
J. C. STROMBERG
ASSISTANT GENERAL FREIGHT AGENT
P. A. COLE
ASSISTANT GENERAL PASSENGER AGENT

March 3, 1957

File: A-5690-5465-15

Mr. L. S. Davis, G.F.A.,
Northern Pacific Ry. Co.,
Seattle 4, Washington.

Copies: Mr. Dean H. Eastman, Vice Pres., NP Ry., Seattle, Wn.
Mr. F. L. Steinbright, Gen.Mgr., NP Ry., Seattle, Wn.
Mr. D. F. Wengert, Gen.Mgr., U.P.RR., Portland, Ore.
Mr. Roy F. Shields, Gen.Solicitor, UP RR, Portland, Ore.

Dear Mr. Davis:

Your letter February 18th, file A-512-60-A:

Representatives of Union Pacific Legal, Operating and
Traffic Departments will be present at the meeting scheduled for
9:00 AM in your Law Department conference room at 914 Smith Tower,
Seattle, March 12th, to discuss the question of switching at
Fort Lewis.

Yours very truly,

Original Signed
C. W. EVERS

A-512-60-A

February 18, 1957

Mr. C. W. Evers, TM
Union Pacific Railroad
Portland, Oregon

Please refer to your letter of February 13,
File A-5690-5465-15, about a proposed meeting to
discuss the question of switching at Fort Lewis.

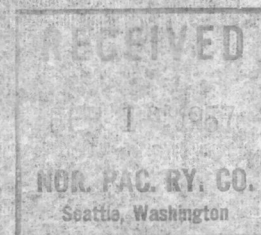
I am agreeable to the date of March 12 if it
is suitable to the other interested parties and
suggest that it be held at 9:00 a.m. in our Law
Department conference room at 914 Smith Tower which,
I understand, will be available.

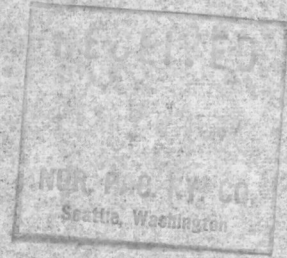
(Signed) L. S. DAVIS

General Freight Agent

lsd/daw

cc - Dean H. Eastman
F. L. Steinbright
L. F. Wengert
R. F. Shields





Seattle, Washington
February 19, 1957

Mr. L. S. Davis:

Referring to your letter of February
18, file A-512-60-A, I am agreeable to date of
March 12, 9:00 A.M., to meet with Union Pacific
representatives to discuss question of switching
at Port Lewis.

F. L. Steinbright

cc-Mr. D. H. Eastman
Mr. W. C. Smith
Mr. D. F. Wengert
Mr. R. F. Shields
Mr. C. W. Evers

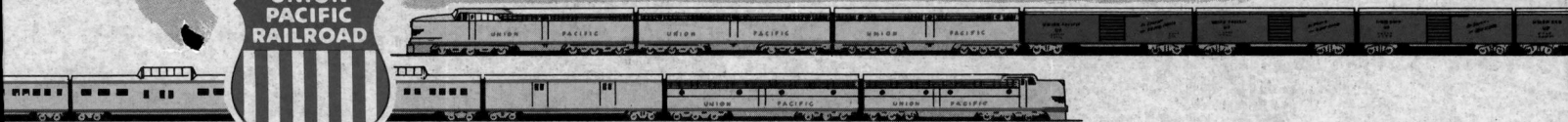
J. L. S.

Note:

If a date is not agreed upon before March 1st and one is set for a date during the first three weeks of March - turn the matter over to Roger. If he is not available then take matter up with Harold or Roscoe.

DHE

UNION PACIFIC RAILROAD



751 PITTOCK BLOCK
PORTLAND 5, OREGON

C. W. EVERS
TRAFFIC MANAGER
R. WARD
ASSISTANT TO TRAFFIC MANAGER

W. V. KEE
ASSISTANT TRAFFIC MANAGER

C. H. SALTMARSH
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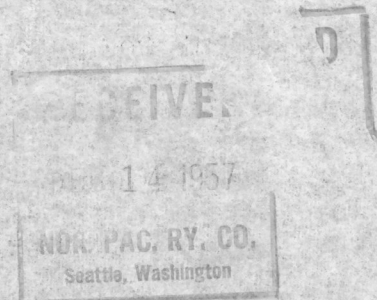
J. C. STROMBERG
ASSISTANT GENERAL FREIGHT AGENT

P. A. COLE
ASSISTANT GENERAL PASSENGER AGENT

At Seattle, Wash.,
February 13, 1957

File: A-5690-5465-15

Mr. L. S. Davis, G.P.A.,
Northern Pacific Ry. Co.,
Seattle 4, Washington.



Copies: Mr. Dean H. Eastman, Vice Pres., NP Ry., Seattle, Wn.
Mr. F. L. Steinbright, Gen.Mgr., NP Ry., Seattle, Wn.
Mr. D. F. Wengert, Gen.Mgr., U.P.RR., Portland, Ore.
Mr. Roy F. Shields, Gen.Solicitor, UP RR, Portland, Ore.

Dear Mr. Davis:

Your letter February 11th, file A-512-60-A, about proposed meeting of Legal, Operating and Traffic representatives to discuss request received from Colonel Flanagan with relation to switching at Fort Lewis:

It is so extremely difficult to get the heads of our Operating, Legal and Traffic Departments together that I am just wondering if you could not arrange to have someone else represent you at the North Coast Committee meeting on March 12th, in the event that date is acceptable to Messrs. Eastman and Steinbright.

Will you please advise?

Yours very truly,

Original Signed
C. W. EVERS

Seattle, Washington
February 12, 1957

Mr. L. S. Davis:

Referring to your letter of February 5th (File A-512-60-A) and subsequent correspondence regarding a meeting with the Union Pacific to discuss switching at Ft. Lewis:

I personally would be available for such a meeting most any date between now and March 1st. I expect to be away, however, during the first three weeks of March. If that period is the only time that a meeting can be arranged with the Union Pacific, I would suggest that it not be postponed because of my absence. Arrangements can be made to have Mr. Crosby or someone else from this office attend any meetings scheduled during that time.

I shall appreciate your advice as soon as a date is agreed upon.

(Signed) DEAN H. EASTMAN

DHE:c

cc-Mr. F. L. Steinbright

NORTHERN PACIFIC RAILWAY COMPANY

FREIGHT TRAFFIC DEPARTMENT

(RATES AND DIVISIONS)

L. S. DAVIS, GENERAL FREIGHT AGENT

H. R. HENDERSON, ASSISTANT GENERAL FREIGHT AGENT

O. W. COBB, JR., ASSISTANT GENERAL FREIGHT AGENT

FILE NO. A-512-60-A

SEATTLE 4, WASH.

February 11, 1957

Mr. C. W. Evers, TM
Union Pacific Railroad
Portland, Oregon

Please refer to your letter of February 7, File A-5690-5465-15, about proposed meeting of Legal, Operating and Traffic representatives to discuss a request received from Colonel Planagan with relation to switching at Port Lewis.

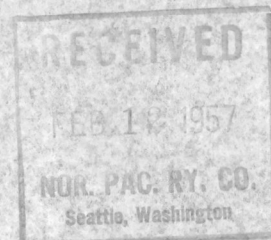
The North Coast Committee meeting will be in session from March 12 to 15th, therefore, I could not attend a meeting on March 12. I am, however, agreeable to any date February 18 or subsequent thereto excluding February 21 and the weeks of March 11 and March 25.

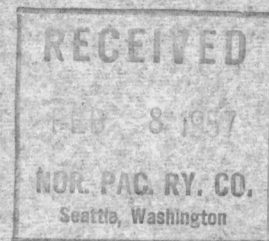
(Signed) L. S. DAVIS

General Freight Agent

lsd/dew

cc - Dean H. Eastman
F. L. Steinbright
D. P. Wengert
Roy F. Shields





Seattle, Washington
February 7, 1957

Mr. L. S. Davis:

Referring to your letter of February 5, file A-512-60-A, about meeting with the Union Pacific to discuss switching at Fort Lewis.

The date of February 19 is satisfactory to me.

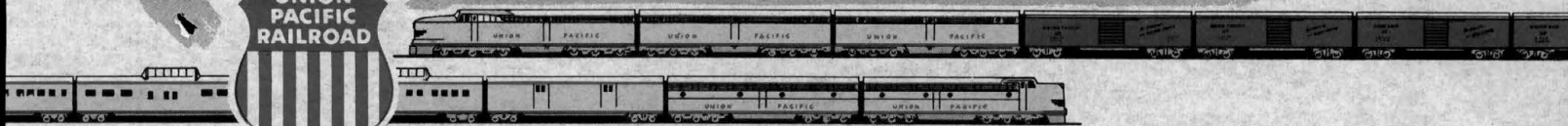
F. L. Steinbright

cc-Mr. D. F. Mengert
Mr. C. W. Evers
Mr. R. F. Shields
Mr. D. H. Eastman
Mr. W. C. Smith

g. L. A.



UNION PACIFIC RAILROAD



751 PITTOCK BLOCK
PORTLAND 5, OREGON

C. W. EVERS
TRAFFIC MANAGER
R. WARD
ASSISTANT TO TRAFFIC MANAGER

W. V. KEE
ASSISTANT TRAFFIC MANAGER

C. H. SALTMARSH
GENERAL PASSENGER AGENT

T. J. DOWD
GENERAL FREIGHT AGENT

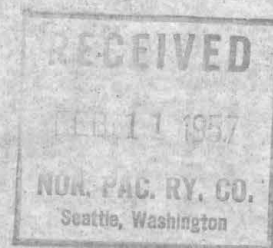
G. D. SCHADE
ASSISTANT GENERAL FREIGHT AGENT

J. C. STROMBERG
ASSISTANT GENERAL FREIGHT AGENT

P. A. COLE
ASSISTANT GENERAL PASSENGER AGENT

At Seattle, Wash.,
February 7, 1957

File: A-5690-5465-15



Mr. L. S. Davis, G.F.A.,
Northern Pacific Ry. Co.,
Seattle 4, Washington.

Copies: Mr. D. F. Wengert, Gen.Mgr., UP RR., Portland, Ore.
Mr. Roy F. Shields, Gen.Solicitor, UP RR., Portland, Ore.
Mr. Dean H. Eastman, Vice Pres., NP Ry., Seattle, Wash.
Mr. F. L. Steinbright, Gen.Mgr., NP Ry., Seattle, Wash.

Dear Mr. Davis:

Your letter February 5th, file A-512-60-A, proposing meeting on February 19th of Legal, Operating and Traffic Departments of our respective lines to discuss request received some time ago from Colonel Planagan, U. S. Army, Washington, D. C., about switching at Fort Lewis:

Because of commitment made for February 19th that date is not satisfactory to me, nor is it to Mr. Wengert by reason of his appearance as a witness in the PMT hearing scheduled to convene in San Francisco the 20th. We suggest, however, the meeting be held March 12th, and if that is satisfactory to you and your associates you may set it up accordingly.

Will you please advise.

Yours very truly,

Original Signed
C. W. EVERS

RECEIVED

FEB 6 1957

NOR. PAC. RY. CO.
Seattle, Washington

A-512-60-A

February 5, 1957

Mr. C. W. Evers, TM
Union Pacific Railroad
Portland, Oregon

Please refer to your letter of December 26, File A-5690-5465-15, addressed to Mr. Wengert about a proposed meeting between the Legal, Operating and Traffic Departments of our lines to discuss a request received from Colonel Planagan, U. S. Army, Washington, D. C. about switching at Fort Lewis.

A considerable length of time has elapsed since this matter was referred to us and Colonel Planagan has traced our St. Paul office for a reply to his letter of November 27, 1956 addressed jointly to Messrs. Walsh and McAnally.

I believe we should endeavor to dispose of this matter as soon as possible and would be agreeable to meeting with all concerned on February 19. I shall appreciate being advised if this date is satisfactory to you and to those to whom a copy of this letter is addressed.

(Signed) L. S. DAVIS

General Freight Agent

lsd/daw

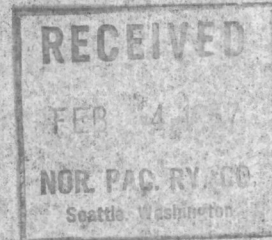
cc - D. F. Wengert
R. F. Shields
Dean H. Eastman
F. L. Steinbright

January 31, 1957

Mr. T. A. Jerron, General Manager
Great Northern Railway Co.
Seattle, Washington

Mr. J. H. Stewart, General Manager
C. M. St. P. & P. N. R. Co.
Seattle, Washington

Mr. D. F. Wengert, General Manager
Union Pacific Railroad Co.
Portland, Oregon



Dear Sirs:

Referring to Mr. Wengert's letter of January 30, file C 9105-5-1, about inquiry received by the Union Pacific from the Office of Quartermaster General, Washington, D.C., regarding placement of cars within the Auburn General Depot and requesting a joint inspection of active trackage at the depot.

I received the same type of inquiry from Major Wayne R. Godfrey, Transportation Officer of the Auburn General Depot, under date of January 14 and attached is copy of my reply.

Contrary to information furnished Mr. Wengert, Northern Pacific has not made a joint inspection of trackage within the Auburn Depot, but by telephone conversation with Mr. Stewart's office I learned that the Milwaukee had done so.

With respect to the general question of railroads taking over the switching service within the depot area, this does not appear to be our obligation and for a number of reasons would not be desirable.

I would appreciate receiving copy of your reply to similar inquiry.

Enc.

Yours very truly,

cc-Mr. C. R. Burgess
Mr. D. E. Eastman
Mr. L. S. Davis

F. L. Steinbright

January 30, 1957

Dear Major Godfrey:

Please refer to your letter of January 14, 1957 requesting certain information with respect to placement of rail cars at the Auburn General Depot of the U. S. Army. Answers to the questions you have enumerated are stated below:

1. The switching by the Railway Company at Auburn General Depot is limited to the setout and pickup tracks commonly designated as Nos. 1 and 3 at that installation.
- 2.) There are no published tariffs applicable to the operation
- 3.) over the Government owned trackage at Auburn General Depot
- 4.) beyond the above mentioned tracks.
- 5.)
6. The Railway Company has no established rates for rental of motive power. In the event a locomotive is available, any request to rent a locomotive will be given consideration and a rate established for the particular locomotive involved based on recovering all elements of cost, including interest, depreciation, taxes, fuel, repairs and supplies. There are usually additional expenses in connection with the delivery of such a locomotive to the renter and its return to the railroad, and such costs would be reflected in final charges against the renter.

With respect to your request for a joint inspection of active trackage at the Auburn General Depot, it is my understanding from our telephone conversation that joint inspection has already been made by a representative of the Milwaukee Railroad Engineering Department and I am wondering if this does not satisfy your desires in this respect.

Yours very truly,

F. L. Steinbright

Wayne R. Godfrey
Major TC
Transportation Officer
Auburn General Depot, U.S. Army
Auburn, Washington

BCC-Mr. C.H. Burgess
Mr. D.H. Eastman
Mr. L.S. Davis
Mr. T.A. Jerrow
Mr. J.H. Stewart
Mr. D.F. Wengert

J.L.S.

Seattle, Washington
January 28, 1957

File: B-510-214

Mr. F. L. Steinbright, GM
Seattle, Washington

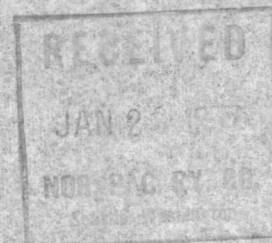
Confirming phone conversation with you in regard to your letter January 23rd pertaining to inquiry from Transportation Officer Godfrey with regard to rail lines performing switching service at Auburn. We see no objections to your proposed reply but as the CMStP&P, GN and UP would be likewise interested in any switching charges made at Auburn, suggest that this perhaps be jointly answered rather than we assuming the responsibility for the reply.

(Signed) L. S. DAVIS

General Freight Agent

RH:jhr

cc: Mr. C. H. Burgess, St. Paul
Mr. D. H. Eastman





At Portland, Oregon
January 23, 1957

Mr. L. S. Davis:

Referring to your letter of December 3 to Mr. Evers of the Union Pacific and two letters of November 27, 1956 from Lt. Colonel A. P. Flanagan of the Transportation Corps requesting that carload traffic between Ft. Lewis and interchange tracks, and between Mt. Rainier Ordnance Depot and interchange tracks, be spotted without charge so that Government switching crews can be removed. As you were informed by Mr. Walsh in his letter of November 30, this subject was up in 1954 and you have copies of Mr. Berry's and Mr. Burgess's letters written at that time.

As further information I am attaching copy of inquiry dated July 2, 1954 written by then Lt. Colonel W. G. Thompson with respect to Ft. Lewis and my reply of November 22, 1954. You will note that the 1954 inquiry concerned feasibility of operation over Ft. Lewis trackage as well as switching charges for serving the installation. My reply indicated the then physical condition of the trackage offered no problem and further stated that no published tariffs were applicable and that we have no established rates for renting locomotives.

The recent letter addressed to Mr. Walsh by Lt. Colonel Flanagan asks no questions, but as a sequel to this letter a letter was written by Lt. Colonel Taylor Merriman to the Agent at Ft. Lewis requesting joint survey of Ft. Lewis trackage which will be declined as per attached copy of my letter this date.

Along this same line I have received a letter dated January 14, 1957 from Major Wayne R. Godfrey with respect to switching at the Auburn General Depot. In this letter Major Godfrey asks somewhat the same questions with respect to rates as were brought up in 1954 for Ft. Lewis and Major Godfrey has included a request for a joint inspection of active trackage at the Auburn Depot. I propose to answer Major Godfrey as per draft copy attached. Will you kindly advise whether you see any objection to the proposed reply.

Going back to the Ft. Lewis matter, I assume that you will still want to arrange a joint meeting with the Union Pacific before replying to Lt. Colonel Flanagan's letter of November 27, 1956 to Mr. Walsh.

Enc.

F. L. Steinbright

cc-Mr. C. H. Burgess
Mr. D. H. Eastman ✓

C O P Y

November 22, 1954

Lt. Colonel W. G. Thompson
Transportation Officer
Headquarters
Fort Lewis, Washington

Dear Sir:

Your file AMNLE-TO 453.

Referring to your letter July 2, requesting certain information in connection with study being made relative to the possibility of performing switching at Fort Lewis and North Fort Lewis.

The answers to the five questions raised in your letter are as follows:

1. Yes.
2. None.
3. There are no published tariffs applicable to operation over Government owned trackage at Army installations and since the required service varies materially from normal switching operations, no approximate charges may be quoted.
4. The phrase, "Special locomotive service", is subject to a variety of meanings and no published rates are applicable. A request received from any source for special locomotive service is considered on its merits and if we have power available, charges are determined from the character of the particular service requested on the basis of securing full reimbursement of the cost of all services rendered.
5. The Northern Pacific does not ordinarily rent locomotives and no rates have been established. In the event that a locomotive is available, any request to rent will be given consideration and a rental rate established for the particular locomotive involved based on recovering all elements of cost, including interest, depreciation, taxes, fuel, repairs and supplies. There are usually additional expenses in connection with the delivery of such a locomotive to the renter and its return to the railroad, and such costs would be reflected in final charges against the renter.

Yours very truly,

(Sgd) F. L. Steinbright

bcc-Mr. F. O. Scott

C O P Y

HEADQUARTERS
Office of the Transportation Officer
Fort Lewis, Washington

AMNLE-TO 453

2 July 1954

Mr. L. W. Tuttle
Representative Western Military Bureau
118 So. 9th Street
Tacoma 2, Washington

Dear Sir:

A study relative to the possibility of performing switching at this installation (Main Fort and North Fort) by commercial means is being made.

To complete this study it is requested that information be furnished this office on the following:

1. Can a railroad locomotive operate on Fort Lewis trackage under existing grade, curvature, switches, clearances, etc.
2. If trackage is not adequate, what changes or repairs are necessary.
3. If switching can be done by the railroad what would be the rate; tariff reference; other rules that would govern, absorptions, if any, for switching cars from one location to another location within the confines of the Post, switching of loaded, partly loaded or empty cars, and switching of carloads on movement subsequent to initial placement and no portion of original has been removed from car.
4. If special locomotive service is required, what would be cost per hour or day.
5. Rates for renting switch locomotives without crews, if available.

Sincerely yours

(Sgd) W. G. Thompson
Lt. Colonel, TC
Transportation Officer

At Portland, Oregon
January 23, 1957

Mr. W. C. Smith:

It is my understanding that on December 28th Lt. Colonel Taylor Merriman, Transportation Officer at Ft. Lewis, addressed a letter to Mr. Jerry Long, Agent at Ft. Lewis, advising that he had been directed to initiate a joint survey with Northern Pacific to determine if all trackage on the Ft. Lewis Reservation meets the criteria for Class "C" traffic as defined by the American Railway Engineering Association, and requesting a representative of the Railway Company be assigned to assist in the survey.

Will you please advise Lt. Colonel Merriman that inasmuch as Northern Pacific does not operate over the trackage on the Ft. Lewis Reservation, the request appears somewhat unusual; that both our Engineering and Operating officers are fully engaged in matters of considerable importance to the Railway Company and that you regret, therefore, we will be unable to comply with the request. The letter should be carefully written to avoid offense.

F. L. Steinbriant

cc-Mr. D. H. Eastman ✓
Mr. L. S. Davis
Mr. J. E. Hoving

D R A F T

Seattle, Washington
January 23, 1957

Dear Major Godfrey:

Please refer to your letter of January 14, 1957 requesting certain information with respect to placement of rail cars at the Auburn General Depot of the U. S. Army. Answers to the questions you have enumerated are stated below:

1. The switching by the Railway Company at Auburn General Depot is limited to the interchange tracks commonly designated as Nos. 1 and 3 at that installation.
- 2.) There are no published tariffs applicable to the operation
- 3.) over the Government owned trackage at Auburn General Depot
- 4.) beyond the interchange tracks.
- 5.)
6. The Railway Company has no established rates for rental of motive power. In the event a locomotive is available, any request to rent a locomotive will be given consideration and a rate established for the particular locomotive involved based on recovering all elements of cost, including interest, depreciation, taxes, fuel, repairs and supplies. There are usually additional expenses in connection with the delivery of such a locomotive to the renter and its return to the railroad, and such costs would be reflected in final charges against the renter.

With respect to your request for a joint inspection of active trackage at the Auburn General Depot, may I say that both our Engineering

and Operating officers are fully engaged on matters of considerable importance to the Railway Company and we will, therefore, be unable to comply with this request.

Yours very truly,

Wayne R. Godfrey

Major TC

Transportation Officer

Auburn General Depot, U. S. Army

Auburn, Washington



N. P. 1386A
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

D F Wengert, UP, Portland

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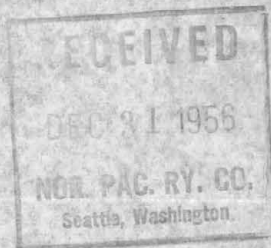
Seattle, Dec 28, 1956

Re my A-204 about meeting of various department representatives to discuss switching Ft. Lewis. It is necessary to postpone this meeting indefinitely. S-284.

F. L. Steinbright

cc Mr. Dean H. Eastman
Mr. L. S. Davis
Mr. O. A. Kobs
Mr. W. C. Smith

mail



5
RECEIVED

DEC 17 1956

NOR. PAC. RY. CO.

Seattle, Washington

On Line
December 13, 1956

Dear Mr. Wengert:

Please refer to your letter of December 10, file C 9412-5-1, about letter received by our Traffic Departments from Colonel A. P. Flanagan regarding delivery of cars within the Ft. Lewis Reservation.

I have received copies of the same correspondence and am agreeable to your suggestion that the proposed joint conference of our respective Legal, Operating and Traffic Departments be coupled up with similar conference to be scheduled in connection with Tacoma Municipal Belt Line. It appears to me that such a meeting will have to be deferred until after the first of the year.

You are probably aware that a previous request was received in 1954 in connection with switching service at Ft. Lewis, but at that time the request dealt with emergency service and we were asked to complete the answers to a questionnaire. Former General Manager McAllister wrote me on October 6, 1954 under his file C 512-3-22 about the position taken by the Union Pacific at that time and we made substantially the same reply. This is for your information.

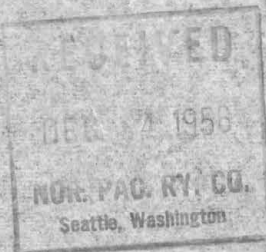
Yours very truly,

F. L. Steinbright

Mr. D. F. Wengert
General Manager
U.P.R.R. Company
Portland, Oregon

cc-Mr. D. H. Eastman
Mr. L. S. Davis
Mr. O. A. Kobs

g.l.s.



A-512-60-A

December 3, 1956

Mr. C. W. Evers, TM
Union Pacific Railroad
Portland, Oregon

On November 27 Colonel A. P. Planagan, Military Traffic Management Agency, U. S. Army, Washington, D. C., addressed a joint letter to Messrs. MacAnally and Walsh requesting that carload shipments moving to and from Fort Lewis, Washington be spotted without charge to the Government.

The points raised by Colonel Planagan involve Legal, Operating and Traffic Departments and, under the circumstances, it is our thought that Union Pacific and Northern Pacific representatives of the three departments should confer for the purpose of making a joint study and recommendation as to the reply that should be made to Colonel Planagan.

If you concur in this view, I would like to have you suggest a date for the conference bearing in mind that the North Coast docket will occupy my time the week of December 10.

(Signed) L. S. DAVIS

General Freight Agent

lsd/daw

cc - Dean H. Eastman
P. L. Steinbright

