

"KEEP IT MOVING"

CHICAGO - February 14, 1977

S-47 - Schedules - Proposed thru Schedule
between Sumas - Portland
C-52 - BN Bridge - Bellingham

Mr. Q. W. Torpin:

Referring to Mr. Cruikshank's letter of February 11, 1977.

The Transportation Department is now making a sample study to determine the volume of cars moving from the Sumas territory to Portland, so we will have some realistic figures of the traffic moving in both directions. Will keep you advised.

General Superintendent Transportation

cc: Messrs. P. F. Cruikshank
G. H. Kronberg
M. Garelick
B. J. Worley

FBC/mlm

Study

Chicago - June 9, 1977

File 512

Mr. D. A. Keller
Assistant Vice President - Sales
Seattle, Washington

Please refer to your letter of May 27th pertaining to the Sumas - Portland Corridor rail service. We will be glad to accept your gracious offer to be Chairman of the Task Force to complete this study. Other members of this Task Force will be A. E. Swanson from Mr. Stuckey's department, Mr. J. L. Agnew from the transportation office in Tacoma and Mr. Russ Herth from the Marketing Department in Seattle. I would hope that you could get something going on this subject as quickly as possible and I am particularly concerned that we include the potential traffic north and south from the Seattle, Tacoma, Kent and Longview area in this study.

**ORIGINAL SIGNED
Q. W. TORPIN**

Tacoma

cc: Mr. J. L. Agnew ←
Mr. J. W. Stuckey
Mr. R. Herth
Mr. D. W. Wiseman
Mr. F. B. Cederholm
Mr. W. H. Plattenberger

Tacoma - June 29, 1977

File: 571

Messrs. W. F. Plattenberger
 Q. W. Torpin

Please refer to Mr. Wiseman's, Vice President Sales and Service, letter of June 13, 1977, file 54, regarding task force organized to study the opportunity of improving service between Sumas and Portland.

On the Washington Division, Doug Keller and I have set up monthly meetings dealing with problems and opportunities to gain more business in our territory. This particular subject was discussed on June 27th, 1977 and we have set July 20th as a date of completing the traffic study at which time we will make what modifications are necessary to the schedule along with additional train service as required at certain areas. I am sure you realize that two projects are necessary to complete the kind of transit time that will be required, along with the proper blocking for the Southern Pacific Railroad. They are Fife Yard and the Bellingham Bridge problem for clearance purposes.

As a matter of information, the present schedule on the Burlington Northern between Sumas and Portland is 15 hours and 30 minutes. I feel that it is quite difficult with our track speeds to meet this type of schedule. However, I do feel that we can have a consistent schedule, competitive with the Burlington Northern, around 18½ to 19 hours with the Fife Yard.

Shown below is a proposed schedule that will be the best that we can hope to maintain without Fife Yard and would not be properly blocked for the Southern Pacific Railroad at Portland.

DEPART

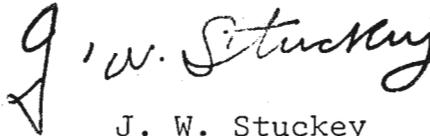
ARRIVE

Sumas	-	3:00 PM	Sumas	-	7:00 AM
Bellingham	-	4:30 PM	Bellingham	-	5:45 AM
		6:30 PM pickup-setout			3:45 AM setout
Everett	-	8:15 PM	Everett	-	2:00 PM
		8:45 PM pickup			1:30 PM setout
Black River	-	11:15 PM	Black River	-	10:30 PM
		11:45 PM setout			10:00 PM pickup
Tacoma	-	12:45 AM	Tacoma	-	9:00 PM
		5:30 AM			4:30 PM
Portland	-	12:30 PM	Portland	-	9:30 AM
		21 hours-30 mins.			22 hours

June 29, 1977
Page Two

With this operation we would operate crews Tacoma to Sumas, tying up for eight hours and returning to Tacoma. The Portland crews would operate the same as now, Tacoma to Portland, resting and then returning to Tacoma.

From the above schedule you can see with a blocked train from the Souther Pacific, Brooklyn Yard Portland, that the Tacoma switching time would be greatly reduced in order to change the 22 hour schedule to a schedule of approximately 18 to 19 hours. You can also see that we could reduce the time at Tacoma on the southbound trip. With a Fife Yard properly blocking the cars for the Southern Pacific, we could again reduce the overall transit time. In addition, with Fife Yard to give relief to Black River and Seattle, we contemplate more regular type of service to both Stacy Street Yard as well as the Waterfront and moving some cars out of Seattle to Fife Yard for blocking rather than use the Black River Yard. Therefore, the time shown at Black River could either be eliminated or greatly reduced.



J. W. Stuckey
Division Manager

JWS/mab

cc: D. A. Keller
R. B. Hegge
J. L. Agnew



Seattle - July 7, 1977

File: Sumas/Portland Corridor
(Bellingham Bridge)

Mr. J. W. Stuckey
Division Manager
Tacoma, Washington

Your letter of June 29th regarding proposed schedules between Sumas and Portland. To properly proceed with our survey, I need to know the time we can expect delivery and departures from Seattle proper and the Kent/Andover valley. Both of these areas are big shippers and receivers from the California/Oregon area.

Another question; why the need for five (5) hours at Tacoma? I realize you have problems but can't this be speeded up a bit?

I need to also know what Southern Pacific trains your schedule will connect with, i.e., can we count on receiving from their "hot shot" TOFC trains.

Last, it is my understanding that your departure time from Sumas will allow sufficient time to receive all the Canadian connections. Am I correct?

(Signed) D. A. KELLER

Assistant Vice President-Sales

cc: D. M. Wiseman - Chicago

R. B. Hegge - Tacoma

J. L. Agnew - Tacoma ←

Tacoma - July 13, 1977

File: 516

Mr. D. A. Keller:

Your letter of July 7, 1977, file Sumas/Portland Corridor.

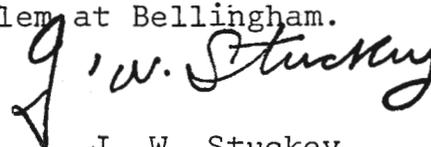
In answer to your question concerning the five hours at Tacoma we make the 500 mile inspection. On the trains south it will be necessary to switch the cars into five different blocks. On the trains north we will have to block the Everetts, Bellinghams and Sumas. With Fife Yard I indicated this would be cut to about three hours but until that time I am sure the best we are going to do is close to five.

Question No. 2 The Southern Pacific connection at Portland- I am reasonably sure at this time that the Southern Pacific will ~~not~~ run a direct train blocked with hot TOFC cars and so forth straight to Eugene through Brooklyn for our connection. Most likely we can anticipate an arrival between 9:00 and 10:00 AM. We would have to work this out with the Southern Pacific Railroad at the time.

Question No. 3 Connection Sumas - Yes, this would allow us a connection with the Canadian connection.

Question No. 4 Seattle/Kent - On the northbound movement off of an afternoon arrival at Tacoma on this train it would be our intention of having the Kent/Andover cars available for spotting the following morning, moving out of here either on the Bellingham Turn or on 206. The same would be true with the Seattles. If there was hot TOFC business I am quite certain that we could set up something so that they would be on the train the following morning at Seattle. On southbound business, I am reasonably sure that we would have cars from Seattle for the Portland type of business out on time for 905 to pick up that evening; and we could arrange for the Owl to bring the Portland connection in as it is our intention with the Fife Yard of starting our business in Fife rather than at Kent. In short, we should have the cars available for the customer the following morning out of Portland and the cars out of Seattle on the Portland train the following day.

Of course you realize the whole Sumas to Portland train operation will improve with Fife Yard and it is my opinion to make the project worthwhile we are going to have to correct the clearance problem at Bellingham.



J. W. Stuckey
Division Manager

JWS/mab

cc: J. L. Agnew 