

TACOMA - April 3, 1974

File: Joint Facilities

Mr. R. E. Beck  
Chicago, Illinois

Attached is a copy of a letter from Mr.  
Q. W. Torpin concerning the joint Milwaukee - Union  
Pacific drawbridge at Montesano, Wn. for your infor-  
mation.

Supt. of Transportation

SJB/bk

Attachment

*S. J. Barry*

April 1, 1974

File: 081.607

Mr. G. H. Baker  
General Manager  
Union Pacific Railroad  
Portland, Oregon

Mr. J. W. Wicks  
Assistant Vice President  
Burlington Northern  
Portland, Oregon

Gentlemen:

This will confirm our meeting in Aberdeen on March 27 in connection with the operation of joint Milwaukee-Union Pacific drawbridge between Montesano and South Montesano.

It is my understanding that the BN will develop cost figures for the handling of Milwaukee and UP cars from South Montesano to Aberdeen and Hoquiam, the UP and Milwaukee to give the BN operating rights from the present interchange track at South Montesano to serve industries which consist primarily of E. C. Miller Lumber Company. The BN, of course, would handle their own line haul business from E. C. Miller as well as Milwaukee and UP traffic at an agreed upon car handling rate. For the use of this track, the BN would be assessed an annual use charge to minimize accounting problems. Any such cars handled by the BN for Milwaukee or UP would stay in Milwaukee and UP accounts for car hire and liability purposes.

This arrangement would permit discontinuance of use of the drawbridge and would give the BN access to E. C. Miller instead of having cars switched by the Milwaukee and/or the UP.

Very truly yours,

QWT/jo

(Signed)

*J. W. Torque*

G. H. Baker  
J. W. Wicks

-2-

April 1, 1974

bc: Messrs.

F. G. McGinn - This refers to my letter of  
W. J. Bowe December 3 and, if it can be  
L. V. Anderson worked out, this arrangement  
B. J. Worley would eliminate the necessity  
M. T. Sevedge of spending approximately \$60,000  
F. P. Pawlak in the near future on the Montesano  
L. E. Fancher Drawbridge and would also allow  
S. J. Barry abolishment of one bridge tender  
position costing an estimated  
\$1,500 per month, of which the

Milwaukee pays approximately half. There would  
also be a savings of approximately \$1,000 per  
year in train and enginemen costs. These savings  
would be offset to some extent by increased costs  
which will depend upon what rate the BN will require  
for the handling of our cars into Aberdeen or Hoquiam.