

Continuation:

many as sixty loads coming out of these plants in the vicinity of Willbridge every day and it has run as high as 75 in one day. The Oil Companies have a large number of oil cars leased and on account of the limited track room it is necessary to shove the surplus cars in storage up the tracks of the United Railways and this interferes with switching of industries located on these tracks as outlined above. By providing storage track which is now asked for so that we could keep the United Railways tracks clear, switching could then be done without interfering with the work of the oil plants and without delaying main line traffic. Under the present situation necessary to pick out a time for doing the industrial switching when same will not interfere with main line traffic. The Oil plants usually require three spots per day. It is estimated that the construction of storage track will save in wages alone from \$1500.00 to \$2200.00 per annum as the time required to pull the oil tanks out of United Railways Company's tracks and put them back again is all at overtime rates. We have had one or two occasions where tanks have been placed on the main line and yard engine becoming derailed while switching the industries making it necessary to run an engine from Portland to clear the main line to avoid delay to main line trains." The Northern Pacific is owner of the line and this RFA is therefore submitted to cover recommendations of the SP&S as outlined above and per sketch and estimate herewith attached.

Willbridge, Ore.