

UNION PACIFIC RAILROAD COMPANY
OMAHA, NEBRASKA

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August 1, 1942

Finance Docket No. 13762
Abandonment Fairfield Branch

Mr. C. A. Root,
Commerce Attorney,
Department of Business Regulation,
314 State Capitol,
Salt Lake City, Utah.

Dear Sir: As far as the Fairfield Branch is concerned, we have been operating it at a loss and we do not feel that we should be. Under date of June 11 you wrote Commissioner Porter requesting hearing in this case, in which you stated that in case the reply to questionnaire and the subsequent investigation discloses the continuation of the line is not necessary the Commission may withdraw its request for a hearing. I think the Public Service Commission should not oppose this. I do not know whether you have received copy of the Return to Questionnaire and am therefore attaching one hereto. I direct your attention to Exhibit 6 which shows carloads and tons of revenue freight by commodities. You will note that we handled only 6 cars of sheep in 1940 and 12 in 1941; 5 cars of wool in 1940 and none in 1941, and that the only traffic of any consequence is shown under "Products of Mines NOS" - 291 cars in 1940 and 287 cars in 1941, and 56 cars for the first three months of 1942. These products were clay moving to Utah Fire Clay Company and Interstate Brick Company, destined to Sugar House and other points in the vicinity of Salt Lake. The ore shipments have been inconsequential and most of them have been made by the Snyder Mines Incorporated from Fairfield. I am advised that Mr. Ed Snyder, who is in charge of the operations at Merker will interpose no objection to the abandonment of the line.

The War Department has advised the Commission that no military reason exists for the continued maintenance of this line.

If you have been keeping yourself informed as to the situation you must know that there is a desperate need for the release of usable rail from existing trackage. The War Production Board recently stated that it is campaigning the country for usable relay rail and that final deter-

mination will be made on the basis that lines not essential to the successful prosecution of the war can be put to greater use at other points where need for rail facilities is vital to the needs of the Nation and that the shortage of rail for use in direct war projects by Army, Navy and Maritime Commission and other war agencies is critical. The Union Pacific Railroad is endeavoring to comply in every way with the demands of the War Production Board, the Army, the Navy, etc., in making available rail and scrap materials and the release of equipment and man power by abandoning lines which we consider not essential to the war effort, even to the extent of abandoning some branch lines which have a feeder value to the Union Pacific, in order to release the material for what we consider more essential service.

As far as the Fairfield Branch is concerned, we have been operating it at a loss and we do not feel that we should be required to continue further operations for the benefit of the brick companies. More than half of the clay shipped over this line originates at Clinton, which is 4.9 miles from Cutler the junction point.

I think the Public Service Commission should not oppose this application.

With kindest regards.

Yours truly,

Dana T. Smith