



Northern Pacific Railway Company.
Engineering Department Records.

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114
948-52

**NORTHERN PACIFIC RAILWAY
REPORT ON STUDY
OF
SEATTLE BRANCH**

**Office of Asst. Chief Engr.
St. Paul, Minnesota
July 5, 1933**

Saint Paul, Minn.,

July 5, 1933w

REPORT ON STUDY OF THE SEATTLE BRANCH

Description of this branch, method of operation, and traffic resources are given in the next attached portion of the report. This branch has been maintained and operated in a very economical manner. It is essentially an industrial spur with service adjusted to the requirements of the shippers. There is no economic justification for the branch other than the hauling convenience of the grain shippers who would be inconvenienced by abandonment and would no doubt protest against such action on the part of the Railway Company. The fact that the branch shows positive net return seems to make this an impractical abandonment prospect under present competitive circumstances. Loss of one-half the normal traffic to the Great Northern after abandonment would just about equal the present net returns. In view of the probability that there would be little if any relief from taxes through abandonment they have not been considered in the setup of expenses. It is therefore recommended that no action be taken until such time as an improvement in the highways in that territory changes the movement of grain to either the Washington Central Branch or the Great Northern, thereby presenting a more favorable abandonment case.

cy -

Mr. R. W. Clark
Mr. F. C. Sharood
Mr. C. H. Goodhue
Mr. J. M. Hughes
Mr. G. N. Slade



NORTHERN PACIFIC RAILWAY COMPANY

COMMENTS ON DATA DEVELOPED DURING STUDY OF SEATTLE BRANCH

CORPORATE HISTORY:

The Seattle Branch, 17.8 miles, from Davenport to Eleanor, Washington, was originally part of the main line of the Seattle, Lake Shore and Eastern Railway Company, between Davenport and Spokane, Washington. This company constructed 216.27 miles of road in the State of Washington, including the Seattle Branch, during the years of 1887 to 1891.

The Seattle, Lake Shore and Eastern Railway Company failed, and receivers were appointed June 26, 1893. The property of the Seattle, Lake Shore and Eastern Railway Company was sold, under foreclosure proceedings, to a committee of bondholders on June 19, 1896. This committee organized two new companies to take over the property of the predecessor company. The line between Davenport and Spokane was conveyed to the Spokane and Seattle Railway Company by deed dated July 28, 1896. The balance of the property was conveyed to the Seattle and International Railway Company, on the same date. The Northern Pacific Railway Company purchased control of the Spokane and Seattle Railway Company from the bondholders of the Seattle Lake Shore and Eastern Railway Company, under agreement dated January 24, 1898. The property of the Spokane and Seattle Railway Company was conveyed to the Northern Pacific Railway Company by deeds dated March 17, 1899 and October 5, 1900.

The line between Davenport and Spokane, Washington, was operated by the Seattle Lake Shore and Eastern Railway Company, from February 1890 to June 30, 1893 on which date operation was discontinued. The rail was removed from that portion of the line between Spokane River and Gravelles, Washington, during the year 1899. The Northern Pacific Railway Company rehabilitated the line from Davenport to Eleanor, Washington, during the year 1901, and it has been operated by this company from that year to the present time.

The investment in the Seattle Branch by the Northern Pacific Railway Company is stated below:

Cost of reproduction new, as of June 30, 1917	\$236,667.00
Present value carrier land	10,278.00
Additions and betterments from July 1, 1917 to Dec. 31, 1931	(2,133.00)
Total carrier property	\$244,812.00
Non-carrier property	7,828.00
Total investment	\$252,640.00

This branch is covered by the following mortgages:

First Lien

Prior Lien Mortgage dated 1897, due in 1997.

Second Lien

General Lien Mortgage dated 1897, due in 2047.

Third Lien

Refunding and Improvement Mortgage dated 1914, due in 2047.

GENERAL

This branch leaves the Washington Central Branch of the Idaho Division at Davenport, Washington, 41.4 miles west of Cheney, Washington and runs southeast a distance of 17.8 miles roughly parallel and about five miles south of the Washington Central branch. Business handled is almost exclusively grain, this being a fairly good dry-farm country. The various towns along the line are nothing but grain loading stations, with no stores.

PHYSICAL CONDITIONS

Grades and Curves

Maximum curvature 8° . Maximum grade eastward 1%. Maximum grade westward 1%.

Roadbed and Track Characteristics

The branch is mud ballasted and is at present the destination of most of the available cinders from Spokane - will take several years to get enough cinders under the track to make conditions satisfactory.

Ties

This branch has been getting treated ties for some years and is now about 55% treated, 1932 requirements 1665 ties. Tie renewals will be relatively high during the next few years.

Rail

Except for 0.02 miles of 85# rail, all main line and siding rail is 56#.

Tie Plates

None.

Rail Anchors

None.

Bridges and Culverts

There are 499 feet of temporary bridges and some wood box culverts that require about \$200 per year to maintain.

Right of Way and Snow Fences

No snow fence. About 1-1/2 miles right-of-way fence. The railroad runs through a good many cross fences that are patched up after each train.

Tunnels

None.

Water Stations

None. Water at Davenport on the Washington Central Branch.

Buildings

No company buildings maintained on this branch.

General Track Conditions

This branch is subject to snow blockades, washouts and mud filling the ditches, track rather poor and will be maintained as poor track although a gradual accumulation of cinders will help somewhat.

Maintenance

This branch is handled by a force of 2/3 foreman and two men. The roadmaster working out of Spokane handles the trackage from Ramsey to Cheney, the Washington Central, Fort Sherman and Seattle branches. Bridge and building work on this branch is handled by Idaho Division crews under the Supervisor at Spokane. It is estimated that the track maintenance will average \$7638, the bridges and culverts \$2000, a total annual cost of \$9638.

Transportation and Operation

This branch is handled by the Trainmaster at Spokane, having supervision over the branches.

There is no passenger service on the branch. Freight service is assigned as a Friday trip by the Washington Central way-freight crew with two brakemen and S-4 power. There are some weeks when the trip is not made. It is estimated that 50 trips per year are made with an average of 3-1/2 hours per trip, which is overtime for the crew. Approximately annual cost for transportation and equipment maintenance is \$1875.

Station Organization

None - all work done at Davenport.

Industries, Past and Prospective Tonnage

Eleanor

A warehouse and an elevator belonging to the Washington Grain and Milling Company and a warehouse and an elevator belonging to the Reardon Union Grain Company.

Chick's Spur

One elevator.

Ditmar Spur

One elevator.

Gravelles

Warehouses belonging to the Gravelles Farmers' Elevator Company, Pacific Coast, Washington Grain and Milling, and Jannett; also an elevator belonging to the Washington Grain and Milling.

Fry's Spur

One warehouse.

Omans

An elevator belonging to A. A. Caddy, a Pacific Coast warehouse, two Washington Grain and Milling warehouses and a tank elevator.

At Mile Post 5-1/2

Direct loading onto main track.

At Mile Post 3-1/2

A warehouse spot on main line.

At Mile Post 2-3/4

A warehouse spot on main line.

The crop situation is fairly constant and the 1931 crop may be considered normal. Available land pretty well under cultivation.

Possibilities for Extension or Grade Revision

None - the line runs into the angle between the Washington Central branch and the main line of the Great Northern and is too close to both now to be economically justified. A further extension eastward along the old grade might tap some business from the Great Northern but would develop no new territory.

Improvements to be made to increase capacity
or effect economies in operation

None - unless heavier power is used on the Washington Central branch, in which case heavier rail and more ballast would be required.

APPROXIMATE COST OF OPERATING THE SEATTLE BRANCH:

	Main Line	17.92 miles	
	Sidings	1.11 miles	
	Total	<u>19.03 miles</u>	
Ties at \$180 per mile			\$3,425
Switch ties, 9 at \$7.60			68
Rail, 0.02 - 85¢			1
19.01 - 56¢			502
OTM at \$10			190
Burning			76
Washouts			100
Ditching			75
Snow, etc.			75
Cinders			150
1-1/2 miles fence mtce. at \$5			8
Labor - 2/3 foreman and two men			<u>2,968</u>
Total track			\$7,638
<u>B&B</u>			
Culverts		200	
Bridges 15000 at 12¢		<u>1,800</u>	
No buildings			2,000
No telephone			
Total Maintenance			<u>9,638</u>
Operation - 1900 engine-miles at \$.57		703	
3281 crew-miles at \$.35		<u>1,148</u>	
Freight Car Maintenance		<u>24</u>	
Total Operation			1,875
Maintenance			<u>9,638</u>
Total Cost			<u>11,513</u>
Freight Forwarded		\$31,571	
Freight Received		<u>357</u>	
Total Revenue		\$31,571	
Less Costs		<u>11,513</u>	
Difference of gross			20,058
Less 30% of gross for main line cost			<u>9,478</u>
Probable net revenue to Northern Pacific			<u>10,587</u>

Abandonment, complete or partial, and estimated net results:

In that this branch is within five miles of the Washington Central branch, it would at first appear that it is not economically justified. However, it is so well established that the roads through rather rough country do not lead to points on the Washington Central branch as directly as they might - grain being handled overland regardless of roads to towns on the Seattle branch, whereas if hauled to the Washington Central branch or the Great Northern, it would be necessary to add considerable mileage to the farmers' haul to get to a road. By road Omans is 6 miles from Davenport, 8 miles from Blue Stem on the Great Northern and 10 miles from Reardon on the Washington Central branch. Chicks is 10 miles from a town on the Great Northern, 6-1/2 miles from Reardon. Eleanor is 7 miles from a town on the Great Northern, 5 miles by a very steep road to Reardon, or 9 miles by good road to Reardon. If the branch were abandoned, it is safe to say that 40% of the business might find its way to the Great Northern rather than to the Washington Central branch.

Abandonment would result in an apparent saving of \$11,513 in maintenance and operation, but on a 40% basis this would result in a loss of gross of \$12,628. Allowing 30% of the gross for main line handling, it would mean that we would hand over to the Great Northern a net of \$8840 and save \$2673 ourselves.

The Traffic Department has a valid objection to this abandonment in that several of the elevators and warehouses belong to large companies with competitive business elsewhere who would not be pleased with the loss of their investment and trade connections and, if we should abandon the branch, they might route other business against us.

Field inspection and collection of data by Messrs. G. N. Slade, P. C. Sharood and J. A. Bryan. Mr. F. A. Murphy, General Agent at Spokane, was consulted with respect to traffic matters.

cy -

Messrs. R. W. Clark
J. M. Hughes
C. H. Goodhue
P. C. Sharood
G. N. Slade

NORTHERN PACIFIC RAILWAY COMPANY

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FREIGHT TRAFFIC INTERCHANGED WITH SEATTLE BRANCH.
YEAR 1931.

FORWARDED			RECEIVED		
Commodity	Tons	N.P. Revenue	Commodity	Tons	N.P. Revenue
<u>OMANS, WASHINGTON</u>					
Grain	1,896	\$6,106	Hay	12	\$35
			Coal	29	129
TOTAL -	1,896	\$6,106	TOTAL -	41	\$164
<u>FRY SPUR, WASHINGTON</u>					
Grain	239	\$804			
<u>GRAVELLES, WASHINGTON</u>					
Grain	2,974	\$8,961			
<u>CHICK SPUR, WASHINGTON</u>					
Grain	292	\$843			
<u>ELEANOR, WASHINGTON</u>					
Grain	3,805	\$14,500	Coal	44	\$193
GRAND TOTAL -	9,206	\$31,214	GRAND TOTAL -	85	\$357

FREIGHT	N.P. REVENUE
FORWARDED	\$31,214
RECEIVED	357
TOTAL -	\$31,571

NOTE: No Passenger Service.

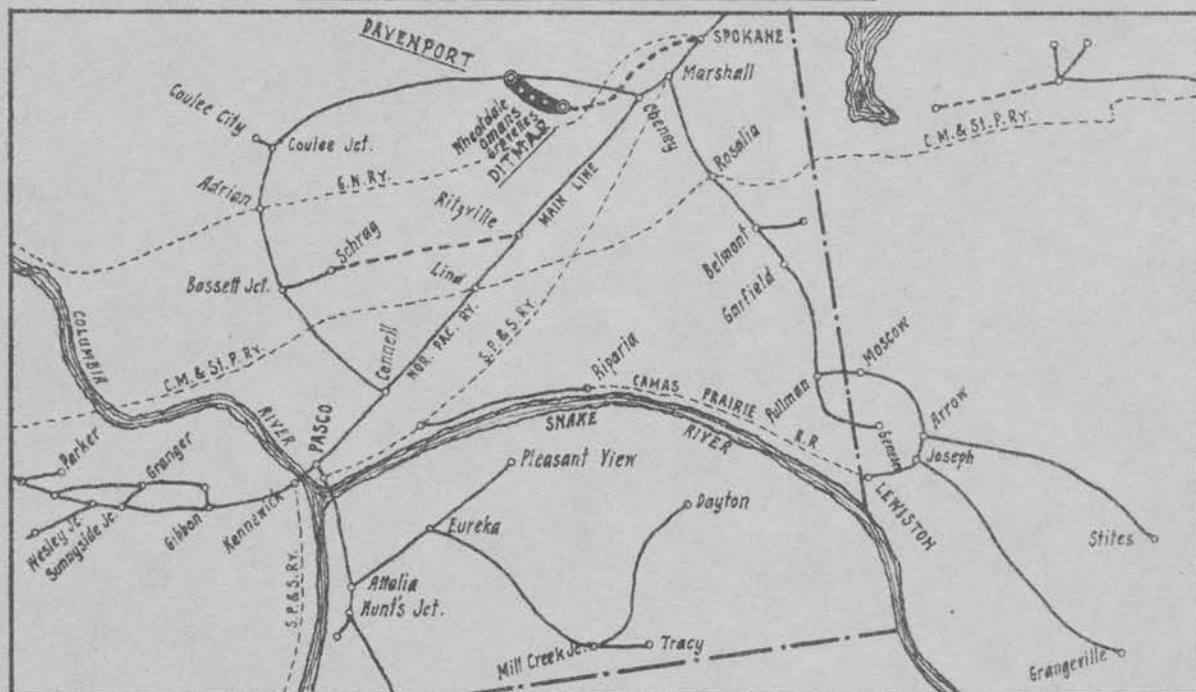
St. Paul, Minnesota,
May 10th, 1932.
AFR -8- 3254.

N.P.R.Y.

IDAHO DIVISION

SEATTLE BRANCH

VALUATION SECTION WASH. 13.



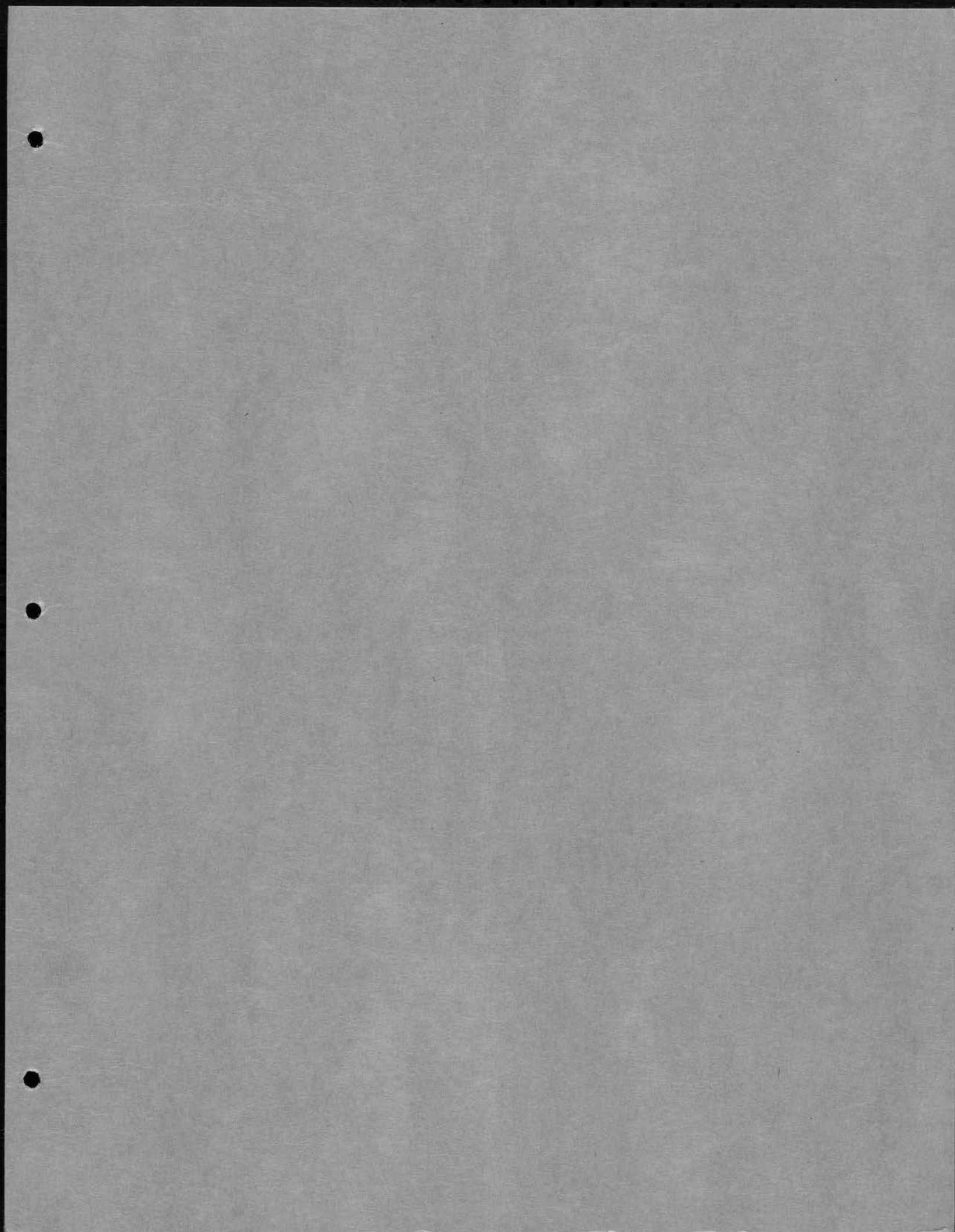
GRADE AND CURVE DATA

DAVENPORT TO DITMAR, WASHINGTON. 17.92 MILES										
RULING GRADE - WEST 1.0%, EAST 1.0%										
MILES OF GRADE										
Level	.1	.3	.4	.5	.6	.7	.8	.9	1.0	
West-	.8	1.3	1.8	.3	.3		.6	2.1	.4	
East+	1.4	.6	.3	.2	.3	.5	.8	2.0	1.7	2.5
MAXIMUM CURVE 8 DEGREES										
MILES OF TANGENT AND CURVE										
Tangent	1°	2°	3°	3°30'	4°	5°	6°	7°	8°	
12.05	.71	.56	1.97	.18	.89	.34	.24	.59	.29	
Total Degrees of Curvature: Right 533°, Left 633°										

CORPORATE HISTORY AND DATES OF CONSTRUCTION

This is a single track line extending from Davenport in an Easterly direction to Dittmar, Washington.

This branch as originally constructed by the Seattle, Lake Shore and Eastern Railway Company in 1888 and 1889, extended from Davenport to Spokane, Washington, the company failed and receivers were appointed June 26th, 1893, the property was sold to a committee of bond holders conveyance being made June 19th, 1896 who organized the Spokane and Seattle Railway Company, deeding the property July 28th, 1896. From Davenport to Medical Lake was conveyed to the Northern Pacific Railway Company, March 17, 1899 and from Medical Lake to Spokane, Oct. 3, 1900. Track between Dittmar and Spokane River (Spokane) taken up in 1899 and Right of Way and grade between Medical Lake and Spokane River sold to the Spokane & Eastern Trust Co., December 1903 and now used by the Washington Water Power Company Electric Lines.



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NORTHERN PACIFIC RAILWAY COMPANY

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CORPORATE HISTORY:

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The Seattle, Lake Shore and Eastern Railway Company failed, and receivers were appointed June 26, 1893. The property of the Seattle, Lake Shore and Eastern Railway Company was sold, under foreclosure proceedings, to a committee of bondholders on June 19, 1896. This committee organized two new companies to take over the property of the predecessor company. The line between Davenport and Spokane was conveyed to the Spokane and Seattle Railway Company by deed dated July 28, 1896. The balance of the property was conveyed to the Seattle and International Railway Company, on the same date. The Northern Pacific Railway Company purchased control of the Spokane and Seattle Railway Company from the bondholders of the Seattle Lake Shore and Eastern Railway Company, under agreement dated January 24, 1898. The property of the Spokane and Seattle Railway Company was conveyed to the Northern Pacific Railway Company by deeds dated March 17, 1899 and October 5, 1900.

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The investment in the Seattle Branch by the Northern Pacific Railway Company is stated below:

Cost of reproduction new, as of June 30, 1917	\$236,667.00
Present value carrier land	10,278.00
Additions and betterments from July 1, 1917 to Dec. 31, 1931	(2,133.00)
Total carrier property	\$244,812.00
Non-carrier property	7,828.00
Total investment	\$252,640.00

This branch is covered by the following mortgages:

First Lien

Prior Lien Mortgage dated 1897, due in 1997.

Second Lien

General Lien Mortgage dated 1897, due in 2047.

Third Lien

Refunding and Improvement Mortgage dated 1914, due in 2047.

GENERAL

This branch leaves the Washington Central Branch of the Idaho Division at Davenport, Washington, 41.4 miles west of Cheney, Washington and runs southeast a distance of 17.8 miles roughly parallel and about five miles south of the Washington Central branch. Business handled is almost exclusively grain, this being a fairly good dry-farm country. The various towns along the line are nothing but grain loading stations, with no stores.

PHYSICAL CONDITIONS

Grades and Curves

Maximum curvature 8° . Maximum grade eastward 1%. Maximum grade westward 1%.

Roadbed and Track Characteristics

The branch is mud ballasted and is at present the destination of most of the available cinders from Spokane - will take several years to get enough cinders under the track to make conditions satisfactory.

Ties

This branch has been getting treated ties for some years and is now about 55% treated, 1932 requirements 1665 ties. Tie renewals will be relatively high during the next few years.

Rail

Except for 0.02 miles of 85# rail, all main line and siding rail is 56#.

Tie Plates

None.

Rail Anchors

None.

Bridges and Culverts

There are 499 feet of temporary bridges and some wood box culverts that require about \$200 per year to maintain.

Right of Way and Snow Fences

No snow fence. About 1-1/2 miles right-of-way fence. The railroad runs through a good many cross fences that are patched up after each train.

Tunnels

None.

Water Stations

None. Water at Davenport on the Washington Central Branch.

Buildings

No company buildings maintained on this branch.

General Track Conditions

This branch is subject to snow blockades, washouts and mud filling the ditches, track rather poor and will be maintained as poor track although a gradual accumulation of cinders will help somewhat.

Maintenance

This branch is handled by a force of 2/3 foreman and two men. The roadmaster working out of Spokane handles the trackage from Ramsey to Cheney, the Washington Central, Fort Sherman and Seattle branches. Bridge and building work on this branch is handled by Idaho Division crews under the Supervisor at Spokane. It is estimated that the track maintenance will average \$7638, the bridges and culverts \$2000, a total annual cost of \$9638.

Transportation and Operation

This branch is handled by the Trainmaster at Spokane, having supervision over the branches.

There is no passenger service on the branch. Freight service is assigned as a Friday trip by the Washington Central way-freight crew with two brakemen and S-4 power. There are some weeks when the trip is not made. It is estimated that 50 trips per year are made with an average of 3-1/2 hours per trip, which is overtime for the crew. Approximately annual cost for transportation and equipment maintenance is \$1875.

Station Organisation

None - all work done at Davenport.

Industries, Past and Prospective Tonnage

Eleanor

A warehouse and an elevator belonging to the Washington Grain and Milling Company and a warehouse and an elevator belonging to the Reardon Union Grain Company.

Chick's Spur

One elevator.

Ditmar Spur

One elevator.

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Warehouses belonging to the Gravelles Farmers' Elevator Company, Pacific Coast, Washington Grain and Milling, and Jannett; also an elevator belonging to the Washington Grain and Milling.

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An elevator belonging to A. A. Geddy, a Pacific Coast warehouse, two Washington Grain and Milling warehouses and a tank elevator.

At Mile Post 5-1/2

Direct loading onto main track.

At Mile Post 3-1/2

A warehouse spot on main line.

At Mile Post 2-3/4

A warehouse spot on main line.

The crop situation is fairly constant and the 1951 crop may be considered normal. Available land pretty well under cultivation.

Possibilities for Extension or Grade Revision

None - the line runs into the angle between the Washington Central branch and the main line of the Great Northern and is too close to both now to be economically justified. A further extension eastward along the old grade might tap some business from the Great Northern but would develop no new territory.

Improvements to be made to increase capacity
or effect economies in operation

None - unless heavier power is used on the Washington Central branch, in which case heavier rail and more ballast would be required.

APPROXIMATE COST OF OPERATING THE SEATTLE BRANCH:

	Main Line	17.92 miles		
	Sidings	1.11 miles		
	Total	<u>19.03 miles</u>		
Ties at \$180 per mile			\$3,425	
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Total track				\$7,638
<u>B&B</u>				
Culverts			200	
Bridges 15000 at 12%			<u>1,800</u>	
No buildings				2,000
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Total Maintenance				<u>9,638</u>
Operation - 1900 engine-miles at \$.37			703	
3281 crew-miles at \$.35			<u>1,148</u>	
Freight Car Maintenance			24	
Total Operation				1,875
Maintenance				<u>9,638</u>
Total Cost				<u>11,513</u>
Freight Forwarded			\$31,571	
Freight Received			<u>357</u>	
Total Revenue			\$31,571	
Less Costs			<u>11,513</u>	
Difference of gross				20,058
Less 30% of gross for main line cost				<u>9,472</u>
Probable net revenue to Northern Pacific				<u>10,587</u>

Abandonment, complete or partial, and estimated net results:

In that this branch is within five miles of the Washington Central branch, it would at first appear that it is not economically justified. However, it is so well established that the roads through rather rough country do not lead to points on the Washington Central branch as directly as they might - grain being handled overland regardless of roads to towns on the Seattle branch, whereas if hauled to the Washington Central branch or the Great Northern, it would be necessary to add considerable mileage to the farmers' haul to get to a road. By road Omans is 6 miles from Davenport, 8 miles from Blue Stem on the Great Northern and 10 miles from Reardon on the Washington Central branch. Chicks is 10 miles from a town on the Great Northern, 6-1/2 miles from Reardon. Eleanor is 7 miles from a town on the Great Northern, 5 miles by a very steep road to Reardon, or 9 miles by good road to Reardon. If the branch were abandoned, it is safe to say that 40% of the business might find its way to the Great Northern rather than to the Washington Central branch.

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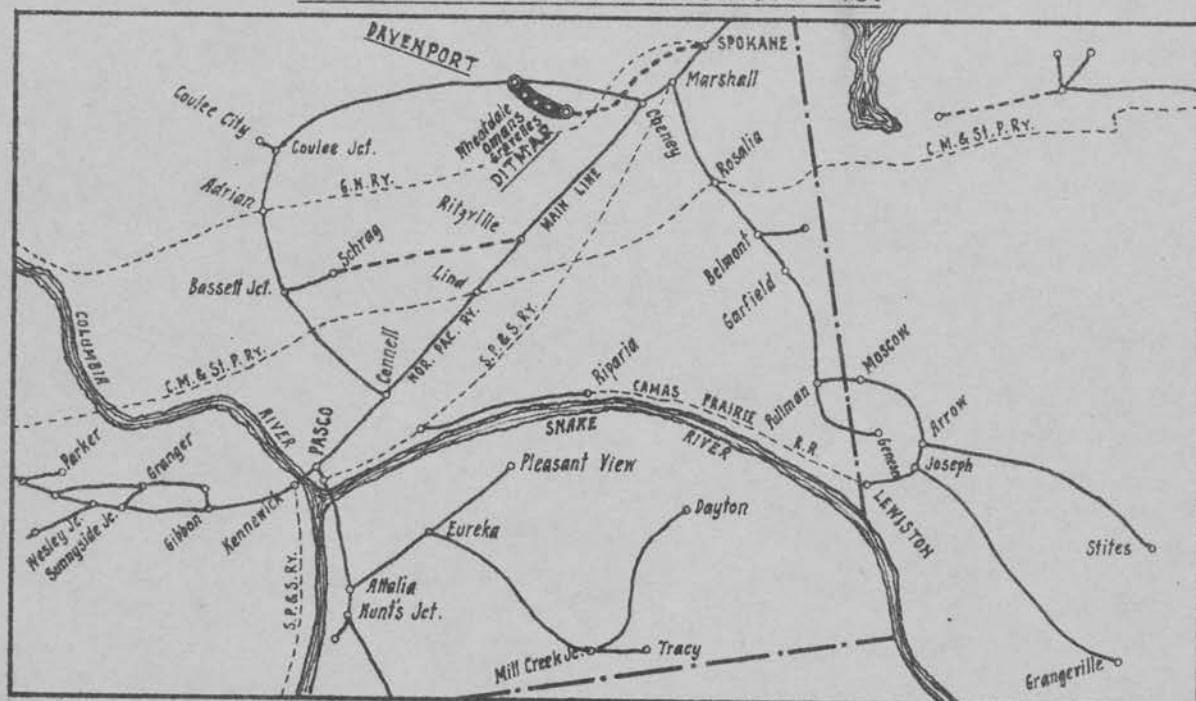
Messrs. R. W. Clark
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N.P.Ry.

IDAHO DIVISION

SEATTLE BRANCH

VALUATION SECTION WASH. 13.



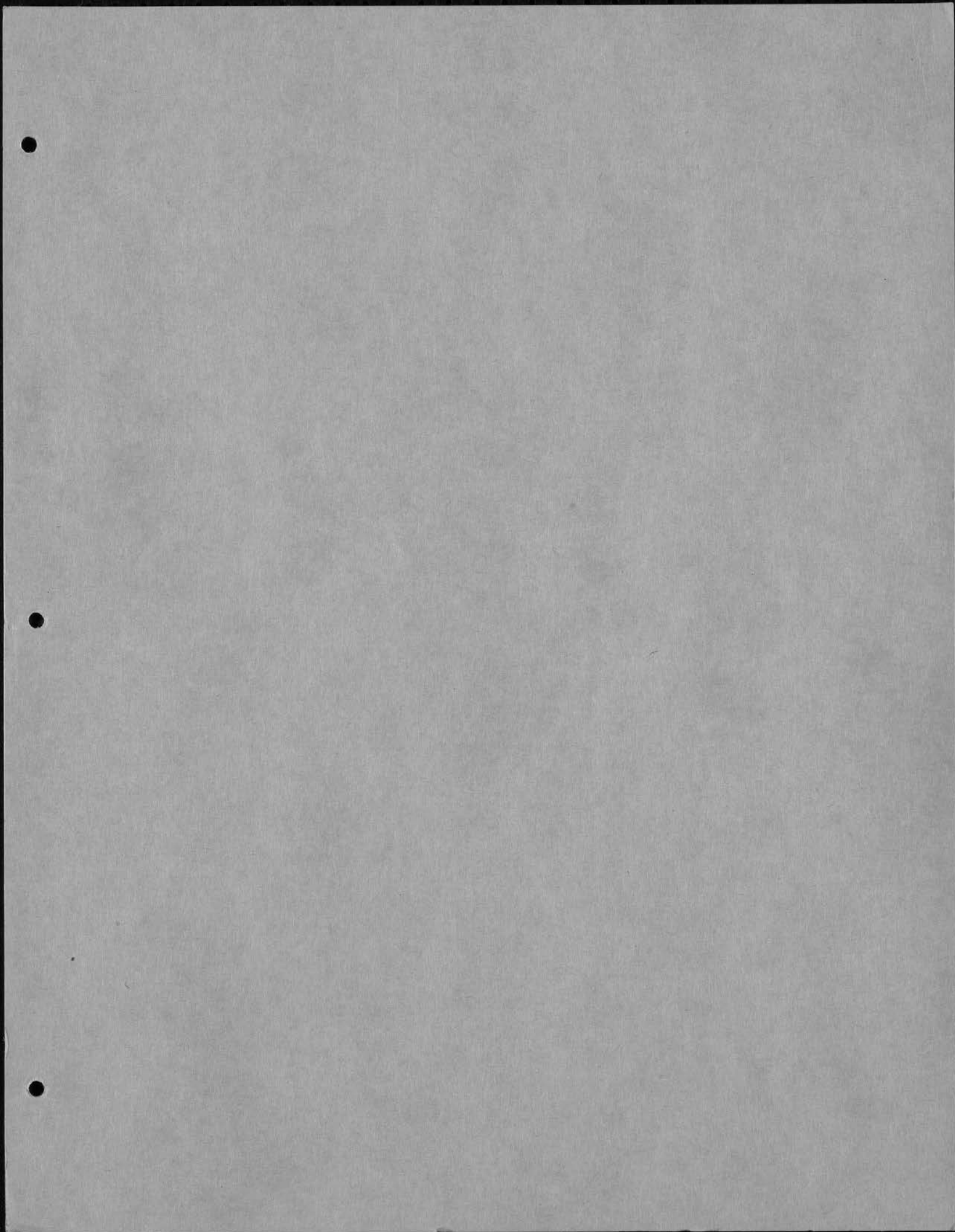
GRADE AND CURVE DATA

DAVENPORT TO DITMAR, WASHINGTON. 17.92 MILES										
RULING GRADE - WEST 1.0%, EAST 1.0%										
MILES OF GRADE										
Level	.1	.3	.4	.5	.6	.7	.8	.9	1.0	
West-		.8	1.3	1.8	.3	.3		.6	2.1	.4
East+	1.4	.6	.3	.2	.3	.5	.8	2.0	1.7	2.5
MAXIMUM CURVE 8 DEGREES										
MILES OF TANGENT AND CURVE										
Tangent	1°	2°	3°	3°30'	4°	5°	6°	7°	8°	
12.05	.71	.66	1.97	.18	.89	.34	.24	.59	.29	
Total Degrees of Curvature: Right 533°, Left 633°										

CORPORATE HISTORY AND DATES OF CONSTRUCTION

This is a single track line extending from Davenport in an Easterly direction to Ditmar, Washington.

This branch as originally constructed by the Seattle, Lake Shore and Eastern Railway Company in 1888 and 1889, extended from Davenport to Spokane, Washington, the company failed and receivers were appointed June 26th, 1893, the property was sold to a committee of bond holders conveyance being made June 19th, 1896 who organized the Spokane and Seattle Railway Company, deeding the property July 28th, 1896. From Davenport to Medical Lake was conveyed to the Northern Pacific Railway Company, March 17, 1899 and from Medical Lake to Spokane, Oct. 3, 1900. Track between Ditmar and Spokane River (Spokane) taken up in 1899 and Right of Way and grade between Medical Lake and Spokane River sold to the Spokane & Eastern Trust Co., December 1903 and now used by the Washington Water Power Company Electric Lines.





N. P. 1757
6-24

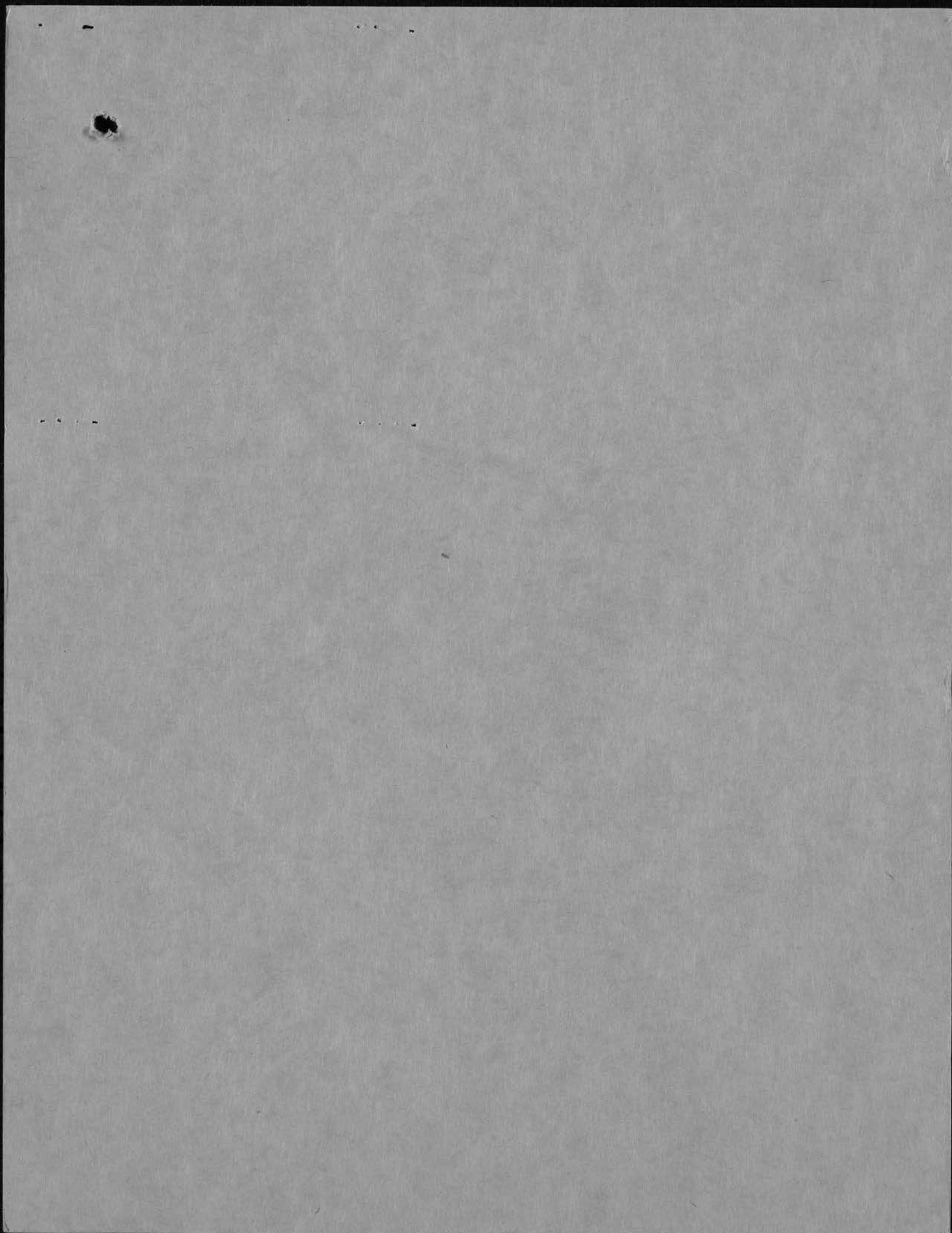
OFFICE OF ASSISTANT CHIEF ENGINEER.

FILE NO. 948-52

SUBJECT:

Branch Line Study

Seattle Branch



Saint Paul, July 31, 1937w

MR. H. E. STEVENS:

Herewith Mr. Clark's letter of July 27 concerning
report on the Seattle Branch.

L. YAGER

cy Mr. W. C. Sloan

Saint Paul, Minn.,

July 28, 1933w

MR. H. M. TREMAINE:

In accordance with my letter
yesterday to Mr. Elum, I am handing you herewith
copy of following branch line reports -

Camp Creek Branch

Red Bluff Branch

Pony Branch

Ruby Valley Branch

Philipsburg Branch

✓ Seattle Branch

Farmington Branch

CC-A F Stotler

L.YAGER.

Saint Paul, Minn.,

July 28, 1933w

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Ruby Valley Branch

Philipsburg Branch

Seattle Branch

Farmington Branch

Tracy Branch

Schrag Branch

Burnett Branch

L. YAGER

COPY

On Line West, Train No. 4,
July 27, 1933

Mr. L. Yager:

Referring to your letter of July 5, and returning one copy of the report made on the study of the Seattle Branch.

We do not maintain regular train service over this branch, the Cheney-Coulee local freight train making round trip from Davenport only when there are loads to be taken out or empties to be spotted. The cost of operation, therefore, is nominal.

This branch reaches into territory highly competitive with the main line of the Great Northern, and there are eleven grain warehousea and seven grain elevators which attract business to our line, 50% of which would be hauled to the Great Northern if we abandoned the branch.

In view of this situation, we feel that we cannot recommend its abandonment.

R. W. Clark

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Copies of Report on Peattie Branch sent to

White Copies

Blue Prints

Date Sent

Hollivers

2

7/7-33

RW Clark

1

1

W Sloan

2

J C Sharood

1

C K Crook

1

M Hughes

1

L N Wade

1

A C Serrell

1

Free

1 + 1 BE

3

M Baum 7/26

(A 4/5 7/27-33
17m 7/27-33)

Saint Paul, Minn.,

July 7, 1933w

MR. A. C. TERRELL:

For your information I am attaching
copy of report on study of Seattle Branch.

Assistant Chief Engineer.

Saint Paul, Minn.,

July 5, 1933w

MR. F. C. SHAROOD:
MR. C. H. GOODHUE:
MR. J. M. HUGHES:
MR. G. N. SLADE:

Herewith for your files copy of study
on the Seattle Branch.

L. YAGER

Saint Paul, Minn.,

July 5, 1933w

MR. W. C. SLOAN:

I am attaching two copies of report
on study of Seattle Branch. You will no doubt desire
to send one of these to Superintendent Taylor.

L. YAGER

Saint Paul, Minn.,

July 5, 1933w

MR. R. W. CLARK:

I am attaching two copies of report
on study of the Seattle Branch. I will appreciate
your views.

L. YAGER

Saint Paul, Minn.,

July 5, 1933w

MR. H. E. STEVENS:

I am attaching two copies of report
on study of the Seattle Branch. I am sending copies
to Messrs. Clark and Sloan.

L. YAGER

Seattle Branch

7/5/33

Omanos
Fry Spar
Gravelle
Chick Spar
Eelenv

6 270
804
8961
843
14,500

2 | 31570
15,780
7

11 046

White Cap

Bene Print.

Cy R W Clark
F. C. Shaw
C. H. Goodline
J. M. Hughes
G. N. Slade
H. E. Stevens

21

**NORTHERN PACIFIC RAILWAY
REPORT ON STUDY
OF
SEATTLE BRANCH**

**Office of Asst. Chief Engr.
St. Paul, Minnesota
July 5, 1933**

Saint Paul, Minn.,

July 5, 1933w

REPORT ON STUDY OF THE SEATTLE BRANCH

Description of this branch, method of operation, and traffic resources are given in the next attached portion of the report. This branch has been maintained and operated in a very economical manner. It is essentially an industrial spur with service adjusted to the requirements of the shippers. There is no economic justification for the branch other than the hauling convenience of the grain shippers who would be inconvenienced by abandonment and would no doubt protest against such action on the part of the Railway Company. The fact that the branch shows positive net return seems to make this an impractical abandonment prospect under present competitive circumstances. Loss of one-half the normal traffic to the Great Northern after abandonment would just about equal the present net returns. In view of the probability that there would be little if any relief from taxes through abandonment they have not been considered in the setup of expenses. It is therefore recommended that no action be taken until such time as an improvement in the highways in that territory changes the movement of grain to either the Washington Central Branch or the Great Northern, thereby presenting a more favorable abandonment case.

cy -

Mr. R. W. Clark
Mr. F. C. Sharood
Mr. C. H. Goodhue
Mr. J. M. Hughes
Mr. G. H. Slade



NORTHERN PACIFIC RAILWAY COMPANY

COMMENTS ON DATA DEVELOPED DURING STUDY OF SEATTLE BRANCH

CORPORATE HISTORY:

The Seattle Branch, 17.8 miles, from Davenport to Elanor, Washington, was originally part of the main line of the Seattle, Lake Shore and Eastern Railway Company, between Davenport and Spokane, Washington. This company constructed 216.27 miles of road in the State of Washington, including the Seattle Branch, during the years of 1887 to 1891.

The Seattle, Lake Shore and Eastern Railway Company failed, and receivers were appointed June 26, 1893. The property of the Seattle, Lake Shore and Eastern Railway Company was sold, under foreclosure proceedings, to a committee of bondholders on June 19, 1896. This committee organized two new companies to take over the property of the predecessor company. The line between Davenport and Spokane was conveyed to the Spokane and Seattle Railway Company by deed dated July 28, 1896. The balance of the property was conveyed to the Seattle and International Railway Company, on the same date. The Northern Pacific Railway Company purchased control of the Spokane and Seattle Railway Company from the bondholders of the Seattle Lake Shore and Eastern Railway Company, under agreement dated January 24, 1898. The property of the Spokane and Seattle Railway Company was conveyed to the Northern Pacific Railway Company by deeds dated March 17, 1899 and October 5, 1900.

The line between Davenport and Spokane, Washington, was operated by the Seattle Lake Shore and Eastern Railway Company, from February 1890 to June 30, 1893 on which date operation was discontinued. The rail was removed from that portion of the line between Spokane River and Gravelles, Washington, during the year 1899. The Northern Pacific Railway Company rehabilitated the line from Davenport to Eleanor, Washington, during the year 1901, and it has been operated by this company from that year to the present time.

The investment in the Seattle Branch by the Northern Pacific Railway Company is stated below:

Cost of reproduction new, as of June 30, 1917	\$236,667.00
Present value carrier land	10,278.00
Additions and betterments from July 1, 1917 to Dec. 31, 1931	(2,133.00)
Total carrier property	\$244,812.00
Non-carrier property	7,828.00
Total investment	\$252,640.00

This branch is covered by the following mortgages:

First Lien

Prior Lien Mortgage dated 1897, due in 1997.

Second Lien

General Lien Mortgage dated 1897, due in 2047.

Third Lien

Refunding and Improvement Mortgage dated 1914, due in 2047.

GENERAL

This branch leaves the Washington Central Branch of the Idaho Division at Davenport, Washington, 41.4 miles west of Cheney, Washington and runs southeast a distance of 17.8 miles roughly parallel and about five miles south of the Washington Central branch. Business handled is almost exclusively grain, this being a fairly good dry-farm country. The various towns along the line are nothing but grain loading stations, with no stores.

PHYSICAL CONDITIONS

Grades and Curves

Maximum curvature 8° . Maximum grade eastward 1%. Maximum grade westward 1%.

Roadbed and Track Characteristics

The branch is mud ballasted and is at present the destination of most of the available cinders from Spokane - will take several years to get enough cinders under the track to make conditions satisfactory.

Ties

This branch has been getting treated ties for some years and is now about 55% treated, 1932 requirements 1665 ties. Tie renewals will be relatively high during the next few years.

Rail

Except for 0.02 miles of 85# rail, all main line and siding rail is 56#.

Tie Plates

None.

Rail Anchors

None.

Bridges and Culverts

There are 499 feet of temporary bridges and some wood box culverts that require about \$200 per year to maintain.

Right of Way and Snow Fences

No snow fence. About 1-1/2 miles right-of-way fence. The railroad runs through a good many cross fences that are patched up after each train.

Tunnels

None.

Water Stations

None. Water at Davenport on the Washington Central Branch.

Buildings

No company buildings maintained on this branch.

General Track Conditions

This branch is subject to snow blockades, washouts and mud filling the ditches, track rather poor and will be maintained as poor track although a gradual accumulation of cinders will help somewhat.

Maintenance

This branch is handled by a force of 2/3 foreman and two men. The roadmaster working out of Spokane handles the trackage from Ramsey to Cheney, the Washington Central, Fort Sherman and Seattle branches. Bridge and building work on this branch is handled by Idaho Division crews under the Supervisor at Spokane. It is estimated that the track maintenance will average \$7638, the bridges and culverts \$2000, a total annual cost of \$9638.

Transportation and Operation

This branch is handled by the Trainmaster at Spokane, having supervision over the branches.

There is no passenger service on the branch. Freight service is assigned as a Friday trip by the Washington Central way-freight crew with two brakemen and S-4 power. There are some weeks when the trip is not made. It is estimated that 50 trips per year are made with an average of 3-1/2 hours per trip, which is overtime for the crew. Approximately annual cost for transportation and equipment maintenance is \$1875.

Station Organisation

None - all work done at Davenport.

Industries, Past and Prospective Tonnage

Eleanor

A warehouse and an elevator belonging to the Washington Grain and Milling Company and a warehouse and an elevator belonging to the Reardon Union Grain Company.

Chick's Spur

One elevator.

Ditmar Spur

One elevator.

Gravelles

Warehouses belonging to the Gravelles Farmers' Elevator Company, Pacific Coast, Washington Grain and Milling, and Jannett; also an elevator belonging to the Washington Grain and Milling.

Fry's Spur

One warehouse.

Omans

An elevator belonging to A. A. Gaddy, a Pacific Coast warehouse, two Washington Grain and Milling warehouses and a tank elevator.

At Mile Post 5-1/2

Direct loading onto main track.

At Mile Post 3-1/2

A warehouse spot on main line.

At Mile Post 2-3/4

A warehouse spot on main line.

The crop situation is fairly constant and the 1931 crop may be considered normal. Available land pretty well under cultivation.

Possibilities for Extension or Grade Revision

None - the line runs into the angle between the Washington Central branch and the main line of the Great Northern and is too close to both now to be economically justified. A further extension eastward along the old grade might tap some business from the Great Northern but would develop no new territory.

Improvements to be made to increase capacity
or effect economies in operation

None - unless heavier power is used on the Washington Central branch, in which case heavier rail and more ballast would be required.

APPROXIMATE COST OF OPERATING THE SEATTLE BRANCH:

	Main Line	17.92 miles	
	Sidings	1.11 miles	
	Total	19.03 miles	
Ties at \$180 per mile			\$3,425
Switch ties, 9 at \$7.60			68
Rail, 0.02 - 85¢			1
19.01 - 56¢			502
OTM at \$10			190
Burning			76
Washouts			100
Ditching			75
Snow, etc.			75
Cinders			150
1-1/2 miles fence mtce. at \$5			8
Labor - 2/3 foreman and two men			2,968
Total track			\$7,638
<u>B&B</u>			
Culverts			200
Bridges 15000 at 12%			1,800
No buildings			2,000
No telephone			
Total Maintenance			9,638
Operation - 1900 engine-miles at \$.37		703	
3281 crew-miles at \$.35		1,148	
Freight Car Maintenance		24	
Total Operation			1,875
Maintenance			9,638
Total Cost			11,513
Freight Forwarded		\$31,571	
Freight Received		357	
Total Revenue		\$31,571	
Less Costs		11,513	
Difference of gross			20,058
Less 30% of gross for main line cost			9,478
Probable net revenue to Northern Pacific			10,587

Abandonment, complete or partial, and estimated net results:

In that this branch is within five miles of the Washington Central branch, it would at first appear that it is not economically justified. However, it is so well established that the roads through rather rough country do not lead to points on the Washington Central branch as directly as they might - grain being handled overland regardless of roads to towns on the Seattle branch, whereas if hauled to the Washington Central branch or the Great Northern, it would be necessary to add considerable mileage to the farmers' haul to get to a road. By road Omans is 6 miles from Davenport, 8 miles from Blue Stem on the Great Northern and 10 miles from Reardon on the Washington Central branch. Chicks is 10 miles from a town on the Great Northern, 6-1/2 miles from Reardon. Eleanor is 7 miles from a town on the Great Northern, 5 miles by a very steep road to Reardon, or 9 miles by good road to Reardon. If the branch were abandoned, it is safe to say that 40% of the business might find its way to the Great Northern rather than to the Washington Central branch.

Abandonment would result in an apparent saving of \$11,513 in maintenance and operation, but on a 40% basis this would result in a loss of gross of \$12,628. Allowing 30% of the gross for main line handling, it would mean that we would hand over to the Great Northern a net of \$8840 and save \$2673 ourselves.

The Traffic Department has a valid objection to this abandonment in that several of the elevators and warehouses belong to large companies with competitive business elsewhere who would not be pleased with the loss of their investment and trade connections and, if we should abandon the branch, they might route other business against us.

Field inspection and collection of data by Messrs. G. N. Slade, F. Ch Sharood and J. A. Bryan. Mr. T. A. Murphy, General Agent at Spokane, was consulted with respect to traffic matters.

cy -

Messrs. R. W. Clark
J. M. Hughes
C. H. Goodhue
F. C. Sharood
G. N. Slade

NORTHERN PACIFIC RAILWAY COMPANY

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FREIGHT TRAFFIC INTERCHANGED WITH SEATTLE BRANCH.
YEAR 1931.

FORWARDED			RECEIVED		
Commodity	Tons	N.P. Revenue	Commodity	Tons	N.P. Revenue
<u>OMANS, WASHINGTON</u>					
Grain	1,896	\$6,106	Hay	12	\$35
			Coal	29	129
TOTAL -	1,896	\$6,106	TOTAL -	41	\$164
<u>FRY SPUR, WASHINGTON</u>					
Grain	239	\$804			
<u>GRAVELLES, WASHINGTON</u>					
Grain	2,974	\$8,961			
<u>CHICK SPUR, WASHINGTON</u>					
Grain	292	\$843			
<u>ELEANOR, WASHINGTON</u>					
Grain	3,805	\$14,500	Coal	44	\$193
GRAND TOTAL -	9,206	\$31,214	GRAND TOTAL -	85	\$357

FREIGHT	N.P. REVENUE
FORWARDED	\$31,214
RECEIVED	357
TOTAL -	\$31,571

NOTE: No Passenger Service.

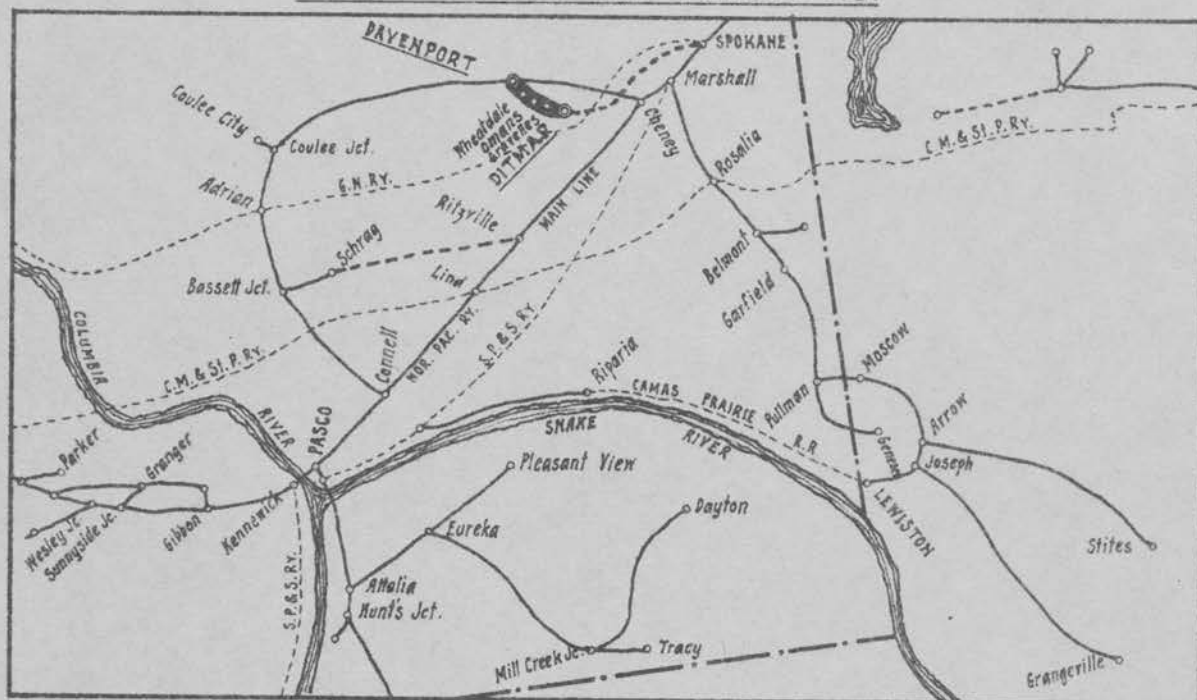
St. Paul, Minnesota,
May 10th, 1932.
AFR -B- 3254.

N.P.R.Y.

IDAHO DIVISION

SEATTLE BRANCH

VALUATION SECTION WASH. 13.



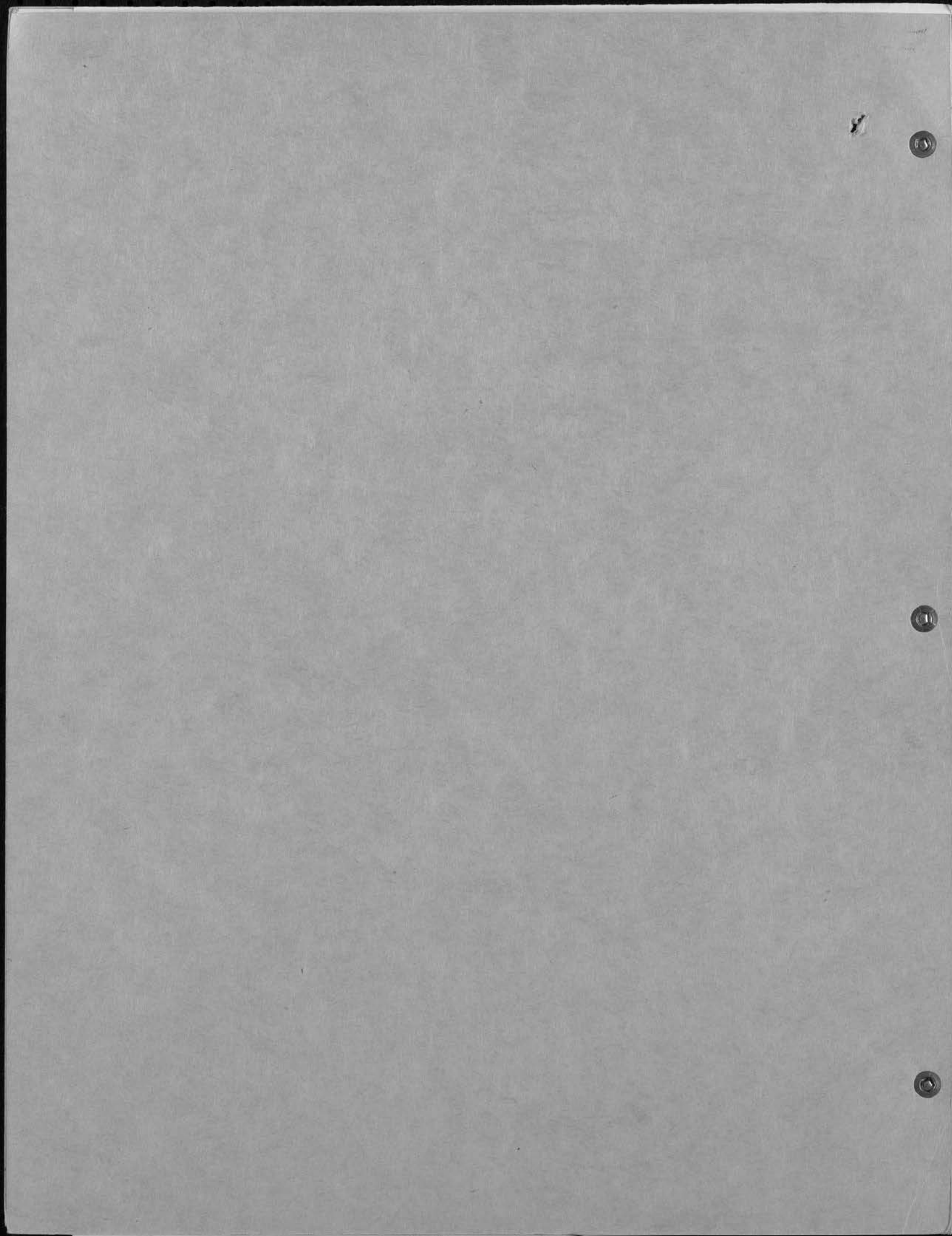
RADE AND CURVE DATA

DAVENPORT TO DITMAR, WASHINGTON. 17.92 MILES										
RULING GRADE - WEST 1.0%, EAST 1.0%										
MILES OF GRADE										
Level	.1	.3	.4	.5	.6	.7	.8	.9	1.0	
West-	.8	1.3	1.8	.3	.3		.6	2.1	.4	
East+	1.4	.6	.3	.2	.3	.5	.8	2.0	1.7	2.5
MAXIMUM CURVE 8 DEGREES										
MILES OF TANGENT AND CURVE										
Tangent	1°	2°	3°	3°30'	4°	5°	6°	7°	8°	
12.05	.71	.66	1.97	.18	.89	.34	.24	.59	.29	
Total Degrees of Curvature: Right 533°, Left 633°										

CORPORATE HISTORY AND DATES OF CONSTRUCTION

This is a single track line extending from Davenport in an Easterly direction to Ditmar, Washington.

This branch as originally constructed by the Seattle, Lake Shore and Eastern Railway Company in 1888 and 1889, extended from Davenport to Spokane, Washington, the company failed and receivers were appointed June 26th, 1893, the property was sold to a committee of bond holders conveyance being made June 19th, 1896 who organized the Spokane and Seattle Railway Company, deeding the property July 28th, 1896. From Davenport to Medical Lake was conveyed to the Northern Pacific Railway Company, March 17, 1899 and from Medical Lake to Spokane, Oct. 3, 1900. Track between Ditmar and Spokane River (Spokane) taken up in 1899 and Right of Way and grade between Medical Lake and Spokane River sold to the Spokane & Eastern Trust Co., December 1903 and now used by the Washington Water Power Company Electric Lines.



**NORTHERN PACIFIC RAILWAY
REPORT ON STUDY
OF
SEATTLE BRANCH**

**Office of Asst. Chief Engr.
St. Paul, Minnesota
July 5, 1933**

Saint Paul, Minn.,

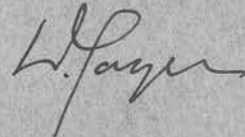
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C. H. Goodhue
F. C. Sharood
G. N. Slade

VALUATION SECTION WASH. 13.

CORPORATE HISTORY AND DATES OF CONSTRUCTION

This branch was originally constructed by the Seattle, Lake Shore and Eastern Railway Company in 1888 and 1889, extended from Davenport to Spokane, Washington, the company failed and receivers were appointed June 26th, 1893, the property was sold to a committee of bond holders conveyance being made June 19th, 1896 who organized the Spokane and Seattle Railway Company, deeding the property July 28th, 1896. From Davenport to Medical Lake was conveyed to the Northern Pacific Railway Company, March 17, 1899 and from Medical Lake to Spokane, Oct. 3, 1900. Track between Dittmar and Spokane River (Spokane) taken up in 1899 and Right of Way and grade between Medical Lake and Spokane River sold to the Spokane & Eastern Trust Co., December 1903 and now used by the Washington Water Power Company Electric Lines.

1

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**NORTHERN PACIFIC RAILWAY
REPORT ON STUDY
OF
SEATTLE BRANCH**

**Office of Asst. Chief Engr.
St. Paul, Minnesota
July 5, 1933**

Duluth, Minnesota,
June 29th, 1933



Mr. Louis Yager:

I am attaching write-up of Seattle branch. In the write-up I make no recommendations for abandonment, as the branch is at present showing a fair return in out of pocket expense. However, if we could find some line of the Great Northern similarly situated, I feel we would be justified in making a trade. It doesn't seem very good business on our part to make a saving at present of \$11,500 in out of pocket expense by giving up a net revenue of \$8800.

It seems this is another branch that could be let go along at present standard of maintenance until such time as a major relay or some major item of expense might turn up.

If, however, there is an actual desire to tear up branches that are not economically justified from the view point of a general transportation problem, it is safe to include this branch.

Field data collected with the help of J. A. Bryan, Roadmaster, and the traffic matters discussed in the Spokane office with T. A. Murphy, General Agent.

enc.

*write up
report 6/30 E. M. Slade*

SEATTLE BRANCH

GENERAL

This branch leaves the Washington Central branch of the Idaho Division at Davenport, Washington, 41.4 miles West of Cheney, Washington and runs Southeast a distance of 17.8 miles roughly parallel and about five miles South of the Washington Central branch. Business handled is almost exclusively grain, this being a fairly good dry farm country. The various towns along the line are nothing but grain loading stations, with no stores.

PHYSICAL CONDITIONS

Grades and Curves

Maximum curvature 8° . Maximum grade Eastward 1%. Maximum grade Westward 1%.

Roadbed and Track Characteristics

The branch is mud ballasted and is at present the destination of most of the available cinders from Spokane - will take several years to get enough cinders under the track to make conditions satisfactory.

Ties

This branch has been getting treated ties for some years and is now about 55% treated, 1932 requirements 1665 ties. Tie renewals will be relatively high during the next few years.

Rail

Except for .02 miles of 85# rail all main line and siding rail is 56#.

Tie Plates

~~None~~

Rail Anchors

None

Bridges and Culverts

There are 499 feet of temporary bridges and some wood box culverts that require about \$200 per year to maintain.

Right of Way and Snow Fences

No snow fence. About 1 1/2 mile R/w fence

~~None~~ - the railroad runs through a good many cross fences that are patched up after each train.

Tunnels

None

Water Stations

None - water at Davenport on the Washington Central branch.

Buildings

No Company buildings maintained on this branch.

General Track Conditions

This branch is subject to snow blockades, washouts and mud filling the ditches, track rather poor and will be maintained as poor track although a gradual accumulation of cinders will help somewhat.

Maintenance

This branch is handled by a force of 2/3 foreman and two men. The Roadmaster working out of Spokane handles the trackage from Ramsey to Cheney, the Washington Central, Fort Sherman and Seattle branches.

Bridge and building work on this branch is handled by Idaho Division crews under the Supervisor at Spokane.

It is estimated that the track maintenance will average \$7,638, the bridges and culverts \$2,000, a total annual cost of \$9,638.

Transportation and Operation

This branch is handled by the Trainmaster at Spokane, having supervision over the branches.

There is no passenger service on the branch. Freight service is assigned as a Friday trip by the Washington Central wayfreight crew with two brakemen and S-4 power. There are some weeks when the trip is not made. It is estimated that 50 trips per year are made with an average of $3\frac{1}{2}$ hours per trip, which is overtime for the crew. Approximate annual cost for transportation and equipment maintenance is \$1,875.

Station Organization

None - all work done at Davenport.

Industries, Past and Prospective Tonnage

Eleanor - a warehouse and an elevator belonging to the Washington Grain and Milling Company and a warehouse and an elevator belonging to the Reardon Union Grain Company.

Chick's Spur - one elevator

Ditmar Spur - one elevator.

Gravelles - warehouses belonging to the Gravelles Farmers' Elevator Company, Pacific Coast, Washington Grain and Milling, and Jannett; also an elevator belonging to the Washington Grain and Milling.

Fry's Spur - one warehouse.

Omans - an elevator belonging to A. A. Geddy, a Pacific Coast warehouse, two Washington Grain and Milling warehouses and a tank elevator.

At Mile Post $5\frac{1}{2}$ - direct loading onto main track.

At Mile Post $3\frac{1}{2}$ - a warehouse spot on main line.

At Mile Post $2\frac{3}{4}$ - a warehouse spot on main line.

The crop situation is fairly constant and the 1931 crop may be considered normal. Available land pretty well under cultivation.

Possibilities for Extension or Grade Revision

None - the line runs into the angle between the Washington Central branch and the main line of the Great Northern and is too close to both now to be economically justified. A further extension Eastward along the old grade might tap some business from the Great Northern but would develop no new territory.

Improvements to be made to increase capacity or effect economies in operation

None - unless heavier power is used on the Washington Central branch in which case heavier rail and more ballast would be required.

Approximate Cost of Operation Seattle Branch

	Main Line	17.92 miles	
	Sidings	1.11 "	
	Total	19.03 miles	
Ties @ \$180 per mile		\$3,425	
Sw. Ties, 9 @ 7.60		68	
Rail, .02 - 85#		1	
19.01 - 56#		502	
OTM @ \$10		190	
Burning		76	
Washouts		100	
Ditching		75	
Snow, etc.		75	
Cinders		150	
1½ mi. fence mtce. @ \$5		8	
Labor - 2/3 foreman and 2 men		2,968	
Total Track			\$7,638
B&B			
Culverts		200	
Bridges 15,000 @ 12%		1,800	
No buildings			<u>2,000</u>
No telephone			
Total Maintenance			\$9,638
Operation - 1900 eng. mi. @ .37		703	
3281 crew mi. @ .35		1,148	
Freight Car Maintenance		24	
Total Operation Maintenance			<u>1,875</u> <u>9,638</u>
Total Cost			\$11,513
Freight Forwarded		\$31,571	
Freight Received		357	
Total Revenue		\$31,571	
Less Costs		11,513	
Difference <i>of gross</i>			20,058
Less 30% not estimated <i>for main line cost-</i>			<u>9,471</u>
Probable net revenue to Northern Pacific			\$10,587

Abandonment, complete or partial, and estimated net results

In that this branch is within five miles of the Washington Central branch it would at first appear that it is not economically justified. However, it is so well established that the roads through rather rough country do not lead to points on the Washington Central branch as directly as they might - grain being handled overland regardless of roads to towns on the Seattle branch, whereas if hauled to the Washington Central branch or the Great Northern, it would be necessary to add considerable mileage to the farmers' haul to get to a road. By road Omans is 6 miles from Davenport, 8 miles from Blue Stem on the Great Northern and 10 miles from Reardon on the Washington Central branch. Chicks is 10 miles from a town on the Great Northern, $6\frac{1}{2}$ miles from Reardon. Eleanor is 7 miles from a town on the Great Northern, 5 miles by a very steep road to Reardon, or 9 miles by good road to Reardon. If the branch were abandoned, it is safe to say that 40% of the business might find its way to the Great Northern rather than to the Washington Central branch.

Abandonment would result in an apparent saving of \$11,513 in maintenance and operation but on a 40% basis this would result in a loss of gross of \$12,628. Allowing 30% of the gross for main line handling, it would mean that we would hand over to the Great Northern a net of \$8,840 and save \$2,673 ourselves.

The Traffic Department has a valid objection to this abandonment in that several of the elevators and warehouses belong to large companies with competitive business elsewhere who would not be pleased with the loss of their investment and trade connections and, if we should abandon the branch, they might route other business against us.

Field inspection and collection of data by
G. N. Slade ~~and~~ F. C. Sharwood, J. A. Bryan.

Mr. T. A. Murphy Genl. Agent at Spokane
Consulted with respect to traffic matters.

Cy - R. W. Clark
J. M. Hughes
C. H. Goodhue
F. C. Sharwood
G. N. Slade.

Saint Paul, June 28, 1932w

Mr. G. W. Slade,

Duluth, Minn.

I am handing you herewith one copy of Mr.
Sharood's writeup on the Seattle Branch.

Assistant Chief Engineer.

SEATTLE BRANCH

The Seattle Branch, 17.8 miles, from Davenport to Eleanor, Washington, was originally part of the main line of the Seattle, Lake Shore and Eastern Railway Company, between Davenport and Spokane, Washington. This company constructed 216.27 miles of road in the State of Washington, including the Seattle Branch, during the years of 1887 to 1891.

The Seattle Lake Shore and Eastern Railway Company failed and receivers were appointed June 26, 1893. The property of the Seattle Lake Shore and Eastern Railway Company was sold, under foreclosure proceedings, to a committee of bondholders on June 19, 1896. This committee organized two new companies to take over the property of the predecessor company. The line between Davenport and Spokane, Washington, was conveyed to the Spokane and Seattle Railway Company by deed dated July 28, 1896. The balance of the property was conveyed to the Seattle and International Railway Company, on the same date. The Northern Pacific Railway Company purchased control of the Spokane and Seattle Railway Company from the bondholders of the Seattle Lake Shore and Eastern Railway Company, under agreement dated January 24, 1898. The property of the Spokane and Seattle Railway Company was conveyed to the Northern Pacific Railway Company by deeds dated March 17, 1899 and October 5, 1900.

The line between Davenport and Spokane, Washington, was operated by the Seattle Lake Shore and Eastern Railway Company, from February-1890, to June 30, 1893, on which date operation was discontinued. The rail was removed from that portion of the line between Spokane River and Gravelles, Washington, during the year 1899. The Northern Pacific Railway Company rehabilitated the line from Daven-

port to Eleanor, Washington, during the year 1901, and it has been operated by this company from that year to the present time.

The investment in the Seattle Branch by the Northern Pacific Railway Company, is stated below:

Cost of reproduction new, as of June 30, 1917,	\$236,667.00
Present value carrier land	10,278.00
Additions and betterments from July 1, 1917, to December 31, 1931	<u>(2,133.00)</u>
Total carrier property	\$244,812.00
Non-carrier property	<u>7,828.00</u>
Total investment	<u>\$252,640.00</u>

This branch is covered by the following mortgages:

First Lien

Prior Lien Mortgage dated 1897, due in 1997.

Second Lien

General Lien Mortgage dated 1897, due in 2047.

Third Lien

Refunding and Improvement Mortgage dated 1914, due in 2047.

SEATTLE BRANCH

The Seattle Branch, 17.8 miles, from Davenport to Eleanor, Washington, was originally part of the main line of the Seattle, Lake Shore and Eastern Railway Company, between Davenport and Spokane, Washington. This company constructed 216.27 miles of road in the State of Washington, including the Seattle Branch, during the years of 1887 to 1891.

The Seattle Lake Shore and Eastern Railway Company failed and receivers were appointed June 26, 1893. The property of the Seattle Lake Shore and Eastern Railway Company was sold, under foreclosure proceedings, to a committee of bondholders on June 19, 1896. This committee organized two new companies to take over the property of the predecessor company. The line between Davenport and Spokane, Washington, was conveyed to the Spokane and Seattle Railway Company by deed dated July 28, 1896. The balance of the property was conveyed to the Seattle and International Railway Company, on the same date. The Northern Pacific Railway Company purchased control of the Spokane and Seattle Railway Company from the bondholders of the Seattle Lake Shore and Eastern Railway Company, under agreement dated January 24, 1898. The property of the Spokane and Seattle Railway Company was conveyed to the Northern Pacific Railway Company by deeds dated March 17, 1899 and October 5, 1900.

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SEATTLE BRANCH

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The Seattle Lake Shore and Eastern Railway Company failed and receivers were appointed June 26, 1893. The property of the Seattle Lake Shore and Eastern Railway Company was sold, under foreclosure proceedings, to a committee of bondholders on June 19, 1896. This committee organized two new companies to take over the property of the predecessor company. The line between Davenport and Spokane, Washington, was conveyed to the Spokane and Seattle Railway Company by deed dated July 28, 1896. The balance of the property was conveyed to the Seattle and International Railway Company, on the same date. The Northern Pacific Railway Company purchased control of the Spokane and Seattle Railway Company from the bondholders of the Seattle Lake Shore and Eastern Railway Company, under agreement dated January 24, 1898. The property of the Spokane and Seattle Railway Company was conveyed to the Northern Pacific Railway Company by deeds dated March 17, 1899 and October 5, 1900.

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SEATTLE BRANCH

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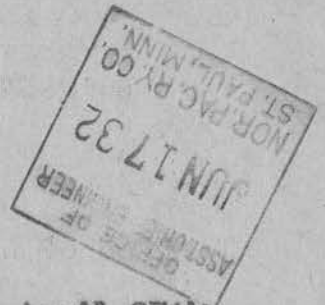
General Lien Mortgage dated 1897, due in 2047.

Third Lien

Refunding and Improvement Mortgage dated 1914, due in 2047.

St. Paul, Minn.,

June 17, 1932.



F. C. Sharood
Mr. F. C. Sharood -

As per your request of April 27th for valuation of the Seattle Branch, Davenport to Eleanor, Washington Valuation Section 13, and including 2332 feet on Valuation Section 12.

The I. C. C. allowed us as of June 30, 1917 at 1914 prices, \$236,667, cost of reproduction new, exclusive of land. To bring this valuation to date, it will be necessary to add land as of June 30, 1917, and A&B for all accounts to date.

As the I. C. C. valuation is based on 1914 prices, a factor of 1.55 is suggested to bring same to present day price level.

(Signed) A. C. TERRELL

Valuation Engineer

cc-Mr. Bernard Blum

[Handwritten signature]

RECEIVED
JAN 1961
OFFICE OF
THE DIRECTOR
U.S. AIR FORCE

Saint Paul, Minn.,

May 13, 1932w

Mr. G. N. Slade,
c/o General Manager
Seattle, Wash.

I am handing you herewith
copy of Accounting Department Special 1521-N,
showing earnings on the Seattle Branch for
the year 1931. They advise there were no mail
or express earnings on this branch for that
year.

Assistant Chief Engineer.

ST. PAUL, MINN.
NOR. PAC. EX. 60
MAY 12 1932
OFFICE OF
ASSISTANT ENGINEER

St. Paul, Minnesota,
May 12, 1932.

File V - 2697.

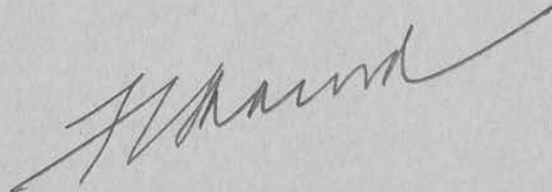
MR. L. YAGER:

Attached please find 13 copies of
Special 1521-N, showing the earnings on the Seattle
Branch for the year 1931.

There were no mail or express earn-
ings on this branch for that year.

FCS-MHS.

Incl.

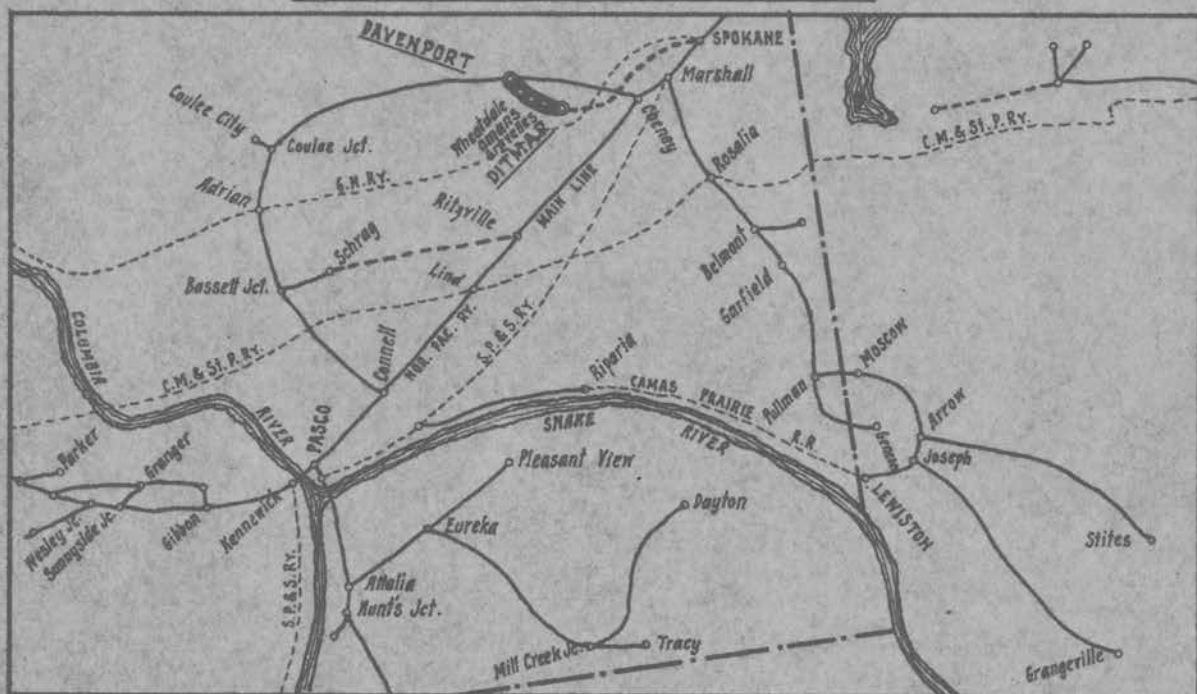
A handwritten signature in dark ink, appearing to read "H. H. H. H.", is written over the typed text "FCS-MHS." and "Incl.".

N.P.R.Y.

IDAHO DIVISION

SEATTLE BRANCH

VALUATION SECTION WASH. 13.



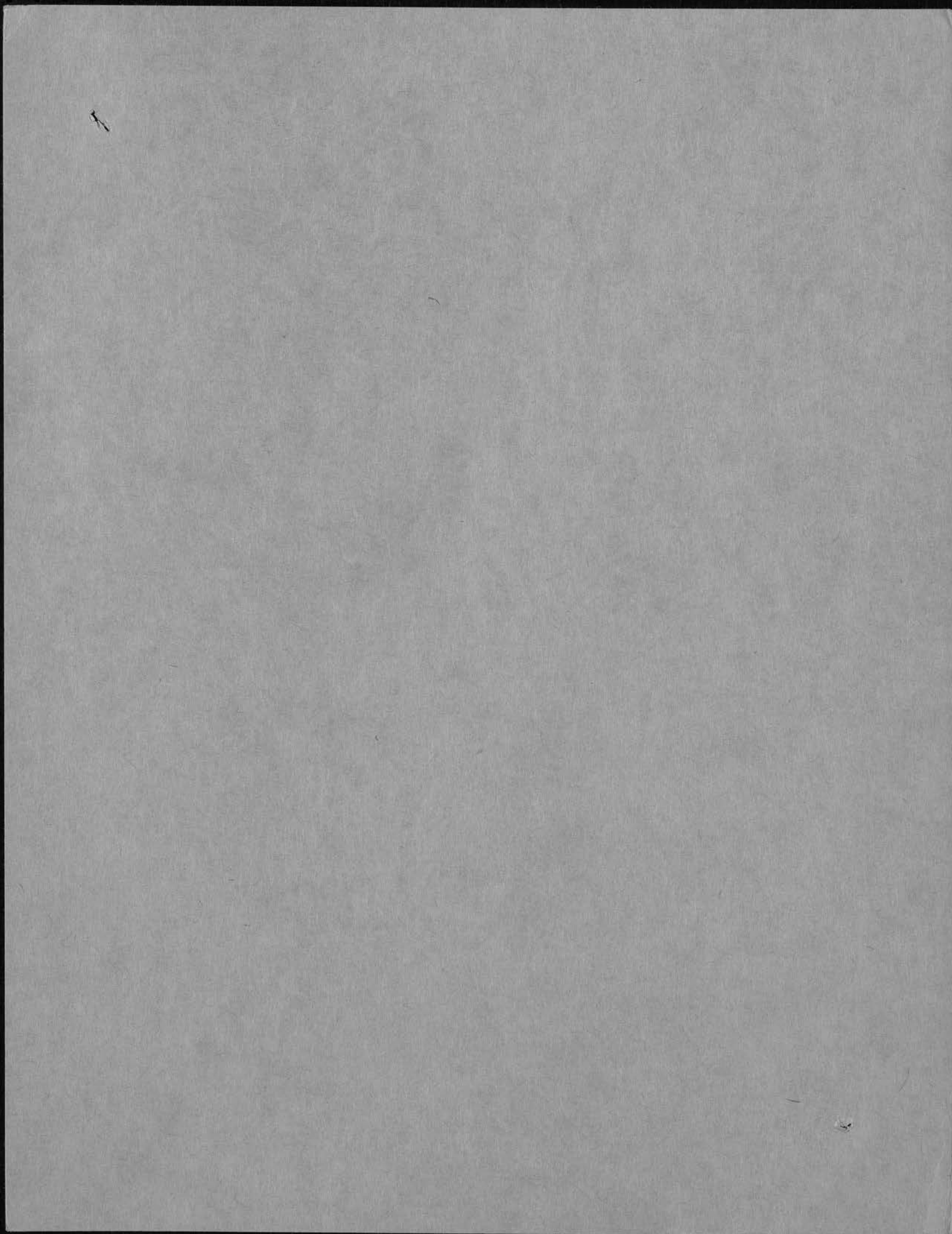
GRADE AND CURVE DATA

DAVENPORT TO DITMAR, WASHINGTON. 17.92 MILES										
RULING GRADE - WEST 1.0%, EAST 1.0%										
MILES OF GRADE										
	Level	.1	.3	.4	.5	.6	.7	.8	.9	1.0
West-		.8	1.3	1.8	.3	.3		.6	2.1	.4
East+	1.4	.6	.3	.2	.3	.5	.8	2.0	1.7	2.5
MAXIMUM CURVE 8 DEGREES										
MILES OF TANGENT AND CURVE										
Tangent	1°	2°	3°	3°30'	4°	5°	6°	7°	8°	
	12.05	.71	.56	1.97	.18	.89	.34	.24	.59	.29
Total, Degrees of Curvature: Right 533°, Left 633°										

CORPORATE HISTORY AND DATES OF CONSTRUCTION

This is a single track line extending from Davenport in an Easterly direction to Ditmar, Washington.

This branch as originally constructed by the Seattle, Lake Shore and Eastern Railway Company in 1888 and 1889, extended from Davenport to Spokane, Washington, the company failed and receivers were appointed June 26th, 1893, the property was sold to a committee of bond holders conveyance being made June 19th, 1896 who organized the Spokane and Seattle Railway Company, deeding the property July 28th, 1896. From Davenport to Medical Lake was conveyed to the Northern Pacific Railway Company, March 17, 1899 and from Medical Lake to Spokane, Oct. 3, 1900. Track between Ditmar and Spokane River (Spokane) taken up in 1899 and Right of Way and grade between Medical Lake and Spokane River sold to the Spokane & Eastern Trust Co., December 1903 and now used by the Washington Water Power Company Electric Lines.



[948-52]

**NORTHERN PACIFIC RAILWAY
REPORT ON STUDY
OF
SEATTLE BRANCH**

**Office of Asst. Chief Engr.
St. Paul, Minnesota
July 5, 1933**

Saint Paul, Minn.,

July 5, 1933w

REPORT ON STUDY OF THE SEATTLE BRANCH

Description of this branch, method of operation, and traffic resources are given in the next attached portion of the report. This branch has been maintained and operated in a very economical manner. It is essentially an industrial spur with service adjusted to the requirements of the shippers. There is no economic justification for the branch other than the hauling convenience of the grain shippers who would be inconvenienced by abandonment and would no doubt protest against such action on the part of the Railway Company. The fact that the branch shows positive net return seems to make this an impractical abandonment prospect under present competitive circumstances. Loss of one-half the normal traffic to the Great Northern after abandonment would just about equal the present net returns. In view of the probability that there would be little if any relief from taxes through abandonment they have not been considered in the setup of expenses. It is therefore recommended that no action be taken until such time as an improvement in the highways in that territory changes the movement of grain to either the Washington Central Branch or the Great Northern, thereby presenting a more favorable abandonment case.

cy -

Mr. R. W. Clark
Mr. F. C. Sharood
Mr. C. E. Goodhue
Mr. J. M. Hughes
Mr. G. N. Slade

NORTHERN PACIFIC RAILWAY COMPANY

COMMENTS ON DATA DEVELOPED DURING STUDY OF SEATTLE BRANCH

CORPORATE HISTORY:

The Seattle Branch, 17.8 miles, from Davenport to Elanor, Washington, was originally part of the main line of the Seattle, Lake Shore and Eastern Railway Company, between Davenport and Spokane, Washington. This company constructed 216.27 miles of road in the State of Washington, including the Seattle Branch, during the years of 1887 to 1891.

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The line between Davenport and Spokane, Washington, was operated by the Seattle Lake Shore and Eastern Railway Company, from February 1890 to June 30, 1893 on which date operation was discontinued. The rail was removed from that portion of the line between Spokane River and Gravelles, Washington, during the year 1899. The Northern Pacific Railway Company rehabilitated the line from Davenport to Eleanor, Washington, during the year 1901, and it has been operated by this company from that year to the present time.

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Second Lien

General Lien Mortgage dated 1897, due in 2047.

Third Lien

Refunding and Improvement Mortgage dated 1914, due in 2047.

GENERAL

This branch leaves the Washington Central Branch of the Idaho Division at Davenport, Washington, 41.4 miles west of Cheney, Washington and runs southeast a distance of 17.8 miles roughly parallel and about five miles south of the Washington Central branch. Business handled is almost exclusively grain, this being a fairly good dry-farm country. The various towns along the line are nothing but grain loading stations, with no stores.

PHYSICAL CONDITIONS

Grades and Curves

Maximum curvature 8° . Maximum grade eastward 1%. Maximum grade westward 1%.

Roadbed and Track Characteristics

The branch is mud ballasted and is at present the destination of most of the available cinders from Spokane - will take several years to get enough cinders under the track to make conditions satisfactory.

Ties

This branch has been getting treated ties for some years and is now about 55% treated, 1932 requirements 1665 ties. Tie renewals will be relatively high during the next few years.

Rail

Except for 0.02 miles of 85# rail, all main line and siding rail is 56#.

Tie Plates

None.

Rail Anchors

None.

Bridges and Culverts

There are 499 feet of temporary bridges and some wood box culverts that require about \$200 per year to maintain.

Right of Way and Snow Fences

No snow fence. About 1-1/2 miles right-of-way fence. The railroad runs through a good many cross fences that are patched up after each train.

Tunnels

None.

Water Stations

None. Water at Davenport on the Washington Central Branch.

Buildings

No company buildings maintained on this branch.

General Track Conditions

This branch is subject to snow blockades, washouts and mud filling the ditches, track rather poor and will be maintained as poor track although a gradual accumulation of cinders will help somewhat.

Maintenance

This branch is handled by a force of 2/3 foreman and two men. The road-master working out of Spokane handles the trackage from Ramsey to Cheney, the Washington Central, Fort Sherman and Seattle branches. Bridge and building work on this branch is handled by Idaho Division crews under the Supervisor at Spokane. It is estimated that the track maintenance will average \$7638, the bridges and culverts \$2000, a total annual cost of \$9638.

Transportation and Operation

This branch is handled by the Trainmaster at Spokane, having supervision over the branches.

There is no passenger service on the branch. Freight service is assigned as a Friday trip by the Washington Central way-freight crew with two brakemen and S-4 power. There are some weeks when the trip is not made. It is estimated that 50 trips per year are made with an average of 3-1/2 hours per trip, which is overtime for the crew. Approximately annual cost for transportation and equipment maintenance is \$1875.

Station Organization

None - all work done at Davenport.

Industries, Past and Prospective Tonnage

Eleanor

A warehouse and an elevator belonging to the Washington Grain and Milling Company and a warehouse and an elevator belonging to the Reardon Union Grain Company.

Chick's Spur

One elevator.

Ditmar Spur

One elevator.

Gravelles

Warehouses belonging to the Gravelles Farmers' Elevator Company, Pacific Coast, Washington Grain and Milling, and Jannett; also an elevator belonging to the Washington Grain and Milling.

Fry's Spur

One warehouse.

Omans

An elevator belonging to A. A. Geddy, a Pacific Coast warehouse, two Washington Grain and Milling warehouses and a tank elevator.

At Mile Post 5-1/2

Direct loading onto main track.

At Mile Post 3-1/2

A warehouse spot on main line.

At Mile Post 2-3/4

A warehouse spot on main line.

The crop situation is fairly constant and the 1931 crop may be considered normal. Available land pretty well under cultivation.

Possibilities for Extension or Grade Revision

None - the line runs into the angle between the Washington Central branch and the main line of the Great Northern and is too close to both now to be economically justified. A further extension eastward along the old grade might tap some business from the Great Northern but would develop no new territory.

Improvements to be made to increase capacity
or effect economies in operation

None - unless heavier power is used on the Washington Central branch, in which case heavier rail and more ballast would be required.

APPROXIMATE COST OF OPERATING THE SEATTLE BRANCH:

	Main Line	17.92 miles	
	Sidings	1.11 miles	
	Total	<u>19.03 miles</u>	
Ties at \$180 per mile		\$3,425	
Switch ties, 9 at \$7.60		68	
Rail, 0.02 - 85¢		1	
19.01 - 56¢		502	
OTM at \$10		190	
Burning		76	
Washouts		100	
Ditching		75	
Snow, etc.		75	
Cinders		150	
1-1/2 miles fence mtce. at \$5		8	
Labor - 2/3 foreman and two men		<u>2,968</u>	
Total track			\$7,638
<u>R&B</u>			
Culverts		200	
Bridges 15000 at 12¢		<u>1,800</u>	
No buildings			2,000
No telephone			
Total Maintenance			<u>9,638</u>
Operation - 1900 engine-miles at \$.37		703	
3281 crew-miles at \$.35		<u>1,148</u>	
Freight Car Maintenance		24	
Total Operation			1,875
Maintenance			<u>9,638</u>
Total Cost			<u>11,513</u>
Freight Forwarded		\$31,571	
Freight Received		357	
Total Revenue		<u>\$31,571</u>	
Less Costs		<u>11,513</u>	
Difference of gross			20,058
Less 50% of gross for main line cost			<u>9,479</u>
Probable net revenue to Northern Pacific			<u>10,587</u>

Abandonment, complete or partial, and estimated net results:

In that this branch is within five miles of the Washington Central branch, it would at first appear that it is not economically justified. However, it is so well established that the roads through rather rough country do not lead to points on the Washington Central branch as directly as they might - grain being handled overland regardless of roads to towns on the Seattle branch, whereas if hauled to the Washington Central branch or the Great Northern, it would be necessary to add considerable mileage to the farmers' haul to get to a road. By road Omans is 6 miles from Davenport, 8 miles from Blue Stem on the Great Northern and 10 miles from Reardon on the Washington Central branch. Chicks is 10 miles from a town on the Great Northern, 6-1/2 miles from Reardon. Eleanor is 7 miles from a town on the Great Northern, 5 miles by a very steep road to Reardon, or 9 miles by good road to Reardon. If the branch were abandoned, it is safe to say that 40% of the business might find its way to the Great Northern rather than to the Washington Central branch.

Abandonment would result in an apparent saving of \$11,513 in maintenance and operation, but on a 40% basis this would result in a loss of gross of \$12,628. Allowing 30% of the gross for main line handling, it would mean that we would hand over to the Great Northern a net of \$8840 and save \$2673 ourselves.

The Traffic Department has a valid objection to this abandonment in that several of the elevators and warehouses belong to large companies with competitive business elsewhere who would not be pleased with the loss of their investment and trade connections and, if we should abandon the branch, they might route other business against us.

Field inspection and collection of data by Messrs. G. N. Slade, F. Ch Sharood and J. A. Bryan. Mr. T. A. Murphy, General Agent at Spokane, was consulted with respect to traffic matters.

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Messrs. R. W. Clark
J. M. Hughes
C. H. Goodhue
F. C. Sharood
G. N. Slade

N.P.R.Y.

IDAHO DIVISION

SEATTLE BRANCH

VALUATION SECTION WASH. 13.



GRADE AND CURVE DATA

DAVENPORT TO DITMAR, WASHINGTON. 17.92 MILES										
RULING GRADE - WEST 1.0%, EAST 1.0%										
MILES OF GRADE										
Level	.1	.3	.4	.5	.6	.7	.8	.9	1.0	
West-	.8	1.3	1.8	.3	.3		.6	2.1	.4	
East+	.6	.3	.2	.3	.5	.8	2.0	1.7	2.5	
MAXIMUM CURVE 8 DEGREES										
MILES OF TANGENT AND CURVE										
Tangent	1°	2°	3°	3°30'	4°	5°	6°	7°	8°	
12.05	.71	.56	1.97	.18	.89	.34	.24	.59	.29	
Total, Degrees of Curvature: Right 533°, Left 633°										

CORPORATE HISTORY AND DATES OF CONSTRUCTION

This is a single track line extending from Davenport in an Easterly direction to Ditmar, Washington.

This branch as originally constructed by the Seattle, Lake Shore and Eastern Railway Company in 1888 and 1889, extended from Davenport to Spokane, Washington, the company failed and receivers were appointed June 26th, 1893, the property was sold to a committee of bond holders conveyance being made June 19th, 1896 who organized the Spokane and Seattle Railway Company, deeding the property July 28th, 1896. From Davenport to Medical Lake was conveyed to the Northern Pacific Railway Company, March 17, 1899 and from Medical Lake to Spokane, Oct. 3, 1900. Track between Ditmar and Spokane River (Spokane) taken up in 1899 and Right of Way and grade between Medical Lake and Spokane River sold to the Spokane & Eastern Trust Co., December 1903 and now used by the Washington Water Power Company Electric Lines.

