



Northern Pacific Railway Company.  
Engineering Department Records.

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N. P. 1757  
6-24

OFFICE OF ASSISTANT CHIEF ENGINEER.

FILE NO.

964

SUBJECT:

Logee Dam Extension

General

Would file in of H-3

Chief Eng file 9222

also " " " 8731-C-2



N.P. 7250  
930

2 1/4" R. H. 3 1/4" C. to C.

964

## SHIPPING ORDER—COMPANY PROPERTY

To Agent  
Conlee City, Washington  
 SHIP MATERIAL TODAY AS SHOWN BELOW:  
 FROM Dist. Yd. Office, Washington  
 (STATION, SECTION, ETC.)  
 TO Dist  
 (NAME) (TITLE)  
 AT South Tacoma, Washington

DEPT. NO. \_\_\_\_\_ FILE NO. \_\_\_\_\_  
Nov. 5 1932  
 BY Track DEPT. Idaho DIV. \_\_\_\_\_  
 CAR INITIAL HP CAR NO. 52664

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
5812	Pos	90# Tie Plates 6x8 1/2 scrap	36,004	Lbs			
2230	"	" " " 7x9 "	19,415	"			
3	Plate	" Small Tie Plates "	1,000				
15	Pos scrap	Track Spikes	3,000				
5	" "	" Bolts	1,000				
6	Plate Scrap	90# Rail Anchors	5,000				
1	Pos	S. H. Hayes Derail	50	"			
39	Pos	S. H. 90# Tie plates 7 1/2 x 10-3/4	620	"			
5	Pos	Scrap Guard Rail Clamps	175	"			
9	Pos	" Keel Block for 90# Sw.	450				
24	Pos	" Guard Rail End Blocks	600				
100	Pos	" 90# Rail Braces	300				
161	Pos	" 90# Sw. Plates various No.	3,220				

INSTRUCTIONS—THIS SHIPPING ORDER IS TO BE USED BY ALL DEPARTMENTS EXCEPT STORE DEPARTMENT, IN CONNECTION WITH TRANSFERRING COMPANY MATERIAL.  
 KEEP HARD COPY ON FILE AND SEND CARBON COPIES TO AGENT, CONSIGNEE, DIVISION ACCOUNTANT, STOREKEEPER AND OTHERS CONCERNED, SHOWING ON THE FACE OF THE SHIPPING ORDER THE PARTIES, TO WHOM COPIES ARE FURNISHED.

IN CASES WHERE MATERIAL IS SOLD, OR TRANSFERRED FROM ONE DIVISION TO ANOTHER, OR FROM ONE DEPARTMENT TO ANOTHER, NECESSARY INFORMATION MUST BE SHOWN ON THE FACE OF THE SHIPPING ORDER TO ENABLE PROPER CHARGE TO BE MADE.

AGENTS SHOULD BE PARTICULAR TO PUT ON THE WAY-BILL'S ALL NOTATIONS THAT APPEAR ON THE SHIPPING ORDER. COMPANY MATERIAL MUST NOT BE BILLED, EXCEPT BY ORDER OF PROPER AUTHORITY.

BILLED ON WAY-BILL NO. \_\_\_\_\_ 19. \_\_\_\_\_

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

(TITLE) \_\_\_\_\_

N.P. 7250  
9-30

3/4" R. H. 2 3/4" C. &amp; C.

## SHIPPING ORDER—COMPANY PROPERTY

To Sheet #2 Agent

DEPT. NO. \_\_\_\_\_ FILE NO. \_\_\_\_\_

Coulee City, W.

SHIP MATERIAL TODAY AS SHOWN BELOW:

FROM Cor. 74 Odair, Washington  
(STATION, SECTION, ETC.)BY Track DEPT. Tdaho DIV. \_\_\_\_\_TO DSK  
(NAME) (TITLE)CAR INITIAL NP CAR NO. 52664AT South Tacoma, Washington

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
130 Pcs	Scrap	60# Angle Bars 2 1/2"	4,225				
2 sets	"	90# Switch Complete Except Pts.	3,000				
11 Pcs	S.H.	Crossing Signs Complete	1,000				
This material recovered from							
ground at Odair as per Gen Storekeepers							
letter of Aug 29, 1952, St. Paul.							
Winn.							
Copy F.H. Tacoma (2) DSK St. Paul							
(2) DSK Spokane 018 " "							
ELP "							
EHR "							
(2) DSK S. Tacoma							

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BILLED ON WAY-BILL NO. 2-42 Nov 5 1952FROM Coulee City W. STATION \_\_\_\_\_ AGENT \_\_\_\_\_G. E. Imphier  
(TITLE) Roadmaster

N.P. 7250  
9-30

2 1/4" R. E. 2 1/4" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

To Agent  
Coulee City, Washington  
SHIP MATERIAL TODAY AS SHOWN BELOW  
FROM Gov. Ids, Odair, Washington  
(STATION, SECTION, ETC.)  
TO D. S. K.  
(NAME) (TITLE)  
AT South Tacoma, WashingtonDEPT. NO. November 5th FILE NO. 52  
BY Track DEPT. Idaho DIV. 19  
CAR INITIAL HP CAR NO. 54359

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
1 pc	S. H.	Rigid Frog #7 9'3" (90)	775	lbs.			
2 "	"	" " #7 10' (90)	1650	"			
4 "	"	" " #7 11' (90)	3568	"			
7 "	"	" " #9 12' (90)	9100	"			
6 "	"	" " #9 13'6" (90)	8478	"			
2 "	Scrap	" " #6 1-8' 1-9' (60)	1100	"			
5 "	"	LH Switch Points 15' (90)	1500	"			
5 "	"	" " " 16'6 (90)	1680	"			
5 "	"	RH " " 15' (90)	1500	"			
6 "	"	" " " 16'6 (90)	1980	"			
2 sets	"	Switch points 10' long (60)	800	"			
9 pos	"	Guard Rails bevelled 8'	2160	"			
5 "	"	" " Shop Made 8'	1200	"			

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BILLED ON WAY-BILL NO. Nov 5 1932FROM Nov 5 STATION Nov 5 AGENT(TITLE) Roadmaster

N.P. 7250  
9-30

3/4" R. E. 3/4" C. to G.

## SHIPPING ORDER—COMPANY PROPERTY

Sheet #2

To Agent  
Coulee City, Washington

DEPT. NO. \_\_\_\_\_ FILE NO. \_\_\_\_\_

SHIP MATERIAL TODAY AS SHOWN BELOW:

FROM Cor. Yds Odair Wn.  
(STATION, SECTION, ETC.)BY Track DEPT. Idaho DIV. \_\_\_\_\_TO DSK  
(NAME) (TITLE)CAR INITIAL NP CAR NO. 54359AT South Tacoma, Washington

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
3 Pos	Scrap	H.B. Switch stands	699	Lbs			
2 "	"	L.B. " Bases only	100				
7 "	"	Insulated GUAGE Plates	560				
2 "	"	Conn. Rods Short	60				
6 "	"	" " Long	240				
5 "	"	Head Rods Non- Insulated	300				
2 "	"	" " Insulated	120				
6 "	"	Tie Rods Non- Insulated	130				
1 "	"	" " Insulated	30				
		Material recovered from Ground					
		& Odair as Per Gen. Storekeeper's of					
		St. Paul. letter of AGM Aug 29, 1952					
		Copy Agent, F.H., MLP, CED, DSK Tacoma					

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BILLED ON WAY-BILL NO. \_\_\_\_\_ 19\_\_\_\_

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

DSK St. Paul

G.K. Lamphier

(TITLE) Roadmaster



N.P. 7250  
9:30

2 1/4" R. H. 2 3/4" G. to G.

764

## SHIPPING ORDER—COMPANY PROPERTY

TO *agent Coulee City*  
SHIP MATERIAL TODAY AS SHOWN BELOW  
FROM *U.S. Government at Odair*  
(STATION, SECTION, ETC.)  
TO *Rail yard at Parkwater*  
(NAME) (TITLE)  
AT *Spokane Wash.*DEPT. NO. *June 17* FILE NO. *195-2*  
BY *Trish* DEPT. *Idaho* DIV.   
CAR INITIAL  CAR NO. *7R61269*

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
		<i>Rail received from Government yard</i>					
		<i>at Odair</i>					
		<i>1 car N.P. 61269</i>	<i>35984</i>	<i>90# rail</i>			
<i>copy</i>		<i>Fred Koffman Tacoma</i>					
		<i>H. M. Threman Spokane</i>					
		<i>J. Zenger Spokane</i>					
		<i>Bureau of Reclamation - Coulee, Id.</i>					
		<i>Mr. B. B. Lum. Chief engineer St Paul Minn</i>					
		<i>corrected form mailed June 17th</i>					

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BILLED ON WAY-BILL NO. \_\_\_\_\_ 195-2

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

(TITLE)

*J. E. Nelson*  
*Sec. 4 man.*

2 1/4" R. H. 2 3/4" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

To Client

DEPT. NO. \_\_\_\_\_ FILE NO. \_\_\_\_\_

SHIP MATERIAL TODAY AS SHOWN BELOW:

FROM U.S. Government at Dallas  
(STATION, SECTION, ETC.)

BY [Signature] DEPT. [Signature] DIV. [Signature]

To Railways at Parkview (NAME) (TITLE)

CAR INITIAL W.T. CAR NO. 61790

AT Spokane Wash.

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
		Rail received from U. S. Government at Olaire					
		1 car N. P. 61490	246 ft	9 rails			
				90 <sup>th</sup> 3 <sup>rd</sup> class			
		Fred Hoffman (Dist accountant)					
		H. M. Tremaine					
		T. Zanger					
		B. B. Orr (Chief engineer at St. Paul)					
		Bureau of Reclamation at Coulee Dam					

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BILLED ON WAY-BILL NO. 19

FROM	STATION	AGENT
------	---------	-------

(TITLE) See 4 name



$$\text{N. P. } \frac{7250}{9.30}$$

3 1/4" R. H.      2 3/4" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

Te Present

DEPT. NO. \_\_\_\_\_ FILE NO. \_\_\_\_\_

SHIP MATERIAL TODAY AS SHOWN BELOW:

FROM U.S. Governmental Observer  
(STATION, SECTION, ETC.) 22

BY Track DEPT. Labels DIV.

To Railroads at Parkwater  
(NAME) (TITLE)

CAR INITIAL N.F. CAR NO. 60957

AT Bellevue Wash

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
		Reb received from U. S. Government at Chain					
		1 car N.P. 60951 4056 ft - 129 rail					
		90# 3 <sup>rd</sup> class rail					
		Fred Hoffman (Dist. accountant)					
		H.M. Tuckman					
		A. Zaryan					
		B. Blum (Chief engineer at St Paul					
		Bureau of Reclamation at Coulee Dam					

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BILLED ON WAY-BILL NO. \_\_\_\_\_ 19\_\_\_\_

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

(TITLE) J.E. Nelson  
Sec. 4000

(TITLE)



N.P. 7250  
9-30

3/4" R. H. 3/4" C. to G.

## SHIPPING ORDER—COMPANY PROPERTY

To Agent DEPT. No. \_\_\_\_\_ FILE No. \_\_\_\_\_  
Conlee City June 16 1952  
SHIP MATERIAL TODAY AS SHOWN BELOW:  
FROM U.S. Government yard at Odessa BY Truck DEPT. Idaho DIV. \_\_\_\_\_  
(STATION, SECTION, ETC.) (NAME) (TITLE)  
TO Railroad at Parkwater CAR INITIAL N.P. CAR No. 60581  
(NAME) (TITLE)  
AT Spokane Wash

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
		Rail received from U.S. Government at Odessa					
		1 car N.P. 60581					
		3714 ft 113 rail 90 ft					
		3rd class rail					
		Fred Hoffman Dist accountant					
		N. M. Tremaine					
		T. Zanger					
		C. B. Lum (Chief Engineer at St. Paul)					
		Bureau of Reclamation at Conlee, Id.					
		Corrected form mailed June 16th					

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BILLED ON WAY-BILL NO. \_\_\_\_\_ 1952

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

(TITLE) Sec 4



N. P. 7250  
9:30

3/4" R. H. 3/4" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

To Agent

DEPT. No. \_\_\_\_\_ FILE No. \_\_\_\_\_

SHIP MATERIAL TODAY AS SHOWN BELOW:

FROM U. S. Government yard at OdessaBY Truck DEPT. Idaho DIV. \_\_\_\_\_TO Railroads at ParkwaterCAR INITIAL N. P. CAR No. 62083AT Spokane Wash

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
		Rail received from U. S. Government yards at Odessa.					
		1 car N. P. 62083					
		3877 ft	132 rail 90#				
			3rd class rail				
		Fred Hoffman (Dist. accountant).					
		H. M. Tremaine					
		T. Zanger					
		B. B. Blum (Chief engineer at St Paul					
		Bureau of Reclamation at Coulee Dam					

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BILLED ON WAY-BILL NO. \_\_\_\_\_ 19. \_\_\_\_\_

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

(TITLE) J. C. Nelson  
Sec 4

2 1/4" R. H.      2 3/4" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

TO Agent Coulee City DEPT. NO. June 24 - 1953 FILE NO. \_\_\_\_\_  
SHIP MATERIAL TODAY AS SHOWN BELOW:  
FROM U.S. Government at Odair BY truck DEPT. Idaho DIV. \_\_\_\_\_  
(STATION, SECTION, ETC.)  
TO Parkward at Parkwater CAR INITIAL \_\_\_\_\_ CAR NO. N.P. 61830  
(NAME) (TITLE)  
AT Spokane Wash

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
		Rail received from U. S. Government yard at Odessa					
		1 car N.P. 61830 3595 ft. 1 1/3 rail 90# 3rd class rail					
		F. Hoffman (Dist. accountant)					
		H. M. Tremaine					
		T. Zanger					
		B. B. Brown Chief engineer at St Paul Bureau of Reclamation at Coulee Dam					

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BILLED ON WAY-BILL NO. 19

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

(TITLE) See 4 men

Hair Recovery 5-7-51

		90#	Cond			Total
		A	B	C	Heat Scrap	
Rec'd T.Z. Report 5-7-51		64336	138571	5461	109824	15315
1-21-52	NP52147	3300				
6-16-52	NP60581	2714				
6-25-52	NP62083	3877				
6-24	NP61830	3595				
						14486
						347989



964

Spokane, Wash.

June 19, 1952

AFE 359-52

Mr. E. N. Bordwell:

Received form 7250 from Section Foreman J. E. Nelson at Coulee City June 16th covering rail received from taking up portion of the Government yard tracks at Odair, Wash.

Form 7250 shows car NP 60851 - 3714 L.F. 113 rails. Does not indicate on this form the weight of rail and class of rail shipped and does not conform with my instructions in my letter of June 16th stating that copies of rail received from this source are to be forwarded to the District Accountant at Tacoma, H. M. Tremaine, at Spokane, Division Roadmaster at Spokane, B. Blum, Chief Engineer at St. Paul and copy to the Bureau of Reclamation at Coulee Dam.

Please see that these forms are made out correctly and give full information of all material unloaded and received from this source and have corrected form 7250 made out for the rail shipped on NP 60851 June 16th.



T. Zangar  
Division Roadmaster

cc: Coulee City - Sec. Foreman  
F. Hoffman  
H.M. Tremaine  
B. Blum

2 1/4" R. H.      2 3/4" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

TO Agent  
Conlee City  
SHIP MATERIAL TODAY AS SHOWN BELOW:  
FROM U. S. Government at Odair  
Railyard at Parkwater  
(STATION, SECTION, ETC.)  
TO Spokane Wash.  
(NAME) (TITLE)  
AT

DEPT. NO. \_\_\_\_\_ FILE NO. \_\_\_\_\_

BY Track DEPT. Idaho DIV. June 17 1952  
CAR INITIAL \_\_\_\_\_ CAR NO. MP 61269

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
		Rail received from Government yards at Odessa					
		1 car N. P. 61269 3676 ft rail					
copy		Fred Hoffman (Dist accountant)					
		H. M. Tremaine Spokane					
		T. Zengar Spokane					
		Bureau of Reclamation Coulee Dam					
		Mr. Blum - Chief engineer St. Paul, Minn.					

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BILLED ON WAY-BILL NO. \_\_\_\_\_ 19<sup>th</sup> \_\_\_\_\_

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

J E Nelson  
(TITLE) Sec. 4 man.





964

February 21, 1952

Mr. H. A. Parker, District Manager,  
U. S. Bureau of Reclamation  
Ephrata, Washington

Dear Mr. Parker:

Your letter February 13th regarding our  
Bill No. 128441 for track material furnished the  
Government Railroad at Odair.

Your recommendation that billing be  
deferred until completion of the various track  
changes yet to be made is concurred in, as this  
will permit ironing out minor discrepancies before  
making up the final bill.

Yours truly,  
ORIGINAL SIGNED  
C. E. DORFLER

C. E. Dorfler  
Superintendent

cc Mr. J. P. Alsip  
Mr. H. M. Tremaine  
Mr. G. L. Smith ✓  
Mr. W. H. Jahn  
Mr. P. G. Ramswick

2  
Saint Paul, February 18, 1952

MR. C. E. DORFLER:

Replying to your letter of the 15th, transmitting copy of District Manager Parker's letter to you requesting deferment of billing for track material furnished to the Government Railroad at ODAIR until completion of the various track changes yet to be made:

I think that Mr. Parker's request is all right; and it will permit ironing out minor discrepancies before making up the final bill.

cc-Mr. J. F. Alsip  
Mr. H. H. Treasine  
Mr. G. L. Smith  
Mr. W. H. Jahn

bb/s

BERNARD BLUM



964

Spokane, Wn., February 15, 1952

Q

Mr. Bernard Blum:

Your letter January 24th about rail being turned back by the Bureau of Reclamation at Odair.

I am attaching copy of letter February 13th from District Manager Parker of the Bureau of Reclamation advising that they are holding our bill No. 128441 in amount \$6,184.85 until completion of the various track changes.

What reply, if any, do you suggest be made.

ORIGINAL SIGNED  
C. E. DORFLER

C. E. Dorfler  
Superintendent

cc Mr. J. F. Alsip  
Mr. H. N. Tremaine  
Mr. G. L. Smith ✓  
Mr. W. H. Jahn

RECEIVED  
FEB 16 1952  
BUREAU OF RECLAMATION  
WASHINGTON, D. C.



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
Bureau of Reclamation

Columbia River District-Columbia Basin Project  
Ephrata, Washington

Mr. C. E. Dorfler, Superintendent  
Northern Pacific Railway Company  
Spokane, Washington

Dear Mr. Dorfler:

This will acknowledge your letter of January 18, 1952, with attached copy of your bill No. 128441 for value of track material as per table attached to our letter of December 4, 1951.

We recommend for your consideration that the billing for shortages of track materials be deferred until completion of the additions, replacements and removal of tracks at the Odair transfer. You will note from the fifth paragraph of our letter of December 4 that the railway company is to furnish the Bureau with an estimate of cost of extending the cross-over between tracks 2 and 4. The track materials that are to be included in this extension were estimated in the table attached to our letter of December 4, and it is readily possible that the apparent shortages will be affected by the materials that are actually used when the cross-over is completed. It also appears probable that the materials actually recovered in the removal of the 6,000 feet of track in the yard may not tally with those listed in the table, and this would again affect the apparent material shortages.

If you concur in our recommendation that the billing for shortages of track materials be withheld until all work has been completed and all of the available material has been returned, it will be possible to close out this phase of the contract through a single voucher. Assuming that you will concur, we are holding your Bill No. 128441 in our suspense files.

Very truly yours,

/s/ H. A. Parker  
District Manager

964

St. Paul, January 24, 1952.

Mr. C. E. Dorfler:

Your letter of the 17th about rail being turned back by the Bureau of Reclamation at Odair.

When I was in Seattle, I mentioned to Mr. Alsip that I asked you to load one carload of the 90# fissure rail for shipment to Mr. Jones of the Northern Pacific Terminal Company at Portland. We have held up delivery of this rail and would be glad if you would arrange at your convenience to load the rail and remove the balance of the trackage, that is to be taken up, when it is convenient for you to do so.

We will submit AFE to capitalize the "Y" connection between the present Railway Company "Y" tracks. Also, the so-called common user track, which is to remain in place. In the same AFE we will provide for removing balance of the Government Railroad which is to come up at the expense of the United States. Also will show the trackage of the Government Railroad which they desire to remain in place, and likewise show the new cross-over at the expense of the United States.

I have in mind we should ask the Government to pay for the track material which they have asked us to be left in place indefinitely as that is not strictly a part of the lease which we entered into with the United States for the construction of the Dam.

BB:L

CC—Mr. J. F. Alsip  
Mr. H. H. Tremaine  
Mr. G. L. Smith  
Mr. W. H. Jahn

BERNARD RUTH

*Rail shipped Jan 21st  
100 pcs 33' - 90 3rd  
NP 52147*

N.P. 7250  
9-30

2 1/4" R. H. 2 1/4" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

To J H Jones Hgr HP Terminal Co  
Portland Oregon

DEPT. No. FILE No.

Coulas City Union 21 1932

SHIP MATERIAL TODAY AS SHOWN BELOW:

FROM Cedar Washington  
Portland Oregon (STATION, SECTION, ETC.)

By Bar of Rec DEPT. DIV.

To J H Jones -Hgr  
Portland Oregon (TITLE)

CAR INITIAL HP CAR NO. 52147

AT Portland Oregon

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. Cl.
100	31	3000 14n Pc 90 lb rail third class	9000				
		DHO					
		Copy to-					
		J H Jones, Hgr HP Terminal Co- Portland					
		Bureau of Reclamation, Coulas Dam					
		O L Smith, St Paul					
		Edward Blum, St Paul					
		P C Turner, St Paul					
		T Kanger- Spokane					
		E H Borchwell- Spokane					
		Agent- Coulas City					

INSTRUCTIONS—THIS SHIPPING ORDER IS TO BE USED BY ALL DEPARTMENTS EXCEPT STORE DEPARTMENT, IN CONNECTION WITH TRANSFERRING COMPANY MATERIAL. KEEP HARD COPY ON FILE AND SEND CARBON COPIES TO AGENT, CONSIGNEE, DIVISION ACCOUNTANT, STOREKEEPER AND OTHERS CONCERNED, SHOWING ON THE FACE OF THE SHIPPING ORDER THE PARTIES, TO WHOM COPIES ARE FURNISHED.

IN CASES WHERE MATERIAL IS SOLD, OR TRANSFERRED FROM ONE DIVISION TO ANOTHER, OR FROM ONE DEPARTMENT TO ANOTHER, NECESSARY INFORMATION MUST BE SHOWN ON THE FACE OF THE SHIPPING ORDER TO ENABLE PROPER CHARGE TO BE MADE.

AGENTS SHOULD BE PARTICULAR TO PUT ON THE WAY-BILLS ALL NOTATIONS THAT APPEAR ON THE SHIPPING ORDER. COMPANY MATERIAL MUST NOT BE BILLED. EXCEPT BY ORDER OF PROPER AUTHORITY.

BILLED ON WAY-BILL No. 52147  
FROM Coulas City Station AGENT O. V. Connor

(TITLE) R. W. Connor



N. P. 7250  
9-30

2 1/4" R. H. 2 3/4" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

TO J. H. JONES, MR. NP TERMINAL CO

DEPT. NO. FILE NO.

PORTLAND OREGON

COULÉE CITY WA JAN 21 1952

SHIP MATERIAL TODAY AS SHOWN BELOW:

FROM CHAIR WASHINGTON (STATION, SECTION, ETC.)

BY BUR OF REC DEPT. DIV.

TO J. H. JONES, MR. NP TERMINAL CO (NAME) (TITLE)

CAR INITIAL NP CAR NO. 60928

AT PORTLAND OREGON

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
534	SH	PCS 6X6 4 hole 90 lb tie pla tes					
105	SH	PCS 7 1/2 X 10 7/8 4 hole 90 lb tie pla tes					
1211	SH	PCS 7X9 4 h ole 90 lb tie plates 114840					
1850		copy to					
		J H Jones- Portland					
		Bureau of Reclamation, Coulee Dam					
		G L Smith, St Paul					
		Bernard Blum, St Paul					
		F C Turner, St Paul					
		T Zanger Spokane					
		E H Bordwell, Spokane					
		Agt, Coulee City					

NOR. PAC. RY.  
JAN 21 1952  
COULÉE CITY  
WA

INSTRUCTIONS—THIS SHIPPING ORDER IS TO BE USED BY ALL DEPARTMENTS EXCEPT STORE DEPARTMENT, IN CONNECTION WITH TRANSFERRING COMPANY MATERIAL.

KEEP HARD COPY ON FILE AND SEND CARBON COPIES TO AGENT, CONSIGNEE, DIVISION ACCOUNTANT, STOREKEEPER AND OTHERS CONCERNED, SHOWING ON THE FACE OF THE SHIPPING ORDER THE PARTIES, TO WHOM COPIES ARE FURNISHED.

IN CASES WHERE MATERIAL IS SOLD, OR TRANSFERRED FROM ONE DIVISION TO ANOTHER, OR FROM ONE DEPARTMENT TO ANOTHER, NECESSARY INFORMATION MUST BE SHOWN ON THE FACE OF THE SHIPPING ORDER TO ENABLE PROPER CHARGE TO BE MADE.

AGENTS SHOULD BE PARTICULAR TO PUT ON THE WAY-BILLS ALL NOTATIONS THAT APPEAR ON THE SHIPPING ORDER. COMPANY MATERIAL MUST NOT BE BILLED, EXCEPT BY ORDER OF PROPER AUTHORITY.

BILLED ON WAY-BILL NO. 0-4 Jan 21 52 1952

FROM Coulee City WA STATION C W Coulee R AGENT

(TITLE)

E H Bordwell  
R.M.

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern, Western and Illinois Classification territories, March 15, 1922, as amended August 1, 1930 and June 15, 1941.)

Sheet 1

## UNIFORM STRAIGHT BILL OF LADING

ORIGINAL--Not Negotiable

Shipper's No. ....

Agent's No. ....



NORTHERN PACIFIC RAILWAY COMPANY.

RESERVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

ORIGIN WASHINGTON 57A COULDER CITY WA

JAN 21 1932

194

S H BORDWELL, N P RY CO

The property described herein, to appear in good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said consignee (the word company being understood throughout this contract to mean any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to J H JONES, NOK HP TERMINAL CO

Destination PORTLAND State of OREGON County of

Route

Delivering Carrier Car Initial Car No. 60928

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN	Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the con- signor shall sign the follow- ing statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.
934	SH Pes 618 4 holes 90 lb tie plates				
105	SH Pes 71110 7/8 4 holes 90 lbs tie plates				
1211	SH Pes 7139 4 hole 90 lb tie plates				
	E 14810				
	copy to				
	J H Jones, Portland				(Signature of consignor.)
	Bureau of Reclamation, C Dam				
	J L Smith, St Paul				If charges are to be pre- paid, write or stamp here, "To be Prepaid."
	Bernard Blum, St Paul				
	F C Turner, St Paul				
	T Langer, Spokane				
	S H Bordwell, Spokane				
	Agst Couder City				
					Received \$ to apply in prepayment of the charges on the property described hereon.
					Agent or Cashier.
					Per (The signature here acknowledges only the amount prepaid.)

\*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "Carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

Charges advanced:

\$

Shipper. Agent.

Per. Per.

Permanent postoffice address of shipper



(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern, Western and Illinois Classification territories, March 15, 1922, as amended August 1, 1930 and June 15, 1941.)

Sheet 2

## UNIFORM STRAIGHT BILL OF LADING

THIS SHIPPING ORDER

must be legibly filled in, in ink, in indelible Pencil, or in Carbon, and retained by the Agent.

Shipper's No. ....

Agent's No. ....



NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVE, subject to classifications and tariffs in effect on the date of issue of this Shipping Order,

COURTESY WASH

JAN 21

1941

at

from

H H B DOWELL H P RY CO

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or by its own water line, or cause to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to

J H JONES H P RY CO

Destination

PORTLAND

State of

OREGON

County of

Route

Delivering Carrier

Car Initial

HP

Car No.

52147

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN	Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.
1 00	3300 LBS FERT 90 LB BAIL IN TWO CLASSES	99000			
	CON TO J H JONES PORTLAND BOX OF REC C DAN O L SMITH ST PAUL D EDWARD BLAIR ST PAUL F C TURNER ST PAUL T SARGAN SPOKANE H H DOWELL SPOKANE ACT				(Signature of consignor.)  If charges are to be prepaid, write or stamp here, "To be Prepaid."  Received \$..... to apply in prepayment of the charges on the property described hereon.  Agent or Cashier.  Per (The signature here acknowledges only the amount prepaid.)

\*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

Shipper.

Per

Agent must detach and retain this Shipping Order and must sign the Original Bill of Lading.

Permanent postoffice address of shipper.



NOTED BY:  
G.E.S. ✓  
S.H.B. ✓  
E.R.A. ✓

2  
964  
SMB  
EPA 5  
1/✓  
Saint Paul, December 31, 1951



MR. C. E. DORFLER:

I am anxious that the Bureau of Reclamation load and turn over to us as soon as possible the additional material which they are to return to us under the lease for the Government Railroad, Odair to Grand Coulee dam:

I would like particularly to receive a carload of 90# rail together with anglebars and tieplates which, after checking, I would like to have you forward to J. H. Jones, Manager of the Northern Pacific Terminal Co. of Oregon, at Portland. They have been after us for some time for 90# rail, and one carload would take care of their immediate needs. I would appreciate it very much if you would ask Mr. Parker to have this done, which I assume can readily be taken care of from the stockpile at Odair, and if necessary take up some of the additional yard tracks which are to be abandoned.

Possibly the Bureau may ask you to salvage the material in the Odair yard tracks that are no longer required, and I assume you can do so, of course billing on the Bureau for the labor involved.

We are very short on this class of material. Will you let me have an inventory of what is loaded and shipped on this request.

bb/s

cc-Mr. J. F. Alsip  
Mr. H. M. Tremaine  
Mr. G. L. Smith

**BERNARD BLUM**

964

December 31, 1951



H. A. PARKER, District Manager  
Columbia Basin Project  
B p h r s t a, Washington

Dear Mr. Parker:

I have your letter of the 29th bearing on final adjustment in the matter of track material leased by the Northern Pacific Railway to the Bureau of Reclamation for the railroad between Odair and Grand Coulee Dam.

I had just drafted a letter to Mr. Dorfner about getting loaded as soon as possible a carload of 90% material, and I therein referred to the matter of the Railway forces doing the actual salvaging work.

The proposition which you discussed with Mr. Dorfner as to the common-user track to be left in place at Odair, and completion of the crossover connection between tracks 2 and 4, etc. has been approved by our Management, and we will work on that basis.

It is my understanding that you desire Mr. Dorfner to install the new turnout and at the same time I hope that he can arrange to remove the trackage in the Odair yard that will no longer be required.

I note in your letter of the 29th that you desire from Mr. Dorfner an estimate of the cost of the work before proceeding with it; and Mr. Tremaine will give Mr. Dorfner such assistance as he may require in the preparation of these figures.

Very truly yours,

cc-Mr. C. E. Dorfner  
Mr. H. M. Tremaine  
Mr. G. L. Smith

bb/s

BERNARD BLUM

Saint Paul, December 27, 1951

MR. C. E. DORFNER:

Referring to settlement with the Bureau of Reclamation on track metal which we furnished the Government for the railroad Odair to Grand Coulee Dam:

Further check of the statement of metal received and returned, indicates that we are still to receive the material listed in columns 5 and 6 of statement evidently prepared by the Government Engineer, entitled Drawing 222-117-12614, but bearing no date.

That however leaves us short of receiving the items listed in column 9, and they will make up that deficiency with 90# rail which the Government will furnish from stockpiles. They will be short angle-bars, switch locks, and switch lamps, for which we will bill them as listed in their column 9.

As I view it now this means that we should look out for receipt of the additional material as stated above, and we will prepare bill for that material which they are unable to return and on which they state they will accept billing to cover.

You will note that the Government is short 40' of 85# and 841' of 72# which they cannot return, and they will return to us an equivalent tonnage of 90#.

cc-Mr. J. F. Alsip  
Mr. G. L. Smith  
Mr. J. T. Derrig  
Mr. H. A. Tremaine

bb/s

BERNARD BLUM

RECEIVED  
DEC 27 1951  
BUREAU OF RECLAMATION  
SALT LAKE CITY



964

St. Paul, Minnesota  
December 27, 1951

Mr. E. M. Willis:

The Bureau of Reclamation have advised us that they are unable to return some of the track fastenings which were loaned to them for the construction of the Coulee Dam trackage and they will accept billing for this material.

There is attached a statement showing what they will accept billing for, and I shall be glad if you will advise what prices should be charged.

GLS/jwm  
attachment

BERNARD BLUM

SYSTEM ENGINEER  
OF TRACK  
DEC  
27  
1951  
NOR PAC RY CO  
ST PAUL MINN

N. P. RY. CO.

Track Material leased to the Bureau of Reclamation  
for the Coulee Dam project,  
not returned, and for which it will accept billing.

---

1. 1886.5 pr. 90# angle bars
2. 5 pr. Compromise Joints 85#/90#
3. 3 pr. 85# angle bars
4. 72 pr. 72# angle bars
5. 8 pcs. switch locks
6. 8 pcs. switch lamps

St. Paul, Minnesota

December 27, 1951

N. P. Ry. Co.

Track material leased to the B.O.R. for the Coulee Dam project, not returned, & for which it will accept billing

- 1) 1886.5-pr. 90# Angle Bars
- 2) 5 Pr - Comp Lts 85/90
- 3) 3 Pr - 85# Angle Bars
- 4) 72 Pr - 70# Angle Bars
- 5) 8 pcs - Switch Locks
- 6) 8 pcs - Switch Lamps



October 18, 1951

BERT A. HALL, Acting Supervising Engineer  
Coulee Dam Division  
U S Bureau of Reclamation  
Coulee Dam, Washington

Dear Sir:

Referring to your letter of the 10th, your file 610, relative to track material being salvaged from the Government railroad between Odair and Grand Coulee Dam:

It is noted that you were to meet with Supt. C. E. Dorfler on the 17th to reach a decision on trackage, which I assume refers to the Government yard at Odair.

You are of course correct in that you had purchased 90# rail for about 1 1/2 miles of track; but I had assumed that the loose rail lying at Odair was part of the Northern Pacific rail that had been taken up and were to deliver back to the Railway.

In view of the fact that some of the track material had been purchased by the Government the final accounting is somewhat complicated on the track metal loaned to the Government, unless we have a clear record of the material that you have returned and will still return to our line. It is for that reason that I am addressing you before learning the result of your conference of the 17th with Supt. Dorfler, since Mr. Dorfler's Division Roadmaster had advised under date of May 15, 1951 that the Bureau of Reclamation shipped from Odair direct to the Store Department of the Railway some track fastenings for which our division office did not have record.

This is to request that you do not make any such direct shipments but make delivery to the Railway at Odair so that our people can arrange for proper check. When shipment is made to the Store Department it is likely to be turned into the general scrap stock and no separate accounting made thereof.

I am assuming that when you finally advise as to the track metal belonging to the Northern Pacific that you desire to retain you will accept bill to cover, for the Railway cannot continue the loan of this valuable material indefinitely.

Very truly yours,

cc - Mr. C. E. Dorfler  
bly/s - Mr. G. L. Smith

964

October 5, 1951



DISTRICT MANAGER  
BUREAU OF RECLAMATION  
Columbia Basin Project  
Box 368, Ephrata, Washington

Attention: Mr. Rice

Gentlemen:

Referring to contract between the United States and the Northern Pacific Railway dated November 19, 1934, and bearing the symbol ILR-804, which agreement, in Sec. 11, provides for the Railway to furnish the United States with track metal to build the railroad between Odair and Grand Coulee Dam.

Under sec. 20 of this agreement provision is made for the United States to return to the Railway Company all rail and fastenings furnished. This section provides for the metal to be returned on completion of the dam and power plant.

You have recently removed the trackage from the dam to a point near the interchange yard at Odair, but have left the yard tracks in place, and a certain amount of loose rail and fastenings has been left at Odair. Recently in attempting to take over that loose material we were informed by our Superintendent at Spokane, C. E. Dorfler, that you had advised our Agent at Coulee City that all rail and fastenings now at Odair at the end of the main track stub is to be left there and not moved until released by you. He went on to say that most of the rail is to be returned to Coulee Dam for use in building a tourist railroad, and Mr. Rice stated that the balance would be given to the Railway Co. when settlement can be reached.

As there is no agreement providing for such retention of the Railway Company's material, will you kindly advise in the matter? We are badly in need of all the 90# track material that we can obtain, and we do not desire to have our metal lying idle. There is nothing to cover the use of this track metal for constructing a tourist railroad as cited in our Superintendent's letter, so far as our files disclose.

I would also appreciate advice from you as to your intentions with respect to the yard tracks and stub of the main line left in place at Odair.

Very truly yours,

cc-Mr. C. E. Dorfler  
Mr. F. C. Turner  
Mr. H. E. Tremaine  
bb/Mr. G. L. Smith

BERNARD BLUM

St. Paul, Minnesota  
September 14, 1951

File: 964

Mr. C. E. Dorfler:

We are advised by Mr. Tremaine that certain rail and fastenings released from the Government line at Odair are now stored at various points and are at our disposal.

There follows a statement of where this material is and what it consists of:

AT END OF EXISTING TRACK

110 G.T. 90# rail (estimated from 254 pcs. mostly 33' long)  
1 " 12' "  
1 " 16' "  
1 " 21' "  
3 sets 90# switch points, 15.1' long  
3 " 90# " " 16.5' "  
3 #9 90# frogs RB 12.0' "  
1 #9 90# " RB 13.6' "  
5 pr. 90# guard rails, 8'3" long  
8 Nelson switch stands (poor shape)  
1 Economy " " Hub  
1 Hi Boy " " (poor shape)  
70 cwt. tie plates, 7-1/2 x 10-3/4, 7 x 9 and 6 x 8, 2 and 4 hole  
Estimated from 3 piles 7' x 7' x 3' high at 2500 plates each  
9 1/2 bbl. (50 gal.) rail anchors (Henggi, Units, Fair and Creep joints)  
1 Hayes derail (new)  
8 crossing signs (good shape)  
8 " " (rotted ends)  
44 miscellaneous highway signs

TO RIGHT OF YARD TRACKS, STATION 25 TO 27

30 G.T. 60# rail, mostly scrap. (Estimated from 140 pcs. at 30' or less.)  
6 G.T. 90# rail, scrap. (Estimated from 28 pcs. of short lengths.)  
5 #9 90# frogs, RB, 13.6' long  
7 #9 90# " " 12.0' "  
4 #7 90# " " 11.0' "  
2 #7 90# " " 10.0' "  
1 #7 90# " " 9.3' "  
1 #6 60# " " 8.0' "  
1 #6 60# " " 9.0' "  
2 sets 60# switch points, 10.0' long  
2 pr. 60# guard rails, 8.3' long  
130 prs. 60# angle bars, 24' long  
5 bbl. (50 gal.) rail anchors (Henggi, Fair, Units and Creep Joints.)



Mr. Dorfler - 2      9/14/51

Will you please ask Mr. Zangar to have the rail classified as between usable and scrap, storing the usable at Parkwater rail yard, and Mr. Turner, who receives a copy of this letter, will advise him to what point to ship the scrap and also to what point he wants the fastenings sent.

GLS/jwm

G. L. SMITH

cc: Mr. F. C. Turner  
Mr. H. M. Tremaine  
Mr. Bernard Blum

Saint Paul, September 7, 1951

MR. G. L. SMITH:

I am attaching copy of letter of August 31 from Division Engineer Titus to Mr. Tremaine, listing track material stored on the ground at Odair, being track material recovered from the abandonment of the government line to Grand Coulee Dam:

Will you please handle.

I have also received map prepared by the Division Engineer at Spokane showing the yard tracks left at Odair, and chart of rail and other track material contained in that trackage.

We will prepare a bill against the Government for payment for the trackage left in place.

bb/s

att.

ST. PAUL, MINN.  
NOR. PAC. RY. CO.  
1951  
10  
SEP  
OF TRACK  
SYSTEM ENGINEER



Spokane, Wash.  
August 31, 1951

Mr. H. M. Tremaine:

In answer to your letter of June 20, 1951 pertaining  
the removal of the Government Railroad from Odair to Grand  
Coulee Dam.

Please find attached a sketch showing the existing  
track layout and buildings, along with a chart showing  
the track material now in place. In addition to the track  
material in place, there is the following material stock  
piled at the locations listed:

AT END OF EXISTING TRACK

110 G. T. 90# rail (Estimated from 254 pcs. Mostly 33' long)  
1 " 12' "  
1 " 16' "  
1 " 21' "  
3 sets 90# switch points, 15.1' long.  
3 " " " " 16.5' "  
3 #9 - 90# frogs, R.B., 13.0' long.  
1 " " " " 13.6' "  
5 pr. - 90# guard rails, 8.3' long.  
8 Nelson switch stands. (poor shape)  
1 Economy " " Hub.  
1 Hi Boy " " (poor shape)  
70 Cwt. tie plates, 7½x10¾, 7x9 & 6x8, 2 & 4 hole.  
Estimated from 3 piles 7'x7'x3' high @ 2500 plates each.  
9½ bbl. (50 gal.) rail anchors (Henggi, Units, Fare and  
Creep Joints)  
1 Hayes derail. (new)  
  
8 crossing signs. (good shape)  
8 crossing signs. (rotted ends)  
44 miscellaneous highway signs.

District Engineer N.P.R.

AUG 31 1951

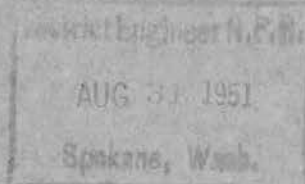
Spokane, Wash.

TO RIGHT OF YARD TRACKS, STATION 25 TO 27

30 G.T. 60# rail, mostly scrap. (Estimated from 140 pcs.  
@ 30 feet or less.)  
6 G.T. 90# rail, scrap. (Estimated from 28 pcs. of  
short lengths.)  
5 #9 - 90# frogs, R.B., 13.6' long.  
7 " - " " " , 12.0' "  
4 #7 - " " " , 11.0' "  
2 " - " " " , 10.0' "  
1 " - " " " , 9.3' "  
1 #6 - 60# " " , 8.0' "  
1 " - " " " , 9.0' "  
2 sets 60# switch points, 10.0' long.  
2 pr. 60# guard rails, 8.3' long.  
130 prs. 60# angle bars, 24" long.  
5 bbl. (50 gal.) rail anchors. (Hengg, Fare, Units  
and Creep Joints.)

Accurate count on the above items which were estimated  
will necessitate help from the Roadmasters office, to unpile  
rail, etc.

*J. P. Titus*  
Division Engineer



964

C O P Y

Seattle, July 24, 1951

174-26

Mr. Bernard Blum:

Replying to your letter dated July 20, file 8731-C 2, regarding Docket 16503 of November 19, 1934, covering lease of rail and track material to the U. S. Government in connection with the line from Odair to the Grand Coulee dam site.

I am agreeable to the procedure outlined in your letter.

/s/ J. F. ALSIP

Mr. G. L. Smith

Please note.

Bernard Blum 7/27/51



964  
St. Paul, Minnesota  
July 20, 1951

File: 8731-C 2

Mr. J. F. Alsip:

Your letter of July 13 relative to Docket 16503 of 11/19/34, covering lease of rail and track material to the U. S. Government in connection with the line from Odair to the Grand Coulee dam site:

The division forces have made a report to the District Accountant covering rail and other track material turned back to the Railway Company, and I have asked Mr. Tremaine to make a field check of the track material which the Government has left in place at Odair. When this is done the accounting requirements can be completed and if it is revealed that our recovery of material plus trackage remaining compare reasonably close with the quantities leased to the Government, then the lease may be cancelled.

If you agree to this procedure we will conclude on that basis.

BERNARD BLUM

cc: Mr. P. G. Ramswick

Oclair Recovery - Div. Roadmasters Report 5-7-51 File 964.

		90#	3rd A	3rd B	3rd C	Cond. Hart	Scrap.	Totals				
Turned Back to N. P. Ry.		64332	138571	5461	109824	15315	333503					
Disposed of By Division												
AT&T 329-50 Dayton (Walla Walla) Branch	FD1070	14995	29456						Complete - Bal from Paradise Relay 1950			
Section Repairs Idaho Div.	None	165	4505	386	660							
Kalama Spur	ID5965		2970									
Comas Prairie Lewiston	ID1547-F		3300									
White Swan Spur	ID5176		18448									
Solo - Am Smelter Refining Co Tacoma	ID1115-F		3696									
Davenport - Seattle Relay	ID5721		27824						142,676 LinFeet Due on Regn.			
Merriman quarry	ID5959					6034						
N. P. Term Co Portland	ID1215-F		3432									
Lorsted & Co Seattle	ID1210-F		3300									
W. C. Smith Carlton Rail Yard	Lettr		6600									
D. A. T. Staples "	Lettr		3300									
Monteville Wash Dist Line ID1693	ID5956		2706									
Venner, Spur	ID706		924									
Spurs	Various			2498								
Needland spur	ID6146					1551						
Wheeler Line Change (2)	ID352-356					5775						
Brainerd						4075						
Total 5		15160	107755	2884	14020	4075	143894					
T. Z. Available Balance Parkwater.		49172	30816	2577	95804	11240	189609					
ST PAUL 5/18/51 F.L.T.												

St. Paul, Minnesota  
June 22, 1951

File: 964  
~~106-25~~

Mr. W. W. Judson:

Your letter of the 21st relative to sale of 3696  
linear feet 3rd Class 90 lb. rail to the A. S. & R. Company,  
Tacoma:

We can supply this amount of 90 lb. condemned  
heat rail from the Odair Line recovery stored in Parkwater  
rail yard.

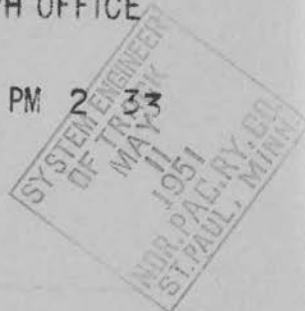
BERNARD BLUM

FLJ/jwm



N.P. RY. ST. PAUL  
TELEGRAPH OFFICE

1951 MAY 11 PM 2 33



NP124SF G SPOKANE 11 1202P

GLS STP

YOUR MSG J-101 STATEMENT ODAIR RECOVERY IS IN ERROR IN SHOWING 8736  
L F THIRD B 90 LB RAIL SHIPPED TO WOODENVILLE ON ID 5956 THIS WAS  
100 LB RAIL SHIPPED TO WOODENVILLE AND SHOULD BE CUT OUT FROM MY  
STATEMENT REVISED STATEMENT WILL BE SUBMITTED TO YOU BY MAIL MAKING  
CORRECTION FOR THIRD B 90 LB RAIL RECD SHIPPED AND ON HAND RM-47

TZ.



N. P. 1388  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

964

M.

S. Paul, 5-10-51

T Zangar: Spokane

Your letter May 7 and statement Odair recovery under 90# 3rd B rail  
lists Idaho Div. 5956 Woodinville 8736 feet. ID 5956 calls for 100 lb.  
Advise correction for that item. J-101

G L Smith

964

Spokane, Washington  
May 7, 1951

Mr. C. E. Dorfler -

Attached statement of 90% rail and track  
fastenings received from taking up the Government  
Railroad between Odair and Coulee Dam, showing dis-  
position made of this track material.

*J. Zanger*  
J. Zanger  
Division Roadmaster

cc: J. V. McGuire - Tacoma  
F. C. Turner - St. Paul  
- G. L. Smith - " "  
H. G. Crowder-

*All Revised 5/15/51*





# IDAHO DIVISION

## STATEMENT OF RAIL AND FASTENINGS RECEIVED FROM TAKING UP THE GOVERNMENT RAILROAD BETWEEN ODAIR AND COULEE DAM.

	<u>Received</u>	<u>Shipped</u>	<u>On Hand</u>
Class 3rd A - 90#	64332	15160	49172
" 3rd B - 90#	138571	116491	22080
" 3rd C - 90#	5461	2884	2577
Condemned Heat - 90#	109824	14020	95804
Scrap - 90#	<u>15315</u>	<u>4075</u>	<u>11240</u>
TOTALS	333503	152630	180873

### Disposition of Rail

#### Class 3rd A- 90#

On hand Parkwater Rail Yard	49172
Shipped AFE 389-50 - Walla Walla Branch <i>complete Palouse</i>	11995 ✓
Shipped Parkwater Section #15-18	165 ✓
Total	<u>64332</u>

#### Class 3rd B- 90#

Shipped ID 5176 - White Swan, Wash.	18448 ✓
" ID 1115-F - Tacoma	3696 ✓
" ID 1210-F - Seattle, Wash.	3300 ✓
" ID 1215-F - Portland	3432 ✓
" Section 15-20 - Spokane for repairs	2610 ✓
" AFE 389-50 - Walla Walla Branch <i>complete - Palouse</i>	29456 ✓
" ID 1547-F - Lewiston	3300 ✓
" Supt. Smith - Carlton	6600 ✓
" ID 5965 - Kalama	2970 ✓
" ID 5956 - Woodenville	8736 ✓
" Maintenance - Palouse Section	132 ✓
" ID 706 - Verner, Wash.	924 ✓
" Supt Smith - Staples	3300 ✓
" ID 5721 - Devenport for Seattle Br. Relay	27824 ✓
" Maintenance - Spangle Section	264 ✓
" Maintenance - Rosalia Section	264 ✓
" Maintenance - Pullman Section	264 ✓
" Maintenance - Parkwater Section	941 ✓
Total	<u>116491</u>

Class 3rd C - 90%

Shipped ID 1706 - Seattle	660 ✓
" Maintenance - Moscow Section	56 ✓
" ID 722 - Dickenson	1211 ✓
" ID 796 - Beach, N. D.	627 ✓
" Section - Mabton, Wash.	99 ✓
" Section - Paradise	198 ✓
" Section Parkwater Yard	33 ✓
"	
Total	2884

Condemned Heat - 90%

Shipped - ID 5959 - Merriman, Montana	6034 ✓
" ID 6146 - Woodland	1551
" ID 356 - Wheeler	2838
" ID 352 - Wheeler	2937
" Maintenance - Mesa Pit	660 ✓
"	
Total	11,020

Scrap Rail - 90%

Shipped - Division Storekeeper - Brainerd	4075
---	------



Track fastenings received from taking up the  
Government Railroad between Odair and Coulee Dam.

Angle bars - 90% Second hand

Shipped B&N - South Tacoma	3800 pair
" AFE 389-AB-50 Walla Walla Branch	1300 pair
Used Relay Seattle Branch	902 pair
On hand distributed Seattle Branch	9998 pair
	<u>16000 pair</u>
Angle bars scrap received	98 pair

Tie Plates

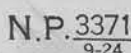
Used Relay Seattle Branch 7 x 9	11170 pcs.
On hand distributed Seattle Branch 7 x 9	374 pcs.
Received 7 x 9 - - - - -	<u>11544 pcs.</u>
Used relay Seattle Branch 6 x 8	2761 pcs.
Scrap tie plates received	89
Received 6 x 8 - - - - -	<u>2850 pcs.</u>

Received 322 pcs scrap 90% switch slide plates shipped to South Tacoma.  
 " 85 pcs. 90% switch rail braces shipped to South Tacoma.  
 " 3 pcs. 90% gauge plates scrap shipped to South Tacoma.  
 Received 1 keg 90% track bolts scrap shipped to South Tacoma.  
 " 1 keg track spikes - scrap shipped to South Tacoma.  
 " 4 90% filler blocks scrap shipped to South Tacoma.  
 " 4 90% guard rail end blocks scrap shipped to South Tacoma.  
 " 4 90% switch heel blocks scrap shipped to South Tacoma.  
 " 1 Head rod shipped to South Tacoma.

Before we had instructions to ship rail and fastenings for  
Relay of Seattle Branch, the U. S. Bureau of Reclamation shipped  
from Odair direct to the Store Department some track fastenings for which  
we have no record.

Spokane, Washington  
May 7, 1951





See File 964

Odair Recovery 345600

	90# C. H.	3rd A 90#	3rd B 90#	
American Smelting & Ref. Co 8-16-50			3696 ✓	
Id. Div Reg 2163 White Swan 100000			13688 ✓	
ED 1070 Jayton Branch 389-50		40646 ✓ 32889		
Javenport to Eleanor		170,500		
Reg. 679 Camas Prairie 11-11-50		3300 ✓		
Reg. CE 2197 White Swan, wa			1500 ✓	
Reg. 950-455 N P Terminal Co			3432 ✓ 3300	
" Id 1210-FCM Forested also			3300 ✓	
WCS - Carlton		6000 } 3300 shipped		
DAT - Staples		3000		
CEJ - Parkwater		3000		
<del>Id 5000 C.F.K. - 100000</del>		<del>6000</del>	Placed on Truck r.y.d. Jan 5	
" 5359 Morrison	6000			
		Balance all junker 12/1/50		90,000

Following are the rail orders of 90# rail placed  
on Parkwater rail yard:

ID 1115-F	American Smelting Co.	3696 L. F.	Shipped 3696 L. F.
ID 5176	White Swan	13600 L. F.	" 13648 L. F.
AFE 389-50	Dayton Branch	42589 L. F.	" 42646 L. F.
ID 1597-F	Camas Prairie	3300 L. F.	" 3300 L. F.
ID 2197	White Swan	1500 L. F.	" 1500 L. F.
ID 1215-F	N.P.Term. Co. Portland,Ore.	3422 L. F.	" 3432 L. F.
ID 1210-F	C. M. Lovsted Co.	3300 L. F.	" 3300 L. F.
ID 5965	J. N. Johnson, Kalama	2950 L. F.	" 2970 L. F.
Letter G.L.S. 11-24-50 W.C.Smith, Carlton		6000 L. F.	" 3300 L. F.
		(Yet to be shipped - -	2700 L. F.)
ID 5721	Seattle Branch	170500 L. F.	None shipped
Letter G.L.S. 11-24-50 D.A.Thomsen, Staples		3000 L.F.	" "
"	" " C.E.Dorfler, Parkwater	3000 L.F.	" "
<del>ID 5898<math>\frac{1}{2}</math></del>	<del>C. E. Kristfelt, Aberdeen</del>	<del>8100 L.F.</del>	<del>" " cancelled</del>
ID 5959	J. D. McLaughlin, Merriman	6000 L.F.	" "

Total feet shipped 77,792 L. F.

Balance to be shipped 193,300 L. F.

T. Zangar  
Division Roadmaster

964

N.P. RY. ST. PAUL  
TELEGRAPH OFFICE

1951 APR 20 PM 5 26

NP157SF C SPOKANE 20 143P

G L SMITH STP

S-203 NINETY POUND RAIL IS ALL PICKED UP FROM ODAIR LINE AND EXPECT  
COMPLETE UNLOADING AT PARKWATER RAIL YARD TODAY WILL FURNISH YOU  
STATEMENT OF RAIL RECEIVED FROM THIS SOURCE AND DISPNS MADE AS SOON  
AS I CAN GET THIS FROM RAIL YARD FOREMAN RM-287

T ZANGER.

SYSTEM ENGINEER  
OF TRACK  
APR 23 1951  
NOR. PAC. RY.  
ST. PAUL, MINN.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

# 964 M.

St Paul, April 20 1951 m T Zangar

Spokane

About how much ninety pound rail is still to be picked up from  
Odair Line. S-203

G LSMITH 1:05 PM



964

NOTED BY:  
 G.L.S. ✓  
 S.H.B. ✓  
 E.R.A. ✓

Spokane, Washington  
 March 5, 1951

Mr. G. L. Smith:

Referring to my letter of February 23rd about tie plates that will be available from taking up the Government Railroad between Odair and Coulee Dam for the Seattle Branch relay, which will be 13,318 tie plates, 90#.

In going over our file in connection with material furnished the Government when the Odair- Coulee Dam Railroad was constructed, I find we furnished the following tie plates:

Month	7x9 90# SH	7½ x 10-3/4 90#	New Lundie 90#	6x8½ 90#	72#	
Aug.1934		658				
Dec.1934				1000		
Feb.1935				900		
				900		
Mar.1935				1000		
June 1935				(2900)		
May 1935	4900					
Oct. 1934			5342			
Oct. 1936	114000					
Apr. 1940	934				879	
July 1941				1100		
Oct. 1942	(270)					
Total	20104	658	5342	7800	879	Grand Total 34,783
Shipped to Seattle Branch				Usable plates	13318	
" " " "				Scrap plates	89	
" " South Tacoma					10142	
				Total	23549	

Since we furnished the Government 34,783 tie plates, they still owe us a total of 11,234 tie plates.

It is my understanding the Government plans on keeping 9,000 tie plates which they claim is their own in stock pile at Odair. As it seems, Government still owes us a total of 11,234 plates, believe some action should be taken to determine if not possible to get these plates.

In checking our files I find the Northern Pacific furnished the following rail to the U.S. Government for construction of railroad between Odair and Coulee Dam:

3rd 90# B - 312,192  
 3rd 90# A - 53,524  
 3rd 85# 186  
 3rd 72# 1,316

Record does not show anything on condemned heat rail, and now that this rail is being returned we find heavy percentage of condemned heat rail. The following is a report of rail returned to us up to March 2nd, 1951:

Scrap	Condemned Heat	3rd A	3rd B	3rd C	Shipped	On Hand
		15325			14995	330
			72181		64932	7249
				5329	1838	3491
	54195				5775	48420
13278					4075	9203
Totals	13278	54195	15325	72181	5329	91615 68693

I am concerned about the high percentage of condemned heat rail the Government is returning which will result in not having sufficient rail to relay the Seattle Branch as planned, unless consideration is given to use of the condemned heat rail on the Seattle Branch.

*C. E. Dorfler*  
 C. E. Dorfler  
 Superintendent

Copy - Mr. C. Corser  
 Mr. F. C. Turner

160308

ST PAUL, MINN.  
MOB. PAC. RY. CO.  
1951  
MAR 9  
SYSTEM ENGINEER  
DE TRACK

964

*Evans*  
*see memo*  
*J.*

Spokane, Wn., January 2, 1951

Mr. G. L. Smith:

Your letter December 12th, file 964, regarding rail received from the Odair Line and asking for one copy of shipping notices on shipments against orders from this recovery.

Attached are copies of shipping notices, as requested, and statement of 90# rail shipped to fill orders which also shows orders not filled on account of the fact that all the rail received from this source has been shipped out except we have on hand 330 lin. ft. 90# 3rd A, 5,329 lin. ft. 90# 3rd C, 8,713 lin. ft. of 90# scrap and 44,086 lin. ft. of 90# 3rd B condemned heat from the rail received from the Odair Government Railroad.

Rail Order ID 5959 for 6,000 feet 90# condemned heat rail to J. D. McLaughlin, Roadmaster, Merriman, Montana will be shipped as we have sufficient condemned heat rail on hand.

*C. E. Dorfler*  
C. E. Dorfler  
Superintendent





ID-5965

C. E. Dorfler, Supt., (Ship from Park-  
J. N. Johnson, Roadmaster, water)  
Kalama, Wash.

12-19-50

2950 Lin. Ft. 3rd - B 90# rail

Immediate shipment desired.

For relaying  
Columbia Veneer  
Co.'s spur.  
AFE 179-50, ED  
35-50 Budget  
Item No. 165.

ED-1691

PCT ELJ BB JVM TJK ACJ CHN

*Complete*

*Shipped on hp-69291 Dec 29, 1950*

*EMO.*

ID-5959

C. E. Dorfler, Supt., (Ship from Parkwater)  
J. D. McLaughlin, Roadmaster,  
Merriman, Mont.

12-19-50

6000 Lin. Ft. cond. heat 90# rail

Delivery 2-1-51

Rail and other  
track matl.  
required to pro-  
vide trackage  
for production  
of rack ballast  
Merriman Quarry  
as shown on  
Chief Engr.'s  
Plan dated 10-10-  
revised 10-23-50.  
Authority Mr.  
Alsip's letter of  
11-30-50

RM-1113

FCT CWC GMP GHK JVM CHN BB

*Completed*

N. P. 1012  
6-24

Printed in U.S.A.

CLASS NO. \_\_\_\_\_ MATERIAL REQUISITION NO. \_\_\_\_\_ G. S. K. NO. **RM-5898**  
STOREKEEPER AT **C. E. Dorfler, Supt.,** **12-15-50**  
SHIP TO **C. E. Kristfelt, Roadmaster,** DATE  
AT **Aberdeen, Wash.**

USE OF SHIPPING STORE ONLY			QUANTITY REQUIRED	DESCRIPTION	PURPOSE	ON HAND AND DUE
4	3	2				
				<p>NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK</p> <p><b>8100 Lin. ft. 3rd -A 90# rail</b> <b>Furnish from Parkwater</b></p> <p><b>ED-1688</b></p> <p><b>Material listed should be shipped as promptly as possible as the relay is being made now for the purpose of obtaining turnout material for the Harbor Plywood Company's extension of the Yacolt Branch.</b></p> <p><b>PCT ELJ JVM TJK ACJ CHN BB</b></p>	<p><b>Relaying turnouts btwn. Hoquiam &amp; Aberdeen.</b></p> <p><b>Part of the 1931 Branch line relay program.</b></p>	

APPROVED

O. K.

SIGNED

ASST. GENERAL STOREKEEPER.

GENERAL STOREKEEPER

DISTRICT STOREKEEPER.  
DIVISION

## USE OF SHIPPING STORE ONLY

SHIPMENT NO. 1 (✓)		SHIPMENT NO. 2		SHIPMENT NO. 3		SHIPMENT NO. 4	
DATE _____		DATE _____		DATE _____		DATE _____	
W. B. _____		W. B. _____		W. B. _____		W. B. _____	
CAR _____		CAR _____		CAR _____		CAR _____	
INITIAL	NUMBER	INITIAL	NUMBER	INITIAL	NUMBER	INITIAL	NUMBER
INVOICE _____		INVOICE _____		INVOICE _____		INVOICE _____	
NUMBER	DATE	NUMBER	DATE	NUMBER	DATE	NUMBER	DATE

C. E. Dorfler, Supt.,  
G. K. Lamphier, Roadmaster,  
Pasco, Wash.  
Abandon, Wash.

ID-  
RID-5928  
12-18-50

42,589 Lin. Ft. 3rd Cl. 90# rail

1300 Pr. SH 90# angle bars

Furnish from Odair Line

For relaying  
on the Dayton  
Branch.  
Budget Item #93.  
AFR 389-A/b-50

Part of the 1951  
Branch line  
work program.

ED-1070

Material listed should be shipped as promptly  
as possible as the price is being paid now for  
the purpose of obtaining current prices for the  
Hartford Railway Company's extension of the branch  
line.

ECT RLJ BE CED HOC JVM CHN

Complete



1300 Lb. 2H 90# angle bars

1300 Lb. 2H 90# angle bars

1300 Lb. 2H 90# angle bars

ED-1070

1300 Lb. 2H 90# angle bars

1300 Lb. 2H 90# angle bars

1300 Lb. 2H 90# angle bars

1300 Lb. 2H 90# angle bars

1300 Lb. 2H 90# angle bars

1300 Lb. 2H 90# angle bars

C. E. Dorfler, Supt.,  
G. K. Lamphier, Roadmaster,  
Pasco, Wash.

ID-5923  
12-18-50

42,589 Lin. Ft. 3rd cl. 90# rail  
1300 Pr. SH 90# angle bars  
Furnish from Odair Line

For relaying  
on the Dayton  
Branch.  
Budget Item #93.  
AFE 389-A/b-50

ED-1070

FCT ELJ BB CED HCC JVM CHN

Complit

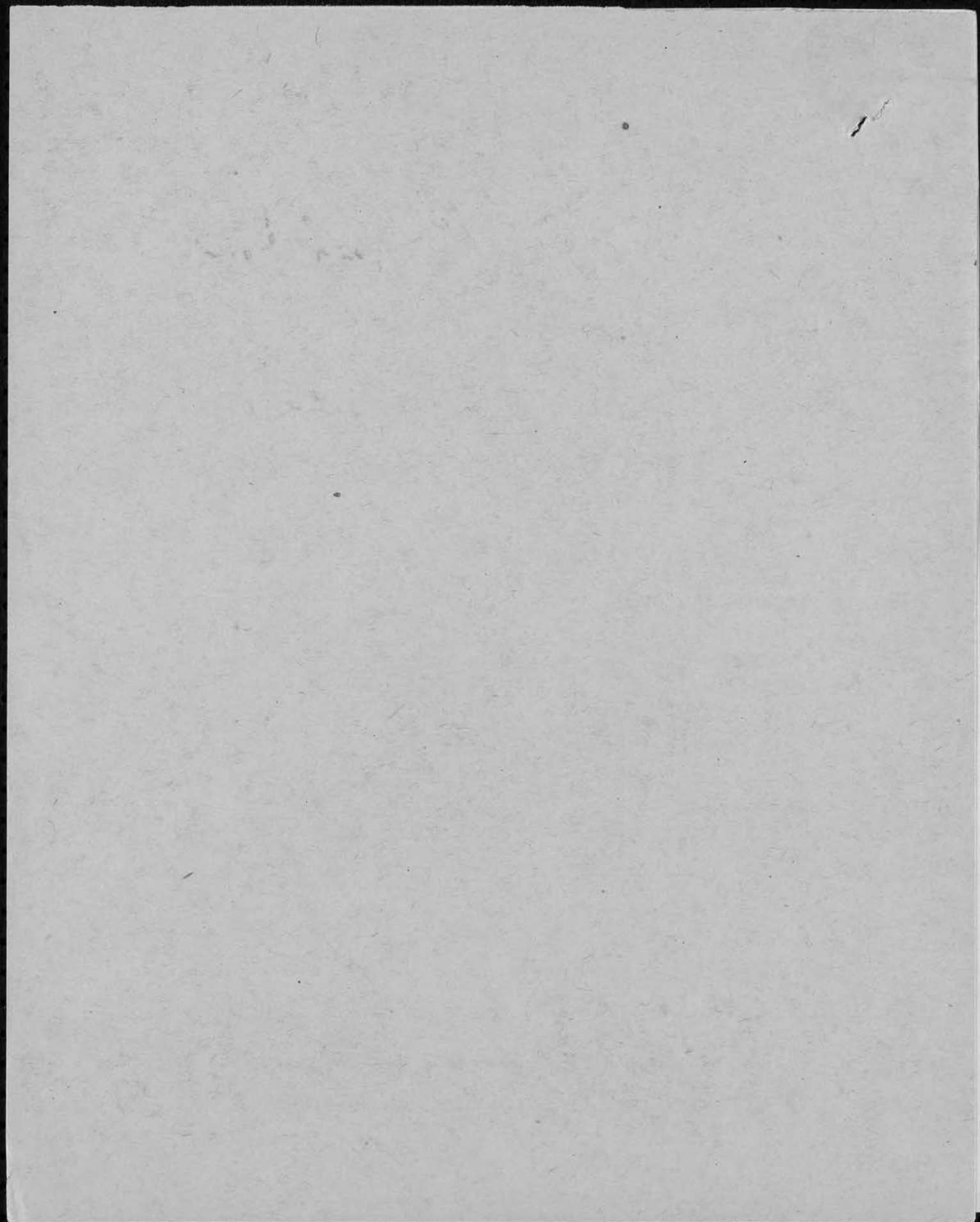


US-18-20  
ID-2253

02-01/4-03E 27A  
 02-01/4-03E 27A  
 02-01/4-03E 27A

42 800 Lin beet for  
SD 1070

Q 72 389-50 Millard  
+ Coppie Walla Walla Branch



St. Paul, Minnesota  
December 12, 1950

File: 964

Mr. C. E. Dorfler:

Attached is statement as of today of record for rail orders to be applied against recovered rail from the Odair Line.

If you have any additional orders, will you kindly advise so I may correct my record? Some of these orders have been filled per your statement dated November 27, 1950.

Please furnish one copy of shipping notices on shipments against any orders from this recovery.

FLJ/jwm  
attach.

G. L. SMITH

cc: Mr. T. Zangar



ODAIR RECOVERY - 90# RAIL

Following orders placed against 90# Rail to be recovered from Odair recovery:

				<u>Lin. Feet</u>
American Smelting & Refining Co.	ID 1115F	8-16-50		3696 ✓ <i>shipped</i>
White Swan, Wn.	ID 2163	ID 5176	10-20-50	<sup>13648</sup> 13600 ✓
Dayton Branch	AFE 389-50	ED 1070		<sup>646</sup> 42800 ✓
Seattle Branch	ED 1616	ID 5721	12- 1-50	170500
Camas Prairie	Req'n.	679	11-22-50	3300 <i>shipped</i>
White Swan, Wn.	ID 2197			1500 <i>shipped</i>
N. P. Term. Co., Portland	950-455			<sup>38</sup> 3422 "
C. M. Lovsted Lbr.	ID 1210			3300 "
W. C. Smith, Supt., Carlton, Letter GLS 11/24/50				<sup>66</sup> <del>6000</del> "
D. A. Thomson, " Staples " " "				<sup>3300</sup> 3000 "
C. E. Dorfler " Parkwater " " "				<u>3000</u>
				254118

NOTE: If orders other than above have been received from GSK or System Engineer of Track, they should be added to above.

Office of System Engineer of Track

St. Paul, Minnesota

December 12, 1950

48

ODAIR RECOVERY - 90# RAIL

Following orders placed against 90# Rail to be recovered from Odair recovery:

				<u>Lin. Feet</u>
American Smelting & Refining Co.	ID 1115F	8-16-50		3696
White Swan, Wn.	ID 2163	ID 5176	10-20-50	13600
Dayton Branch	AFE 389-50	ED 1070		42800
Seattle Branch	ED 1616	ID 5721	12- 1-50	170500
Camas Prairie	Req'n.	679	11-22-50	3300
White Swan, Wn.	ID 2197			1500
N. P. Term. Co., Portland	950-455			3422
C. M. Lovsted Lbr.	ID 1210			3300
W. C. Smith, Supt., Carlton, Letter GLS 11/24/50				6000
D. A. Thomson, " Staples " " "				3000
C. E. Dorfler " Parkwater " " "				<u>3000</u>
				254118

NOTE: If orders other than above have been received from GSK or  
System Engineer of Track, they should be added to above.

Office of System Engineer of Track

St. Paul, Minnesota

December 12, 1950

St. Paul, Minnesota  
December 4, 1950

File: 964

Mr. C. E. Dorfler:

Referring to your letter of November 30 about rail from the Odair Line which is being assigned for the relay of the Seattle Branch on requisition ED 1616:

As I wired Mr. Zangar today in this same connection, it will be all right after you have shipped the rail to the other divisions, as outlined in my letter of November 24, to use any of the recovered rail which Mr. Zangar believes to be satisfactory for the branch except that we should not use condemned heat rail.

As I have stated in my former letter, any rail released from Odair Line after filling the current orders should be stored at Parkwater.

GLS/jwm

G. L. SMITH



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

File: ~~106-160 (1951)~~  
964 ✓

St Paul, Dec 4 1950 m T Zangar

- Spokane

RM-503. See my letter November 24th to Mr Alsip copy to you. After you have shipped two cars to Carlton, one to Staples and one to Parkwater select best usable of remainder for Seattle Branch but do not take condemned heats. J-41

G L SMITH 10:45 AM



C. E. Dorfler, Supt.,  
E. N. Bordwell, Roadmaster,  
Davenport, Washington.

ID-5721  
12-1-50

*77824 L.F. from  
Odair.*

170,500 Lin. Ft. 3rd cl. 90# RB rail  
From Odair Line

5460 Pr. 90# RB angle bars

98,200 Pcs. 90# RB tie plates

Furnish from the Odair Line to the  
extent available.

For relaying the  
Seattle Branch  
from Davenport  
to Eleanor, Wash.

Idaho Div.,  
8th Subdivn.

Part of the  
1950 Budget.

ED-1616

FCT ELJ CED HCC JVM CHN BB

*Partly Completed*

685  
C. E. Dorfler, Supt.,  
E. N. Bordwell, Roadmaster,  
Davenport, Washington.

ID-5721  
12-1-50

170,500 Lin. Ft. 3rd cl. 90# RB rail  
From Odair Line

5460 Pr. 90# RB angle bars

98,200 Pcs. 90# RB tie plates

Furnish from the Odair Line to the  
extent available.

For relaying the  
Seattle Branch  
from Davenport  
to Eleanor, Wash.

Idaho Div.,  
8th Subdivn.

Part of the  
1950 Budget.

ED-1616

FCT ELJ CED HCC JVM CHN BB

964

Spokane, Washington  
November 30, 1950

Mr. G. L. Smith:

Your letter of November 24th referring to your letter of November 24th to Mr. Alsip about disposition of SH 90# rail to be recovered from the Odair line and advising you have prepared and are releasing Req. ED 1616 covering rail and fastenings required for the Branch Line relay. We will handle as instructed.

For your information I am attaching report showing rail received at Parkwater from taking up the Government railroad between Odair and Coulee Dam up to and including Saturday, November 25th.

Q You will note from the statement that all 3rd class B rail has been shipped out except 4 feet and all scrap rail has been shipped to Mr. Sewell at Brainerd and we still have on hand at Parkwater 9,007 linear feet 3rd class A rail and 7,569 linear feet 3rd class C rail - also 12,884 linear feet of condemned heat rail which has the ends painted red and possibly we will receive more of this class of rail later.

I would like to know what disposition should be made of the 3rd class C rail and condemned heat rail and if it should be applied on the order for the Seattle Branch or some other purpose.

Will you kindly advise?

*C. E. Dorfler*  
C. E. Dorfler  
Superintendent

*Store at Parkwater.*



RAIL RECEIVED AT PARKWATER FROM TAKING UP THE GOVERNMENT  
RAILROAD BETWEEN ODAIR AND COULEE DAM UP TO AND INCLUDING  
SATURDAY, NOVEMBER 25TH.

(Linear Feet)									
Weight of Rail	3rd Class A	3rd Class B	3rd Class C	Condemned Heat Red ends	Scrap 90#	Scrap 85#	Scrap 72#	Scrap 56#	Disposition made of Rail
90#	9007								On hand at Parkwater Rail Yard.
"		23,901							Shipped to Portland, Oregon. Order ID 1215-F.
									3422 L.F.
									Seattle, Wn. Order ID 1210-F
									3300 L.F.
									White Swan, Wn. Order Id-5176
									13479 L.F.
									Tacoma, Wn. Order Id-1115-F
									3696 L.F.
									Total 3rd B shipped
									23897 L.F.
90#			7569						On hand at Parkwater Rail yard.
"				12884					On hand at Parkwater Rail yard.
"					7994				Shipped to Brainerd.
85#						33			Shipped to Brainerd.
72#							367		Shipped to Brainerd.
56#								90	Shipped to Brainerd.

3422 L.F.  
3300 L.F.  
13479 L.F.  
3696 L.F.  
23897 L.F.

Spokane, Washington  
November 27, 1950

61355 L.F. 90#



November 29,

50

ID-1597-F

Mr. C. E. Dorfler, Supt.,  
Spokane, Washington.

CAMAS PRAIRIE RAILROAD COMPANY  
C/o I. M. LAGERQUIST, MANAGER  
RIPARIA, WASHINGTON - DESTINED LEWISTON, IDAHO.

by NP Ry.

100 PCS. 90# SECOND CLASS RAIL, 33 FT. LENGTHS  
(Repairs to Main Line)

RAIL AVAILABLE FROM ODAIR RECOVERY

RAIL PRICES WILL BE ESTABLISHED BY ACCOUNTING  
DEPT. UNDER OUR JOINT FACILITY ACCOUNTING PRACTICE.

Mail copy of bill of lading direct to above company  
on date of shipment.

Deliv: As soon as possible.

Reqn.: #679

Order #1150-2067

cc: PGR JVM HCC CHN BB IML File

*Complete*

# Northern Pacific Railway Company

NOVEMBER 28, 1950

F. C. TURNER  
GENERAL STOREKEEPER

1150-2067

NP RY.

CAMAS PRAIRIE RAILROAD CO.  
REQN. NO. 679

NOTED BY

CAMAS PRAIRIE RAILROAD COMPANY

SAME  
I. M. LAGERQUIST, MANAGER  
RIPARIA, WASHINGTON - DESTINED LEWISTON, IDAHO

~~E. M. W.~~  
~~H. H.~~  
~~W. H. P.~~  
~~W. K. S.~~  
~~L. M.~~  
~~W. J.~~

100 PCS. 90# SECOND CLASS RAIL, 33 FT. LENGTHS  
(REPAIRS TO MAIN LINE)

RAIL AVAILABLE FROM ODAIR RECOVERY

RAIL PRICES WILL BE ESTABLISHED BY ACCOUNTING  
DEPT. UNDER OUR JOINT FACILITY ACCOUNTING PRACTICE.

DELIVERY: AS SOON AS POSSIBLE

SEE YOUR LETTER 11/24/50 - CP REQN. #679

G.L.S. ✓  
COPY: P.G.R.  
FILE

*Complete*  
*OK 7/21/29*

SYSTEM ENGINEER  
OF TRACK  
NOV  
28  
1950  
NOR. PAC. RY. CO.  
ST. PAUL, MINN.

File 964  
~~106-160(1951)~~

St. Paul, Minn.,  
Nov. 24, 1950

Mr. J. F. Alsip:

Referring to Mr. Judson's letter dated Nov. 22nd about rail for the relay on the Seattle Branch.

This will have to come from the rail recovered from the Government Line at Odair and the Idaho Division already have orders for 71,496 L. F. to come from this recovery.

From the balance will you please instruct the Idaho Division to ship two cars to Supt. Smith at Carlton, one car to Supt. Thomson at Staples and one car to Supt. Dorfner at Parkwater, selecting the very best rail that they can find for these shipments.

Then ship 163,000 L. F. to the Seattle Branch relay and store the balance in Parkwater rail yard.

cls/w

copy CED ADZ

[illegible]



2 Cars best available - Carlton  
1 " " Staples  
1 " " Parkwalter

From the balance select 163000 of the best  
& distribute on Seattle Pn. Relay

Balance to Puget rail yard.

270,000

25 396

42 800

3 300

71 496

2 Carleton Carleton

1 Car staples

Admission \*

Janitor

Reactive \*

Laurel

Mosla \*

Barker

Paco

Amber

90-2nd

90-A

B

C

-

Recovery

Orders

Bah

Butte Skones Relay

4 8000

3 500 (LSDiv)

44 500

2475

15600

36500

900

# Est. of Odair 90# Rail Recovery.

Furnished

Statement date 11-19-34

345,716 L.F.

To Remain in yard Tracks at Odair, approx.

20,000 "

Approximate Recovery.

345,716 "

60% for Branch Line Relays S.H.B. 10/16/50 = 207,430 L.F. (60%) <sup>3rd A</sup> <sup>3rd B - (40%)</sup> 138,286 L.F.

Commitments:

American Smelting & Ref. Co. Tacoma Reqn. 850-1149

3696

Hitchcock Spur White Swan, Wn. Reqn Id. 2163

13600

Dayton Branch Relay ED 1070

42,800

Camas Prairie Reqn. 679

3300

Seattle Branch Relay Carry over from 1450.

170,500  
168,000

White Swan, Wn Reqn CED 2197

10

1500

N.P. Terminal Co. Reqn. 950-455

3300

C.M. Lovested & Co. Reqn ID 1210-F.

3300

Commitments to 11-24-50

209,100

25396

Balance

(1670)

112,890

# Est. of Odair 90th Rail Recovery.

Furnished

Statement date 11-19-34

345,716 L.F.

To Remain in yard Tracks at Odair, Approx.

20,000 "

Approximate Recovery.

345,716 "

60% for Branch Line Relays S.H.B. 10/16/50 =  $\frac{3rd A}{207,430 L.F. (60\%)} \frac{3rd B-C (40\%)}{138,286 L.F.}$

Commitments:-

American Smelting & Ref. Co. Tacoma Reqn. 850-1149

3696

Hitchcock Spur White Swan, Wn. Reqn. Id. 2163

13600

Dayton Branch Relay ED 1070

42,800 ✓

Camas Prairie Reqn. 679

3300 ✓

Seattle Branch Relay Carry over from 1951.

163,000 ✓

White Swan, Wn Reqn CED 2197

~~1500~~

1500

N.P. Terminal Co. Reqn. 950-455

3300

C.M. Lovestad & Co. Reqn ID 1210-F.

3300

Commitments to 11-24-50

209,100

25396

Balance

(1670)

112,890



St. Paul, Minnesota

November 22, 1950

File: ~~R/O~~  
964

Mr. F. C. Turner:

Returning Camas Prairie requisition 679 covering material for repairs to main line:

Order for 3300 feet of 90# 2nd Cl. rail, 33' lengths, may be placed on the Idaho Division to come from Odair recovery.

G. L. SMITH

FLJ/jwm

attach.

St. Paul, Minnesota  
November 22, 1950

File: ~~106-160(1951)~~  
964

Mr. W. W. Judson:

This is one of the wires which you gave me last Saturday to handle with Mr. Kuehlwein.

What I said to Mr. Alsip was that he might want to consider distributing the rail as it was received from Odair, rather than unload it at Parkwater and re-handle later on, and as I read Mr. Alsip's message he is asking for your approval.

In any case I think the item should remain as a carryover as it is improbable that any material part of it could be completed before the first of the year.

GLS/jwm  
attach.

G. L. SMITH

964

M E M O

Mr. G. L. Smith:

For your information, I understand the program of recovering rail from the Coulee Dam Railroad is very slow. The Car Office estimate that about twenty cars have been shipped in to date.

H. M. Tremaine  
District Engineer

Spokane, Washington  
November 20, 1950



ID-5507

11-17-50

C. E. Dorfler, Supt.,  
B. E. Nutley, Roadmaster,  
White Swan, Wash.

1500 Lin. Ft. 3rd class rail  
Furnish from Parkwater

Material for  
construction of  
spur to serve  
M. G. Hitchcock  
at White Swan,  
Wash. Informal  
authority of  
Gen. Mgr.

At once

CED-2197

PCT CED HCC JVM CHN BB





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

C O P Y

5lfo f

Missoula 305p Nov 17

W W Judson Train 4  
Jas

Re Budget branch line relays Mr G L Smith told me yesterday before leaving that Davenport to Eleanor which I had classed as a carryover was included in his figures for rail and if you approve we can use the 90# rail released from the government railroad above Coulee City unload this also fastenings without rehandling JT WWJ StPaul and on line A 172

550p/

J F ALSIP



68000-20,000  
100,000-30 A-100

172

3

964

N.P. RY. LIVINGSTON  
TELEGRAPH OFFICE

1950 NOV 14 PM 3 37

VS41NP HI PINK STPAUL 14 408P

G L SMITH BUSINESS CAR 1 LIVN

SIXTY EIGHT THOUSAND ONE HUNDRED FIFTY FOUR LINEAR FEET SECOND ONE  
HUNDRED POUND ONE HUNDRED THOUSAND FIVE HUNDRED THIRTY SEVEN LINEAR  
FEET THIRD A ONE HUNDRED POUND TWO THOUSAND FIVE HUNDRED AND EIGHT LINER  
FEET SECOND CLASS NINETY POUND AND THIRTY THREE HUNDRED AND THIRTY SEVEN  
LINEAR FEET THIRD A NINETY POUND RAIL NOW IN RAIL YARDS STOP TWO  
HUNDRED AND TWO THOUSAND LINEAR FEET NINETY POUND RAIL UNASSIGNED  
ODAIR RAIL AFTER DISCONTINUING FORTY PERCENT B-142

S H BARLOW.

+ 42800 Dayton Branch.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

Livingston, Nov. 14, 1950k

G. L. Smith  
St. Paul

Advise quick how much second class and how much third A one hundred and ninety pound rail now in rail yards after filling all orders. System total only required. Also advise how much ninety from Odair is still unassigned.

G. L. S.

St. Paul, Minnesota  
November 6, 1950

File: 964

Mr. Bernard Blum:

Referring to your letter of October 29 about  
rail to be recovered from the Odair line:

Mr. Barlow tells me that he kept no accurate  
record of the two classifications but that approximately  
60% of the recovered rail will be suitable for branch  
line relay and the balance for yards and sidings.

GLS/jwm

G. L. SMITH



964

MR. G. L. SMITH:

Your letter of the 26th about track material which you had reported the Bureau of Reclamation will retain at ODAIR:

In my letter of the 23rd to you I asked Mr. Derrig to have a complete survey made of the track metal left in place so that we would have it as the basis for billing the Reclamation Bureau.

With respect to the material which they will turn over to us, I think that the Store Department should record and report on the turnout material received from the removal.

11 With respect to the rail which Mr. Barlow marked: did he retain a record of the classification?

*Told J. Blum 60% Br Line surplus  
40% Side Trk*

- Bernard Blum ✓  
enroute  
10/29/50

bb/s

cc-Mr. J. T. Derrig.

*E*



SYSTEM ENGINEER  
OF TRACK  
NOV 1950  
NOR PAC RY, CO  
ST. PAUL, MINN.

St. Paul, Minnesota  
October 26, 1950

File: 964

Mr. Bernard Blum:

Referring to your letter of the 23rd about materials to be retained by the United States for the yard at Odair and in particular to the last paragraph in your letter in which you say that a report should be made on the condition of the turnout material which they turn over to us:

Is it your wish that we make the inspection of the material, or should that be left up to the Store Department?

GLS/jwm

G. E. SMITH

964

2

Saint Paul, October 23, 1950

MR. G. L. SMITH:

You noted to me Mr. Barlow's letter to you of the 16th following his inspection of metal in the Government Railroad between ODAIR and GRAND COULEE DAM.

You advised that the line is to be left in place Odair to the first highway crossing west of Odair, including the yard tracks.

You also advised that the frogs and switches released from the tracks at Grand Coulee are in reasonably good shape but that division forces there are going to replace some of the frogs and switches in Odair yard with them.

Our agreement with the United States, dated November 19, 1934, makes no provision for the Government to retain any of this track metal upon completion of the dam. Accordingly we will render bill against the Bureau of Reclamation for the material which they retain, priced at the valuation it had when it was turned over to them originally.

I think it would be well to keep some track of what they do, and report on the condition of the turnout material which they turn over to us.

cc-Mr. J. F. Alsip  
Mr. J. T. Derrig  
Mr. H. M. Tremaine

bb/s

Donald Blum







N. P.  $\frac{1012}{6-24}$

Printed in U.S.A.

CLASS NO. \_\_\_\_\_ MATERIAL REQUISITION NO. \_\_\_\_\_ G. S. K. NO. ID-5176  
STOREKEEPER AT C. E. Dorfler, Supt., 10-20-50  
SHIP TO B. E. Nutley, DATE  
AT White Swan, Wash.

USE OF SHIPPING STORE ONLY			QUANTITY REQUIRED	DESCRIPTION	PURPOSE	ON HAND AND DUE
SHIPMENTS						
4	3	2				
				<p>NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK</p> <p>13600 Lin. Ft. 3rd class rail 90# Ship as removed from Odair line.</p> <p>CED-2163</p> <p>FOT CED HCC JVM CHN BB</p> <p><i>Complete 18448</i></p>	<p>Material for construction of spur to serve M. G. Hitchcock at White Swan, Wash. Informal authority of Gen. Mgr.</p>	

APPROVED

O. K.

SIGNED

ASST. GENERAL STOREKEEPER.

GENERAL STOREKEEPER

DISTRICT STOREKEEPER.  
DIVISION

## USE OF SHIPPING STORE ONLY

SHIPMENT NO. 1 (✓)		SHIPMENT NO. 2		SHIPMENT NO. 3		SHIPMENT NO. 4	
DATE _____		DATE _____		DATE _____		DATE _____	
W. B. _____		W. B. _____		W. B. _____		W. B. _____	
CAR _____		CAR _____		CAR _____		CAR _____	
INITIAL	NUMBER	INITIAL	NUMBER	INITIAL	NUMBER	INITIAL	NUMBER
INVOICE _____		INVOICE _____		INVOICE _____		INVOICE _____	
NUMBER	DATE	NUMBER	DATE	NUMBER	DATE	NUMBER	DATE

Mr. G. L. Smith:

Will you please advise with whom order  
should be placed for the rail called for on the  
attached requisition No. CED-2463

F. C. Turner

*Order to be placed on  
Shaholow to come  
from Cedar Line  
Removal of.*

8x14-16

Mr. J. L. Smith

Will you please advise with whom order

should be placed for the call noted for on the

attached registration for

10-10-1916

10-10-1916

10-10-1916

10-10-1916

G. L. Smith

10-10-1916

10-10-1916

964

*Orig  
note to 12/10/17*

St. Paul, Minnesota  
October 16, 1950

Mr. G. L. Smith:

On October 9, Mr. Anderson, Transitman for Division Engineer Young at Spokane, and I started the classification of the 3rd Cl. 90# rail to be removed from the Government line between Odair and Grand Coulee.

The line is to be left in between Odair and the first highway crossing west of there, including the yard tracks, as the Government has installed track scale, cement house and a building containing an overhead unloading crane from which they will unload the railroad cars and then haul by truck to the dam site.

All rails between this point through and including all yard and spur tracks at Grand Coulee were marked as to 3rd-A, B, C or 4th Cl. scrap, and the section crew followed this and painted the classification on the rails so there should not be any difficulty in segregating this rail when it reaches Parkwater rail yard.

I made no attempt to count the amount of good, usable rail as this will be furnished as the rail yard statements come in in the following months, but it appears that probably 60% will be suitable for branch line relays.

The frogs and switches released from the yard tracks at Grand Coulee are in reasonably good shape but the division forces there are going to replace some of the frogs and switches in the Odair yard with the material recovered from the yard tracks at Grand Coulee so probably very little of this turnout material will be available for industry and secondary track relays.

SHB/jwm

E. H. BARLOW



964

N.P. RY ST PAUL  
TELEGRAPH OFFICE

1950 OCT 11 AM 9 49

NP65SF A COULEECITY 10 5P

GLS STP

OD STOP WILL PROBABLY FINISH FRIDAY

SHB.

SYSTEM ENGINEER  
OF TRACK  
OCT  
11  
1950  
NDR. PAC. RY. CO.  
ST. PAUL, MINN.

Sept. 11,

50

ID-1215-F

Mr. C. E. Dorfler, Supt.,  
Spokane, Wash.

Northern Pacific Ry. Co.,  
The Northern Pacific Terminal Co.,  
H. E. Stewart, Storekeeper,  
Guilds Lake, Portland, Oregon.

- 1 Carload, approximately 50 net tons, 3rd class relay  
rail, 9030- ARA-B, must be 33 ft. in length \$50.00 net ton

FOB cars, NP tracks,  
Portland, Oregon.

Furnish rail recovered from the government line Odair, Wash.

Delivery as soon as possible

Mail copy of bill of lading direct to above company  
on date of shipment.

Order 950-455  
FOR JWM HCC BB CHN

*Complete  
3432LF*

C O P Y

St. Paul, Minnesota  
September 8, 1950

Mr. C. E. Dorfler,  
Spokane, Washington

Dear Sir:

Please ship Northern Pacific Ry. Co., C. M.  
Lovsted & Co. Inc., Seattle, Washington 100 lengths  
33 feet long 90# third class rail \$50.00 N. T. fob  
NP tracks, Seattle, Washington. Delivery: October,  
1950 or earlier.

Ship from Odair Line. Mail copy of bill of  
lading direct to above company on date of shipment.

Order 950-399

F. C. Turner  
General Storekeeper

FD 1210-F  
complete



August 18,

50

ID-1115-F

Mr. C. E. Dorfler, Supt.,  
Spokane, Wash.

Northern Pacific Ry. Co.,  
American Smelting & Refining Co.,  
Tacoma, Wash.

3696 Lin. Ft. Relay rail, 3rd class, 90 lb.

\$50.00 N.T.

Rail to be furnished from rail picked up on the  
Government line at Odair.

FOB cars, NP tracks,  
Tacoma, Wash.

Delivery: November, 1950

Order No. 850-1199

American Smelting & Refining Co. Order #2353 Reqn. 2715-1950

GR JVM CHN HCC BB File 11178

*All orders shipped*

*Completed*



August 18,

50

ST-1116-F

Mr. R. G. Becker, DSK,  
So. Tacoma, Wash.

Northern Pacific Ry. Co.,  
American Smelting & Refining Co.,  
Tacoma, Wash.

112 Pr.	2nd hand heat treated angle bars 90 lb.	\$5.40 Cwt.
448 Pes.	New track bolts, 90 lb.	11.26 Cwt.
448 Pes.	New nutlocks, 90 lb.	61.37 M pes.

All fob cars, NP tracks,  
Tacoma, Wash.

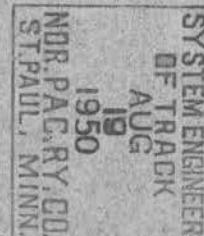
Delivery - November, 1950

Order No. 850-1199

Am. Smelting & Refining Co. Order 2353

Reqn. 2715

PGR JVM CHN BB File 1178



August 18,

50

ID 1115-F

Mr. C. E. Dorfler, Supt.,  
Spokane, Wash.

Northern Pacific Ry. Co.,  
American Smelting & Refining Co.,  
Tacoma, Wash.

3696 Lin. Ft. Relay rail, 3rd class, 90 lb.

\$50.00 N.T.

Rail to be furnished from rail picked up on the Tacoma, Wash.  
Government line at Odair.

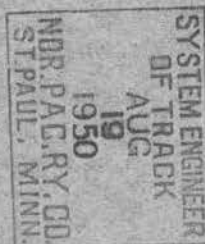
Delivery: November, 1950

Order No. 850-1199

Am. Smelting & Refining Co. Order #2353 Reqn. 2715

GR JVM CHN HCC EB File 11178

*Complete*



Northern Pacific Railway Company

964  
AUGUST 16, 1950

F. C. TURNER  
GENERAL STOREKEEPER

850-1199

NP RY.

AMERICAN SMELTING & REFINING CO.  
ORDER NO. 2353  
REQUISITION NO. 2715

NORTHERN PACIFIC RAILWAY COMPANY

AMERICAN SMELTING AND REFINING COMPANY  
TACOMA, WASHINGTON

*964*  
*ID 1115-F*

3696 LIN. FT.	RELAY RAIL, 3RD CLASS, 90-LB.	\$50.00 N.T.
112 PR.	2ND HAND HEAT TREATED ANGLE BARS 90-LB.	\$ 5.40 CWT.
448 PCS.	NEW TRACK BOLTS, 90-LB.	\$11.26 CWT.
448 PCS.	NEW NUTLOCKS, 90-LB.	\$61.37 M PCS.

ALL FOB CARS, NP TRACKS  
TACOMA, WASH.

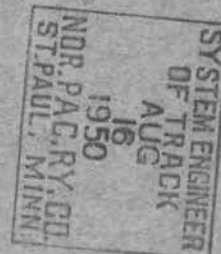
RAIL TO BE FURNISHED FROM RAIL PICKED UP ON THE GOVERNMENT  
LINE AT ODAIR

PER MR. BLUM'S LETTER OF AUG. 2, 1950 TO MR. JUDSON

DELIVERY: NOVEMBER, 1950

COPY: W.W. JUDSON  
G.L.S.  
P.G.R.  
FILE 222-5M

*Acc Chief Engineer*





964

NOTED BY:

G.L.S. ✓  
S.H.B. ✓  
G.M.D. ✓

Saint Paul, August 14, 1950

MR. C. CORSER  
Assistant General Manager

Your letter of the 10th to Mr. Dorfler about the loading of the rail and other track materials from the U. S. Railroad to COULEE DAM:

As stated in my letter of the 10th we now figure on classifying the rail in track before it is removed, so that when it arrives at Parkwater railyard the foreman can unload directly into the proper piles without any further classification.

The other track material is to go to South Tacoma, and of course there would be no point to sending a heterogenous lot of fastenings to Parkwater for sorting and then loading them again for South Tacoma - so we will arrange to ship the other track material direct to South Tacoma.

cc-Mr. F. C. Turner  
Mr. G. L. Smith  
Mr. C. E. Dorfler

*Handwritten:* 2nd 65 sp  
HDL

bb/s

SYSTEM ENGINEER  
OF TRACK  
1950  
AUG  
NOR. PAC. RY. CO.  
ST. PAUL, MINN.

BERNARD BLUM



964

964

## NOTED BY:

G.L.S. ☒S.H.B. ☒G.M.D. ☒

St. Paul, Minn., August 14, 1950.v

Mr. E. M. Willis:

Referring to your letter of August 1 in reply to mine of July 31 about sale of rail and track material to the AS&R Company at Tacoma.

I now attach original purchase order No. 2353 dated August 8 from the AS&R Company for rail, angle bars, track bolts and nut locks. You will note they do not wish this rail until about November, 1950, and in accordance with Mr. Blum's letter of August 2 it can by that time be furnished from the rail picked up on the Government Line at Odair.

I assume you will handle to a conclusion.

W. W. JUDSON  
L. S.

*W. W. Judson*

cc- Mr. Bernard Blum

964

2113/10/10  
for 8/10  
Done 10/16/50

Saint Paul, August 10, 1950

MR. J. F. ALSIP:  
MR. J. T. DERRIG:

Referring to our exchange of wires and letters about removal of the Government railroad between Odair and Grand Coulee Dam:

Mr. Barlow went over the line recently with Mr. Zangar and checked the general condition of the rail.

He reports that about half of it is suitable for laying in our own branch lines. He also tells me that it is the intention to pick up the material by locomotive crane, possibly with a magnet, and load it on cars as they pick it up.

This would suggest that there would be one car for rail and the other for fastenings, etc. which would make it impracticable to do any classifying in the field during the loading of the cars.

With respect to the rail: we can I think best handle that by one of our Asst. Engineers of Track going out there and classifying the rail as it lies in the track, using the customary markings; then when the cars of rail - which will be more or less mixed up in classification - are received at Parkwater they can be unloaded in piles without waiting for the yard foreman to do any classifying. We will arrange accordingly.

With respect to the fastenings and turnout material: the Railway does not own the bolts or spikes, and we cannot take them unless the Government wishes to turn them over to us as scrap.

This material, other than the rail, is to be shipped to South Tacoma and possibly the best way we can hope for is to get the Government to compensate us for the additional expense of classification when the cars of mixed material are received at South Tacoma.

There is some question in my mind as to the necessity of inspection during loading operations. According to our agreement with the Bureau of Reclamation we turned over this material to them without rental payment, and they were to return it to us in good order, less ordinary wear and tear. With the 16 years service such wear may be an appreciable amount. We of course should provide such inspection as is necessary to see that all the material is loaded, and then we will have to make our check when unloaded at Parkwater (for the rail) and at South Tacoma for the other material.

BERNARD BLUM

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION

Specifications No. RL-CB-70      Coulee Dam, Washington, August 10, 1950  
Supplemental Notice No. 1

To all prospective bidders under Specifications No. RL-CB-70 for "Removing Construction Railroad and Miscellaneous Structures, Coulee Dam Division, Columbia Basin Project, Washington." for which bids were to have been received at the office of the Bureau of Reclamation, Coulee Dam, Washington, until 11 a.m., Pacific Standard Time, August 31, 1950.

1. The date for opening bids is hereby changed from 11 a.m., Pacific Standard Time, August 31, 1950, to 11 a.m., Pacific Standard Time, August 30, 1950.

2. The following change is hereby made in the above-described specifications:

(a) In the second and third lines of paragraph 23, page 6, delete the words "one hundred dollars (\$100)" and substitute therefor the words "twenty-five dollars (\$25)".

3. If you have given your copy of the specifications to someone else, please forward this notice also.

4. Bids submitted must be in accordance with this notice. Sign and return this notice with your bid.

H. T. NELSON,  
Regional Director.

Firm name \_\_\_\_\_

By \_\_\_\_\_

Date \_\_\_\_\_



964

*Post  
Box  
502*

NOTED BY:

G.L.S. \_\_\_\_\_  
S.H.B. \_\_\_\_\_  
G.M.D. \_\_\_\_\_

Seattle, Washington  
August 10, 1950

174-26

Mr. C. E. Dorfler:

Referring to my letter of July 27th, File 174-26, about arrangements for loading rail and track material by Government contractor who is to take up the Government track Odair to Coulee Dam site, which work will be started within a few weeks as I understand they are putting out bids to contractors for doing the work.

It now develops the Government will remove all the metal with locomotive crane, putting rail successively in one car and fastenings in another. This makes it impossible to classify and group rail and track material on cars. Accordingly, it will be necessary to send all the material to Parkwater, where rail will be stored and fastenings ultimately go to South Tacoma.

I am sending a copy of this to Mr. Blum, Mr. Turner and Mr. Smith so they will advise as to how this material will be checked after the cars arrive at Parkwater - in other words, whether Mr. Blum will provide an inspector or whether the check and classification will possibly be handled by Parkwater Store.

ORIGINAL SIGNED BY: **C. CORSER**  
Assistant General Manager

cc - Mr. B. Blum,  
Mr. F. C. Turner,  
Mr. G. L. Smith ✓ J. F. Alsip-H ✓

SYSTEM ENGINEER  
OF TRACK  
AUG 14 1950  
NOR. PAC. RY. CO.  
ST. PAUL, MINN.



6227

St. Paul, Minnesota  
August 2, 1950

Mr. W. W. Judson:

Replying to your letter of the 31st about sale of 3696 linear feet of 3rd Class 90# rail to the A. S. & B. Company at Tacoma:

If this rail is required for immediate delivery, it should be furnished from the Glendive rail yard and specifically from the rail stored there which was recently removed from the Colstrip line.

If delivery could be deferred until later in the year, it could be furnished directly from rail to be picked up on the Government Line at Odair.

cc: Mr. E. M. Willis

BERNARD BLUM

St. Paul, Minnesota  
August 2, 1950

Mr. W. W. Judson:

Replying to your letter of the 31st about sale of 3696 linear feet of 3rd Class 90# rail to the A. S. & R. Company at Tacoma:

If this rail is required for immediate delivery, it should be furnished from the Glendive rail yard and specifically from the rail stored there which was recently removed from the Colstrip line.

If delivery could be deferred until later in the year, it could be furnished directly from rail to be picked up on the Government Line at Odair.

cc: Mr. E. M. Willis

BERNARD BLUM

V

NP318SF N SPOKANE 1 809P

G L SMITH STP

GOVT LINE ODAIR FIFTY FIVE TO SIXTY PERCENT OF RAIL

SUITABLE FOR BRANCH LINE RELAYS SMALL TIE PLATES ON SOME CURVES BUT

NONE ON TANGENTS EXPECT TO START REMOVAL ABOUT OCT FIRST B 11

S H BARLOW.

964  
N.P. BY ST. PAUL  
TELEGRAPH OFFICE

1950 AUG 1 PM 11 08

SYSTEM ENGINEER  
OF TRACK  
AUG  
2  
1930  
NOR. PAC. RY. CO.  
ST. PAUL, MINN.



N.P. RY. ST. PAUL  
TELEGRAPH OFFICE

964

1950 SEP 27 PM 6 22

NOTED BY:

G.L.S. L

S.H.B. L

NP237SFN SPOKANE 27 311P

G L SMITH STP

B 272 DARLAND ADVISES THAT THE LAST DAY OF OPERATION FOR THE  
GOVERNMENT RR IS NOW SET FOR OCT 12 FOLLOWING WHICH

THE MAIN TRACK MAY BE REMOVED

IN THE MEANTIME AFTER OCT 1 THE CONTRACTOR IS INTENDING  
TO PICKUP ALL LOOSE RAIL AND PROBABLY INCLUDING SOME OF THE  
SIDINGS THE EXACT TIME OF HIS START OF WORK IS NOT YET SET

A 271

H M TREMAINE.

SYSTEM ENGINEER  
OF TRACK  
SEP  
28  
1950  
NOR. PAC. RY. CO.  
ST. PAUL, MINN.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

File: 964 (Odair)

St Paul, Sept 27 1950 m H M Tremaine

- Spokane

Please advise date actual removal of track on the government line  
will start. B-272

G L SMITH 8:40 AM

964  
St. Paul, Minn.,

August 31, 1950

B-771

*L*  
Mr. J. F. Alsip:

Please refer to your wire H-318 of July 31 with reference to demurrage charges assessed on cars ~~found~~<sup>by the</sup> in possession of contractor removing and loading material recovered from the Grand Coulee Dam Railway.

Supplement No. 6 to Demurrage Tariff 4-2, effective September 28, Page 5, Item 435-A, extends the same provisions on such cars being loaded for outbound movement as has previously been in effect on loaded cars moving into Grand Coulee Dam.

R. E. MATTSON

cc: Mr. B. Blum ✓

*Mike Smith*



964

Spokane, Washington  
August 31, 1950

Mr. G. L. Smith:

Yours of August 28th asking if there could not be made available to Mr. Barlow or Mr. DeLambert a Company car for use in classifying the rail to be recovered from the Government line at Odair.

Of course you know the Division Engineer has only one car here and that may not be assigned to other work. If my own car is not in use at that time, I will be glad to let you have it for the time required. As you appreciate, our limits are stretched right now and we do not dare overlook a bet as to results.

It occurs to me though, if I may make a suggestion, the classifying of this rail requires going along the track and why not use a speeder? Do not think the classification of this rail can be handled by automobile. There are ample accommodations in Coulee City at the Thompson Hotel for sleeping and the distances are not great.

I hope you will appreciate my difficulties.

*Handwritten signature*  
District Engineer

HMT:lcb

SYSTEM ENGINEER  
OF TRACK  
SEP 5 1950  
NDR. PAC. RY. CO.  
ST. PAUL, MINN.



~~E~~

~~106-25~~

964

St. Paul, Minn.,  
August 29, 1950

Mr. E. M. Willis:

Yours of August 28th, file 222-5M, re inquiry for  
100 lengths of 90# relay rail.

We can probably furnish in October from Odair Line.

flj-w

cy FCT

St. Paul, Minn.,  
August 28, 1950

Mr. H. M. Tremaine:

Towards the end of September either Mr. Barlow or Mr. DeLambert will spend several days classifying the rail to be recovered from the Government line at Odair.

I understand that places to eat and sleep are few and far between on the line, and I should appreciate it very much if you could make available for a few days one of the Company automobiles.

If you can, I will advise you the exact dates between which it would be required a little later on.

gls-w

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
Bureau of Reclamation  
Coulee Dam, Washington

COPY

CBP-445

For immediate release.

COULEE DAM, Wash., Aug. 30--H. C. Grendahl of Spokane submitted the apparent low bid of \$35,562.50 when bids were opened here today for removal of the 30-mile construction railroad which delivered most of the materials for the Grand Coulee Dam.

A total of 34 bids was received, believed to be the greatest number ever submitted for a single job in the 17-year history of the Columbia Basin Project.

Second and third low bidders were J. A. Terteling & Sons, Inc. of Boise, \$38,083.52, and J. N. Payne of Omak, \$47,045.

In addition to moving 30.7 miles of existing track, the contract will call for razing an engine house, coal bunker and motor car house, and moving or removing miscellaneous materials including signs, posts, and bridges.

The government railroad from Odair to Coulee Dam was 15 years old July 19. In its colorful history, rail cars delivered more than 12-million barrels of cement; 77-million pounds of reinforcing steel; and 10-million pounds of steel for the 18 penstocks feeding water to the two powerhouses.

Removal of the road is required at this time, despite the fact that some construction work remains at Grand Coulee Dam, because the tracks cover ground which will be flooded next summer when the first water is pumped into the Grand Coulee equalizing reservoir. The priming of the reservoir is the first step to making available irrigation water for 87,000 acres of the Columbia Basin Project in spring, 1952.

Additional materials needed for construction at the dam subsequent to the railroad removal will be trucked from Odair.

Office Engineer F. J. Sharkey presided at the bid opening today for the Bureau of Reclamation. Approximately 45 persons attended.

###

COPY



-2-  
Additional materials needed for construction at the dam subse-

quent to the railroad removal will be trucked from Olathe.

Office Engineer F. J. Sharkey presided at the bid opening today.

for the Bureau of Reclamation. Approximately 45 persons attended.

WHITING'S

EXPOSITION DONE

757 RAG-USA

SYSTEM ENGINEER  
OF TRACK  
SEP 6  
1950  
NOR. PAC. RY. CO.  
ST. PAUL, MINN.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

964 M.

St. Paul, 8-24-50

B. Blum, Car 14  
Train 4, Tacoma Div.

J. T. Derrig - Seattle

Can sell up to 15 miles 90 lb. rail with fastenings Coulee Dam Line  
stop No ballast in the 1951 program to come from Meskill. Seventeen  
thousand yards Bristol. Original BB cy JTD. 8-61

G. L. Smith

964

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION

Specifications No. R1-CB-70  
Supplemental Notice No. 3

Coulee Dam, Washington, August 24, 1950

To all prospective bidders under Specifications No. R1-CB-70, for "Removing Construction Railroad and Miscellaneous Structures, Coulee Dam Division, Columbia Basin Project, Washington," for which bids are to be received at the office of the Bureau of Reclamation, Coulee Dam, Washington, until 11 a.m., Pacific Standard Time, August 30, 1950.

1. The following changes are hereby made in the above-described specifications:

(a) The following sentence has been added at the end of paragraph 34:

"Materials not to be salvaged shall remain Government property until burned or removed from Government-owned land, and the Government will not be responsible for safe keeping of any material which the contractor may intend to preserve and remove from Government-owned land."

(b) The last sentence of subparagraph 39(c) has been deleted and the following has been substituted therefor:

"If, due to a delay in opening the relocated Secondary State Highway 2-F and the application of provisions in paragraph 22, no work is required under either of the above-mentioned items, the contractor shall be entitled to no compensation for the item or items under which no work is required; and the contractor shall be entitled to no compensation because of the elimination of work to be performed under either or both of these items."

2. If you have given your copy of the specifications to someone else, please forward this notice also.

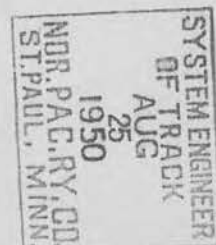
3. Bids submitted must be in accordance with this notice. Sign and return this notice with your bid.

H. T. NELSON  
Regional Director

Firm name \_\_\_\_\_

By \_\_\_\_\_

Date \_\_\_\_\_



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION

Specifications No. RL-CB-70  
Supplemental Notice No. 3

Coulee Dam, Washington, August 24, 1950

To all prospective bidders under Specifications No. RL-CB-70, for "Removing Construction Railroad and Miscellaneous Structures, Coulee Dam Division, Columbia Basin Project, Washington," for which bids are to be received at the office of the Bureau of Reclamation, Coulee Dam, Washington, until 11 a.m., Pacific Standard Time, August 30, 1950.

1. The following changes are hereby made in the above-described specifications:

(a) The following sentence has been added at the end of paragraph 34:

"Materials not to be salvaged shall remain Government property until burned or removed from Government-owned land, and the Government will not be responsible for safe keeping of any material which the contractor may intend to preserve and remove from Government-owned land."

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2. If you have given your copy of the specifications to someone else, please forward this notice also.

3. Bids submitted must be in accordance with this notice. Sign and return this notice with your bid.

H. T. NELSON  
Regional Director

Firm name \_\_\_\_\_

By \_\_\_\_\_

Date \_\_\_\_\_



St. Paul, August 24, 1950.

Mr. G. L. Smith:

Mr. Blum just phoned from Seattle. He would like an answer to his wire yesterday in regard to the rail from the Grand Coulee; you to advise Derrig with a copy to him.

He would also like you to wire him if there is any ballast for the 3rd sub, Tacoma Division in the 1951 program. He would like this information as he will meet Carbon tonight at Spokane.

Mr. Blum is leaving Seattle this morning on Car 14, Train 4, for Billings.

T R Gibson

764  
N P RY. ST. PAUL  
TELEGRAPH OFFICE

NP160CF EB SEATTLE 23 324P

1950 AUG 23 PM. 6 04

G L SMITH STP

Q  
TERTELING COMPANY IS INQUIRING ABOUT PURCHASE OF ALL OF THE  
90 POUND TRACK METAL TO COME UP FROM THE COULEE DAM RAILROAD I TOLD  
THEM OF OUR SHORTAGE AND RECENT DECISION ABOUT SELLING NO MORE HEAVY  
RAIL HOWEVER WISH YOU WOULD WIRE DERRIG AS SOON AS POSSIBLE IF ANY  
90 TRACK METAL CAN BE SOLD IF SO HOW MUCH

B BLUM.

SYSTEM ENGINEER  
OF TRACK  
AUG 20 1950  
NDR. PAC. RY. CO.  
ST. PAUL, MINN.

964

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION

Specifications No. RL-CB-70      Coulee Dam, Washington, August 17, 1950  
Supplemental Notice No. 2

To all prospective bidders under Specifications No. RL-CB-70, for "Removing Construction Railroad and Miscellaneous Structures, Coulee Dam Division, Columbia Basin Project, Washington," for which bids are to be received at the office of the Bureau of Reclamation, Coulee Dam, Washington, until 11a.m., Pacific Standard Time, August 30, 1950.

1. The following changes are hereby made in the above described specifications:

(a) The following sentence has been added before the word "Ties" near the end of the 9th line of subparagraph 33(a):

"Separation or classification of materials as to quality or condition will not be required; but the contractor shall seek instruction from the contracting officer regarding the loading of any defective materials."

(b) The last line of the list in subparagraph 33(a), regarding 720 track bolts, has been deleted.

(c) Subparagraph 33(b) has been deleted.

(d) The following reference has been deleted from the 3rd line of subparagraph 33(d): "or (b)".

2. The invitation, dated July 31, 1950, for work to be performed in accordance with the above-described specifications has been changed as follows:

(a) The final hour and date for receipt of bids, as given in the first paragraph has been changed to:

"11 a.m. Pacific Standard Time, August 30, 1950".

(b) The fifth paragraph on the 1st page, regarding liquidated damages has been changed to:

"Liquidated damages for delay will be twenty-five dollars (\$25.00) per day for each calendar day's delay."

(c) Instructions regarding markings on envelopes containing bids, as given near the bottom of the second page of the invitation have been changed by substitution of "AUGUST 30, 1950" in place of "AUGUST 31, 1950".

*M. L. Dmuck* ✓

3. If you have given your copy of the specifications to someone else, please forward this notice also.

4. Bids submitted must be in accordance with this notice. Sign and return this notice with your bid.

H. T. NELSON,  
Regional Director.

Firm name \_\_\_\_\_

By \_\_\_\_\_

Date \_\_\_\_\_



964

MR. G. L. SMITH:

You have copy of Mr. Alsip's letter of the 27th to Mr. Dorfler, copy to me, about removal of material from the Government railroad, Odair to Grand Coulee:

It is my interpretation of your wire of the 21st that you will do the classifying and checking.

Will you arrange.

- Bernard Blum ✓  
7/31/50  
Saint Paul

bb/s

CHB { when the Govt advises they are ready to  
G. L. { remove think we should classify in ground.  
G. L. { See talk with me.

G. L. 8/1

P. S.

W. B. 8/1

SYSTEM ENGINEER  
OF TRACK  
JUL 31 1950  
NOR. PAC. RY. CO.  
ST. PAUL, MINN.

RECEIVED JUL 31 1950

For the use of the Northern Pacific Railway Company  
in the construction of a new line from  
St. Paul to the coast near  
the city of Seattle.

St. Paul, Minn., July 31, 1950.v

Mr. E. M. Willis:  
Mr. Bernard Blum:

Mr. Alsip wires me as follows:

"AS&R Tacoma wishes to purchase following rail and track material:

3696 lin ft 33 ft lengths 3rd class 90 lb rail

112 pairs S/H 90 lb angle bars common

448 pcs new 90 lb track bolts

448 pcs new 90 lb nut locks

2240 pcs 7-1/2 x 10-7/8 or 7 x 9 S/H tie plates

4480 pcs new 9/16 x 5-1/2" track spikes

I recommend If you approve please give me authority and price to charge fob Tacoma to which I will add 3 percent sales tax Please advise where rail and track material is to come from."

Will Mr. Blum please advise if we can furnish the material and, if so, where from, and will Mr. Willis please give me price to charge for the material.

*W. J. Judson*

*a*

JUL  
31  
1950

SYSTEM ENGINEER  
OF TRACK  
AUG  
1950  
NDR: PAC. RY. CO.  
ST. PAUL, MINN.





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

964 M.

Mr. Zangar,

Concerning inspection trip by Mr. Barlow of the Government Railroad steel etc between Coulee City and the Dam. Have just talked with Mr. Darland of Mr. Banks office. Arrangements all made for some one to meet Mr. Barlow at Coulee, arrival of 315 Tuesday Aug. 1st. and escort him over the railroad. When Mr. Barlow finds convenient Mr. Darland would like to have Mr. Barlow call at his office,

H. M. Tremaine

July 29, 1950  
9.30 AM

*Fred Warren*

964

NE BY ST PAUL  
TELEGRAPH OFFICE

1950 JUL 29 PM 1 42

NP162SF S SPOKANE 29 1121

G L SMITH STP

WILL INSPECT ☒ GOVT LINE ODAIR WITH MR ZANGAR TUESDAY

AUG 1ST B-291

S H BARLOW.

SYSTEM ENGINEER  
OF TRACK  
JUL 31 1950  
NDR. PAC. RY. CO.  
ST. PAUL, MINN.

964

RECEIVED  
JUL 27 1950  
U.S. DEPT. OF  
AGRICULTURE  
WASHINGTON

Seattle, Washington  
July 27, 1950

174-26

Mr. C. E. Dorfler:

On July 25th I sent you copy of Mr. Blum's letter of July 21st with respect to arrangements for removal of our rail and track material leased to the United States of America for Government Railroad from Odair to Grand Coulee Dam site, Docket 16503, on November 19th, 1934.

Please be sure that Mr. Banks is advised in accordance with that letter and he can advise Mr. Warren, who is the Superintendent of the Railroad, working under Mr. Banks.

Mr. Blum will have the classification taken care of by the Engineering Department, but I wish you would keep a note of this and wire Mr. Blum, Mr. Turner and Mr. Smith a week or ten days in advance when Bureau of Reclamation is about to start removing the rail and other track metal.

Please acknowledge.

cc - Mr. Bernard Blum  
Mr. F.C. Turner  
Mr. G.L. Smith ✓

J. F. Alsip-H



TELEGRAM



TELEGRAM

SF44CF X SEATTLE 25 1202P

S H BARLOW CARE T ZANGER SPOKANE

PLEASE LOOK OVER RAIL ON GOVERNMENT LINE ODAIR TO BE TAKEN UP  
SOON TO DETERMINE IF RAIL SUITABLE FOR BRANCH LINE RELAYS

G L SMITH.

N. P. RY. SPOKANE  
TELEGRAPH OFFICE

JUL 25 12 30 PM '50

964

964  
RECEIVED  
JUL 23 1950  
BUREAU OF RECLAMATION  
WASHINGTON, D. C.

Saint Paul, July 23, 1950

MR. J. F. ALSIP:

Supplementing my letter to you of the 21st about taking over the track metal to be removed by the BUREAU OF RECLAMATION on the line to Grand Coulee Dam:

We will take care of the classification by the Engineering Department.

I will be glad if you and Mr. Forfiter will wire us when the Bureau is about to start work removing the rail.

cc-Mr. F. O. Turner  
Mr. G. L. Smith

bb/s

BERNARD BLUM

SYSTEM ENGINEER  
OF TRACK  
JUL 26 1950  
NOR. PAC. RY. CO.  
ST. PAUL, MINN.

RECEIVED JUL 26 1950

RECEIVED JUL 26 1950

RECEIVED JUL 26 1950

RECEIVED JUL 26 1950

RECEIVED JUL 26 1950

RECEIVED JUL 26 1950

RECEIVED JUL 26 1950

RECEIVED JUL 26 1950



964  
J. L. Smith

Saint Paul, July 21, 1935

MR. J. F. ALBIP:

Your letter of the 15th, treating with respect to the removal of the Grand Coulee Dam railroad:

We did not advise you of shipping directions on material, as we did not figure it was of any interest to Mr. Warren. All he has to do is load it on cars and deliver to Odair; but for your information figure on sending about 5 1/2 track miles of low rail and bars to the Dayton "ranch" relay, the balance of the rail to Parkwater yard; and the track fastenings to South Tacoma.

I have discussed with Mr. Mattson the matter of cars and he thinks that the best bet will be flat cars throughout. That means of course that the Government will have to sideload the flats for the track fastenings, and they can undoubtedly use salvaged ties for that purpose.

The ties do not belong to the Railway; we do not want them; and should be careful to see that they are not loaded onto our cars.

I am taking up with Mr. G. L. Smith about checking the cars at the loading point. Without question we should have the cars checked; and it is necessary that each kind and class of material be loaded separately. We can decide later between ourselves how the checking will be done. If not loaded separately we are apt to have unnecessary expense at destination.

I presume you will advise Mr. Warren in the matter.

cc-Mr. F. C. Turner

Mr. G. L. Smith--As I wired you today, it appears now too late to ship material for the Genessee Branch, as delivery to Odair is not to start before Oct. 1. Mr. Turner wants the track fastenings sent to S. Tacoma; but we will probably be able to ship the angle-bars and plates direct to the relay job. This raises question as to the size of plates. **BERNARD BLUM** Your requisition for the Genessee Branch does not give the size. Is not that an oversight?





N. P. 1386A  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, July 21, 1950

G L Smith

c/o Breedlove

Seattle

S-201. Advice is that rail will start loading about October 1 which seems to cut out Genessee branch but should be able to ship to Dayton Branch.

Requisition for Dayton Branch not made. What size tieplates should be sent there? Your requisition 189 for Genessee gives no indication of size of plates.

Material should be inspected and checked as loaded. Who should do it, you or roadmaster. B-211

Blum

ANGLE BARS

Month	90° SH Cm (prs)	Weight (lbs)	90° SH HT (prs)	Weight (lbs)	85° Cm (prs)	Weight (lbs)	72° (prs)	Weight (lbs)
Aug. 1934	241 200 1000 84	13014 10800 54000 4536						
			16 3/4 6 1/2	916 307				
					10	490		
Sept. 1934	250 600	13500 32400						
Oct. 1934	399 1294 1180 1220 1500 1500	21546 69876 63720 65880 81000 81000						
Nov. 1934	480 2273	25920 122742						
Dec. 1934	26 24 14	1404 1296 756						
Jan. 1935	190	10260						
Feb. 1935	68 66 141	1785 3564 7614						
June 1935	(190) (134) (172)	(10260) (7035) (9114)						
Apr. 1940	40	2220						
							72	2592
Oct. 1942	(60)	(3240)						
Mar. 1943	(127)	(6858)						

NORTHERN PACIFIC RAILWAY COMPANY

Statement of material furnished for the construction  
of United States railroad to Grand Coulee dam site  
under terms of contract with U.S. Government  
dated November 19, 1934

RAIL

Month	3/90# B	Gross Tons	3/90# A	Gross Tons	3/85#	Gross Tons	3/72#	Gross Tons
Aug. 1934	57226	766.4196	25386	339.9911				
	(20)	(.2679)						
Sept. 1934	19985	267.66			186	2.3527		
Oct. 1934	14244	190.7670	6963	93.2589				
	31682							
	22605	302.7455						
Nov. 1934	12689	169.9425	5462	73.1518				
	10627	142.3259						
	7365	98.6384						
	74193	993.6552						
	3531	47.2903						
	19014	254.6526						
Dec. 1934	10114	135.4528	15713	210.442				
	5116 1/2	68.5246						
	21699 1/2	290.6192						
Feb. 1935	2886	38.6519						
	7348	98.4110						
Apr. 1935	(16010)	(214.4196)						
May 1935	8811	118.0045						
	1110	14.866						
June 1935	(1452)	(19.4463)						
Oct. 1935	2013	26.9600						
Apr. 1940	1884	25.2350						
Oct. 1942	(540)	(7.2327)					1316	14.1
Mar. 1943	(3929)	(52.62)						
	312192		53524		186		1316	

Auditor Disbursements  
November 27, 1948



# TIE PLATES

Month	7x9 90# SH	Weight (lbs.)	7 <sup>1</sup> / <sub>2</sub> x10-3/4 90# (11.5)	New Lundie 90# (11.5)	6x8 <sup>1</sup> / <sub>2</sub> 90# (11.5)	Weight (lbs.)	72# Weight (lbs.)
Aug. 1934			658				
Dec. 1934					1000	7000	
Feb. 1935					900	6300	
					900	6300	
Mar. 1935					1000	7000	
June 1935					(2900)	(20300)	
May 1935	4900	42728					
Oct. 1934			5342	Pes.			
Oct. 1936	11,000	96000					
Apr. 1940	934	8114					879 7665
July 1941					1100	7840	
Oct. 1942	(270)	(2354)					

*Auditor statement 11-19-43 shows 27564 plates  
as made furnished under contract of 11-19-34*

# FROGS

Month	#9 90# SR Frog	#9 90# Rigid Frog	#11 90# SR Frog	#7 - 85# 11'2" Rigid Frog
Aug. 1934	2			
Sept. 1934	2		2	
Oct. 1934			2 2	
Dec. 1934	1	2		
Sept. 1934				1
Oct. 1942	(1)	(2)		(1)



GUARD RAILS

Months	Sets of 90# 8 1/4" Gd rails	90# Plan T-15-3	85# 8 1/4"	Gd Rail Clamps	Base Plates
Aug. 1934	2		1		
Sept. 1934	4 2				
Oct. 1934	3				20
Nov. 1934				1	
May 1935		1 7			
March 1943	(1)				

SWITCHES

Month	90# 16 1/2" Split Sw. Compl.	85# 15" Split Sw. Compl.
Aug. 1934	2	1
Sept. 1934	4 2 3 Additional Chg.	
May 1935	1 7	
Oct. 1942	(1)	
Mar. 1943	(1)	

# SWITCH MATERIAL

Month	HB SW Stands	Economy SW Stands	Con. Rods	6" 2" Con. Rods	Con. rods T-17-9	T-17-1	Non Ins. Tie Rod
Aug. 1934	1			1			
Sept. 1934	6 2			6			
Oct. 1934		3 1					2
Feb. 1935					1		
May 1935	3	5	5			3	
June				1			
Oct. 1942	(3)						
March 1943	(1)						

# SWITCH LAMPS

Month	M/L Sw. Lamps	Sw. Lamps T-18-1	Sw Locks
Aug. 1934	1 2		3
Sept. 1934	4		2
Oct. 1934			2
May 1935		3	3

# MISC. MATERIAL

Month	85-90 Comp. Jts.	90# Trk. Bolts
Aug. 1934	2 2 2	
Oct. 1934	4	
Aug. 1934		552 168

Auditor Disbursements  
November 27, 1948

# SWITCH MATERIAL

Month	HD SW Stands	Economy SW Stands	Con. Rods	6"2" Con. Rods	Con. rods T-17-2	T-17-1	Non Ins. Tie Rod
Aug. 1934	1			1			
Sept. 1934	6 2			6			
Oct. 1934		3 1					2
Feb. 1935					1		
May 1935	3	5	5			3	
June				1			
Oct. 1942	(3)						
March 1943	(1)						

# SWITCH LAMPS

Month	M/L Sw. Lamps	Sw. Lamps T-18-1	Sw Locks
Aug. 1934	1 2		3
Sept. 1934	4		2
Oct. 1934			2
May 1935		3	3

# MISC. MATERIAL

Month	85-90 Comp. Jts.	90# Trk. Bolts
Aug. 1934	2 2 2	
Oct. 1934	4	
Aug. 1934		552 168

Auditor Disbursements  
November 27, 1948



964

MEMORANDUM

From Spokane, Washington  
April 25, 1946

Mr. G. L. Smith:

See my letter to Mr. Blum today about the Connell Northern, Adrian to Odair.

Wish you would check up the present status of secondhand 90# tie plates, that is, 7" x 9" and 7½" x 10-7/8", in order to determine when we might be able to furnish enough repunched tie plates for the present 66# rail. Unfortunately the supply of 90# rail in sight for the next year does not permit us to hold out any hope to relay the 66# curves with heavier rail. It is understood, of course, that division forces will replace poor 66# presently in track with better rail from their stock at Parkwater.

L. Yager



At Spokane, Washington  
April 25, 1946

Mr. Bernard Blum:

In discussing a number of matters with Messrs. Colby and Zanger today they brought up the issue related to transportation over a part of the Connell Branch, Adrian to Odair, related to the development of the Grand Coulee project for the irrigation portion of this large project. That is to say, the construction of a dam at the north and south ends of the Grand Coulee which is to form the main reservoir, and the construction of certain canals and other irrigation details.

I am attaching hereto, copy of Mr. Zanger's letter of February 14 to Mr. Colby outlining the desirable rehabilitation work on the line between Adrian and Odair in anticipation of hauling considerable construction material.

The present prospects do not suggest any considerable movement over the Connell Branch from Connell north but rather from Adrian to Odair to handle construction material delivered to us by the Great Northern.

We all would naturally be favorable to the recommendation for relaying the severe curvature with 90# rail as listed to the extent of 17,821 track feet. Unfortunately the status of our 90# rail is such as to make that impossible unless there is an unexpected improvement in the next twelve months. We can, however, quite likely make fairly prompt response in the way of providing tie plates, say 7" x 9", for all of the curves.

I am also attaching hereto, copy of Mr. F. L. Irving's report to Mr. Ackerman under date of February 23, and also copy of Mr. Ackerman's letter of February 19 to Mr. Colby. This traffic information is not sufficiently definite to warrant our making any plans. I am assuming that in due time Mr. Clark will communicate more reliable information on this subject.

Mr. Colby obtained for me from the Spokane Chamber of Commerce and the Northern Pacific Traffic Department some literature bearing on the Columbia Basis irrigation project based on the Grand Coulee dam. Included in these data is a map prepared by the Bureau of Reclamation dated Denver, Colo., June 10, 1943, showing the projected canal systems which quite clearly defines the areas to be irrigated. I believe we should place these on one of our maps so as to have a ready reference for future investigations as to traffic developments, branch line rehabilitation, etc. It is barely possible that Mr. Haw may have other data bearing on this subject.

L. YAGER

LY:C

Spokane, Washington

Feb. 14, 1946

Condition branch lines

Mr. D. S. Colby:

The Columbia Basis irrigation project is going to be started in the near future, which means considerable traffic on our Adrian Branch between Odair and Adrian and over the Connell Northern between Connell and Adrian.

We have Extra Gang No. 3 on the Connell Northern between Connell and Adrian putting in ties and when renewals are completed this will have good ties, but this line is rough and needs spot surfacing, leveling up of track and lining over the entire 61 miles between Connell and Adrian and 12 miles between Bassett Junction and Schrag which will take a 35 man extra gang about 2½ months. Also, the track bolts should be tightened over this branch.

"Our Adrian branch between Odair and Adrian is in poor shape. The 66# 3rd class rail laid at time this line was constructed is badly kinked and worn out and has no tie plates. Track is rough and has no ballast. At the time we were hauling material for the construction of the Coulee Dam we had derailments due to track conditions described above.

This line should be rehabilitated to take care of the traffic which is now anticipated and recommend as follows:

Relay curves 3° and over with 90# rail.

Curve 112	6°	1469	track feet		
"	3°	2163	" "		
" 118	4°	1262	" "		
" 118A	3°	963	" "	Over Bridge 118	
"	Tangent	913	" "	" " 118-1	
" 118B	4°	1458	"b "		
"	Tangent	346	"b "		
" 119	6°	1358	" "		
"	Tangent	419	" "		
" 119A	4°30'	1257	" "		
"	Tangent	291	" "		
" 119B	6°	864	" "		
"	Tangent	37	" "		

Curve 119C	6°	1031	Track Feet	Over Bridge 119
" 119D	4°	144	" "	
" 120	6°	650	" "	
" 120A	4°	36	" "	
" 120B	6°	775	" "	Over Bridge 120
" 120C	4°	19	" "	
		506	" "	
		22	" "	
		642	" "	
		55	" "	
		<u>1121</u>	" "	
Total		17821	Track Feet	

Balance of curves should be plated out of face as follows:

Curve 109	2°	950'	length	1140 Pcs.
" 110	3°	2464	"	3040 pcs.
" 111	3°	1067	"	1320 "
" 116	3°	2109	"	2680 "
" 116A	3°	1974	"	2420 "
" 120D	1°	719	"	987 "
" 121	2°	2050	"	2580 "
" 122	1°	1821	"	2370 "
" 123	2°	1740	"	2218 "
" 123A	3°	<u>1407</u>	"	<u>1827 "</u>
Total		16301'	"	20582 "

Also, track should be surfaced by applying about 1800 cubic yards pit run gravel to each mile for 19.38 miles for about 4" raise or total of 35,500 cubic yards. This pit run gravel can be loaded on the right of way between MP 101 and 102 between Hartline and Coulee City and part of it can be loaded between MP 123 and MP 124 near Adrian."

T. Zangar

Division Roadmaster



NORTHERN PACIFIC RAILWAY COMPANY  
Traffic Department

Spokane, Washington  
February 19, 1946

File A 29-3

Mr. D. S. Colby  
Spokane, Washington

Your letter of February 18 in regard to the prospective traffic over the Connell Northern branch in connection with the Columbia Basin Irrigation project.

I have some recent figures obtained from one of the cement companies which indicates that most of the cement to be used this year, amounting to approximately 350,000 barrels, will be used in the Grand Coulee and Coulee Dam area to construct a pumping plant and (earth) dam feeder canal at Grand Coulee and Coulee City main canal.

The only cement actually called for at the present time is 37,500 barrels for the Grand Coulee feeder canal.

Included in the first year's requirements, it is expected that a headquarters building will be erected at Ephrata, which is on the G.N. and a Pasco pumping plant and Pasco laterals. It is not likely that any of this business would move over the Connell Northern Branch.

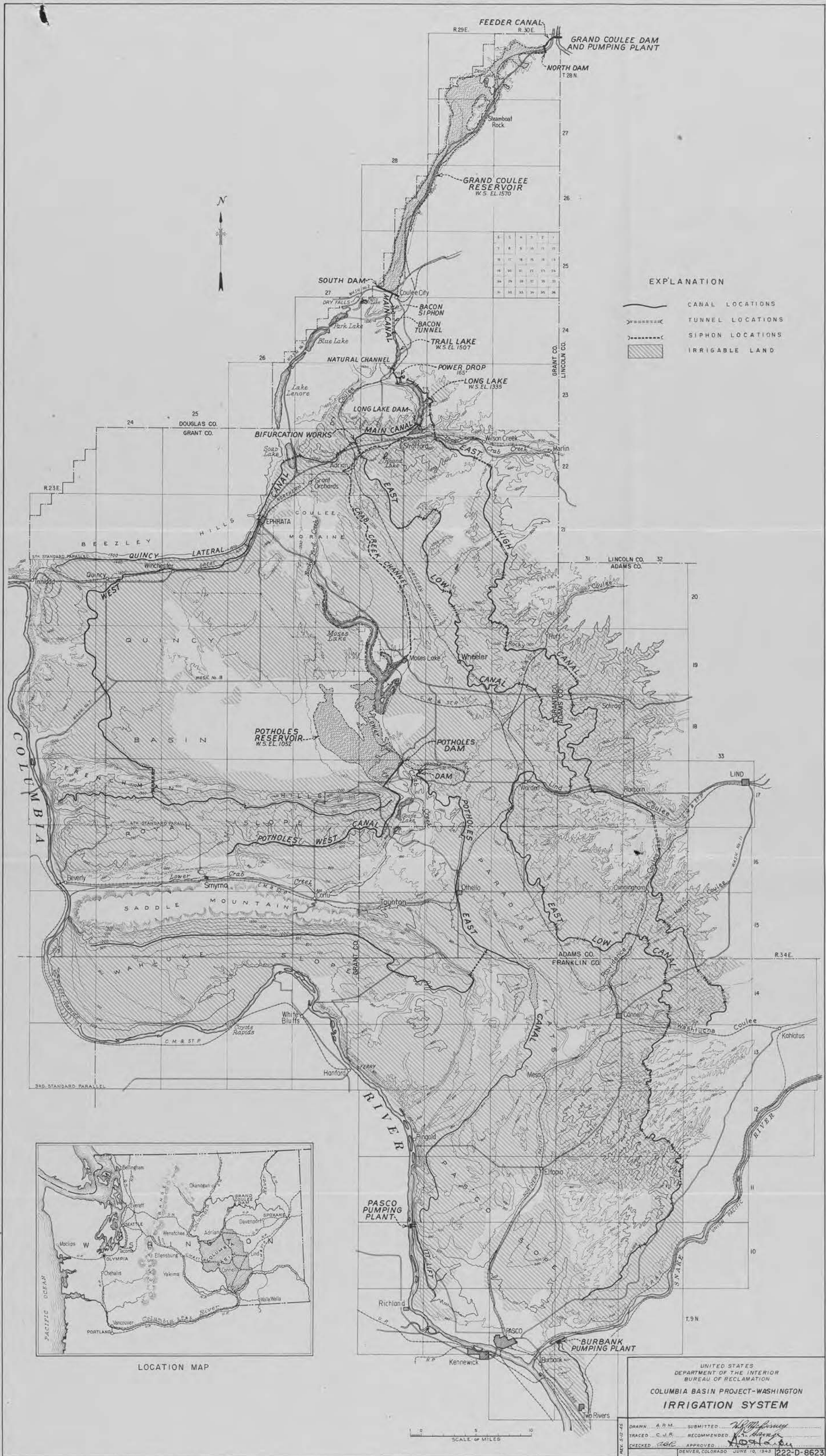
Under date of October 27, 1945, Mr. Irving made a report to me on the amount of concrete work in the Columbia Basin that totals 4,292,524 cu. yds. Mr. Irving gave you a copy of his letter and no doubt you have this information on your file, but it is not likely that any of this work will be done this year, adjacent to the Connell Northern branch.

L. M. Ackerman

IMA:b

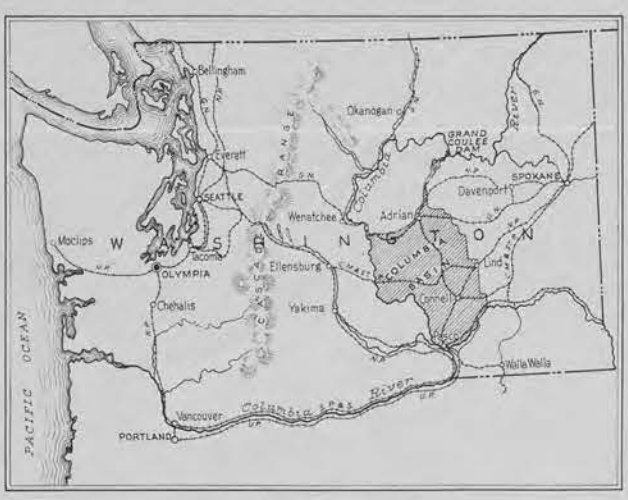
COPY





EXPLANATION

- CANAL LOCATIONS
- TUNNEL LOCATIONS
- SIPHON LOCATIONS
- IRRIGABLE LAND



LOCATION MAP

SCALE OF MILES

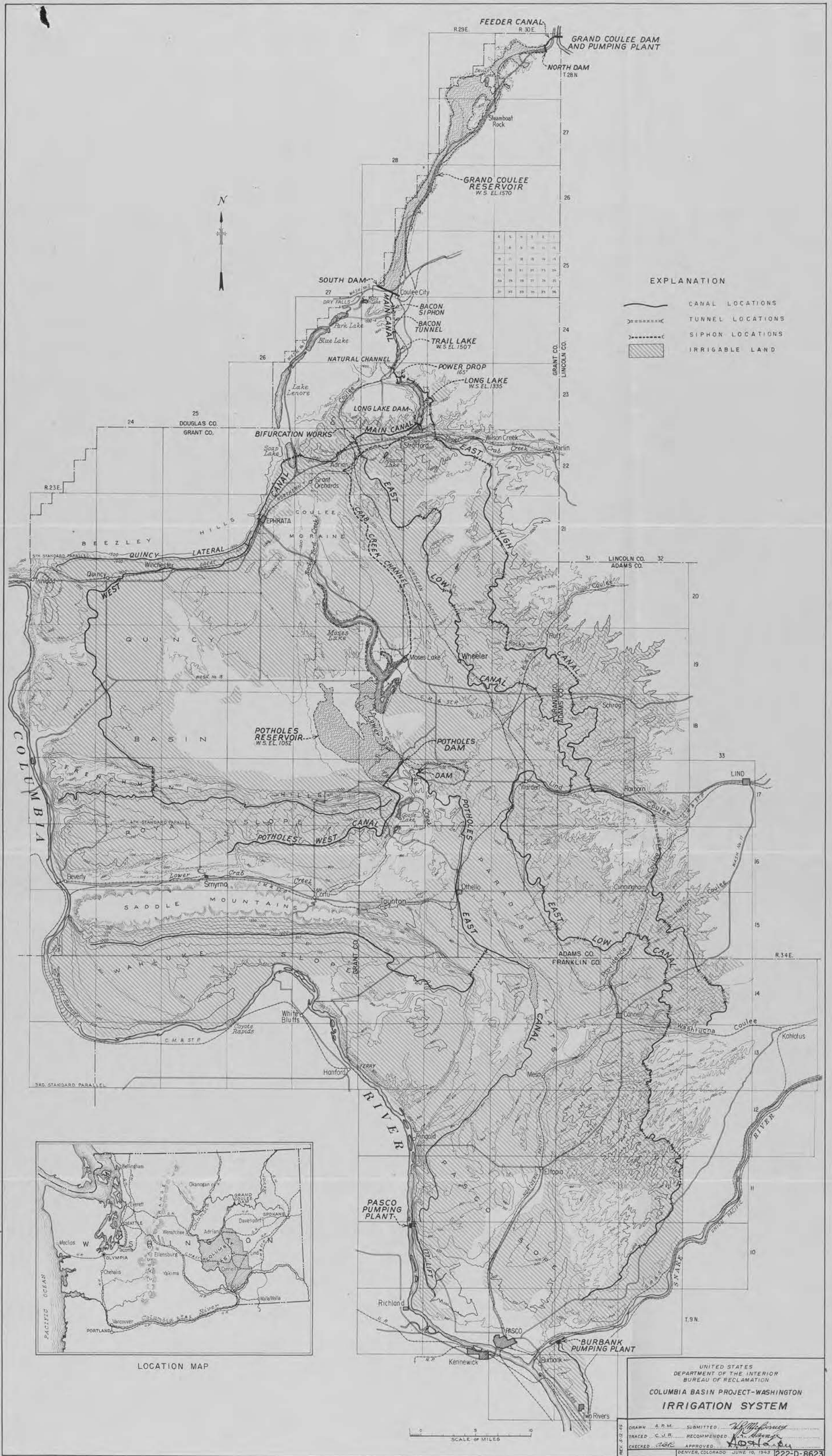
UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION

**COLUMBIA BASIN PROJECT-WASHINGTON  
IRRIGATION SYSTEM**

DRAWN	A.R.M.	SUBMITTED	<i>W.M. Pasney</i>
TRACED	C.M.R.	RECOMMENDED	<i>A.A. Adams</i>
CHECKED	<i>W.C.</i>	APPROVED	<i>W.M. Pasney</i>

DENVER, COLORADO JUNE 10, 1943 222-D-8623





EXPLANATION

- CANAL LOCATIONS
- TUNNEL LOCATIONS
- SIPHON LOCATIONS
- IRRIGABLE LAND

LOCATION MAP

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION  
COLUMBIA BASIN PROJECT-WASHINGTON  
IRRIGATION SYSTEM

DRAWN A.P.M. SUBMITTED  
TRACED C.V.R. RECOMMENDED  
CHECKED J.B.R. APPROVED  
DENVER, COLORADO - JUNE 10, 1943 222-D-8623

964

St. Paul, Jan. 3, 1944

Mr. H. E. Stevens:

Confirming telephone statement I made to you this afternoon from the office of the Minnesota State Highway Commission about the probable cost of hard surfaced highway for the highway Odair, Wash. to Grand Coulee Dam location:

I am attaching a copy of memorandum upon which the estimates quoted have been listed. It is my impression that the cost of such a highway would have exceeded \$39,000 per mile because of the construction trucking cost for the reason that the cement would have to be trucked from Odair, and the fact that an adequate water supply so essential for concrete surface construction would probably be expensive to obtain in that locality.

LY/jwm  
encl.

L. YAGER.

cc Mr. H. F. Brown (encl.)



MEMORANDUM

Estimated cost of hard surface for a heavy duty trucking highway Odair, Wash. to Grand Coulee Dam location. Figures furnished to the undersigned and H. F. Brown by the Minnesota State Highway Department.

1. Character of service would require 22 ft. width 1-2-4 concrete thickness 10"-8"-10" for medium ground support values.
2. The cost would range from \$2.75 to \$3.00 per square yard based on price levels prevailing in Minnesota prior to the war and assuming normal haul on cement and aggregates existing in Minnesota and likewise the availability of an adequate supply of water.
3. 22 ft. width -- say 13,000 sq. yds.
  - a) 13,000 x \$2.75 = \$35,750 per mile
  - b) 13,000 x \$3.00 = \$39,000 per mile
4. The pre-war costs in Minnesota covering 22 ft. - 9"-7"-9" concrete surface have ranged from \$25,000 to \$30,000 per mile including the cost of shouldering, etc.

L. YAGER

St. Paul, Minn.  
Jan. 3, 1944



STATEMENT OF MATERIAL LEASED TO THE U. S. GOV'T.  
AND CONSOLIDATED BUILDERS, INC. AT COULEE DAM NOT  
ACCOUNTED FOR TO DATE

Consolidated Builders Inc. Contract dated May 3, 1938

41,210 ft. 90# rail  
1,174 prs. 90# angle bars  
8,795 pcs. tie plates

Consolidated Builders Inc. Contract dated June 28, 1938

10,614 ft. 56# rail  
689 prs. 90# angle bars  
862 " 56# " "  
26,253 pcs. tie plates  
1,000 " rail braces  
2 - 90# rigid frogs  
2 - 90# split switches  
2 - sets guard rails 90#

U.S. Gov't. Contract Nov. 19, 1934

370,185.2 L.F. 3/90# rail	4533.5378 G.T.
186 " 3/85# "	2.3527 "
1,316 " 3/72# "	14.1 "
12,317 Prs. 90# angle bars	663,647#
10 " 85# " "	490#
72 " 72# " "	2,592#
5,834 Pcs. 7x9 - 90# tie plates	50,872#
16,000 " 6x8 1/2 - 90# " "	
658 " 7 1/2 x 10 - 3/4 " "	
5,342 " New lundle " "	
879 " 72# tie plates	
5 - #9 S.R. 90# frogs	
2 - #9 Rigid 90# "	
6 - #11 S.R. 90# "	
1 - Rigid 11'2" - 85# frog	
19 - split switches 90# 16 1/2'	
1 - " " 85# 15'	
11 - guard rails 90# 8 1/2'	
8 - " " 90# plain T-15-3	
1 - " " 85# 8 1/2'	
1 - " " clamp	
20 - Base plates for guard rail	
10 - Comp. joints 85-90#	
12 - H.B. switch stands	
9 - Economy " "	
17 - Connecting rods	
2 - Non-ensl. tie rods	
10 - Sw. lamps	
10 - " locks	
720 - Pcs. 90# track bolts	

Auditor Disbursements  
June 29, 1942

WHITTINGTON  
EXPOSITION

964

Train 4 - Yellowstone Division  
December 5, 1939

Mr. H. E. Stevens:

Your letter of the 4th in regard to the attached letter from Mr. Banks dated November 27th about turning over to the United States 1420 lineal feet of second-hand 90 lb. bars and 800 tie plates between the Grand Coulee Dam power house and the end of the Government railway.

This is the item mentioned to me by Assistant Engineer Darland when we were at the Dam a few days ago and which I brought to your attention.

Mr. Banks in his letter states that this additional material would be returned to the Railway when other materials are returned in accordance with Paragraph 20 of the Government railway contract dated November 19, 1934. I rather gained the impression when Mr. Darland spoke to me that they wanted to have this track remain permanently in place to handle heavy materials into the power house that might come to the Dam by truck after the Government railway had been taken up on account of filling the dry coulee reservoir. On the basis that this rail will have the same status as the Government railroad rail, it would be a little awkward to ask them for rental in view of the liberality with which we have treated them in the past; however, if this rail is to remain in place, then I think we should receive compensation for same, and I suggest Mr. Banks be advised we are willing to lend them the 1420 feet of rail and fastenings as supplement to the existing contract, but if any portion of the material is to remain after the Government railroad is taken up, the matter will be negotiated at that time.

BB:m  
encl.

24-12/12

BERNARD BLUM

Copy: Mr. L. Yager



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Oct 29 1937

Fred Brastrup

- SPOKANE

964

A-608 We would not be able in any event to supply 500 tons second class 72 pound rail because we only have about a mile on the system STOP We likewise could not furnish 500 tons third class 72 pound rail because we only have about eight miles on the system. In extreme emergency we might furnish about a mile and one half of third class 72 pound stored at Missoula of a quality represented by the 1715 feet shown on hand at Parkwater. Y-329

MAIL COPY: Mr. E. M. Willis:

L YAGER

This relates to an inquiry of a Mr. Canning of contractors, MWAK, Grand Coulee Dam. LY

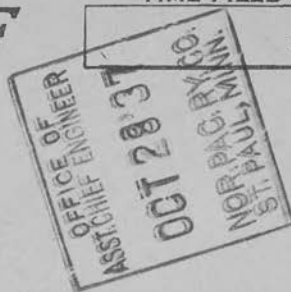


N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.



38BGE

BILLINGS OCT 28 1937

L YAGER

ST PAUL

YOUR INQUIRY FROM CANNING OF MWAH CO FOR 72 LB RAIL DOUBT IF WE HAVE 72  
LB AVAILABLE HAVE ASKED MR YAGER TO HANDLE WITH YOU DIRECT GIVING YOU QUOTATION  
ON AVAILABLE RAIL D-281 CY FB LY

J T DERRIG

418PM

*L. J. 101  
129/37*





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

39BGE

BILLINGS OCT 28 1937

R A KUEHLWEIN

ST PAUL

D-329 HAND MESSAGE TO MR YAGER AND ASK HIM TO HANDLE WITH SUPERINTENDENT

BRASTRUP D-281

J T DERRIG

419PM



N. P. 1386  
12-24

## TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Oct. 28 1937

J. T. Derrig  
Car 12 - Billings.

Following message from Brastrup - Canning of MWAK asking price quotation FOB Adair for 500 ton second class 72 pound rail with angle bars A-608 end quote. Rail records show one hundred forty ton second class and eight hundred thirty five ton third class on system. D-329

R A Kuehlwein



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

15 SF M

SPOKANE OCT 27 1937

J T DERRIG

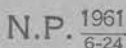
ST PAUL

CANNING OF MWAK ASKING PRICE QUOTATION FOB ODAIR FOR 500 TON SECOND CLASS 72 POUND  
RAIL WITH ANGLE BARS A 608

FB

541PM

2nd 140 T  
3rd 835 T



2 $\frac{1}{4}$ " R. H. 2 $\frac{3}{4}$ " C. TO C.

964

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR SHOP ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAY-BILL AND INVOICE FOR MATERIAL FORWARDED

FROM Remondy Road TO Chav Wash

FOR 10-11-31

DATE OF WAY-BILL 10-14 1936

NUMBER OF WAY-BILL \_\_\_\_\_

CAR INITIALS 70 CAR NO. 12221

### STORE RECORD

INVOICE

1ST TRANSFER  
MADE AT \_\_\_\_\_ DATE \_\_\_\_\_ 19\_\_\_\_ INTO CAR INITIALS \_\_\_\_\_ CAR NUMBER \_\_\_\_\_

2ND TRANSFER  
MADE AT \_\_\_\_\_ DATE \_\_\_\_\_ 19\_\_\_\_ INTO CAR INITIALS \_\_\_\_\_ CAR NUMBER \_\_\_\_\_

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAY-BILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAY-BILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

[illegible]

DATE \_\_\_\_\_ 19\_\_ DATE \_\_\_\_\_ 19\_\_

TRAIN NO. \_\_\_\_\_ TRAIN NO. \_\_\_\_\_

TIME \_\_\_\_\_ M. TIME \_\_\_\_\_ M.

TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.	TO BE FILLED IN BY CON- DUCTOR LEAVING FREIGHT AT DESTINATION.
<p>1. Name of shipper _____</p> <p>2. Name of consignee _____</p> <p>3. Name of commodity _____</p> <p>4. Description of commodity _____</p> <p>5. Quantity of commodity _____</p> <p>6. Date of shipment _____</p> <p>7. Date of arrival _____</p> <p>8. Date of departure _____</p> <p>9. Date of return _____</p> <p>10. Date of receipt _____</p> <p>11. Date of delivery _____</p> <p>12. Date of payment _____</p> <p>13. Date of receipt _____</p> <p>14. Date of delivery _____</p> <p>15. Date of payment _____</p>	<p>1. Name of shipper _____</p> <p>2. Name of consignee _____</p> <p>3. Name of commodity _____</p> <p>4. Description of commodity _____</p> <p>5. Quantity of commodity _____</p> <p>6. Date of shipment _____</p> <p>7. Date of arrival _____</p> <p>8. Date of departure _____</p> <p>9. Date of return _____</p> <p>10. Date of receipt _____</p> <p>11. Date of delivery _____</p> <p>12. Date of payment _____</p> <p>13. Date of receipt _____</p> <p>14. Date of delivery _____</p> <p>15. Date of payment _____</p>

AGENT AT

DESTI-

WILL

HEREIN

DATE RECEIVED

NATION

STAMP

THE

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE  
PROPERTY DESCRIBED ON THIS WAY-BILL.

19



N. P. RY. CO.  
OCT 17 1908  
OFFICE OF MESSENGER  
N. P. RY. CO.  
P. M. RY. CO.



N.P. 2175

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR SHOP ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM DSK SOUTH TACOMA TO QDAIR WASH  
FOR B. BLUM ✓ CHIEF ENGR. DATE OF WAYBILL 10/7/36 19\_\_  
NUMBER OF WAYBILL 0421  
CAR INITIALS NP 41521 CAR NO. \_\_\_\_\_

### STORE RECORD

10-235

INVOICE

1ST TRANSFER  
MADE AT \_\_\_\_\_ DATE \_\_\_\_\_ 19\_\_\_\_ INTO CAR INITIALS \_\_\_\_\_ CAR NUMBER \_\_\_\_\_

2ND TRANSFER  
MADE AT \_\_\_\_\_ DATE \_\_\_\_\_ 19\_\_\_\_ INTO CAR INITIALS \_\_\_\_\_ CAR NUMBER \_\_\_\_\_

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
190 PRS 10260#	SOFT S.H. 90# ANGLE BARS	ST 20301		10260		190 PRS.	

DATE \_\_\_\_\_ 19\_\_\_\_ DATE \_\_\_\_\_ 19\_\_\_\_

TRAIN NO. \_\_\_\_\_ TRAIN NO. \_\_\_\_\_

TIME _____ M.	TIME _____ M.
TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.	TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT

DESTI-

WILL

HEREIN

DATE RECEIVED \_\_\_\_\_

NATION

STAMP

THE

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE  
PROPERTY DESCRIBED ON THIS WAYBILL.

19



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

## MEMORANDUM:

MR. E. M. WILLIS:

After writing you my memorandum yesterday quoting wire from Supt. Brastrup about 56 lb. rail for the contractors at Coulee Dam, we concluded that we would place an item in the 1937 budget requesting relay of considerable mileage of 56 lb. rail on the Washington Central Branch. With that in view it becomes proper, I believe, to say that you should offer 100 tons of 3rd class 56 lb. rail on this inquiry to be furnished from the stock on hand at Parkwater.

L. Yager

St. Paul, Oct. 3, 1936w



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Oct 3 1936w

Fred Brastrup

Spokane

A-311 Submitted to purchasing agent expect advice soon Y-335

L Yager

920am





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

## MEMORANDUM:

MR. E. M. WILLIS:

I quote herewith wire from Supt. Brastrup concerning rail desired by contractors at Coulee Dam:

"M.W.A.K. Co., Coulee Dam contractors request price quotation one hundred tons fifty six pound rail and angle bars for Odair to be used for trestle work. Please advise. A-311."

Our stock of 56 lb. rail will hardly permit us to spare this amount of rail, which is about 12,000 ft. We have, as you know, on hand at Auburn 27062 ft. of 3rd 67 lb. rail for which you suggested that there is no market other than scrap. I suggest that you offer 12,000 ft. of this rail to be equipped with angle bars which will be the 60 lb. bars fitting this section at the same price that you would charge for 56 lb. rail, that is we would be sacrificing 11 lbs. per yard. Stated in other words, you would offer the 67 lb. rail at the same price per foot as the 56 lb. I am prompted to make this suggestion because we would then realize something more than scrap for the 67 lb. rail.

L. Yager

St. Paul, Oct. 2, 1936w



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

105 SF X

SPOKANE OCT 2 1936

L YAGER

STPAUL

// MWAK CO COULEE DAM CONTRACTORS REQUEST PRICE QUOTATION ONE HUNDRED TONS FIFTY  
SIX POUND RAIL AND ANGLE BARS FOB ODAIR TO BE USED FOR TRESTLE WORK PLEASE  
ADVISE A 311 //

FB

12000 ft

130P



964

No. 556

St. Paul, Minn. Sept. 20, 36

Bernard Blum Chief Engineer

Chair, Wash



- 1 6000 140 ft. 3-7 000 rail from Parkwater  
 2 190 pr. soft 2nd hand 000 angle bars from Do Sai  
 3 3000 pos. 2nd hand 000 tie plates from Missouri  
 7 x 9 Plan T-4-7  
 Delivery as soon as possible.

cc - BID TO LY 200

Chief Engineer

Parkwater  
 Rail Yard 9/20

Phone 96

Mr. Gager

OK 24/9/24

Regarding the 14,000 tri plates  
6" x 8 1/2" - 90 lb for Odaw.

The only 6 x 8 1/2" plates available are those  
at Livingston for repunching. Could furnish  
7" x 9" plates now being picked up from relay  
Zolo. Mr. Nichols thought you prefer to furnish  
the 6" x 8 1/2" even at the additional expense of  
shipping from store but would ask you when  
you return tomorrow.

WU 9/23-36



Spokane, October 19, 1935 g

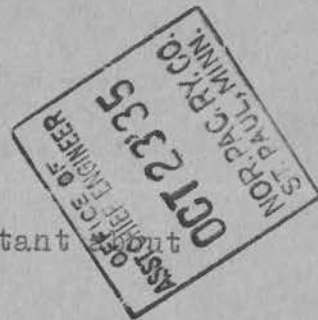
Mr. L. Yager:

Your letter of the 3rd instant about  
third class 90# B rail.

I presume that you refer only to rail  
33 feet long with square ends and bored for joint  
fastening.

Of such rail, we have approximately  
4200 feet at Pasco and 17094 feet at Parkwater.

*J. H. Johnson*  
J. H. Johnson  
superintendent



St. Paul, Oct. 3, 1935.

MR. J. H. JOHNSON:

Please advise how much 3/C 90#  
B rail you have available in Parkwater and Pasco  
rail yards suitable to ship to MWAK COMPANY when  
required by them.

Ass't. Chief Engineer.

PJP-vml

*Due 25000' 3/4" B. Rail*

*Ship from Missoula Rail yard if  
necessary.*

*Frictionless Rail from Aberdeen & line?*



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

164 SF S

SPOKANE 9/5/35

J T DERRIG

ST PAUL

D 299 SEVEN CARS RAIL FROM ROCKY MOUNT DIVN COVERED BY REQN 414 AND 462 NOW ON  
HAND PARKWATER WILL MOVE TO ODAIR WITHIN NEXT WEEK AT CONVENIENCE OF M W A K THEY  
NOT YET READY FOR 25000 FT TO COMPLETE BALANCE OF CONTRACT AND ADVISE WHEN READY  
FOR THIS RAIL G 381

J H J

501 PM

noted  
9/6

Mr Blum  
note JTG  
6



N. P. 1386  
12-24

## TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Aug 31, 1935

J H Johnson  
Spokane Wash

Driscoll advises will load balance of rail approximately twenty thousand feet requisitions 414 and 462 shipping from

Missoula September third. Is this schedule satisfactory. In addition to above rail there will be due approximately

twenty five thousand lineal feet in order to complete full delivery contemplated under contract. Please ascertain from

MWAK Co. when they will want this additional twenty five thousand feet over and above rail now loading at Missoula.  
D-299

J T Derrig





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

134MDR

MISSOULA AUG 30 1935

L YAGER

ST PAUL

C--115 RAIL WILL BE LOADED AND READY TO LEAVE HERE ABOUT

SEPT 3 RD OR 4 TH WILL EXPEDITE ALL POSSIBLE A 3011

DMD 525PM



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL AUG 30 1935

D M DRISCOLL  
MISSOULA

GSK REQUISITION RM 16143 COVERS 5000 LINEAL FEET THIRD NINETY POUND  
B RAIL GSK REQUISITION RM 16145 COVERS 15472 LINEAL FEET THIRD  
NINETY POUND B RAIL SHIPPED TO PANKWATER DESTINATION ODAIR FOR  
MWAK CO STOP RAIL URGENTLY NEEDED ADVISE STATUS SHIPMENT C-115

L YAGOR

CC-JTDER:IG



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

203 SF S

SPOKANE 8/29/35

J T DERRIG

ST PAUL

D 298 MWAK WANT IMMEDIATE DELIVERY BALANCE RAIL TO COME FROM RM DIVN  
AND BALANCE OF ANGLE BARS ON REQUISITIONS 414 AND 462 PLEASE EXPEDITE  
B 30

J H J

658 PM



N. P. 1386  
12-24

## TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Aug. 29, 1935

J H Johnson  
Spokane

My D-295 28th. After you have completed delivery of rail on requisitions ED 414 and 462 or approximately 24,000 ft.

there will be due MWAK Co. approximately 25,000 lineal feet to complete total delivery of contract. My inquiry D-295

referred to rail over and above that placed under order and covered by requisitions 414 and 462. Can you now advise when

this additional rail will be required. Anticipate you will make immediate delivery on balance of requisitions 414 and 462.  
D-298

J T Derrig





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

165 SF S

SPOKANE 8/29/35

J T DERRIG

ST PAUL

<sup>297</sup>  
D 279 TOTAL TWENTY FOUR THOUSAND FIVE HUNDRED TWENTY EIGHT LINEAL FEET 90 POUND  
RAIL || ONE THOUSAND ONE HUNDRED EIGHTY FOUR PAIRS ANGLE BARS || EIGHTEEN THOUSAND  
TIE PLATES FURNISHED TO DATE ON ED-414 | DOES THIS NOT LEAVE BALANCE DUE SIXTY  
SIX PAIRS ANGLE BARS AND TWENTY THOUSAND FOUR HUNDRED SEVENTY TWO LINEAL FEET  
RAIL ON ED-414 AND ED-468 INSTEAD OF TWENTY FIVE THOUSAND LINEAL FEET RAIL B-29

J H J

410 PM

66 pr A.B.

24472 L.Ft. Rail



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, August 29, 1935

J. H. Johnson

Spokane

B-25 Will make requisition today for twenty five thousand lineal feet rail. Have you or Murphy received memorandum order from MWAK Co. and if so wire me number of angle bars and tie plates if any on final order. D-297

J T Derrig



N. P. 1386  
12-24

170 SF S

# TELEGRAM—BE BRIEF

TIME FILED

M.

SPOKANE 8/28/35

J T DERRIG

ST PAUL

D 295 MWAK WILL REQUIRE THIS RAIL AS SOON AS DELIVERY CAN BE MADE B 25

J H J

6 PM



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Aug. 28, 1935

J H Johnson

Spokane, Wash.

Our records indicate MWAK Co. will have approximately 25,000 lineal feet 90-lb. rail due them after delivery of rail on requisitions 414 and 462. Please take up with MWAK and advise approximate delivery schedule on this 25,000 feet. D-295

J T Derrig



St. Paul, August 22, 1935.

MR. R. A. SHAROOD:

Replying to your letter of August 5th in regard to accounting for rail (and other track material) being shipped to apply on leased contract with the MWAK CO.

To facilitate the forwarding of the rail when required by the MWAK CO. so that there will be no delay, rail is being requested shipped to Parkwater rail yards from other divisions.

Considering that the question involved is an accounting proposition, believe Mr. Wales should be consulted and his decision as to the procedure followed, advising this office what he requests.

Can see no objection to furnishing Form 7250 to the MWAK CO. and various departments interested when rail is shipped from Parkwater to Odair. This department is especially interested when the shipments go forward so that the balance due may be determined.

Ass't. Chief Engineer.

CC-JHJ JAB ERW

PJP-vml

St. Paul, August 21, 1935.

MR. H. M. SMITH:

Please place order with the Rocky Mountain Div. to ship from Missoula Rail Yard 15,472 lin.ft. 3/90# B rail to J. H. Johnson, Supt., Parkwater.

No condemned heats or damaged rail to be shipped.

This rail is to apply on ED requisition 414-35, and is for the MWAK CO., to be held under load at Parkwater until requested forwarded to Odair, Wn. by the MWAK CO.

Ass't. Chief Engineer.

CC-DMD JHJ GHK ERW JTD

PJP-vml

St. Paul, August 21, 1935.

MR. H. M. SMITH:

Please place order with the Rocky Mountain  
Div. to ship from Missoula Rail Yard 5,000 lin.ft. 3/90#  
B rail to J. H. Johnson, Supt., Parkwater.

No condemned heats or damaged rail to be  
shipped.

This rail is to apply on ED requisition 468-35,  
and is for the MWAK CO., to be held under load at Parkwater  
until requested forwarded to Odair, Wn. by the MWAK CO.

Ass't. Chief Engineer.

CC-DMD JHJ GHKEEW JTD

PJP-vml

Plan for Mwak-Coulter Dam  
 Same Contract of Nov 16, 1935

Required - 91,200 Lft.

Requirement made 60,162 "

Orders placed - 44,800 " (shipped)

Orders to be placed 46,400 "

<u>Available</u>	3rd A/90 <sup>#</sup>	Deleted 3/B/90 <sup>#</sup>	3/B 90 <sup>#</sup>	Condemned Heats-90 <sup>#</sup>
Yale Div		39,333	107,755	42,301
Rm "			40,000	
Stake "			14,000	
Tac. Includes 1500 ft. short length			8,331	
			<del>10,000</del> ?	
When relays thrust into curves Comp 14 feet			16,000	as he



$$\begin{array}{r}
 1364 \\
 33 \overline{) 45000} \\
 \underline{33} \phantom{00} \\
 120 \phantom{00} \\
 \underline{99} \phantom{00} \\
 210 \phantom{00} \\
 \underline{198} \phantom{00} \\
 120
 \end{array}$$

$$\begin{array}{r}
 1364 \\
 1250 \\
 \hline
 114
 \end{array}$$

Mr. Gemmill:

Mwak order 2138, modification  
No. 9, called for 45,000 lin. ft.  $3/4$  in. rail  
For some reason our requisition

EO 414 was made for 40,000 lin. ft.

The attached requisition is required  
to keep the records straight.

HAE  
8/17/35

St. Paul, August 17, 1935.

RICHARD WILK, Chief Engineer

418  
Chair, Va.

5000 Lin. Ft. 3/000 3 mill

SO-M. W. A. Co.  
L. Yeager  
E. H. Wales  
A. F. Stoller  
H. G. Trammell  
J. H. Johnson  
File

BY  
SPAX CO. to  
apply on  
lease con-  
tract of March  
16, 1935.  
(SPAX Order)  
(No. 2128-9 )  
(Exp. 9882 )

Chief Engineer.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

155wrv

Tacoma Aug 9-35

Bernard Blum

StPaul

H 59 Have 8331 lin feet third B 90 lb rail at Auburn which includes  
1500 lin ft short lengths 20 feet and up low grade stop, when relays  
on third sub are completed expect to have 16000 lin ft additional  
ax-94

RTT

822p







N. P. 1386  
12-24

132 MD N

# TELEGRAM—BE BRIEF

TIME FILED

M.

MISSOULA AUG 7 35

B BLUM

STPAUL

H-57 40000 FEET 3RD B 90 LB ~~RAIL~~ RAIL AVAILABLE FOR SHIPMENT A 77

D M D

612PM

OFFICE OF  
CHIEF ENGINEER  
AUG 9  
1935  
NOR. PAC. RY.  
ST. PAUL, MINN.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minn., Aug. 6, 1935

R T Taylor

Tacoma, Wash

Advise approximate linear feet third class B 90# rail on  
hand available for shipment H-59

BERNARD BLUM





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

140 SF X

SPOKANE AUG 6 1935

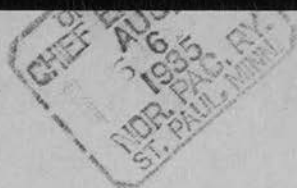
B BLUM

STPAUL

H 58 FOURTEEN THOUSAND LINEAL FT B-906

JHJ

352P





N. P. 1386  
2-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minn., Aug. 6, 1935

J H Johnson

Spokane, Wash

Advise approximate linear feet third class B 90# rail on  
hand available for shipment H-58

BERNARD BLUM



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minn., Aug. 6, 1935

D M Driscoll

Missoula, Mont

Advise approximate linear feet third class B 90# rail on  
hand available for shipment H-57

BERNARD BLUM





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

29 OF GI

SEATTLE AUG 5 1935 J T DERRIG

STPAUL

D-249 ALL RAIL ON THE WEST END RELAYS HAS BEEN PICKED UP . NON E  
OF PICKUP RAIL IS NOW LOADED ON CARS B-41

BERNARD BLUM.

1226PM.

*No Criffe*

*pls see me*

*9/20 8/5*



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

9222

St Paul, July 31, 1935

Bernard Blum  
Car 12 - Seattle

Have shipped 24,600 lineal feet rail from Winston-Placer relay to apply on forty thousand feet requested by MWAK Company requisition

ED-414. There is still due sixteen thousand lineal feet on this requisition and approximately thirty thousand feet more to complete

MWAK contract all of which rail should be delivered before September first. Suggest you discuss with Mr. Sloan and arrange to have rail

picked up to avoid delay in handling. Presume Bristol to CleElum rail can be picked up to apply on this order. D-249

J T Derrig

5000







N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

Driscoll

July 18

Missoula

See Mr. Blum's wire 17th and ship 24,638 feet third "B" 90# rail to Superintendent Johnson, Parkwater; also 1250 pairs 90# angle bars, second hand and as many 90# tie plates 6x8-1/2" second hand as you have available. Require eighteen thousand. Advise quick what you do. ED-414

HMS

Cy BBlum



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

62 SF X

SPOKANE JUL 18 1935

B BLUM

STPAUL

H 50 AND B163 FIVE CARS THIS RAIL FROM MISSOULA NO 603 TODAY MWAK HAVE  
CALLED FOR DELIVERY BY TOMORROW OF FOUR CARS WHICH WILL CONNECT WITH NO 877  
AT CHENEY TOMORROW AM. THEMWAK ALSO WANTS ANGLE BARS AND TIE PLATES FOR THIS  
QUANTITY CAN YOU ADVISE WHEN AND FROM WHERE THESE ITEMS WILL BE SHIPPED PARKWATER  
STORE HAVE REPORTED TO GSK THAT THEY HAVE 201 PAIRS SOFT 90 LB ANGLE BARS ONLY  
NO TIE PLATES B 828

JHJ

1218P

St. Paul, July 17, 1935.

MR. H. M. SMITH:

Your letter 13th, requisition ED 414,  
rail for lease MWAK Co., Odair:

Supt. Driscoll is loading 24638 lin.ft. 3/90#  
"B" rail from Winston-Placer relay. Please place order with  
Rocky Mountain Division to ship that quantity of rail to  
apply on requisition ED 414. Placement of remainder rail on  
that requisition will be given later.

Rocky Mountain Div. will have about 1760  
pairs of 90# angle bars released from Winston-Placer relay.  
You might place the entire order of 1250 prs. 90# angle bars  
on requisition ED 414 with Supt. Driscoll, if desired. Also,  
Supt. Driscoll may have some 6x8 $\frac{1}{2}$  90# tie plates which can be  
applied on that requisition.

Mr. Derrig, on line, has wired, asking that  
shipment of angle bars and tie plates be expedited. Will  
you kindly advise me promptly as orders are placed and ship-  
ments are made.

If order is placed with Rocky Mountain Div.  
for angle bars and tie plates, suggest to handle by wire, as  
salvaged material is now being picked up and loaded.

Ass't. Chief Engineer.

HAC-vml

enc



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL JULY 17 1935

D M BRISCOLL

MISSOULA

PLEASE SEE MY TELEGRAM AND LETTER C M BRISCOLL JULY EIGHTEEN  
DISPOSITION SALVAGED RAIL WINSTON PLACER R-LAY NOW DECIDED

SHIP 24633 FIFTY THIRD E NINETY POUND RAIL RE J H JOHNSON SUPT  
PARKWATER APPLY REQUISITION ED 414 AND YOU WILL RECEIVE ORDER

FROM GENERAL STOREKEEPER FOR RAIL AND HE MAY PLACE ORDER WITH YOU  
FOR SOME ANGLE BARS AND TIE PLATES ADVISE ME WHEN SHIPMENTS GO

FORWARD H-49

BERNARD BLUM

CC\*H N SMITH





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL JULY 17 1933

J H JOHNSON  
SPOKANE

SUPT DRISCOLL WILL SHIP 24838 LBS BY THIRD B NINETY POUND RAIL TO  
YOU PARKWATER TO APPLY REQUISITION NO 414 MWAK CO. WHEN RECEIVED

PLEASE FORWARD FOUR CARS RAIL ODAIR AND HOLD REMAINDER PARKWATER  
UNTIL WANTED BY MWAK CO. ADVISE WHEN FOUR CARS RAIL GO FORWARD

AND LINEAR FOOT IN SHIPMENT H-50

EDWARD BLENN

CC-H H SMITH



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

222gir

Glendive July 16 1935 L Yager

St Paul

C--68 OK to handle as outlined stop check up with  
store dept and ascertain if angle bars will be shipped  
with rail if not have shipment of angle bars and  
tie plate expedited advising status d-162/

J T Derrig

1117p



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL JULY 16 1935

J T DERRIG

CAR 12 MAIDAN

REFERRING REON ED 414 JULY TWELFTH FORTY THOUSAND LINEAL FEET THIRD CLASS  
NINETY B RAIL MWAK ODAIR APPROXIMATELY TWENTY-THREE THOUSAND LINEAL FEET  
THIRD CLASS NINETY RELEASED WINSTON PLACER RELAY BRISGOLL ADVISED SEATED  
PICKING UP YESTERDAY SHALL WE FORWARD ALL THIS RAIL TO PARKWATER TO BE  
HELD FOR MWAK ORDERS AND LET FOUR CARS GO FORWARD TO ODAIR NOW 8-68

L YAGER

COPY

St. Paul, Minn., July 13, 1935

ED-414

MR. L. YAGER:

I have ED requisition 414 for 40,000 lin.

ft. 3/90# B rail for shipment to B. Blum, Ch. Engr., Odair, Wn.

Will you please advise with whom requisition  
should be placed?

Yours truly,

H.M. SMITH  
GSK

N-n

*T.R.G.  
Staples and Fargo Police officers  
want to let me know Saturday morning case of 3/90# B  
rail under hood.  
Miss Rulley sent link telegram Friday PM  
in regard to rail released from relay.  
with that information orders should be placed  
with the firm with the Perry's letter  
written by him Friday PM*



St. Paul, Minn., July 13, 1935

ED-414

Mr. L. Yager,

Asst. Chief Engineer

Dear Sir:-

I have ED requisition 414 for 40,000 lineal feet 3rd class "B" 90# rail for shipment to B. Blum, Chief Engineer, Odair, Wash.

Will you please advise with whom requisition should be placed?

Yours truly,



General Storekeeper

N-n

Roadmaster's  
Office at Fargo  
advise they  
haven't got it  
CB

Call of Staples

" Fargo

7/12 Pm.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

79 MD F

MISSOULA JULY 13-35 L YAGER

STPAUL

C-64 WILL START LOADING RAIL FROM WINSTON PLACER RELAY ON MONDAY JULY

15TH A 130

DMD

1027 AM





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL JULY 12 1935

D M DRIE COLL  
MISSOURIA

ADVISE IF YOU HAVE ANY CARS UNDER LOAD THIRD NINETY POUND B RAIL  
RELEASED FROM WINSTON PLACER RELAY C-64

L YAGER



N. P. 1386  
12-24

140WRBO

# TELEGRAM—BE BRIEF

TIME FILED

M.

TACOMA JULY 12 1935

L YAGER

ST PAUL

C-65 ALL RELEASED S-12

RTT

830PM



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL JULY 12, 1935

R T TAYLOR

TACOMA

ADVISE IF YOU HAVE ANY CARS UNDER LOAD THIRD NINETY POUND B RAIL

RELEASED BRISTOL CLEELUM-RELAY C-65

L YAGER



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul July 12 1935

J H Johnson

Spokane Wn

B-792 Have arranged to make requisition and have requested Store Department to make immediate delivery of angle bars and plates. Have wired various divisions to ascertain if we have any ninety pound rail under load to apply on this requisition. If not will have order placed and load out immediately. D-293

J T DERRIG

Copy: L. Yager

P. J. Pentin: Please let me know if there is any 90# rail under load.  
Copy of requisition will reach you today.



1  
S.D. 414

St. Paul, Minn. July 12, 35

Harvard Blum, Chief Engineer

Oclair, Wash.

40,000 Lineal Ft. 3/8 90-lb. rail

1,250 Ft. 90-lb. angle bars S.H.

12,000 Intermediate tie plates 6 x 8 1/2 in

SEAR Co.  
to apply  
on contract  
of 3-10-35.

Shipment to be made immediately.

cc - SEAR Co. BY LY BWS  
JMS JMS AJS

Asst. to Chief Engineer

Spokane, June 28, 1935-d

RECEIVED  
JUL 1 1935  
ST. PAUL, MINN.

Mr. L. Yager:

Your letter of June 17. I am enclosing Form 7250 covering rail shipped to the MWAK Co. at Coulee.

*J. H. Johnson*  
Superintendent.

NORTHERN PACIFIC RAILWAY COMPANY  
WESTERN DISTRICT

Statement of Rail Furnished Mason-Walsh-Atkinson-Krier-Co.  
at Odair, Wash., under terms of contract dated  
March 16, 1935.

CAR NUMBER	DATE SHIPPED	FROM	LINEAL FEET 3/90#		
NP 61126	12-5-34	Parkwater	2739	}	
NP 69701	12-5-34	"	3223		
NP 69639	12-23-34	"	2700		
NP 61661	2-1-35	"	2700		
NP 69173	2-8-35	"	2640		
NP 69693	2-19-35	"	2008		4288.39
NP 69175	3-13-35	"	2707		725.09
			18717		
NP 39764	3-15-35	Eltopia, A.B.	85 Fair		16.07

Office of Western District Accountant,  
Tacoma, Wash. May 15, 1935

Orig-F.W.S.

cc-J.T.D.

P.C.M.

File-2

✓ Mr. Foster  
pls check  
8/5-7/18

St. Paul, June 17, 1935.

MR. J. H. JOHNSON:

Referring to my letter of May 23rd  
about rail shipped to the MWAK Co. covered by various  
CSK requisitions enumerated in my letter.

Will you kindly furnish form 67250  
as requested.

Ass't. Chief Engineer.

CC-ERW

RJP-vml



St. Paul, June 8, 1935. File WO-8600

MR. E. R. WALES:

964

Referring to your letter of May 25th, 1935, about segregation of track material for the Grand Coulee Dam project and the MWAH CO.

The following requisitions have been issued for rail and track material to be shipped for the Grand Coulee Dam Project:

ED reqn. 318 dated	5-25-34	Rail and Track Mat'l.
422	8-6-34	Do.

and for the MWAH CO.:

ED reqn. 637 dated	11-30-34	Do.
640	12-3-34	Do.
682	12-30-34	Do.
50	1-30-35	Do.
90	2-26-35	Do.
134	3-14-35	Do.
272	5-6-35	Rail only

The original requisitions (copy to you) have been sent through the regular channels and the material has been ordered furnished by the General Storekeeper. The Division shipping the material should have furnished you with Forms 7250.

The items of Other track material is in the Store Dept. stock and was handled accordingly, but that Department Forms 7250 covering the shipment of this material have been furnished you. If not, you should arrange to obtain the necessary information from the Store Dept.

The Engineering Dept. have no record of the invoices for other track material or the amounts chargeable to these two jobs. Would suggest that you get in touch with the Store with which the various requisitions have been placed asking them to furnish you store record invoice references from which charges for the material can readily be traced.

Ass't. to Chief Engineer.

CC-LY BE JHJ HMS  
PJP-vml

9222

St. Paul, May 23, 1935.

MR. J. H. JOHNSON:

Apparently there is a misunderstanding in regard to the reporting of shipments of rail on the Idaho Division. Instructions are in effect that this office is to receive Form 7250 covering all shipments of rail to other divisions and outside concerns. Rail shipped from the Idaho Division should be shown monthly in column 8, Form 629, and substantiated by individual forms 7250.

The following rail was requested shipped to the MWAK Co. and orders as noted below were placed with the Idaho Division to ship:

ID reqn.	GSK Reqn.	Date	C/W	Lin. Ft.
637-34	ID-25128	12-5-34	3/90 B	5500
640-34	ID-25361	12-7-34	3/90 B	1912
682-34	ID-26346	12-24-34	3/90 B	2700
50-35	ID-2206	2/4-35	3/90B	2700
90-35	ID-4344	3/5/35	3/90 B	4648
134-35	ID-5431	3/21-35	3/90 B	2707
279-35	ID-8719		3/90 B	1130

2/297

Will you please furnish Forms 7250 covering the above shipments, identifying each either with the ID Reqn. No. or the GSK reqn. No.

CC-ERW  
PJP-vml

Ass't. Chief Engineer.

422-34- 7500<sup>2</sup> 3/90 + furnishings



N. P. <sup>1344</sup>  
5-25

Div. Date

ID. 12-5-34

N.P. 68422

1452 3/90 #





N. P. 1012  
6-24

CLASS NO. \_\_\_\_\_ MATERIAL REQUISITION NO. **ED 275** G. S. K. NO. **SP 9370**

STOREKEEPER AT **T.M. Flynn**

DATE **5/26/35**

SHIP TO **B3 Blum, Chf. Engr.**

AT **Oclair, Wash.**

USE OF SHIPPING STORE ONLY			QUANTITY REQUIRED	DESCRIPTION	PURPOSE	ON HAND AND DUE
SHIPMENTS						
4	3	2				
				NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK		
			7	16' 6" 90# RB split switches complete Plan T-11-3 S.H. (not insulated)	Reclamation Service Govt. R.R. to Coulee Dam Contract Pending	
			7	Pair, S.H. 90# RB Guard rails Plan T-15-1 If not available furnish Plan T-15-3		
				Confirming my letter 5/7/35 file ED 275 and your wire 5/10/35		
				<del>CAN-BB-ED-CHL-FGD-JHJ-WHR-ERW-FCT</del> PJP		

APPROVED

O. K.

SIGNED

ASST. GENERAL STOREKEEPER.

GENERAL STOREKEEPER

DISTRICT STOREKEEPER.  
DIVISION

USE OF SHIPPING STORE ONLY

SHIPMENT NO. 1 (✓)		SHIPMENT NO. 2		SHIPMENT NO. 3		SHIPMENT NO. 4	
DATE		DATE		DATE		DATE	
W. B.		W. B.		W. B.		W. B.	
CAR		CAR		CAR		CAR	
INITIAL	NUMBER	INITIAL	NUMBER	INITIAL	NUMBER	INITIAL	NUMBER
INVOICE		INVOICE		INVOICE		INVOICE	
NUMBER	DATE	NUMBER	DATE	NUMBER	DATE	NUMBER	DATE

N.P. 7250  
9-30

2 1/4" R. H. 2 3/4" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

TO *J. J. Collins Agent Spokane*DEPT. NO. FILE NO. *Parkwater 5/19 1935*

SHIP MATERIAL TODAY AS SHOWN BELOW:

FROM *#1 Material Yard Parkwater*BY *Track-* DEPT. *Idaho* DIV.TO *Blum Chief Engineer*CAR INITIAL *N.P.* CAR NO. *63968*AT *Odessa Wash.*

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
<i>1110.5 ft</i>	<i>3rd 13</i>	<i>90 # Rail. 27 Rails 33 ft</i>					
		<i>1-R-31, 1-R-30, 2 R-29, 1-R-28, 1-R-25</i>					
		<i>1-R-24 &amp; 1-R-23</i>	<i>33300</i>				
		<i>Reg-EO-273</i>					
		<i>Copy R. G. S.</i>					
		<i>C. R. W.</i>					
		<i>J. H. G.</i>					
		<i>Chief Engineer Blum</i>					
		<i>J. J. C.</i>					
		<i>Spec # 201</i>					

INSTRUCTIONS—THIS SHIPPING ORDER IS TO BE USED BY ALL DEPARTMENTS EXCEPT STORE DEPARTMENT, IN CONNECTION WITH TRANSFERRING COMPANY MATERIAL.

KEEP HARD COPY ON FILE AND SEND CARBON COPIES TO AGENT, CONSIGNEE, DIVISION ACCOUNTANT, STOREKEEPER AND OTHERS CONCERNED, SHOWING ON THE FACE OF THE SHIPPING ORDER THE PARTIES, TO WHOM COPIES ARE FURNISHED.

IN CASES WHERE MATERIAL IS SOLD, OR TRANSFERRED FROM ONE DIVISION TO ANOTHER, OR FROM ONE DEPARTMENT TO ANOTHER, NECESSARY INFORMATION MUST BE SHOWN ON THE FACE OF THE SHIPPING ORDER TO ENABLE PROPER CHARGE TO BE MADE.

AGENTS SHOULD BE PARTICULAR TO PUT ON THE WAY-BILLS ALL NOTATIONS THAT APPEAR ON THE SHIPPING ORDER. COMPANY MATERIAL MUST NOT BE BILLED, EXCEPT BY ORDER OF PROPER AUTHORITY.

BILLED ON WAY-BILL NO. 193

FROM STATION AGENT

(TITLE) *Sec Foreman*



**NORTHERN PACIFIC RAILWAY COMPANY**  
**SHIPPING ORDER—COMPANY PROPERTY**

James O'Connor.  
(Title)



**SHIPPING ORDER—COMPANY PROPERTY**

Purchase Order 2138

James O'Connor  
(Title)

**NORTHERN PACIFIC RAILWAY COMPANY**  
**SHIPPING ORDER—COMPANY PROPERTY**

Dept. No. .... File No. ....

From 2700 Natl York & Atlantic By \_\_\_\_\_ Dept. \_\_\_\_\_ Div. \_\_\_\_\_

To A. N. Jansson Dept. \_\_\_\_\_ Div. \_\_\_\_\_

At Omaha, Neb. July 21/11

[illegible]

Agents should be particular to put on the way-bills all notations that appear on the shipping order. Company material must not be billed, except by order of proper authority.

Billed on Way-bill No. .... 192

From..... Station..... Agent.....

James O'Conner  
(Title) 4 man

2¼" R. H.      2¾" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

TO J. J. Collins DEPT. NO. Parkwater 2-1 FILE NO. 193-3  
Agent Spokane  
 SHIP MATERIAL TODAY AS SHOWN BELOW:  
 FROM #1 material yard Parkwater BY Track- DEPT. Idaho DIV.   
M.W.A. R. Co. (STATION, SECTION, ETC.)  
 TO  CAR INITIAL M.P. CAR NO. 61661  
 (NAME) (TITLE)  
 AT Odair Wash

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
2700 <i>lb</i>	3rd B	90# Rail 80 Rails 33 ft 2 Rails 30"					
			81000				
		Reg. C. N. - 50-35 ✓ Copy R. A. S. C. P. W. J. J. C. M. W. A. K. CO Spec # 201				✓	

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BILLED ON WAY-BILL NO. 193

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

(TITLE) Exec Foreman







2¼" R. H.      2¾" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

To Mr. J. G. Jones

DEPT. NO. \_\_\_\_\_ FILE NO. \_\_\_\_\_

SHIP MATERIAL TODAY AS SHOWN BELOW:

FROM #1 Material Yard Parkview  
(STATION, SECTION, ETC.)

BY Drach DEPT. Cedar DIV.

To J. A. Thompson (NAME) Chief (TITLE)

CAR INITIAL HP CAR NO. 69639

AT \_\_\_\_\_

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
2700 ft 3rd/13		90# Rail 80 Rails 33 ft 2 Rails 30 ft					
			91000				
		Reg-C.R.-682-34 ✓					
		Copy Ra. S. C.R.W. J.H.J. Agent Elec #201					✓

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BILLED ON WAY-BILL NO. \_\_\_\_\_ 193

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

(TITLE) THE VORONOV

2¼" R. H.      2¾" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

To U. G. Collins

DEPT. NO. .... FILE NO. ....

SHIP MATERIAL TODAY AS SHOWN BELOW:

FROM #1 Material Yard Carpenter  
(STATION, SECTION, ETC.)

BY Track- DEPT. Idaho DIV.

To J. B. Ginn (NAME) Chief (TITLE)

CAR INITIAL 219 CAR NO. 61124

AT Police

QUANTITY	NEW OR S. H. OR SCRAP	DESCRIPTION OF ARTICLES	WEIGHT	PRICE	DO NOT WRITE IN THESE COLUMNS		
					AMOUNT	OPTG. ACCT.	M. & S. CL.
2739 1/2	3rd B	90# Rail. 83 Rail 33 ft	82170				
		Reg. C. R. - 637-34					
		Copy R. A. S.					
		C. R. W.					
		J. + G. Jr.					
		Agent.					
		Sec # 201					

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BILLED ON WAY-BILL NO. \_\_\_\_\_ 193\_\_\_\_\_

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

(TITLE) U.S. & O.C. 1941

**NORTHERN PACIFIC RAILWAY COMPANY**  
**SHIPPING ORDER—COMPANY PROPERTY**

SHIP MATERIAL TODAY AS SHOWN BELOW:

At 0 Cause (Key EN-680)

[illegible]

From..... Station..... Agent.....

James O'Conner  
(Title) Foreman



Saint Paul, May 3, 1935.

Mr. E. R. Wales:

Referring to your letter April 24th to Mr. Blum and my reply April 18 to Mr. Stetekluh in regard to total 90-lb. rail shipped to Odair for construction of Government's railroad Odair to Grand Coulee Dam site:

On sheet 5 of your statement the following cars and contents listed were shipped to MWAK Co. instead of the Gov't.R.R.

NP 61126	2739	L.Ft.
69701	3223	"
69629	2700	"
61661	2700	"
69173	2640	"
69693	2008	"
Total	16010	" 3/90# rail

This 16010 L.Ft. should be deducted from the total rail shipped to the government as shown on your statement, sheet 5, and charged to the MWAK Co.

On Nov. 1, 1934, the St. Paul Division shipped from Staples the following cars and contents to Bernard Blum, Chief Engr. Odair Wn., to be held at Parkwater until required. These cars were unloaded at Odair November 11th and 27, 1934:

NP 69023	2871	L.Ft.
60105	2970	"
60721	2970	"
Total	8811	" 3/90# rail

This 8811 L.Ft. should be added to the rail shipped the Gov't. as shown on your statement dated April 24, 1935.

If you will make the two corrections above noted as indicated by our records you will find that the total rail shipped as shown by our statement and government record checks substantially with the total shown in my letter of April 18th. Comparative summary is as follows:

E.R.W. Statement total shipped	373,829	L.Ft.
" Deduct MWAK rail	16,010	"
	357,819	"
Add rail from Staples	8,811	"
Total shipped	366,630	"
J.T.D. Statement to F.A.Banks 4/16/1935	366,614	L.Ft.
Gov't. Statement Feb. 13, 1935	366,686	"



Mr. J. E. Wales - #2

I will thank you to further review your records and advise if you now check the statement I have submitted. If not, please advise in what respect you differ so that our records may be corrected accordingly.

The rail shipped to the BNA Co. should be handled under contract dated March 16, 1922, copy of which contract was forwarded to you with Assistant Secretary's letter of April 12th.

Contract covering furnishing rail to the Government has not as yet been executed, but approval is anticipated within a short period.

JTB-W

Asst. to Chief Engineer.

cc - Mr. F. W. Shoney  
Mr. F. W. Stotekuh  
Mr. J. E. Johnson  
Mr. P. G. McKay

Mr. Blum

Mr. J. H. Rochon }  
Mr. P. J. Pentin } Please note.

St. Paul, May 2, 1935.

MR. J. T. DERRIG:

In reference to your memo of April 27 on Mr. Wales' letter of April 24th with attached statement covering car numbers and lin.ft. of 90# rail shipped to Odair for the Grand Coulee Dam RR.

On sheet 5 of the statement the following cars and contents listed were shipped to the MWAK CO. instead of the Gov't. RR.

NP	61126	Lin.ft.	2739
	69701		5223
	69639		2700
	61661		2700
	69173		2640
	69693		2009
	Total	Lin.ft.	16010 3/90# rail

This 16010 lin.ft. should be deducted from the total shipped on the statement.

On November 1st, 1934, the St. Paul Div. shipped from Staples the following cars and contents to Bernard Blum, Chief Engineer, Odair, Wn., to be held at Parkwater until required. These cars were unloaded at Odair November 11th and 27th, 1934.

NP	69023	Lin.ft.	2971
	60105		2970
	60721		2970
	Total	Lin.ft.	8911 3/90# Rail

This 8911 lin.ft. should be added to the statement.

#### SUMMARY

E.R.W. Statement total shipped	375329	lin.ft.
" Deduct MWAK rail	<u>16010</u>	
	359319	lin.ft.
Add rail from Staples	<u>8911</u>	
Total shipped -	368230	lin.ft.
J.T.D. Statement to F.A. Banks 4/16, 1935	366614	lin.ft.
Gov't. Statement Feb. 13, 1935	366696	lin.ft.

P.J. PENTIM

PJT-vml  
enc

Mr. Pentin  
Engineering Dept.

5-2-35

NP 69023 arrived Odair Nov 27th 1934

60105 ✓ ✓ ✓ 14th ✓

60721 ✓ ✓ ✓ 14th ✓

All three cars unloaded at Odair  
after arrival

T. J. Joyce

2¼" R. H.      2¾" C. to C.

## SHIPPING ORDER—COMPANY PROPERTY

To AGENT

DEPT. No. .... FILE No. ....

Staples, Minn.

Staples, Nov. 1st 1934

SHIP MATERIAL TODAY AS SHOWN BELOW:

FROM (STATION, SECTION, ETC.)

BY \_\_\_\_\_ DEPT. \_\_\_\_\_ DIV. \_\_\_\_\_

TO Bernard Blum, Chief Engineer  
(NAME) (TITLE)

CAR INITIAL 19 3640 CAR No. \_\_\_\_\_

AT Chain, Wash. (hold at Parkwater)

Recn. ID 318-34

[illegible]

cc BNP GAL(2) LY IB RTT File

INSTRUCTIONS—THIS SHIPPING ORDER IS TO BE USED BY ALL DEPARTMENTS EXCEPT STORE DEPARTMENT. IN CONNECTION WITH TRANSFERRING COMPANY MATERIAL.

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AGENTS SHOULD BE PARTICULAR TO PUT ON THE WAY-BILLS ALL NOTATIONS THAT APPEAR ON THE SHIPPING ORDER. COMPANY MATERIAL MUST NOT BE BILLED, EXCEPT BY ORDER OF PROPER AUTHORITY,

BILLED ON WAY-BILL NO. \_\_\_\_\_ 193\_\_\_\_\_

FROM \_\_\_\_\_ STATION \_\_\_\_\_ AGENT \_\_\_\_\_

Paul E. Gibson

(TITLE) Revised 10/15/58



	Cor. No.	7250	E.R.W.	Cor No	
	61021	2574 + 20	2594	61021	
69886	64382	<del>2145</del>	<del>2145</del>	64372	- Tryd to N.P. 69886
69576	67216	<del>2640</del>	<del>2640</del>	67216	- " " " 69576
	69417	<del>2155</del>	<del>2155</del>	-	69417
	64929	<del>2541</del>	<del>2541</del>	64969	
	69276	3464 + 1	3465	69276	
	64929	<del>2541</del>	<del>2541</del>	64929	
	61326	2624 + 1/2	2624 1/2	61326	
	69764	<del>3123</del>	<del>3123</del>	69864	
	69014	2224 + 1/2	2224 1/2	69004	
	63499	2493 + 1/2	2493 1/2	63489	
	69999	3468 + 1/2	3468 1/2	69799	
	63711	2587 + 1/2	2587 1/2	63711	
	63526	2618 + 1/2	2618 1/2	63526	
	-	-	2739	61126	MWAK
	-	-	3223	69701	MWAK
	-	-	2700	69639	MWAK
	-	-	2700	61661	MWAK
	-	-	2640	69173	MWAK
	-	-	2008	69693	MWAK
	69023	2871	-		
Stop/ies 11/1-34	60105	2970	-		
	60721	2970	-		
	69648	<del>3333</del> 3232 + 1	3333	69648	
	69276	3464 + 1	3465	69276	
		37660	44884		

CARNO 7250 ERW. CARNO

N.P. 61021	2574	20	2594	N.P. 61021
69276	3464	1	3465	69276
61326	2624	$\frac{1}{2}$	2624 $\frac{1}{2}$	61326
69014	2224	$\frac{1}{2}$	2224 $\frac{1}{2}$	69004
63489	2493	$\frac{1}{2}$	2493 $\frac{1}{2}$	63489
69999	3468	$\frac{1}{2}$	3468 $\frac{1}{2}$	69799
63711	2587	$\frac{1}{2}$	2587 $\frac{1}{2}$	63711
63526	2618	$\frac{1}{2}$	2618 $\frac{1}{2}$	63526

2739	}	61126
3223		69701
2700		69639
2700		61661
2640		69173
2008		69693

MWAK

Staples  
8811

{ 69023	2871
{ 60105	2970
{ 60721	2970
69648	3332
69276	3464

1	3333	69648
1	3465	69276

37659

44484

16010

38474

37659

815

St. Paul, May 2, 1935.

Mr. J. T. DERRIG:

In reference to your memo of April 27 on Mr. Wales' letter of April 24th with attached statement covering car numbers and lin.ft. of 90# rail shipped to Odair for the Grand Coulee Dam RR.

On sheet 5 of the statement the following cars and contents listed were shipped to the MWAK CO. instead of the Gov't. RR.

NP	61126	Lin.Ft.	2739	
	69701		3223	
	69639		2700	
	61661		2700	
	69173		2640	
	69693		2008	
	Total	Lin.Ft.	16010	3/90# rail

This 16010 lin.ft. should be deducted from the total shipped on the statement.

On November 1st, 1934, the St. Paul Div. shipped from Staples the following cars and contents to Bernard Blum, Chief Engineer, Odair, Wn., to be held at Parkwater until required. These cars were unloaded at Odair November 11th and 27th, 1934.

NP	69023	Lin.Ft.	2871	
	60105		2970	
	60721		2970	
	Total	Lin.Ft.	8811	3/90# Rail

This 8811 lin.ft. should be added to the statement.

#### SUMMARY

E.R.W. Statement total shipped	373829	lin.ft.
" Deduct MWAK rail	16010	
	<hr/> 357819	lin.ft.
Add rail from Staples	8811	
Total shipped -	<hr/> 366630	lin.ft.
J.T.D. Statement to F.A. Banks 4/16, 1935	366614	lin.ft.
Gov't. Statement Feb. 13, 1935	366686	lin.ft.

P.J. PENTIN

PJP-vm1  
enc



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL APRIL 29 1935

E R WALES

TACOMA

REFERRING YOUR LETTER AND STATEMENT APRIL TWENTY-FOURTH

FILE "D" - WO-8600 SHEET FIVE STOP FURNISH FORM 7250 COVERING  
RAIL ON NP CARS 61126, 69701, 69639, 61661, 69173, AND 69693.

C-63

L YAGER



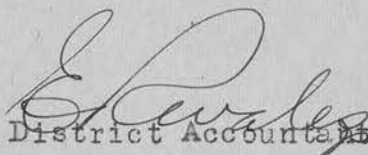
Tacoma, Wash.  
April 29, 1935

File D.

Mr. L. Yager:

As requested in your wire C-63,  
date, I enclose herewith copy of Form 7250  
covering the following cars of rail shipped  
to Coulee City:

NP 61126	69701	69639
61661	69173	69693

  
District Accountant

encl.

Mja-W

Form 7250 50M 2-15-24 W

## NORTHERN PACIFIC RAILWAY COMPANY

## SHIPPING ORDER—COMPANY PROPERTY

To J J Calline Dept. No. \_\_\_\_\_ File No. \_\_\_\_\_  
Agent Spokane  
 SHIP MATERIAL TODAY AS SHOWN BELOW: 126 1924  
 From Parkway Rail yard By MWAK Dept. 2da Div. \_\_\_\_\_  
 To J N Johnson (Station Section Etc.) Supt. Dept. MWAK Div. \_\_\_\_\_  
 At Caulee (Name) (Title) Reg-637-Reg 640-

CAR		Unit or Quantity	DESCRIPTION OF ARTICLES	Class	Weight	DO NOT WRITE IN THESE COLUMNS	
Initial	Number					Price	Amount
<u>NP 1/6</u>	<u>69701</u>	<u>3223</u>	<u>LF. 2 1890 # Rail-</u>		<u>93390</u>		
<u>1/5 NP</u>	<u>61126</u>	<u>2739</u>	<u>LF 3 B 90# Rail (Reg 637)</u>		<u>82170</u>		
<u>1/5 NP</u>	<u>68444</u>	<u>1452</u>	<u>LF 3 B 90 " (Reg 640)</u>		<u>43526</u>		

INSTRUCTIONS—This Shipping Order is to be used by all departments except store department, in connection with transferring company material.  
 Keep hard copy for file and send carbon copies to agent, consignee, superintendent, storekeeper and others concerned, showing on the face of the shipping order the parties, to whom copies are furnished.

In cases where material is sold, or transferred from one division to another, or from one department to another, necessary information must be shown on the face of the shipping order to enable proper charge to be made.

Agents should be particular to put on the way-bills all notations that appear on the shipping order. Company material must not be billed, except by order of proper authority.

Billed on Way-bill No. \_\_\_\_\_ 192\_\_\_\_\_  
 From \_\_\_\_\_ Station \_\_\_\_\_ Agent \_\_\_\_\_

James O'Connor  
 (Title) Fireman

# NORTHERN PACIFIC RAILWAY COMPANY

**SHIPPING ORDER—COMPANY PROPERTY**

SHIP MATERIAL TODAY AS SHOWN BELOW:

From Parkwater Rail yard.  
(Station, Section Etc.)

To J. H. Johnson  
(Name)

At Adair  
(Title)

Dept. No. 12-23 File No. 34  
By MWAK Dept. Idaho Div. 1924  
Dept. Idaho Div. Idaho

C. D. Bean - 682-34.

[illegible]

Keep hard copy for file and send carbon copies to agent, consignee, superintendent, store-keeper and others concerned, showing on the face of the shipping order the parties, to whom copies are furnished.

Agents should be particular to put on the way-bills all notations that appear on the shipping order. Company material must not be billed, except by order of proper authority.

Billed on Way-bill No. \_\_\_\_\_ 192\_\_\_\_\_

From \_\_\_\_\_ Station \_\_\_\_\_ Agent \_\_\_\_\_

(Title) Foreman

Form 7250 50M 2-15-24 W

## NORTHERN PACIFIC RAILWAY COMPANY

## SHIPPING ORDER—COMPANY PROPERTY

To J. G. Collins Dept. No. \_\_\_\_\_ File No. Feb 1 1924  
agent Spokane  
 SHIP MATERIAL TODAY AS SHOWN BELOW:  
 From #1 material yard Parkview Dept. Eng Div. \_\_\_\_\_  
 (Station, Section Etc.)  
 To M. W. A. K. Co. Dept. \_\_\_\_\_ Div. \_\_\_\_\_  
 (Name) (Time)  
 At Odair, Wash Reg. Ed. 50-35 (74.2206)

CAR		Unit or Quantity	DESCRIPTION OF ARTICLES	Class	Weight	DO NOT WRITE IN THESE COLUMNS	
Initial	Number					Price	Amount
NP	61661	2700	LF. 30 7/8 Rail		8,000		
			(80 rails 33 ft long)				
			✓ ✓ ✓ — —				
			Copy RAS				
			Exco				
			M. W. A. K. Co				
			agent				

INSTRUCTIONS—This Shipping Order is to be used by all departments except store department, in connection with transferring company material.

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In cases where material is sold, or transferred from one division to another, or from one department to another, necessary information must be shown on the face of the shipping order to enable proper charge to be made.

Agents should be particular to put on the way-bills all notations that appear on the shipping order. Company material must not be billed, except by order of proper authority.

Billed on Way-bill No. \_\_\_\_\_ 192 \_\_\_\_\_

From \_\_\_\_\_ Station \_\_\_\_\_ Agent \_\_\_\_\_

James O'Connor  
 (Title) 4-man



**SHIPPING ORDER—COMPANY PROPERTY**

To J. J. Collins Asst  
 SHIP MATERIAL TODAY AS SHOWN BELOW:  
 From Parkwater Wash.  
 (Station, Section Etc.)  
 To J. H. Johnson  
 (Name) (Title)  
 At M. W. K. K. at Boulder City Wash.  
 Dept. No. \_\_\_\_\_ File No. 2-8  
 By \_\_\_\_\_ Dept. \_\_\_\_\_ Div. \_\_\_\_\_  
 \_\_\_\_\_ Dept. \_\_\_\_\_ Div. \_\_\_\_\_  
Purchase order  
#2134

[illegible]

From..... Station..... Agent.....

James J. Comer  
(Title) F. Man

# NORTHERN PACIFIC RAILWAY COMPANY

**SHIPPING ORDER—COMPANY PROPERTY**

SHIP MATERIAL TODAY AS SHOWN BELOW:

From Parker dir Wash By \_\_\_\_\_ Dept. Ira Div. \_\_\_\_\_

To Mr. Johnson Dept. 1 Div. 1

At \_\_\_\_\_  
\_\_\_\_\_

CAR		Unit or Quantity	DESCRIPTION OF ARTICLES	Class	Weight	DO NOT WRITE IN THESE COLUMNS	
Initial	Number					Price	Amount
NP	69693	2008 LFT	31370 Rail (60 rails 33 ft) (1 - 28')		60240		
		by	QOV MUNK JNG PAC JAP ERW				

**INSTRUCTIONS**—This Shipping Order is to be used by all departments except store department, in connection with transferring company material.

Keep hard copy for file and send carbon copies to agent, consignee, superintendent, storekeeper and others concerned, showing on the face of the shipping order the parties, to whom copies are furnished.

*In cases where material is sold, or transferred from one division to another, or from one department to another, necessary information must be shown on the face of the shipping order to enable proper charge to be made.*

Agents should be particular to put on the way-bills all notations that appear on the shipping order. Company material must not be billed, except by order of proper authority.

Billed on Way-bill No. 192

From..... Station..... Agent.....

James O'Connor  
(Title) 4 Man



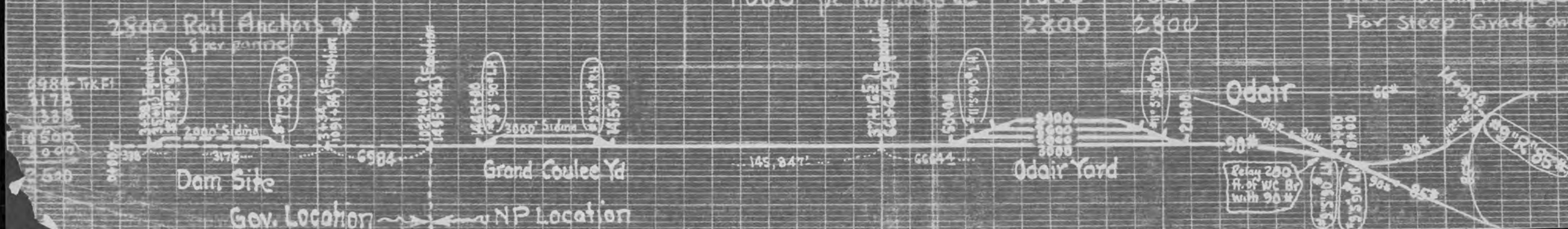
Aug. 6, 1934

MADE IN GERMANY

422



Ordered for this Truck @ 000000  
For Street Grade only





St. Paul, April 9, 1935.

MR. J. T. DERRIG:

Referring to your letter of April 6th in regard to total amount of rail shipped to the U.S. Government for the Grand Coulee Dam project.

Using the shipping divisions Form 7250 which enumerates the car numbers and lin.ft. loaded, find that the following quantity of rail was shipped:

90# ---	366,614 lin.ft.
85# ---	186 lin.ft.

The Government statement of February 13th, 1935, shows that a total of 90# rail received was

90#	366,686 lin.ft.
-----	-----------------

Included in the N. P. Ry. Co. figure of rail shipped are two cars, NP 69834 and 65237 containing 3300 lin.ft. and 2475 lin.ft. 90# rail stored on the Washington Central Branch as of March 29, 1935, per telegram B-417 from Supt. Johnson.

Attached is file from H. M. Smith showing other material shipped to the Grand Coulee Dam project.

enc  
PJP-vml

Ass't. Chief Engineer.



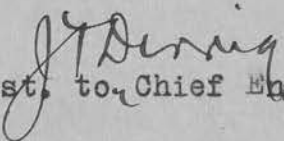
Saint Paul, April 6, 1935.

Mr. P. J. Pentin:

Please note the attached letter from Mr. Banks and my reply of this date.

Will you please let me have a statement of our car shipments so that this information can be furnished to the government material clerk.

It is possible that the government included only that portion of the track outside of the wye, and if so the discrepancy will be very materially reduced. If there is any difficulty in obtaining the record of car shipments please discuss the matter with me before writing the Superintendent for additional information.

  
Asst. to Chief Engineer.

JTD-w

enc

St. Paul, March 18, 1935.

MR. H. M. SMITH:

Please see your letter of the 15th in regard to the plates for lease to MWAK Co. their order No. 8, requisition 134.

We should not supply 7"x9" plates in the MWAK lease orders. Anticipating that Supt. Taylor was releasing 6"x8 $\frac{1}{2}$ " plates in the renewals, I wired him on the 15th and he replied on the 16th that he can fill the requisition from plates on hand at East Olympia, released from renewals on the Point Defiance Line. As Supt. Taylor advised he would load and ship today, I wired him this morning in accordance with copy attached. Will you please place order accordingly.

BERNARD BLUM

Chief Engineer.

CC-

JHL PJP

enc

St. Paul, March 14 35

Bernard Blum, Chief Engineer

Odair, Wash

- 1 2700 Lin. Ft. 3rd B 90# rail
- 2 85 pr. soft 2nd hand 90# angle bars
- 3 1000 pcs 2nd hand 90# tie plates  
6 x 8 1/2 Plan T-4-7

s/c Rail  
Leased to  
WEAK Co  
their order  
#8

The rail and angle bars have been shipped  
by Supt. Johnson, leaving tie plates  
to be furnished.

cc - JHJ PJP BB ERW

Chief Engineer

Pankowski 12/5-3 ✓

14 Jan 3/90 B.

ED 640

NP 68422

11 Nov 3/90 B

NP 63968



## PURCHASE ORDER

Mason-Walsh-Atkinson-Kier Co.  
Contractors-Grand Coulee Dam  
Coulee Dam, Wash.

Coulee Dam, Washington Nov. 28-1934.

TO

NORTHERN PACIFIC RAILROAD  
C/o Mr. T.A. Murphy, Gen. Agent  
Spokane, Washington

Our Order No. 2138

Distribution	Quantity	Description	Price
--------------	----------	-------------	-------

Lease following rail and track material

90,000	Lin. Ft.	90-pound relay rail	
25,000	7"x9"	intermediate tie plates to fit 90# rail	
3,000	"Goldie"	Tie Plates	
6,000	Joint	Tie Plates	
25	No. 7	Rigid Frogs for 90# Rail	
25	Switch	Sets, complete, including points, bridles, connecting rods and low bonner switch stands without lamps	
25	Sets	guard rails with clamps for 90# rail	

ON THE BASIS OF 6% PER ANNUM ON A VALUATION OF \$25.00 per ton.

SHIP ONLY WHEN ADVISED BY OUR SUPPLEMENTAL ORDERS

THIS IS A BLANKET ORDER-DISTRIBUTION

TO BE NOTED FOR SPECIFIC REQUIREMENTS

3000.

Please State Discount on Invoice and Mail in Triplicate to Us at  
Coulee Dam, Washington.

Job Delivery Point FOB COULEE CITY, WASH.

MASON-WALSH-ATKINSON-KIER CO

Requisition No. 2202

To be used for RR Yard Tracks, Concrete  
Dely Track.

By J.E. CANNING (Sgd)  
PURCHASING AGENT

NOTICE: This ORDER CONDITIONED ON YOUR ACCEPTANCE OF THE FOLLOWING  
CERTIFICATE OF COMPLIANCE.

It is hereby certified that the undersigned is complying with and will continue to comply with each approved code of fair competition to which he is subject, and/or if engaged in any trade or industry for which there is no approved code of fair competition, then as to such trade or industry that he has become a party to and is complying with and will continue to comply with an agreement with the President under Sec. 4(2) of the National Industrial Recovery Act (President's Reemployment Agreement) and that all other conditions and requirements of Executive Order No. 6646, dated March 14-34, are being and will be complied with. It is hereby further certified that only materials produced in the United States of American are to be furnished.

(Seller)

BY

TITLE

BLUE COPY Must be Signed and RETURNED WITH INVOICE Before Payment will be made.

Taylor, No.Dak. February, 19th, 1935

Mr L. Yager;  
Ass't, Chief Engr.,  
St Paul, Minn.

Referring to your letter of Feb. 18th, regarding rail loaded on N P 69636 from this station.

On July 19th, 1934 time-keeper of extra gang under signature of Knute Gram, foreman issued form 7250 to me covering above car with following description thereon, SH 90# 3-B rail from AFE 166-34, amount of lineal feet or number of rail not shown, my Taylor to Dickinson waybill 23 of July 19th, 1934 covering shows same information.

On August 2nd, 1934, H.W.McCauley, R.M. issued form 7250 covering a number of cars of rail including N P 69636, showing description of load on this car as 1639 lineal feet 3-B-90# rail weight 50000.

Evidently my waybill 23 of July 19th, 1934 was changed at Dickinson, no doubt party making change made an error, I would say that that the figures as submitted by Mr McCauley were correct as his form 7250 was issued after loads were carefully checked, the time-keeper issuing form 7250 under Knute Gram,s signature had only a rough check of load at time of submitting form 7250 to me, as he figured it would be re-checked at Dickinson and the correct figures furnished to Mr McCauley.

*G. M. Robertson*  
Agent

St. Paul, Feb. 18, 1935.

MR. G. M. ROBERTSON:

In checking the 90# rail sent from your station to Odair Wn. find the following differences between the Form 7250 and the freight bill:

Form 7250: Taylor N.D. August 2nd, 1934, NP 69636,  
1639 lin.ft. 3/90# B rail  
Weight 50,000#.

Freight Bill: Taylor, N.D. Aug. 19, 1934, No. 23,  
Knote Gram - extra gang  
NP 69636 - 2639 lin.ft. 2/90# B rail  
Weight 50,000#.

You will note that there is a difference of 1000' between the Form 7250 and the freight bill. The weight appears to verify the Form 7250.

As to the lineal feet, will you please check and advise which is correct.

Ass't. Chief Engineer.

PJP-vml

F.7250

W/B

Agent

64382 - 64372 ✓

361979 ✓

365428 ✓

69263 ✓ 69363

69424 ✓ 66424 ✓

69904 ✓

GSK

62683 ✓

61509 ✓

65081 ✓

66187 ✓

61785 ✓

60505 ✓

60674 ✓

69886 ✓

60424 ✓

69650 ✓

69276 ✓

69868 ✓

69814 ✓

69576 ✓

68422 ✓

69619 ✓

69211 ✓



Date	Origin	Wt.	Lin Ft.	Cor No		
10/25	Aub.	90	2633	N.P. 63135	✓	
"	"	"	2640	63160	✓	
"	"	"	2634	66586	✓	
"	"	"	1518	69779	✓	
26	Taylor	"	2254	63987	✓	
"	"	"	2472	69972	✓	
"	"	" X	2639	69636	✓	I
"	"	"	2496	62270	✓	
"	"	"	2139	69802	✓	
"	Heron	"	1287	61085	✓	
"	"	"	2645	68910	✓	
"	"	"	2624	63126	✓	
"	"	"	2633	61354	✓	
"	"	"	2579	63711	✓	
"	"	"	2618	63526	✓	
"	"	"	2123 I 3133 3123 OK	69674	✓	69764
"	"	"	2442	67383	✓	
"	Glen d	"	2208	615166	✓	
"	Dickinson	"	2574	63021	✓	
"	"	"	2204	64346	✓	
"	"	"	2353	62545	✓	
"	"	"	3010	69544	✓	
"	Glen d	"	2541	61783	✓	
"	Dick	"	3432	69565	✓	8/2-36
"	"	"	I 1560	I	✓	
"	"	"	1856	61149	✓	
10/30	Aub.	"	2640	69003	✓	
"	"	"	2740	69484	✓	
"	"	"	2640	69684	✓	
"	Dick	"	2495	63361	✓	
10/30	"	"	3326	69288	✓	
"	"	"	I ✓ 2145	69886 64372	✓	64382
"	Yoxon	"	I ✓ 3018	66424	✓	69424 (not clear)
"	"	"	2225	69044	✓	
11/1	Carlton	(2310)	2310	66648	✓	10/19-110
"	"	"	2310	64653	✓	
"	"	"	2343	66204	✓	
"	Aub.	"	2640	63250	✓	
"	Dick	"	2596	62031	✓	
			96552			

72  
32  
26  
21  
26  
21  
26

Date	Origin	Wt	Lin Ft	Cor No	
11/12	Spokane	PO	2886	69814	✓
"	Carlton	"	2541	65363	
"	"	"	2640	66658	✓
"	Staples	"	✓ 1982 2376	68692	✓ 1982-63962
"	"	"	2475	61145	✓
"	"	"	2475	65307	✓
"	"	"	2475	68345	✓
"	"	"	2475	65847	✓
"	"	"	2475	63920	✓
"	Taylor	"	2441	67207	✓
"	"	"	1280	62387	✓
"	Dick	"	2712	64060	✓
"	"	"	2964	69363	✓
"	"	"	2300	66618	✓
"	"	"	3163	69125	✓
"	"	"	1551	62660	✓
"	"	"	2506	68104	✓
"	"	"	2641	62685	✓
"	Glend	"	632	65109	✓ 8/14-137
"	Leuroi	"	2155	69417	✓
"	"	"	2165	69996	✓
"	Noxon	"	3550	69109	✓
"	Horn	"	2615	66214	✓
"	"	"	2576	66775	✓
"	Dick	"	2956	69180	✓
"	Carlton	"	2145	62579	✓
"	Staples	"	2475	66700	✓
"	"	"	2475	62379	✓
11/13	"	"	2475	61142	✓
"	"	"	2475	66004	✓
"	"	"	2475	63516	✓
"	"	"	2475	63799	✓
"	Dick	"	866	69533	✓
"	"	"	✓ 1897	69510	✓
11/14	Staples	"	2970	60721	✓
"	Carlton	"	2376	68680	✓
"	Sub.	"	3531	69607	✓
11/17	Dil.	"	2640	69896	✓
			92300		

$$\begin{array}{r}
 2057 \\
 30 \overline{) 617'00} \\
 \underline{60} \phantom{00} \\
 170 \\
 \underline{100} \\
 200
 \end{array}$$

$$\begin{array}{r}
 2057 \\
 30 \overline{) 617'00} \\
 \underline{60} \phantom{00} \\
 170 \\
 \underline{100} \\
 200
 \end{array}$$



Date	Origin	Wt	Like Ft	Cox No.	
11/17	Staples	90	2970	60105	
"	"	"	2085	69724	
"	D/W	"	2640	69315	
"	Staples	"	2475	62557	
"	"	"	2640	69997	✓ 60957
"	"	"	2377	69412	
"	"	"	2871	69538	
"	Spunk	"	2541	64929	✓ 11/15-1778
11/19	Missouri	"	3017	69985	
"	"	"	2094	61094	✓ 61095 11/10-343
"	"	"	<del>1368.5</del>		" "
"	Pasco	"	2211	69363	
"	"	"	2211	69403	✓
"	"	"	2508	69944	✓
11/20	"	"	2673	69223	✓
11/19	"	"	2508	69354	✓
"	"	"	578	69119	✓
11/20	Glen d	"	3474	69719	
"	"	"	2261	69650	
"	"	"	3464	69276	
"	"	"	3455	69868	
11/22	Spunk	"	2541	65034	
"	"	"	3332	69648	
"	"	"	2376	67754	
"	"	"	2541	66680	
"	Missouri	"	2475	61172	
"	"	"	3200	69429	
"	Spunk	"	2013	69462	
"	"	"	1117	69141	
"	Missouri	"	2475	61107	
"	Staples	"	2640	69649	✓ 11/10
11/23	Spunk	"	2541	67379	✓
"	Missouri	"	3300	69888	✓
"	"	"	2475	68036	
11/24	"	"	3300	69394	✓
"	"	"	3300	69620	
"	"	"	2475	64045	
"	"	"	2475	62904	✓
			97097		



Date	Origin	Wt	Lin Ft	Cor No
11/26	Staples	90	10 56	62414
"	"	"	24 75	63178
"	Jamestown	"	23 43	69686
"	"	"	5 46	67464
"	Jamestown	"	25 74	61661
"	Missoula	"	33 00	69666
11/27	Staple	"	21 42	66623
"	Glend	"	25 41	64989
"	Staples	"	28 71	69023
"	Glend	"	25 41	67343
"	Staples	"	24 75	68737
"	"	"	24 75	68002
"	"	"	24 75	68907
"	"	"	24 75	61230
11/28	Missoula	"	24 75	66345
"	"	"	24 75	65237
"	"	"	33 00	69834
12/1	"	"	33 00	69619
"	"	"	33 00	69211
12/4	"	"	33 00	69260
"	Carlton	"	20 34	61296
"	"	"	25 08	61225
"	Nixon	"	26 23	68334
"	"	"	34 68	69999
"	Heron	"	24 83	63449
"	Drummond	"	26 40	69576
"	"	"	26 40	64551
"	"	"	26 05	67214
12/11	Staple	"	24 75	63754
"	"	"	24 75	68003
"	"	"	18 81	65960
12/13	Spokane	"	14 52	68422
800 23				
965 52				
923 00				
970 97				
800 23				
365962				
				365962
				257500
				8462
				350000
				7500
				357500

$$\begin{array}{r}
 16 \\
 20 \overline{) 50000} \\
 \underline{30} \\
 20
 \end{array}$$

$$\begin{array}{r}
 3132 \\
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 \hline
 102960
 \end{array}$$



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

1198FO

COULEE FEB 15/35

L XAGER

STPAUL

C-20 UNABLE LOCATE ANY RECORD A-72

R A D

610P



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL FEB 15 1935

R A DIERKES

AGENT-COULTEE

MY C-11 CAN YOU NOW REPLY C-20

L YAGER



Glendive, Mont., February 13, 1935

MR. L. YAGER:

Referring to your two letters of February 5th, about rail on NP-67216 and 69576 to Odair, Wash.

NP-67216 was billed from Dickinson to Odair, August 2nd, car containing 2640 lin. ft. 3rd class A rail but was transferred at Laurel, October 5, 1934 to NP-69576, and copy of billing was furnished you.

*Glendive*  
Superintendent.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane, Wn., Feb. 7, 1935  
(Mailgram)

Mr. L. Yager  
St. Paul, Minn..

Your C-13 Feb. 5. I attach hereto Form 7250 covering NP 69814  
and 68422, rail, for Coulee Dam.

JHJ

A handwritten signature, possibly "P" or "D", is written in ink to the right of the typed name "JHJ".



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL FEB 5 1935

J H JOHNSON

SPOKANE

B-192 SPOKANE NOVEMBER SECOND 1934 2886 LINEAL FEET C-15

L YAGER

St. Paul, Feb. 5, 1935.

MR. G. N. SLADE:

Please furnish Form 7250 shipping  
notice on NP car 69576 3/90# B rail from Glendive  
to Odair.

Ass't. Chief Engineer.

PJP-vml



St. Paul, Feb. 5, 1935.

MR. G. N. SLADE:

To clear our records on NP 67216 loaded with 2640 lin.ft. 3/90# B rail, your Form 7250 dated August 2, 1934, Dickinson to Odair.

Have no record of this car arriving at Odair. Car record shows this car condemned and destroyed at Laurel on October 10th, 1934. Was rail transferred or unloaded at Laurel.

Please advise.

Ass't. Chief Engineer.

PJP-vml



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

14 FOG

SPOKANE FEB 4-35

L YAGER

STPAUL

C 12 HAVE RECORD OF FIRST CAR BUT NO RECORD OF 69814 CAN YOU SAY APPROXIMATELY  
SH  
WHEN SHIPPED B-192

JHJ

822P

*Spokane Nov 2 2856*



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL FEB 4 1935

J H JOHNSON

SPOKANE

PLEASE FURNISH FORM 7250 SHIPPING NOTICE COVERING NINETY POUND  
RAIL NP CARS 68422 AND 69814 SHIPPED FROM SPOKANE TO ODAIN C-12

L YAGER



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL FEBRUARY 4 1935

RA

~~D-R~~ DIERKES

AGENT-COULEE

ADVISE DELIVERY DATE AND WAY BILL REFERENCE AND LINEAL FEET NINETY  
POUND RAIL NP CARS 61979 AND 65428 C-11

L YAGER



N. P. 3301  
5-24

NORTHERN PACIFIC RAILWAY CO.

CAR ACCOUNTING DEPARTMENT

Claim No. \_\_\_\_\_ Tracing No. \_\_\_\_\_

To \_\_\_\_\_

O. S. &amp; D. No. \_\_\_\_\_ No. \_\_\_\_\_

ST. PAUL, MINN., Feb 2 1935

Dear Sir:—Below find movements and \_\_\_\_\_ Record of \_\_\_\_\_ Car No. 67215 from \_\_\_\_\_ to \_\_\_\_\_

MOVEMENTS	TIME	DATE	SEALS					CONDUCTOR	WEATHER OR REMARKS
			"A" DOOR	"B" DOOR	"C"	"D"	TRAIN		
FROM Dickinson	Aug	5	co. rails for Odair					Car condemned	
TO Glendive		6						Oct 10 at Laurel	
FROM		10							
TO Laurel		11	Transferred to 69576						and destroyed
FROM									
TO									
FROM NP 61979									
TO									
FROM Glendive	Aug	16	co. rails for Odair						
TO Laurel		17							
FROM									
TO Misko		18							
FROM	Sept	2							
TO Livingston		3							
FROM									
TO Spokane		5							
FROM									
TO Odair		6							
FROM									
TO									
FROM NP 65428									
TO									
FROM Glendive	Aug	18	co. rails for Odair						
TO Laurel		19							
FROM									
TO Misko		19							
FROM	Sept	3							
TO Missoula		6							
FROM									
TO Spokane		7							
FROM									
TO Odair		8							

Rel. Record  
L & Ft.  
W/B Referring

N. P. 3301  
5-24

NORTHERN PACIFIC RAILWAY CO.

CAR ACCOUNTING DEPARTMENT

W/B

Claim No. .... Tracing No. ....

To ..... O. S. &amp; D. No. .... No. ....

ST. PAUL, MINN., Feb 2 1935

Dear Sir:—Below find movements and ..... Record of N/P Car No. 67422 from OK to .....

MOVEMENTS	TIME	DATE	SEALS					CONDUCTOR	WEATHER OR REMARKS
			"A" DOOR	"B" DOOR	"C"	"D"	TRAIN		
FROM Spokane	Dec	5	co rails Spokane to Odair						
TO Cheney									
FROM		7							
TO Odair		7							
FROM									
TO									
FROM NP 69814		OK							
TO									
FROM Spokane	Nov	2	co rails Spokane to Odair						
TO Cheney									
FROM		2							
TO Odair		2							
FROM									
TO									
FROM NP 69576									
TO									
FROM Glendive	Oct	1	co rails Dickinson to Odair						
TO Laurel									
FROM		10							
TO Misko									
FROM		19	Transferred from						
TO Livingston									
FROM		20							
TO Missoula									
FROM		21							
TO Spokane									
FROM		22							
TO Odair									
FROM		27							
TO									
FROM									
TO									
FROM									
TO									

T. J. Boyce

Tacoma, Wash.  
Feb. 4, 1935

File G.

Mr. L. Yager:

Referring to your letter dated Feb. 1st, to Supt. Johnson, copy to me, requesting information per the Form 629 Rail Report: The rail shown in column 7 is rail shipped to Odair and charged direct to the work order 8600, *Dis #6* as follows:

12-6-34, from Parkwater:

NP 69639-	3rd class B-90	2700'	Reqn.	682-34
NP 69701	" " "	3223	"	637
NP 61126	" " "	2739	"	637
NP 68422	" " "	1452	"	640

The following rail was removed from the Relay at Heron, October, and added to the Rail Inventory, a copy of which was sent to Mr. Blum with the December rail report. This rail was charged to the same work order, #8600, December:

NP 61326	3rd class B-90	2624½'	Reqn.	318
NP 66214	" " "	2615	"	"
NP 61805	" " "	1287	"	"
NP 69424	" " "	3018	"	"
NP 69509	" " "	3550	"	"
NP 63526	" " "	2618½'	"	"
NP 68334	" " A-90	2623'	"	"
NP 63499	" " "	2493½'	"	"
NP 61354	" " "	2633	"	"
NP 68910	" " "	2645	"	"
NP 67383	" " "	2442	"	"
NP 69764	" " "	3123	"	"
NP 69014	" " "	2224½'	"	"
NP 69999	" " "	3468½'	"	"
NP 63711	" " "	2587½'	"	"
NP 66775	" " "	2576	"	"

Copies of the 7250's were sent to you Jan. 26th, as per your

L.Yager-#2.

request, wire C-6.

1122 feet of 3rd class B-90# rail was used on the undercrossing for State Highway, Brg.3-1, Marshall.

Attached are forms 7250 for column 8, December.

  
District Accountant

cc-J.H.J.

Pcm-W



St. Paul, Feb. 1, 1935.

MR. J. H. JOHNSON:

December 1934 Form 629 statement of  
rail on hand shows 26816 lin. ft. 3/90# A and 26949  
lin. ft. 3/90# B rail in column 7. Advise where rail  
was used.

Ass't. Chief Engineer.

PJP-vml

CC-BRW

N. P. 1344  
5-23

50# Rail on Cars for Coulee Dam

9/1-1924

At Misko Mont 3/90 A 3/90 B

Car No		Lin Foot			
N.P. 67207	Taylor N.D.	2441	9/21		
62387		1280			
69802				2139	9/11
63987				2254	9/11
62270				2496	9/11
69972				2472	9/11
69636				1639	9/11
68104	Dickinson N.D.			2506	
69180				2956	
69510				1987	
69533		866			
65166	Glenview N.D.			2208	9/28
61783				2541	9/28
65109				632	9/28
61979				2454	8/27
65428				2514	8/27
					X
					X
62660	Dickinson N.D.			1851	9/28
69125				3163	9/28
61021				2594	9/28
69544				3010	9/28
62545				2858	9/28
69363				2964	9/28
64372				2145	9/28
64346				2204	9/28
64060				2712	9/28
69565				2472	9/28
66618				2800	9/28
62031	Dickinson N.D.	2596			
62695		2641		48836	
		2641			
67214		2605			
64551		2641			
692		3326			
63361		2495			
61149		1856			
		25388			
		2441			
		229			
NP. 63250	Centrolia Wash			2640	
69003				2640	
69484				2640	
69684				2640	
63135				2633	
63160				2640	
66586				2634	
69779				1518	
				19985	

8 cars

9/20-3 ✓

3/40A

3/90B

Misko.

11

25388

\*

17

40313

Centralia.

8

19985

Rail Required

Lim Ft.  
3500 00

Rail Shipped

Yell. Div.  
Tacoma Div.

3/90 A	3/90 B.
24 41	488 36
	199 85

Rail on Cars.

Yell Div.

229 47

Rail from Idaho Div.

127 00 275 00

380 88 962 21

1344 09

2155 91

From Rail Yards.

Damaged  
3/90 B.

3/90 A 3/90 B TF 3/90 B

Carlton  
Northtown

28 46 183 32

Staples

468 00 156 22 98 52

Dilworth

73 50

Jamestown

54 62

Glenview

79 04 98 37

Laurel

43 00

Missoula

88 00 433 32

Parkwater

135 13 54 85

Pescu

126 82

Auburn

34 74

468 00 398 85 855 74 433 32 1722 59

433 32



		Lineal Feet			90 #
		3/90A	3/90B	3/90BTF.	
ED Regn 318-34					3500 00
✓ Div.	GSK.				
✓ Yell.	YD 14136	230 00	565 00		
✓ Idaho	ID 14137	270 00	150 00	(3/850) 180	
✓ Tacoma	TD 14135		200 00		
✓ L. Supr.	LS 20842	28 46		183 32	
✓ St. P.	St P. 22071	156 22	151 20	98 22	
✓ Fargo	FD 22070	54 62		73 50	
✓ Yell.	YD 22069	79 04		98 37 43 00	
✓ RMtn	RM. 22068		433 32	88 00	
✓ Idaho	ID 22377	135 13		54 85 126 82 129 80	
✓ Tacoma	TD 22378			34 74	
✓ St. Paul	SP. 21262		316 80		
		953 47	1816 32	800 82	3570 41

ED 422-34

Idaho ID 16225  
ID 22065

7500  
132 3/850.

ED 682-34

ID 26346

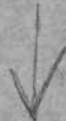

27 00

N. P. WY. CO.

Rail shipped and proposed shipments for  
the Grand Coulee Dam Project.

\*\*\*\*\*

	Lineal Feet			
	3/90# "B" Damaged	3/90# "A"	3/90# "B" T.F.	3/90# "B"
<u>Rail Required</u>				350000
<u>Rail Shipped</u>				
Yellowstone Div.		2441		48836
Tacoma Div.				19965
<u>*Rail on Cars</u>				
Yellowstone Div. (Misko)		22947		
<u>Rail from Noxon Relay</u>				
Idaho Div.		12700		27500
		38088		96321
				134409
				215591

Div.  To be shipped from Rail Yards. 

Carlton	L.S.	2846	18332	
Northtown		-	-	
Staples	St P.	46800	15622	9852
Dilworth	Forgo			7350
Jamestown				5462
Glendive	Yell.	7904	9837	
Laurel				4300
Missoula	RM			8800
Parkwater	Idaho	13513	5485	43332
Pasco			12682	
Auburn	Tac		3474	
		46800	39685	85574
				43332
				215591

\*Requested forwarded Oct. 12, 1934.

Office of Chief Engineer,  
St. Paul, Minn.,  
October 12, 1934.

12700  
4285  
40998

12700  
4285  
40998

964

At Baker, Montana,  
December 10, 1934

- Personal -

Mr. H. M. Tremaine:

Your letter of the fifth advising that Mr. Darland of the Reclamation Service stated that one of the Contractor's ballast trains had been derailed by broken rail, resulting from a transverse fissure:

I agree that it is best not to make a point of going into this matter but I would be glad, if it could be arranged quietly, to obtain the usual information with respect to size of fissure, heat number, brand etc.

It is unfortunate that the Superintendent billed the rail out as damaged or transverse fissure rail.

cc Mr. L. Yager: ✓

B.B.

The Reclamation Bureau made some protest about the rail received for the Coulee job. Some of the rail was billed as damaged and other as transverse fissure.

Bernard Blum

*J. L. Smith*

*12/13*

*12/13*

*(M)*

RECEIVED  
DEC 13 34  
BUREAU OF RECLAMATION  
ST. PAUL, MINN.

RECEIVED  
DEC 14 34  
BUREAU OF RECLAMATION  
ST. PAUL, MINN.

Spokane, November 20, 1934 g

Mr. F. A. Banks,  
Construction Engineer,  
Almira, Wash.

Dear Sir:

The following cars were loaded at our Parkwater material yard, consigned in my care at Coulee, to apply on requisition MD 318-34 - all to be held at Almira for diversion as required for construction of the Coulee Dam railroad:

NP 69648	3335	lin.ft.	3rd 90#	A Rail	11-12-34
67754	2736	" "	"	"	11-12-34
67379	2541	" "	3rd 90#	TF "	11-13-34
66680	2541	" "	3rd 90#	A "	11-13-34
65034	2541	" "	3rd 90#	TF "	11-13-34
64929	2541	" "	3rd 90#	A "	11-14-34
69462	2013	" "	"	"	11-14-34
69141	(810	" "	"	"	11-14-34
	1318	" "	3rd 90#	TF "	11-14-34

Yours truly,

J. H. JOHNSON  
Superintendent

CC L. Yager ✓  
C. S.  
J. A. B.





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

41 MD F

MISSOULA NOV 12-34 L YAGER  
STPAUL

MR YAGERS LETTER 8TH RAIL FOR ODAIR ON RM -22068 FOLLOWING CARS FORWARDED  
NOV 10TH WITH NOTATION ON REVENUE BILLING HOLD AT PARKWATER NP 69429 WITH  
3300 FT 3RD B 90 LB RAIL NP 69619 WITH 3300 FT 3RD B 90 RAIL NP 69394 WITH  
3300 FT 3RD B 90 LB RAIL NP 69625 WITH 3300 FT 3RD B 90 LB RAIL NP 61095 WITH  
2094 FT 3RD B 90 LB RAIL NP 64045 WITH 2475 FT 3RD B 90 LB RAIL NP 66345 WITH  
2475 FT 3RD B 90 LB RAIL NP 65237 WITH 2475 FT 3RD B 90 LB RAIL NP 69834 WITH  
3300 FT 3RD B 90 LB RAIL NP 69985 WITH 3017 FT 3RD B 90 LB RAIL NP 69666 WITH  
3300 FT 3RD B-90 LB RAIL NP 69211 WITH 3300 FT 3RD B-90 LB RAIL NP 69260 WITH  
3300 FT 3RD B-90 LB RAIL NP 61172 WITH 2475 FT 3RD B 90 LB RAIL NP 69888 WITH  
3300 FT 3RD B 90 LB RAIL NP 61107 WITH 2475 FT 3RD B-90 LB RAIL NP 62904 WITH  
2475 FT 3RD B 90 LB RAIL NP 68036 WITH 2475 FT 3RD B 90 LB RAIL COPY LY JHJ  
A 126 D M D 1208 PM

43220  
88200  
21200  
2



N. P.  $\frac{1344}{5.25}$



3/90 17

3/90B

3/90 BTF

N. P. 1344  
5-25

1-

## From Carlton Rail Yard

3/90 A

3/90 B

3/90 BTF

N.P.	66648	10/19					2310
	66204	"					2343
	64653	"					2310
	61223	10/20	2508				
	61796	"	187		1847		
	65363	10/22					2541
	66658	"					2640
	62579	10/23	165				1980
	67680	"			462		1914
			2860		2309		16038
							21207

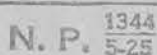
## From Staples Rail Yard

N.P.	63799	10/27			2475		
	62379				2475		
	68345				2475		
	65847				2475		
	65307				2475		
	63178				2475		
	66700				2475		
	63516				2475		
	61142				2475		
	66004				2475		
	63920				2475		
	61145				2475		
	63962				1982		
	63754	10/20			2475		
	68003				2475		
	62157		2475				
	61230		2475				
	67737		2475				
	68002		2475				
	68907		2475				
	69957		2640				
	69649		2310				
	69647				330		
	69023	11/1			2871		
	60105				2970		
	60721				2970		
	69412	11/2	624		1753		
	65960		17949		1881		
	69538				2871		
	62414				1053		
	66623				2442		
					55776		

## From Dilworth Rail Yard

	69315						2640
	69896						2640
	69724						2085
							7365





21	50
21	60
40	20

23	00
----	----

3.5 14

8	6	6
---	---	---

---

50 72



Saint Paul, November 8, 1934.

MR. J. H. JOHNSON:

Referring to my letter of Oct. 30th to Mr. H.M. Smith, copy to you, in regard to shipment of 8800 lin.ft. 3/90# B rail, "red" ends, and 43333 lin.ft. 3/90# B rail to Bernard Blum, Chief Engineer, Odair, Wn., to apply on ED reqn. 319-34.

Please ship cars as loaded according to your telegram A-80 and mark B/L "hold at Parkwater" from which point Supt. Taylor will make delivery when required.

Advise Supt. Taylor and this office car numbers and contents as forwarded. Acknowledge.

Ass't. Chief Engineer.

CC-ARS JTD CHE RTT PDB:CC

RYP-vml



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

gie

Glendive Nov 7 1934

134-L Yager  
135-H M Smith

St Paul

Following cars of rail containing 7900 ft 3rd class A rail  
and 9836 3rd class B rail from Glendive to Odair today completing  
rail order YD-22069 NP 69719 69868 67343 64989 69650 69276  
M-56

DMD

555pm

want 7250 + 1000  
Reed

7900  
9836  
17736



16  
32  
24  
15  
77  
30



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL OCT 31. 1934

D M DRISCOLL

GLENDIVE

M-246 O.K. FORWARD FOUR CARS AT WISKO TO ODAIR ADVISE CAR  
NUMBERS AND CONTENTS INVOICES SHOULD BE MARKED HELD PARKWATER  
C-194

L YAGER



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

72gie

Glendive Oct 31 1934

L Yager

St Paul

We still have at Misko three cars 3rd 90 lb "B" rail  
and one car 3rd 90 lb "A" rail billed Odair hold at  
Misko Should we also forward this M-246

DMD

1128am

St. Paul, Nov. 6, 1934.

MR. H. M. SMITH:

Please place order with the Tacoma Div. to ship from Auburn rail yard, the following rail to Hazard Blum, Chief Engineer, Odair, Wn.

3474 lin. ft. 3/90# B rail, ends painted "red", condemned heads removed from track account transverse fissure history.

This rail is to apply on ED road. 318-34 and is to be loaded immediately and shipped. B/Ls are to be marked "hold at Pasco" from which point Supt. Taylor will make delivery when material is required.

Short rails 34 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, pipped or badly flawed rails from the low side of curve to be shipped.

If there is not sufficient red end rails, ship selected 3/90# B rail to complete the order.

Ans't. Chief Engineer.

EE JTD  
CC-HEM WGS

PJT-whl





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

63 gi x

Glendive Nov 5 1934

L Yager

StPaul

C 194 The following cars 3rd 90 lb B and 3rd 90 lb A rail  
forwarded to Odair Novr 1 NP 68104 69180 69510 69533 M-22

DMD

944a



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

gie

Glendive Nov 5 1934

141-L Yager  
142-H M Smith

St Paul

Rail order YD-22069 NP 69996 and NP 69417 with 4320 lin  
ft 3rd B-90 pound rail shipped to Odair Wash November 3rd  
from Laurel M-27

DMD

610pm

Saint Paul, Nov. 3, 1934.

Mr. L. Yager:

Mr. Blum writes under date of October 31 that Ryan has six miles of track laid on Coulee Branch and putting down one mile per day.

Will you therefore, please arrange to place order for the loading of additional rail due on requisitions 318 and 422 at once in order to avoid any possible delay on the part of the railway company.

Asst. to Chief Engineer.

JTD-w

St. Paul, Oct. 30, 1934.

MR. H. W. SMITH:

Please place order with the Rocky Mtn. Division to ship from Missoula rail yard the following rail to Bernard Blum, Chief Engineer, Odair, Mo. This rail is to apply on ED requisition 318-34 and is to be loaded on cars immediately and held for future shipping instructions from this office:

8300 lin. ft. 3/90# B rail, ends painted "red" condemned  
heads removed from track account trans. fissure history.

43332 lin. ft. 3/90# B rail.

Short rails 34 to 52 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flawed rails from the low side of curve to be shipped.

Ass't. Chief Engineer.

CO-BE JED JHJ CHB RTF PFMCC

RTP-vml

JHJohnson: Please advise car numbers and contents as cars are loaded.

L.Y.



St. Paul, Oct. 30, 1934.

MR. R. T. TAYLOR:

The following is a list of cars and contents covering the shipment of 90# rail to Bernard Blum, Chief Engineer, Odsir, Wash., cars to be held at Parkwater, shipped from the Lake Superior Division on various dates:

NP 66843	2310	lin.ft. 3/90#	B	Red end	10/19-34
66204	2343	Do.		NE rail	10-19
64653	2310	Do.		NE	Do.
61323	2506	Do.	A	rail	10-20
61796	1847	Do.	B	rail	"
	187	lin.ft. 3/90#	A	NE rail	"
65363	2541	Do.	B	NE	" 10-22
66658	2640	Do.	B	NE	" 10-22
62579	1900	Do.	B	NE	"
	165	Do.	A	10-23rd	
67680	1914	Do.	B	NE 10-23rd	
	462	Do.	B	10-23rd	

Ass't. Chief Engineer.

CC-FHMcG  
J T D

PJP-vml

Duluth, Minnesota  
October 29, 1934.

Mr. L. Yager,  
Asst. Chief Engineer - St. Paul.

In reply to your letter of October 19th to which was attached a copy of your letter of Oct. 15th to Mr. H. M. Smith, General Storekeeper, in reference to shipping 90# rails to Odair, Washington.

This to advise you that the above mentioned ordered was completed on October 23rd. I am listing below the car numbers and the date they went forward from Carlton. Also contents on each car:

NP 66648	-	2310	Lin.Ft.	3rd	B	90#	Red End Rail	10/19/34
66204	-	2343	" "	"	B	90#	RE Rail	Oct.19th
64653	-	2310	" "	"	B	90#	RE "	" 19th
61223	-	2508	" "	"	A	90#	Rail	Oct.20th
61796	-	1847	" "	"	B	90#	" "	20th
		187	" "	"	A	90#	RE Rail	Oct.20th
65363	-	2541	" "	"	B	90#	RE "	Oct.22nd
66658	-	2640	" "	"	B	90#	RE "	" 22nd
62579	-	1980	" "	"	B	90#	RE "	
		165	" "	"	A	90#	Oct.	23rd
67680	-	1914	" "	"	B	90#	RE Oct.	23rd.
		462	" "	"	B	90#	Oct.	23rd.

This completed the order.

You will by the above that the first cars left Carlton Oct. 19th and the last Oct. 23rd.

AGA:MCP

*C. J. Sponsel*  
Asst. Superintendent



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL OCT 29 1934

D M DRISCOLL

GLENDIVE

SHIP BERNARD BLUM CHIEF ENGINEER ODAIR WASHINGTON FROM GLENDIVE  
RAIL YARD 7904 LINEAL FEET THIRD NINETY "A" RAIL, 9837 LINEAL  
FEET THIRD NINETY "B" RAIL ENDS PAINTED RED STOP LAUREL RAIL  
YARD 4300 LINEAL FEET THIRD NINETY "B" RAIL ENDS PAINTED RED  
APPLY REQUISITION ED-318 CONFIRMING LETTER TODAY ACKNOWLEDGE C-190

L. YAGER

J.H.J.

Please advise Car no and contents (Rail +  
any & has now under load at Harthaus held for  
Grand Coulee Dam Project



N. P. RY. CO.

STATUS OF RAIL TO BE SHIPPED ODAIR WASHINGTON AS OF OCT.  
26th, 1934.

Rail Required.

	Lineal Feet		Track Miles
	85#	90#	
Reqn. #318	180	350000	33.2
" #422		7500	.7
	180	357500	33.9
Rail delivered at Odair, and in storage on cars at Park- water or on sidings, Washing- ton Central Branch			
	180	141909	13.7
Rail enroute from Carlton		21200	2.0
Rail enroute from Staples		31680	3.0
Rail underload at Staples		40614	3.5
Total Shipped & Enroute	180	235403	22.2
Balance Rail Due	-	122097	11.5

Angle Bars

Shipped to date	4800 pr.	
Enroute to Odair	4000 "	
	<u>8800 pr.</u>	
Total under order	11500	33.9
Bal. to be shipped	3700 pr.	10.5
	2	7.9

Office of Chief Engineer,  
St. Paul, Minnesota,  
October 26, 1934.



N. P. 1344  
5-25

N. P. Ry. Co

Status of Rail to be Shipped Odair Wash. as of  
Oct 26th - 1934 Rail Required

	Linear Feet		Track Miles
	86"	90"	
Recon # 318	180	3500 00	33.2
" # 422		7500	.7
	180	3575 00	33.9
Rail delivered at Odair and in Storage on cars at Parkwater or on Sidings Washington Central Branch.			
	180	1419 09	13.7
Rail enroute from Carlton.		212 00	2.0
Rail enroute from Staples		316 80	3.0
Rail underload at Staples		406 14	3.5
Total Shipped and Enroute.	180	2354 03	22.2
Balance Rail Due	—	1220 97	11.5

### Angle Bars

Shipped to date,  
enroute to Odair

4800 Pk  
4000  
8800 Pk

~~26.0~~

Total under order

11500

33.9

Balance to be shipped

2700 Pk

7.9

7.9  
10.5

Office at 3:30  
Oct 26th 1934

~~30.9~~

$$11500 \div 33.9 = 339.2$$

---

$$\begin{array}{rcl} 8800 \div 339.2 & = & 26.0 \\ 2700 \div 339.2 & = & 7.9 \\ \hline 11500 \end{array}$$

N. P. Ry. Co

Status of Rail to be Shipped to O'air was 1/2

	Lin. Ft.		TRA Miles
	85"	90"	
Reg'n # 318	180	3500 00	33.2
Reg'n # 422		7500	.7
	180	357500	33.9
Rail delivered at O'air and in storage on cars at Parkwater, on siding at Washington, Central Branch.	180	141909	13.7
Rail Enroute from Carlton.		21200	2.0
Rail Enroute from Staples.		31680	3.0
Rail unsorted at Staples.		40614	3.8
	180	235403	22.5
Total Shipped and Enroute.			
Balance Due	—	122097	11.4
			33.9



23000 A  
56500 B  
79500

Y611 Div

20799 A  
28408 B  
4587 A  
28798 B

82592  
79500  
3092

2441  
22947  
48836  
74224

Idaho

12700  
27500  
40200

Tax

20000  
19985 ✓

74224  
40200  
19985

134409  
7500  
141909

20799

48836  
28408

46800  
15622

Station Rail

Line It

Explain

Reg # 318

Reg # 422

Rail, delivered at door of  
in storage on case packwater,  
at of fittings on M.C.

Line It

Explain

Rail Enroute from Carlton  
Rail ✓ ✓ Staples  
Rail under load at ✓

Total shipped and Enroute

Balance due

Office of Enroute  
Oct - 26<sup>th</sup>

St. Paul, October 29, 1934.

MR. H. M. SMITH:

Please place order with the Yellowstone Division to ship the following rail to Bernard Blum, Chief Engineer, Odair, Washington, shipment to be made immediately.

Glendive Rail Yard:

7904 lin.ft. 3/90# A rail

9337 lin.ft. 3/90# B rail →

→ ends painted "red" condemned heats removed from track account transverse fissure history.

Laurel Rail Yard:

4300 lin.ft. 3/90# B rail, ends painted "red" condemned heats removed from track account transverse fissure history.

If the above amount cannot be furnished, substitute selected 3/90# B rail to make up the total.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flawed rails from the low side of curve to be shipped.

This rail is to apply on D 313-34 and bill/ladings are to be marked, "Hold at Parkwater" from which point Supt. Taylor will make delivery when required.

Ass't. Chief Engineer.

CC-BB JTD LMB LMR RTT PUMCO

PJT-vml

JA

Saint Paul, October 23, 1934.

MR. H. M. SMITH:

Please place order with the Fargo Division to ship the following rail to Bernard Blum, Chief Engineer, Occir, Washington, shipment to be made immediately:

Dilworth Rail Yard:

7350 lin. ft. 3/90# B rail, ends painted "red" condemned heats removed from track account transverse fissure history.

Jamestown Rail Yard:

5452 lin. ft. 3/90# B rail ends painted "red" condemned heats removed from track account trans. fissure history.

If the above amounts cannot be furnished, substitute selected 3/90# B rail to make up the totals.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flawed rails from the low side of curve to be shipped.

This rail is to apply on RD 318-34 and bill/ladings are to be marked, "Hold at Parkwater" from which point Supt. Taylor will make delivery when required.

Ass't. Chief Engineer.

CC-BE JWD EB EH UTT PMSec  
RJP-val



Saint Paul, Oct. 23, 1934.

W. H. M. SMITH:

Please place order with the St. Paul Division to ship from Staples Rail Yard the following rail to Bernard River, Chief Engineer, Cedar, Minn., shipment to be made by Oct. 31st, 1934:

15180 lin. ft. 3/80 B rail suitable for branch line and side track relay.

This rail was removed from Lake Superior 2nd Sub-Division east of Breinard and had a slight indentation downward and was kinked slightly towards the center of the track when released.

15322 lin. ft. 3/80 "A" rail.

6022 lin. ft. 3/80 B rail, ends painted "red" condemned heads removed from track account of transverse fissure history.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken bases, pipped or badly flawed rails from the low side of curve to be shipped.

This rail is to apply on SD 312-34 and bill/ loadings are to be marked, "Hold at Parkwater" from which point Supt. Taylor will make delivery when required.

Asst. Chief Engineer.

CC-RE JTD TMR LB RTT PG FIVEAC

PJP-VML


ST. PAUL, MINN.  
OCT 25 34  
48-52-100

Saint Paul, October 25, 1934.

Mr. L. Yager:

There has been some delay in the contractor at Coulee handling the contract work due to non-delivery of ties by the Government.

Will you therefore, please arrange to hold up the loading of rail as outlined in schedule of Oct. 13th after completion of loading at Carlton and Staples. I will give you a supplementary schedule for loading of the balance of the rail on or about November 3rd.

  
Asst. to Chief Engineer.

JTD-W

St. Paul, Oct. 22, 1934.

MR. R. T. TAYLOR:

Referring to my letter of Oct. 12th to Mr. Driscoll, copy to you, about the forwarding of 9 or 10 cars underload at Misko, Mont. of 3/90# A rail.

The following cars were forwarded on Oct. 20th in local freight and delivered to the Rocky Mountain Division:

NP 62387, 62031, 62695, 69576, 67214  
NP 64551, 69298, 63361, 61149.

Ass't. Chief Engineer.

CC@ BB DMD PRIME@ HM S

HJP-vml



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

gie

Glendive Oct 22 1934

113-L Yager  
114-P H McCauley

St Paul

Mr Lagers letter Oct 12th and mr McCauleys message C-311  
Oct 16th The following cars 3rd class 90 lb A rail for-  
warded from Misko in local freight Oct 20 and delivered  
Rocky Mtn divn NR 62387 62031 62695 69576 67214 64551  
69288 63361 61149 M-177 Cy LY PHM

103pm

DMD



St. Paul, Oct. 19, 1934.

MR. H. E. SMITH:

Please place order with the St. Paul Division to ship from Staples Rail Yard the following 90# rail to Bernard Klum, Chief Engineer, Odair, Wn. shipment to be made by Oct. 25th.

31680 lin. ft. 3/80# B rail (damaged)

This rail was removed from the Lake Superior Second Sub Division East of Wainard and had a slight indentation downward and was kinked slightly towards the center of the track when released.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flawed rails from the low side of curve to be shipped.

This rail is to apply on PD 313-34 and bill/ladings are to be marked, "hold at Parkwater" from which point Supt. Taylor will make delivery when required.

VAC  
Asst. Chief Engineer.

PJP-vml

CC-BB JTD TMF IB RTT PIMcC

St. Paul, Oct. 19, 1934.

MR. C. T. SPONSEL:

Attached is a copy of my letter of Oct. 15th to H. M. Smith, GSK, covering shipment of 90# rail from Carlton rail yard to Odair, Wn.

A copy of this letter was sent to Mr. Jacobus which I understand was never received.

This additional one is sent to complete your file.

Ass't. Chief Engineer.

PJPvml

enc

8731  
St. Paul, October 15, 1934.

MR. H. M. SMITH:

Please place order with the Lake Superior Div. to ship from Carlton rail yard the following 90# rail to Bernard Blum, Chief Engineer, Odair, Wn., shipment to be made by October 20th.:

2846 lin.ft. 3/90# A rail  
18332 lin.ft. 3/90# B rail

ends painted red, condemned heats removed from track account transverse fissure history.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

This rail is to apply on ED 318-34 and bill/ladings are to be marked, "hold at Parkwater" from which point Supt. Taylor will make delivery when required.

Ass't. Chief Engineer.

PJP-vml

EE-BB JTD GHJ RTT PHMcC

B

Saint Paul, Oct. 15, 1934.

MR. F. H. McCauley:

Attached is a tentative schedule for shipping 90# rail to Bernard Blum, Chief Engineer, Odair, Wn. for the Grand Coulee Dam project; also approximate number of cars required.

You will receive copies of the letters sent to the General Storekeeper when rail is ordered forwarded. Kindly line up flat cars accordingly.

Ass't. Chief Engineer.

CC-BB JED

FJP-vml

one



N. P. Ry. Co.

Proposed tentative schedule for shipping balance of 90# rail to Odair, Washington for the Grand Coulee Dam Project.

\*\*\*

Date of Shipment	Rail Yard	Track Miles	Number of cars Required
Oct. 20, 1934	Carlton	2.00	10 ✓
Oct. 25, 1934	Staples	3.00	15 ✓
Oct. 31, 1934	Staples	3.00	15 ✓
Nov. 6, 1934	Staples	1.00	5
	Dilworth	.70	3
	Janestown	.50	2
	Glendive	.70	3
Nov. 12, 1934	Glendive	.90	4
	Laurel	.40	2
	Missoula	2.00	10
Nov. 17, 1934	Missoula	3.00	15
Nov. 25, 1934	Parkwater	1.80	9
	Paseo	1.20	6
	Auburn	.30	2
		20.30	101

Office of Chief Engineer,  
St. Paul, Minnesota,  
October 13, 1934.

L.S.  
 17401  
 10540  
 68 + 10  
 62860  
 305

RM  
 4434  
 16724  
21158

ST.P.  
 10009  
 3696

F0490  
 6128  
 3219  
2541  
 11888

L.S. 1.65✓  
ST.P. 2.50  
F. 1.10✓  
RM 2.00✓

ID 9733 - Tac.

ID 10305 - ID.

ID 10306 - ID.

2/90 - 6600

2/90 - 2800

2/90 - 3200  
12600

(6)

Tentative N. P. Ry Co.Proposed Schedule for Shipping Balance of 90# Rail  
to Odair Washington for the Grand Coulee Dam Project

<u>Date of Shipment.</u>	<u>Rail Yard</u>	<u>Track Miles</u>	<u>Number of cars Required</u>
Oct 20 - 1934	Carlton	2.00	10
Oct 25 - 1934	Staples	3.00	15
Oct 31 1934	Staples.	3.00	15
Nov. 6 1934	Staples	1.00	5
	Dilworth.	.70	3
	Jamestown.	.50	2
	Glendive.	.70	3
Nov. 12 1934	Glendive	.90	4
	Louisa.	.40	2
	Missoula.	2.00	10
Nov. 17 1934	Missoula.	3.00	15
Nov. 25 1934	Parkwater.	1.80	9
	Pasco	1.20	6
	Palmer	.30	2
		20.30	101

Office  
Ch Eng  
St Paul  
10/13-1934

St. Paul, Oct. 12, 1934.

MR. D. M. DRISCOLL:

Please forward to Bernard Blum,  
Chief Engineer at Odair, Wn., the 9 or 10 cars now  
stored at Micks, Mont. under load with 3/90# A rail,  
mark B/L - "hold at Parkwater" from which point Supt.  
Taylor will make delivery when requested. These cars  
may be used to fill out tonnage. This rail is covered  
by GSK requisition YD-14136, ED regn. 318-64.

Asst. Chief Engineer.

CC-BB RTT PIMOC HMB

PJP-wal





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Oct 12 1934

~~R T Taylor~~

~~Spokane, Washington~~

When do you expect to start picking up rail from the Noxon  
relay which has been assigned to the Coulee Dam Railway. D-138

RTT 13684 -

Oct 15 -

J T DERRIG

Copy: P. J. Pentin



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Oct 12 1934

R T Taylor

Spokane, Washington

I am arranging to move nine cars ninety pound rail now under load  
at Miske to Odair marking hold at Parkwater for your handling. D-137

J T DERRIG

Copy: P. J. <sup>P</sup>entin

Please arrange to have these cars moved at Mr. McCauley's  
convenience.

# N. P. RY. CO.

Rail shipped and proposed shipments for  
the Grand Coulee Dam Project.

\*\*\*\*\*

	Lineal Feet			
	3/90#"B" Damaged	3/90# "A"	3/90#"B" T.F.	3/90# "B"
<u>Rail Required</u>				350000
<u>Rail Shipped</u>				
Yellowstone Div.		2441		48836
Tacoma Div.				19985
<u>*Rail on Cars</u>				
Yellowstone Div. (Misko)		22947		
<u>Rail from Noxon Relay</u>				
Idaho Div.		12700		27500
		38088		96321
				<u>134409</u>
				215591

To be shipped from Rail Yards.

Carlton		2846	18332	
Northtown		-	-	
Staples	46800	15622	9852	
Dilworth			7350	
Jamestown			5462	
Glendive		7904	9837	
Laurel			4300	
Missoula			8800	43332
Parkwater		13513	5485	
Pasco			12682	
Auburn			3474	
	46800	39885	85574	43332
				215591

\*Requested forwarded Oct. 12, 1934.

Office of Chief Engineer,  
St. Paul, Minn.,  
October 12, 1934.

10/12

ED QSK Regn.

Order.

Shipped

Lim. Ft.

3500 00

318 Y.D. 14136

23000 A  
16500 B

2441  
48836

318 I.D. 1437

27000 A  
15000 B

318 T.D. 14135

20000 B.

199 85

71262

422 I.D. 16225

7500



14  
27  
27  
27

4



Glendive, Montl, September 28, 1934

MR. L. YAGER: ✓

MR. R. T. TAYLOR:

Referring to Mr. Yager's letters of September 21st and 22nd, about third class 90# ~~B~~ rail at Misko, to be forwarded to Mr. Blum at Odair, Wash., hold at Parkwater.

There are only 14 cars of this rail left at Misko. One of these cars, NP-64372 is bad order and will have to be transferred. The other thirteen cars are being forwarded from Misko tomorrow, September 29th. The car numbers are as follows:

NP-65166 ✓  
61783 ✓  
65109 or 65709 ✓  
62660 ✓  
69125 ✓  
61021 ✓  
69544 ✓  
62545 ✓  
69363 ✓  
64346 ✓  
64060 ✓  
69565 ✓  
66618 ✓

The other car will go forward as soon as possible.

*St. H. Moore*  
Superintendent.

MEMORANDUM:

MR. J. T. DERRIG:

Referring to your letter to Mr. H. M. Smith September 25 concerning #11 90-lb. frogs for Coulee Dam Line requisition. Mr. G. L. Smith made an examination of the frogs at Brainerd yesterday and reports as follows:

"Referring to the attached from Mr. Derrig, I inspected the #11 spring frog at Brainerd yesterday. Four of these frogs had already been picked out by the storekeeper for the Coulee Line and had been sent to the shop for very minor repairs which consisted mostly of re-riveting the plates.

"The remainder of the frogs are being held for similar repairs and will then be used to fill requisitions for main line use."

L. Yager

cy H. M. Smith

St. Paul 9/28/34w

21

mon - thur.



St. Paul, Sept. 28, 1934.

MR. L. YAGER:

// Referring to the attached from Mr. Derrig, I inspected the No. 11 spring frog at Brainerd, yesterday.

Four of these frogs had already been picked out by the storekeeper for the Coulee Line and had been sent to the shop for very minor repairs which consisted mostly of reriveting the plates.

The remainder of the frogs are being held for similar repairs and will then be used to fill requisitions for main line use. //

I also saw a No. 16 rigid O.H. frog shipped in from the Idaho Div.

This frog is not in very good condition, the point being considerably worn and the short point rail being so laminated that it would have to be replaced.

The frog has already been built up at least once and I do not believe it is worth doing any more work on it.

Mr. Sewall said that the estimated cost of putting the frog in reasonably good condition would be at least 50% of the cost of a new frog.

enc  
GLS-vml

*J L Smith*  
Engineer of Track.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

95 SF X

SPOKANE SEPT 27 1934

L YAGER

STPAUL

C 178 THE 8 CARS OF RAIL FROM CENTRALIA BILLED TO MR BLUM AT ~~XXX~~ ODAIR IS NOW  
HELD AT PASCO F 2367

RTT

149P

SEP 26 1934  
ST. PAUL, MINN.  
SAINT PAUL, SEPT. 25, 1934.

Mr. H. H. Smith:

Your letter of this date with reference to supplying two right and two left #11 - 90-lb. second hand frogs for the Coulee Line to apply on requisition 318:

It seems unbelievable that we do not have four useable frogs out of the 20 on hand at Brainerd. Mr. Smith will arrange to leave here tomorrow night and make an inspection of all frogs on hand at Brainerd and pick out two right and two left #11 90-lb. second hand spring frogs to deliver on the above requisition. Please instruct your storekeeper to load as soon as the frogs have been selected.

In regard to order which you placed on the Tacoma Division for these frogs. Mr. Stotler advises that the four frogs shipped to South Tacoma were not the original frogs assigned to the Coulee Branch Line, which frogs were to be recovered from the Centralia relay, but apparently the frogs recovered from Centralia were used by the roadmaster for repairs and the old frogs sent in to Tacoma as scrap.

In view of the fact that we are encountering the usual difficulty in getting delivery on this switch material I think it best that our entire order for switch material be sent to Odair. Mr. Blum suggested that the material be forwarded to Parkwater to assemble, but it will save the railway some money to have the

H.W. Smith - #2

material sent to Odair. We can unload it at that point with section labor cheaper than unloading it at Parkwater and rehandling when required by the Government.

What I am interested in at this time is getting immediate delivery on the six #11 spring turnouts complete with as little delay as possible. I will therefore thank you to expedite delivery on the two turnouts which you are shipping from Naxon and follow as soon as possible with the frogs from Brainerd. It is my understanding the switch points, etc. will move from South Tacoma. I will check over the remaining items of switch material and will write you a letter giving the schedule of delivery on shipments of the balance of this material to Odair.

*[Signature]*  
Asst. to Chief Engineer.

JTD-w

cc - Mr. L. Yager - ✓

Please arrange to have Mr. Smith make an inspection of the frogs on hand in Store Dept. at Brainerd as soon as possible, advising.

*[Signature]*  
29.9/16





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

85 WR C

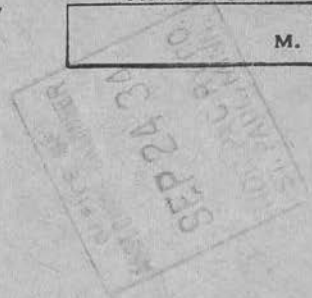
TACOMA SEPT 22ND 1934 L YAGER

ST PAUL

C-178 WILL ARRANGE AX 99

L F NEWTON

203 PM



Saint Paul, September 22, 1934.

MR. D. M. DRISCOLL:

Confirming my telegram C-179  
in regard to shipment of NP 67207 containing 2441  
lin.ft. 3/90# A rail to Bernard Blum, Chief Engineer,  
Odair, Wn., this rail is covered by GSK requisition  
YD-14136.

Ass't. Chief Engineer.

CC-MTT BS

PJP-vml

ST. PAUL, MINN.  
SEP 21 1934  
RECEIVED

Saint Paul, Sept. 21, 1934.

Mr. L. Yager:

Will you please arrange to let the following rail which we have under load go forward for the government railroad consigning the rail to me at Odair, Wash.

<u>Ship From</u>	<u>Cars</u>	<u>Class</u>	<u>Lin. Ft.</u>	
Misko, Mont.	One	3/90-A	2300	Approx.
" "	17	3/90-B	40313	
Centralia, Wash.	8	3/90-B	19985	
		Total	62598	"
		Previous shipment	15900	

|| The car of third class 90-lb. A rail from Misko, Mont. should go forward to Odair immediately. || The balance of the order from Misko, 17 cars can be moved to fill out tonnage, bill of lading to be marked "Hold at Parkwater" from which point Supt. Taylor will make delivery as requested by Mr. Banks or contractor Ryan. ||

|| The eight cars at Centralia should be consigned to me at Odair marked "Hold at Pasco", || from which point Supt. Taylor will arrange for movement as desired by contractor. Please arrange to advise Supt. Taylor car numbers and date cars are moving so that he can arrange to set out at Parkwater and Pasco as above outlined.

JTD-w

CC - Mr. R.T. Taylor  
Mr. H.M. Tremaine  
Agent - Coulee, Wash.

*Edward Blum*  
Chief Engineer.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

244GIY

GLENDIVE Sept 21 1934

L YAGER

STPAUL

C 179 Rail for Mr Blum Odair Wash acknowledged M-185

DMD

838p





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL SEPT 21 1934

D M DRISCOLL

GLENDIVE

PLEASE FORWARD FROM MISSO MONTANA TO BERNARD BLUM CHIEF ENGINEER  
ODAIR WASHINGTON NP 87207 CONTAINING 2441 LINEAL FEET THIRD CLASS  
NINETY POUND RAIL ACKNOWLEDGE C-179

L YAGER

CC-R T TAYLOR-SPOKANE WN

CC-BERNARD BLUM

40 14136



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL SEPT 21 1934

*file*  
L E NEWTON TACOMA

R T TAYLOR SPOKANE

RE EIGHT CARS 19985 LIR FEET THIRD CLASS NINETY B RAIL UNDER  
LOAD CENTRALIA GSK REQUISITION TD-14135 FORWARD TO BERNARD BLUM  
CHIEF ENGINEER ODAIR WASHINGTON MARK B/L HOLD AT PASCO  
ACKNOWLEDGE C-178

L YAGER

St. Paul, Sept. 21, 1934.

MR. D. M. DRISCOLL:

There is stored at Misko, Montana, 17 cars of 3/90# B rail, 40313 lin.ft. held for shipping instructions.

Please move these cars to fill out tonnage to Bernard Blum, Chief Engineer, Odair, Wn. and mark B/Ls hold at Parkwater, from which point Supt. Taylor will make delivery when requested.

Advise Supt. Taylor and this office date cars go forward and car numbers.

This rail is covered by GSK requisition YD-14136.

Ass't. Chief Engineer.

CC-RIT PHMCO BB

FJP-vml

St. Paul, Sept. 21, 1934.

MR. L. F. NEWTON:  
MR. R. T. TAYLOR:

Referring to my telegram C-178 and your letter of Sept. 11th with attached letter from Mr. Ashworth, div. roadmaster, dated Sept. 10th, advising that the following cars of 3/80# B rail,

NP 33850	80	pcs.	33'	2640	lin.ft.
69003	80		33'	2640	"
69484	80		33'	2640	"
69684	80		33'	2640	"
63135	78		33'		
	1		30'		
	1		29'	2633	"
63160	80		33'	2640	"
60586	78		33'		
	2		30'	2634	"
69779	46		33'	1518	"
				19985	lin.ft.

consigned to Bernard Blum, Chief Engineer, Odair, Wn. were under load at Centralia, Wn. held for shipping instructions.

Please forward these cars immediately to Bernard Blum, Chief Engineer, Odair, Wn. and mark B/Ls held at Pasco, Wn. from which point Supt. Taylor will make delivery when requested.

Please advise Supt. Taylor and this office date rail is forwarded. This rail is covered by GSK requisition TD-14135.

Ass't. Chief Engineer.

CC-PHMcC BB  
PJP-vml



St. Paul, Sept. 21, 1934.

MR. D. M. DRISCOLL:

There is stored at Misko, Montana, 17 cars of 3/90# B rail, 40313 lin.ft. held for shipping instructions.

Please move these cars to fill out tonnage to Bernard Blum, Chief Engineer, Odair, Wn. and mark B/Ls hold at Parkwater, from which point Supt. Taylor will make delivery when requested.

Advise Supt. Taylor and this office date cars go forward and car numbers.

This rail is covered by CSK requisition YD-14136.

Ass't. Chief Engineer.

CC-RTT PHMcG BB

PJP-vml

MEMORANDUM:

MR. J. T. DERRIG:

Referring to my copy of your wire to Mr. Murphy concerning rail for the Coulee Dam Line. We already have on cars loaded from relays approximately 30% of the rail to be shipped on this order. This as you know is picked up on the basis of classification, and not on the basis of lengths. For such rail as will be loaded out of the rail yards to complete the order we will ask the superintendents to comply with the request of loading by lengths.

L. Yager

ccy R. T. Taylor  
H. M. Tremaine  
P. J. Pentin

St. Paul 9/21/34w



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul Sept. 20, 1934

T A Murphy  
Spokane, Wash.

A-306 - Rail was loaded as lifted from relay in accordance with classification and contained some shorter lengths. This should be suitable for class of railroad proposed. If government insists on uniform lengths presume contractor will have to unload and sort to meet government requirements. Have approximately thirty cars under load and when loading additional material will endeavor to handle in uniform lengths much as possible. D-117

Copy HMT RTT

J T Derrig

Mr. Yager: ✓ Please note attached from Mr. Murphy about various lengths of rail for Odair Branch. In handling future loading please have Superintendents load rail in uniform lengths as much as possible.

J.T.D.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

89 SF X

SPOKANE SEPT 20 1934

J T DERRIG

STPAUL

RYAN WANTS KNOW IF WE CAN ARRANGE LOAD FUTURE SHIPMENTS RAILS FOR COULEE  
DAM LINE IN UNIFORM LENGTHS AS VARIOUS ASSORTMENTS ON CARS ALREADY RECEIVED  
CAUSING GREAT DEAL OF EXTRA WORK AND EXPENSE ADVISE IF THIS CAN BE DONE COPY  
HMT RTT A-306

T A MURPHY

215P



Tacoma, Wash., September 11th, 1934

Mr. L. Yager:

Replying to your letter 6th inst. about 90# rail held for shipment for the Coulee Dam project.

Enclosed please find Mr. Ashworth's letter of September 10th furnishing the desired information.

*L. J. Newton*  
Superintendent  
*R*



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

GIK

Glendive sept 11 1934

134 L Yager St Paul  
135 R T Taylor Spokane

Mr Yagers Y- 879 five cars of 90 Lb. 3rd class B rail N P 69802  
63987 66270 69972 and 69636 being forwarded to Mr Blum at  
Odair with revenue billing way bills marked hold Parkwater cy  
LY- RTT M- 94

D M D 411 PM





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

1  
ST PAUL SEPT 11+1934

D M DRISCOLL

GLENDIVE MONT

YOUR M-86 IN REPLY MY Y-879 SHIP THIRD CLASS NINETY POUND "B"

RAIL C-175

L YAGER

Tacoma, Sept 10 1934

Coulee Dam Rail

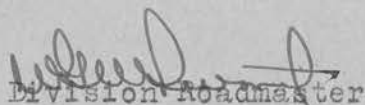
Mr.L.F.Newton:

Referring to the attached inquiry from Mr.Yager  
re 20, 000 lin feet 3rd B 90# Rail for Coulee dam

This to advise that this rail is loaded on the  
following cars, footage as shown:

NP 63250	80 Pcs 33 ft	2640	Lin Feet
69003	80 Pcs 33 "	2640	"
NP 69484	80 Pcs 33 "	2640	"
NP 69684	80 Pcs 33 "	2640	"
NP 63135	78-33' 1-30'		
	1-29'	2633	"
NP 63160	80 Pcs 33'	2640	"
NP 66586	78-33' 2-30'	2634	"
NP 69779	46 Pcs 33'	1518	"
Total		19985	"

This rail is stored at Auburn on the above  
cars.

  
Division Roadmaster

egs

40 2/3





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

165 GIK

Glendive sept 10 34 L Yager

St Paul

Y- 879 five cars of rail to Odair should this be 90 pounds A or  
90 lbs B M- 86

D M D 526 PM





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

164 GIK

Glendive sept 10 34 L Yager

St Paul

Y- 879 five cars 90 lb. rail for Odair ack. M- 83

D M D 525 PM





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

## MEMORANDUM

St. Paul Sept. 10, 1934s.

H. M. Smith,  
Building.

Mr. Darrig wires from Spokane to move five earloads third 90 lb. rail from ear storage Yellowstone Division to Odair, marked "Hold at Parkwater." Also wants 600 pair angle bars moved to Odair. If angle bars are on ear ~~now~~ on Yellowstone Division can use full earload. Please arrange to ship to Mr. Blum at Odair, Wash., moving under revenue waybills, and mark the waybills to Hold at Parkwater. Also advise Supt. Taylor ear number soon as shipment goes forward.

L. Yager

ccy R. T. Taylor  
R. J. Pentin ✓



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

SPR 9/10/34

B H Briscoe, Glendive  
S T Taylor, Spokane

Orig. LHD by MT. Bill Briscoe bill five carloads third  
90 lb. rail in storage on cars your division hold for  
Oclair apply on road. SD 218. Bill to Mr. Blum at Oclair  
using revenue billing mark waybills held at Parkhurst  
and advise Supt Taylor car numbers so he can handle  
further. Ack. T-370.

L. Tager

by H. H. Smith  
P. J. Pontin ✓



St. Paul, Sept. 6, 1934.

MR. L. F. NEWTON:

Referring to my letter of July 20th about 90# rail to be released in the vicinity of Centralia.

20,000 lin. ft. 3/90# B rail was to be loaded on flats and held for shipment to Coulee Dam project.

Please advise car numbers and lineal feet on each car, also the station where cars are held.

Ass't. Chief Engineer.

PJP-vml

Glendive, Mont., August 29, 1934

MR. L. YAGER:

This will acknowledge receipt of  
your letter of August 27th, about GSK requisition  
YD-14136-34, rail for Odair, Wash.

We will arrange prompt shipment.

  
Superintendent.

8731

Saint Paul, August 27, 1934.

MR. D. M. DRISCOLL:

GSK reqn. YD-14136-34, ED reqn.  
51B-34 covers 90# rail to be shipped to Bernard Blum,  
Chief Engineer, Odair, Wn. and is now being held on  
cars at Misko, Mont. for further instructions.

4000 lin.ft. 3/90# B rail is now  
required at Odair, Wn. Please forward two cars from  
Misko having 4000 lin.ft. or more under load, advising  
this office the car numbers and lineal feet shipped.

A prompt shipment is requested.

Please acknowledge.

Ass't. Chief Engineer.

CC-BB JTD HMS

PJP-vml

2514  
2052  
4968

Saint Paul, August 27, 1934.

MR. R. T. TAYLOR:

GSK reqn. ID-14137-34, ED reqn. 318-34,  
covers 180 lin.ft. 3/85# B rail, ASCE section, to be  
shipped to Bernard Blum, Chief Engineer, Odair, Wash.

This rail is now required and will you  
please have shipment made promptly.

Please acknowledge.

Ass't. Chief Engineer.

CC-BB JTD HMS

PJP-vml



M. H. H. H.

Regn E0318 for Coulee Dam Line  
item 12 - Calls for 1 - "9 Regn 85" Frog. Store Dept  
has one reserved at Spokane but Superintendent  
has now used it for repairs Spokane Yard.  
Store Dept have No 9 - 85 lb clamped frog  
at Glendale. Mr Nichols would like to know  
if this can be used.

OK 2/8/24-34  
2/8/25

Saint Paul, August 24, 1934.

Mr. H. V. Smith:

The Government will require at Odair on or about Sept. 3, sufficient material to construct leg of wye and turnout leading to the delivery yard. The material required for the construction of this portion of the track is as follows:

YD 14136

1.	4000	lin. ft. 90# 3-cl. A. rail - Apply against Reqn. ED	318
2.	200	pr. SH 90# angle bars	" 318 422
3.	2	" SH Comp joints 85/90 L.H.	"
4.	2	" SH " " 85/90 R.H.	"
5.	2	#9 SH spring frogs L.H.	"
6.	2	sets 90# guard rails 8'3" SH	"
7.	2	" 90# switch points comp. SH	"
8.	3	High Banner switch stands SH	"
9.	3	switch lamps	318
10.	3	" locks	318

The above material for east leg of wye and turnout for Government connection at Odair.

YD 14137

11	180	lin. ft. 85# 3rd Rail SH	318
12	10	pr. SH 85# angle bars	"
13	1	#9 " 85# rigid frog	"
14	1	set SH 85# split switches comp.	"
15	1	" SH 85# guard rails 8'3"	"

The above material for west leg of wye at Odair.

I will arrange for the movement of rail and I will thank you to arrange for the delivery of frogs, switches and fastenings as above listed. I would like to have the material loaded on flat cars as it is possible the Government may wish to withhold unloading of the material beyond the date indicated. I will also thank you to advise me the car numbers in which this material is loaded so that I may make arrangements with Superintendent Taylor to hold the material in cars on the division until the government are ready to handle the material. You of course understand the rail is now under load on Yellowstone Division and it is our desire to have this first order of material available at Odair on the date government will require it so they can arrange to put in the short section of track leading to their delivery yard without delay on the part of the railway company

#2 - H.M. Smith

due to the delivery of the material.

*Bernard Blum*  
Chief Engineer.

JTD-w

cc - Mr. H. M. Tremaine  
Mr. R. T. Taylor  
Mr. P.J. Pentin ✓

Please arrange for movement of this rail  
advising Mr. Taylor the car numbers.  
Think it best that you obtain car numbers  
after the rail is moved by Yellowstone Division  
as they undoubtedly will wish to ship the  
cars first out.

J.T.D.

964  
MR. D. M. DRISCOLL:

Referring to your letter of August 6th in regard to 90# rail released from relays on your division to apply on Coulee Dam project.

As you state in your letter, there is a shortage of 10,140 lin.ft. 3/90# B rail and a surplus of 3020 lin.ft. 3/90# A rail which makes a total shortage of 7120 lin.ft. on cars at Misko, Montana, to apply on GSK requisition YD-14136.

If the 10,349 lin.ft. 3/90# B rail now under load at Glendive, released from curve relays, compares favorably with the 3/90# B rail on the cars at Misko, this rail may be applied on GSK requisition YD-14136, which will make a surplus of 3229 lin.ft. which will be <sup>adjusted</sup> ~~sufficient~~ when shipments are made from other divisions.

The 3/90# B rail at Mandan plus the rail to be released from curve relays at Chama will be sufficient for the Mandan coal storage tracks.

CC-Mr. Blum

Ass't. Chief Engineer.

PJP-vml



Saint Paul, August 14, 1934.

MR. D. M. DRISCOLL:

Received three forms 7250 dated Aug. 7th, at Dickinson, covering shipment of 3/90# A and B rail to Misko, Montana, to be held at that point for shipment to Odair when required.

These forms 7250 are copies and the writing on them is so faint that car information and contents cannot be read.

Will you kindly have copies sent that are readable.

Ass't. Chief Engineer.

CC-H W McC

PJP-vml

enc

Glendive, Mont., August 14, 1934

MR. L. YAGER:

Your letter August 9th, about  
90# rail released from relays on the Division.

After all rail was loaded at  
Dickinson there was a slight difference found from  
first report made. The following is a statement  
of all rail billed to Odair, Wash. to hold at  
Misko.

	Third B 90#	Third A 90#
Form AFE 165-34	28408 lin. ft.	20799 lin. ft.
" AFE 166-34	11000 " "	3721 " "
" AFE 167-34	7449 " "	866 " "
" AFE 163-34	10349 " "	
	57206 Lin. ft.	25386 lin. ft.
Order YD-14136 -	56500 " "	23000 " "
Over shipped -	706 Lin. ft.	2386 lin. ft.

*W. B. Sweady*  
Superintendent.

Saint Paul, August 9, 1934.

MR. D. M. DRISCOLL:

Referring to your letter of August 6th in regard to 90# rail released from relays on your division to apply on Coulee Dam project.

As you state in your letter, there is a shortage of 10,140 lin.ft. 3/90# B rail and a surplus of 3030 lin.ft. 3/90# A rail which makes a total shortage of 7120 lin.ft. on cars at Misko, Montana, to apply on GSK requisition YD-14136.

If the 10,349 lin.ft. 3/90# B rail now under load at Glendive, released from curve relays, compares favorably with the 3/90# B rail on the cars at Misko, this rail may be applied on GSK requisition YD-14136, which will make a surplus of 3239 lin.ft. which will be <sup>adjusted</sup> ~~sufficient~~ when shipments are made from other divisions.

The 3/90# B rail at Mandan plus the rail to be released from curve relays at Chama will be sufficient for the Mandan coal storage tracks.

CC-Mr. Blum

Ass't. Chief Engineer.

PJP-vml

9500' @ Mandan  
16000' from curves & Chama.

Glendive, Mont., August 6, 1934

MR. L. YAGER:

Referring to your message C-159,  
July 26th, about salvage rail from relays.

This has been checked up with the  
following result:

AFE 165-34

28408 lin. ft. 3rd B 90# rail  
20799 " " 3rd A " "

AFE 166-34

11000 lin. ft. 3rd B 90# rail  
3721 " " 3rd A " "

AFE 167-34

6952 lin. ft. 3rd B 90# rail  
1500 " " 3rd A " "

Total of 46360 lin. ft. 3rd B 90# rail and  
26020 lin. ft. 3rd A 90# rail, which has been billed to  
B. Blum at Odair to hold at Misko, Mont. This overships  
rail order YD-14136 - 3020 lin. ft. 3rd A 90# rail and  
underships the order for 3rd B 90# rail 10140 lin. ft.

We have on hand at Glendive under load from  
the curve relays, 10349 lin. ft. 3rd B 90# rail. Should  
this be added to the shipments to Odair?

On this connection, we have an order to  
furnish ourselves rail for the Mandan coal storage tracks  
23662 lin. ft. 3rd B 90# rail for which we have on hand  
at Mandan 9550 lin. ft. and will release from curve relays  
at Chama about 16000 lin. ft. which will take care of  
our needs at Mandan so presume we had better bill the  
rail from the balance of the curve relays to Odair.

Will you kindly advise.

*Superintendent.*





N. P. 1019  
6-24

NORTHERN PACIFIC RAILWAY CO.

GEN'L STOREKEEPER'S REQN. NO.

DIVISION

SHEET

A. F. E. COMPTROLLER'S

St. Paul, Minn. August 6, 19

34

TO THE PURCHASING AGENT,

TO **Bernard Blum, Chief Engineer**

AT **Oclair, Wash.**

THE FOLLOWING ARTICLES ARE REQUIRED FOR RAILWAY COMPANY'S USE, AND SHOULD BE DELIVERED

SUPPLIES WILL BE FURNISHED ONLY UPON THE WRITTEN REQUISITION OF THE HEADS OF DEPARTMENTS, AND THE OFFICER MAKING THE REQUISITION MUST STATE FULLY AND MINUTELY WHERE AND FOR WHAT PURPOSE THE ARTICLES ORDERED ARE TO BE USED. IF THIS IS NOT DONE THE REQUISITION MUST BE RETURNED FOR THE INFORMATION

ITEM NO.	QUANTITY	DESCRIPTION OF ARTICLES	ESTIMATED COST	DELIVERY REQUIRED (DAYS)	FOR WHAT PURPOSE ORDERED	ON HAND AND DUE
NOTE: THIS FORM MUST BE MADE OUT IN COPYING INK.						
1	7500	Lin. Ft. 3rd Cl. 90# HB Rail			Grand Coulee	
2	2	#7 *H 90# frogs S.H.			Dam	
3	3	#9 *S 90# " IH S.H.				
4	1	#9 *S 90# " IH S.H.				
5	6	sets 16'6" 90# split sw. comp. S.H.				
6	6	" 90# HB guard rails 8.3/4 S.H.				
7	2	pr compromise joints 85/90# IH				
8	2	" " " 85/90# IH				
9	3	High Banner sw. stands S.H.				
10	3	Economy sw. stands S.H.				
11	1	Switch lamp				
12	1	" lock				
NOTE: Item 2, can furnish #7-85# frogs from Moody Quarry spur Sauk Rapids if #7-90# not available						
cc HB ASB HRT-2 HRT-2 HRT						
Delivery as directed by Chief Engineer.						

APPROVED

Chief Engineer

Asst. to Chief Engineer

(TITLE)

FOR THE PRESIDENT

GENERAL STOREKEEPER

MEMORANDUM:

MR. BERNARD BLUM:

Referring to your letter twenty-sixth in reply to my memorandum of the twenty-third about Coulee Dam Line rail. The Operating Department thus far have made no objection to holding rail on cars.

L. Yager

copy Mr. J. T. Derrig

St. Paul 7/28/34w

At Billings, Montana  
July 26th, 1934



Mr. L. Yager:

Your memorandum of the 23rd about Coulee Dam  
line:

Contract was finally awarded last week to David  
Ryan and he will undoubtedly push construction to a point  
that they will require material for tracks at Odair very  
shortly. We will keep watch to the end that cars can be  
unloaded as promptly as possible. Have the Operating  
Department raised objection to the holding of rail on cars?

cc Mr. J.T.Derrig



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

RM ST PAUL JULY 26 1954

D M DRISCOLL

GLENDAVE

REFERRING YOUR TELEGRAM N-154 MY REPLY Y-954 FURNISH LIST CAR NUMBERS  
LINEAL FEET AND CLASSIFICATION C-159

L YACER



MEMORANDUM:

MR. BERNARD BLUM:

Have there been any developments in connection with  
Coulee Dam line to indicate when they will be ready to receive rail  
which we are holding on cars?

L. Yager

St. Paul 7/23/34w



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

STPAUL 7/23/34s

D M Driscoll, Glendive

M-154. Hold rail on cars at most convenient point as outlined memorandum  
June 18th until we receive notice from Government that they are ready to  
receive rail at Coulee. Will advise you soon as we have information. Y-854

L Yager

cy H. M. Smith

P. J. Pentin

PJP - Note and return file.

LY





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

170gie

Glendive July 21 1934

L Yager

St Paul

80318  
Rail order YD 14136 for ODair Wash Does this mean hold on  
cars here or let go forward We are now holding 25 cars this  
class of rail at Dickinson M-154

DMD

333pm

at 5359



NORy

964

## Estimate of Future Normalized Maintenance

Odair to Adrian, Wash.

Trackage Stations +

Miles

Equivalent  
FactorEquivalent  
Miles

Main Trach MP 105.9 to 126.2	20.3	1.0	20.3
Sidings & Spurs	1.1	0.5	.6
Total	21.4	1.5	20.9

## Estimate of Normalized Maintenance

Account MWS

Cost per  
Equivalent MileTotal  
Cost

Roadway Wtcs	97	\$ 2030
Bridges Over the Rubicon	263	5503
Ties	140	2916
Rail	44	920
Other Trach Material	42	873
Ballast	12	250
Tracklaying & Laying - Ordway	129	2710
Relay & Ballast	39	807
Right of Way Fences	3	60
Crossings & Signs	5	100
Roadway Bldgs	1	10
Telegraph & Tel. Lines	19	400
Roadway Machines	9	188
Small Tools & Supplies	6	125
Remove Snow & Ice & Sand	15	314
Injuries to Persons	10	209
Stationary & Painting	2	42
Totals	\$ 836	\$ 17457

St Paul 7/11/34

HMP

Rf. 7/11

Oliver in Liding

# Odair to Adrain

①

Main Road 125.9 to 126.2 - 20.3 Miles  
Sideings off main  
21.4  
20.3  
.6  
20.9

## Roadway Mtr

Pavement Br Lanes 5 year life 13¢  
Say \$100 per road mile x 20.3  
\$2030

## BTLC

3028 <sup>59 miles</sup> LF Timber Bridges x \$1.75 = \$5300  
45' Refers <sup>\$16</sup> 12 yrs life

Culverts @ \$10

203 \$5503

## Trees

20.3 Miles x 2880 x  $\frac{1.00}{22 \text{ yrs}}$   
Br Trees - 0.6 19.7 Miles x  $\frac{1.00}{30 \text{ yrs}}$   
Sideing 1.1 - x  $\frac{1.00}{30 \text{ yrs}}$

\$2580

105

\$2685

Br Trees 6¢ per LF x 3028  
Misc. TOS etc

187  
50  
\$2916

## Rail

~~44~~ 44 per Egn Mile =

\$920

## OTM

20.3 Miles @ \$285 567  
1.1 @ \$15 17  
TOS 9 @ \$10 90  
Ordinary Mtr 20.9 Egn Mile @ 10 209

\$873

## Ballast

1000 cy x 20.3 Miles x  $\frac{.50}{40 \text{ years}}$  =

None  
\$250

## TL&S

Placing Br Trees 3028 x 52 = 157 MBM @  $\frac{13}{12 \text{ yrs}}$  = \$170

Relaying 21.4 Miles x 1000 / 40 yrs

535

TOS 9 @ \$50 / 20 yrs

22

Ordinary Mtr 20.3 Miles @ \$125

2540

No Ballast same as above

250  
\$3517

Saint Paul, July 10, 1934.

MR. L. F. NEWTON:

The released 90# rail from the relay in the vicinity of Centralia, Comp. #198-34, will be approximately 34,800 lin.ft. 3/90# B rail. 20,000 lin.ft. of this rail is to be selected and loaded on wood sill flats and held at the nearest available ~~rail~~ yard for future instructions, sending it to the Coulee Dam project.

The balance of the rail should be unloaded in Auburn rail yard according to classification, advising this office as to the amount.

The turnout material together with the fastenings should be turned over to the Store Dept. who will classify the angle bars and set aside frogs and switches; *for* application to the Coulee Dam project requisition.

Ass't. Chief Engineer

CC-FRB TFL AFS GIH PHMcC WGS HMS

PJP-vml

*L. Gager*

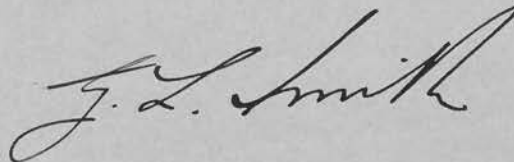
Saint Paul, July 7, 1934.

MR. L. YAGER:

Referring to Mr. Smith's letter of the 2nd about rail for the Coulee Line, I am handing you for signature a letter giving him the information he asks for.

You will note from statement "B" attached that we have enough rail in 2nd class shorts, 3/A, 3/B Con. Heats and 3/B Damaged to fill out the balance of the requirements after shipping all the 3rd class product from the 1934 out-of-face relays.

I think it is very desirable to ship these classes of rail as it will then not be necessary to tear apart the large piles of ordinary 3/B rail to obtain the better quality of rail which I understand you wish to furnish for this line.



Engineer of Track.

GLS-vml

enc



Saint Paul, July 7, 1934.

MR. H. M. SMITH:

Referring to your letter of July 2nd about rail for the construction of Coulee Dam Line, it is our intention to ship all of the 3rd "A" and 3rd "B" rail released from the 1934 relays and to supply the balance from storage stock in our rail yards.

I am attaching two statements, "A" and "B"; statement "A" showing the release from 1934 relays which is to be shipped to the Coulee Line, and statement "B" showing the 90# rail now stored in rail yards which is also to be shipped for that line.

You already know from my letter of June 19th that the released rail from the relays is to be loaded on wood sill flats and held until required, and no rail in the yards is to be loaded until this stock has been exhausted.

Requisition ED 318 bears notation that delivery is to be made as requested by Engineering Dept. and it is not necessary to ship any material at this time.

The order for item 15, 180 lin.ft. 3/85# rail, should be placed with the Idaho Division.

CC-BB - PJP

GLS-vml

Ass't. Chief Engineer.

"A"

N.P.Ry.Co.

3rd Cl. 90# rail released from out of face 1934 relays to be shipped to the Coulee Line Construction.

Relay	Est. Lineal Feet		Total
	3/A	3/B	
Sedalia-Almont	20,000	25,000	45,000
Richardson-Boyle	3,000	9,500	12,500
Dickinson	23,000	22,000	22,000
Noxon-Heron	27,000	15,000	42,000
Centralia		20,000	20,000
TOTAL	50,000	91,500	141,500
Track Miles	4.8	8.8	13.6

Office Chief Engr.,  
St. Paul, July 6, 1934.

71

# H.P. Ry. Co.

90% Rail Available for Coulee Line  
June 1, 1934.

YARD	2/C Shorts	3/A	3/B Con. RT	3/B Damaged
Carlton	-	2900	10300	-
Northtown	1100	-	10000	-
Staples	1100	15600	9300	40300
Dilworth	-	-	7300	-
Janestown	-	-	5400	-
Glendive	7000	7900	9000	-
Laurel	4500	-	4500	-
Missoula	3000	-	-	-
Parkwater	6000	14100	5400	-
Posse	-	-	12600	-
Auburn	12300	-	3300	-
TOTAL	55300	40500	87300	40300
Trk. Miles	3.4	3.8	8.3	4.3

Total 2/C Shorts, Cond. Rent, 3/A & Damaged 19.3  
Release from 1934 H.L. Relays 3/A & 3/B 13.6  
Total 33.1  
Required to fill to 3B 33.1

Off. Chief Engr.,  
St. Paul, July 6, 1934.



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

38FW

SPOKANE JULY 6 34 C L SMITH

STPAUL

C 151 COMPLETE LIST RAIL TO BE RELEASED FROM RELAY HERON AS FOLLOWS

2ND CLASS 12762 FEET 3RD A 27593 FEET 3RD B 15537 FEET 4TH CLASS 405 FEET

THIS CORRECTS MY C - 6 DATE X - 61

C W COIL

538P

12762  
27593  
15537





N. P. 1386  
12-24

33 SF X

# TELEGRAM—BE BRIEF

TIME FILED

M.

SPOKANE JUL 6 1934

GLSMITH

STPAUL

NOXON TO HERON RELAY CLASSIFICATION 12762 <sup>2d</sup> FIRST CLASS 27593. THIRD A

15537 THIRD B 405 FOURTH C-6

CWCOIL

1054A

St. Paul, Minn., July 2, 1934

ED-318



Mr. L. Yager,

Asst. Chief Engineer

Dear Sir:-

Please advise with whom requisition should  
be placed for the 90# and 85# rail on ED-318  
for construction of Coulee Dam Line.

Yours truly,

  
General Storekeeper

N-n

90# 350,000 lbs. ED 318  
85# 180 - -



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

139 4IK

Glendive Jul 2 34 G L Smith

St Paul

Estimate the following rail to be salvaged between Richardton  
and Boyle 9400 Lin ft third B 3100 Lin ft third A, 30000 lin ft  
second class do not have an accurate check on this rail

M L Hare 332 PM

*P J P.  
W. H. Smith  
S. H. Smith*

*7/3-34*

*45000*



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

34ae

Mandan June 27 1934

G L Smith

St Paul

C-147 Approximately 25 thousand lineal feet third B and  
20 thousand lineal ft third A Sedalia to Almont relay requesting  
Hare advise you direct Richardton to Boyle relay

H W M

419pm

Sedalia-Almont + 104200  
25000 3/A  
79200 3/C B  
20000  
59200

104200  
439  
5





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

156 GIK

Taylor June 27 34 G L Smith

St Paul

C 147 have wired H W M to advise you

M L H 426 PM

Saint Paul, June 19, 1934w

MR. D. M. DRISCOLL:

MR. R. T. TAYLOR:

I am attaching several copies of a memorandum outlining the disposition of the recovered rail from this season's out-of-face 90# relays on your respective divisions. We are more particularly interested at this time in the disposition of the second class 90 lb. rail in order that we may ship it in the first instance in line with its probable use for current and next year's repair requirements. We have not received Mr. G. L. Smith's figures on the results of the rail classification so that the disposition is based on approximate estimates.

The memorandum states that the divisions making the relay are to make shipments to other divisions in line with approximate figures, any overage or shortage being absorbed by the division on which the relay is made. You will observe that the number of cars is figured on loading of approximately forty tons. It is not necessary that the disposition be made exactly, but rather divided as nearly as may be on the basis of cars loaded.

The third class rail suitable for the purpose is to be loaded on wooden sill flats and stored at the nearest available yard for future instructions sending it to the Coulee Dam project. The turnout material, together with fittings, is to be turned over to the Store Department who will classify the angle bars and set aside the frogs and switches for application to Coulee Dam project requisitions.

It is understood that you will furnish us the usual information as to the amount of rail of all classes recovered and shipped to the various points.

L. YAUER

Assistant Chief Engineer.

cy -

H. M. Smith

F. B. Bartles

T. F. Lowry

T. M. Flynn

G. H. Jacobus

Fred Brastrup

J. H. Johnson

L. F. Newton

H. P. Brown

H. M. Tremaine

A. F. Stotler

P. H. McCauley

# MEMORANDUM

## DISPOSITION OF SECOND CLASS 90 LB. RAIL FROM AUTHORIZED 1934 OUT OF PACE RELAYS

### (A) AUTHORIZED RELAYS:

	Total Relay	Probable 2nd 90#
1. Yell. Divn - Sedalia-Almont	9.81	6.00
2. Yell. Divn - Richardton-Boyle	4.27	2.56
3. Yell. Divn - Yard	2.44	-
4. Idaho Divn - Noxon-Heron	5.31	2.60
5. Totals	21.83	11.16

### (B) DISPOSITION:

Division:	Rail Yard:	Miles†	Tons:	Cars:	From Relay:
St. Paul	Staples	2.50	354	9	Sedalia-Almont, Richardton-Boyle.
L.S.	Carlton	1.65	230	6	do, do
Fargo	Jamestown	1.10	156	4	do do
R.M.	Missoula	2.00	283	7	do do
Yell.	Glendive	1.31	185	4	Bal. from YS Divn. relays
Idaho	Parkwater	1.60	226	5	Bal. from Noxon-Heron.
Tacoma	Auburn	1.00	141	4	Noxon-Heron

NOTE: Yellowstone Division will make shipments to St. Paul, Fargo, Lake Superior and Rocky Mountain Divisions, as closely as the car loadings will permit to fill the mileage assigned, the balance, whatever it may be, is to be stored at Glendive.

The Idaho Division will likewise ship as near as possible the assignment to Auburn, placing the balance at Parkwater rail yard.

Note: The third class 90# rail to be loaded on wooden sill flats stored in nearest available yard for future instructions to ship to the Coulee Dam Project.

Frogs and switches, guard rails, etc., as well as angle bars to be shipped to Store Department as directed by General Storekeeper for later application to the Coulee Dam Project.

OFFICE OF ASST. CHIEF ENGR.,  
St. Paul, Minn., June 18, 1934w.

MEMORANDUM:

MR. E. R. WALES:

Herewith copies of Reqns. ED 318 and 319 in connection with Coulee Dam Line, which we omitted to send you at the time requisitions were submitted.

L. Yager

St. Paul 6/11/34w



(Pending)

St. Paul, May 25, 1934.

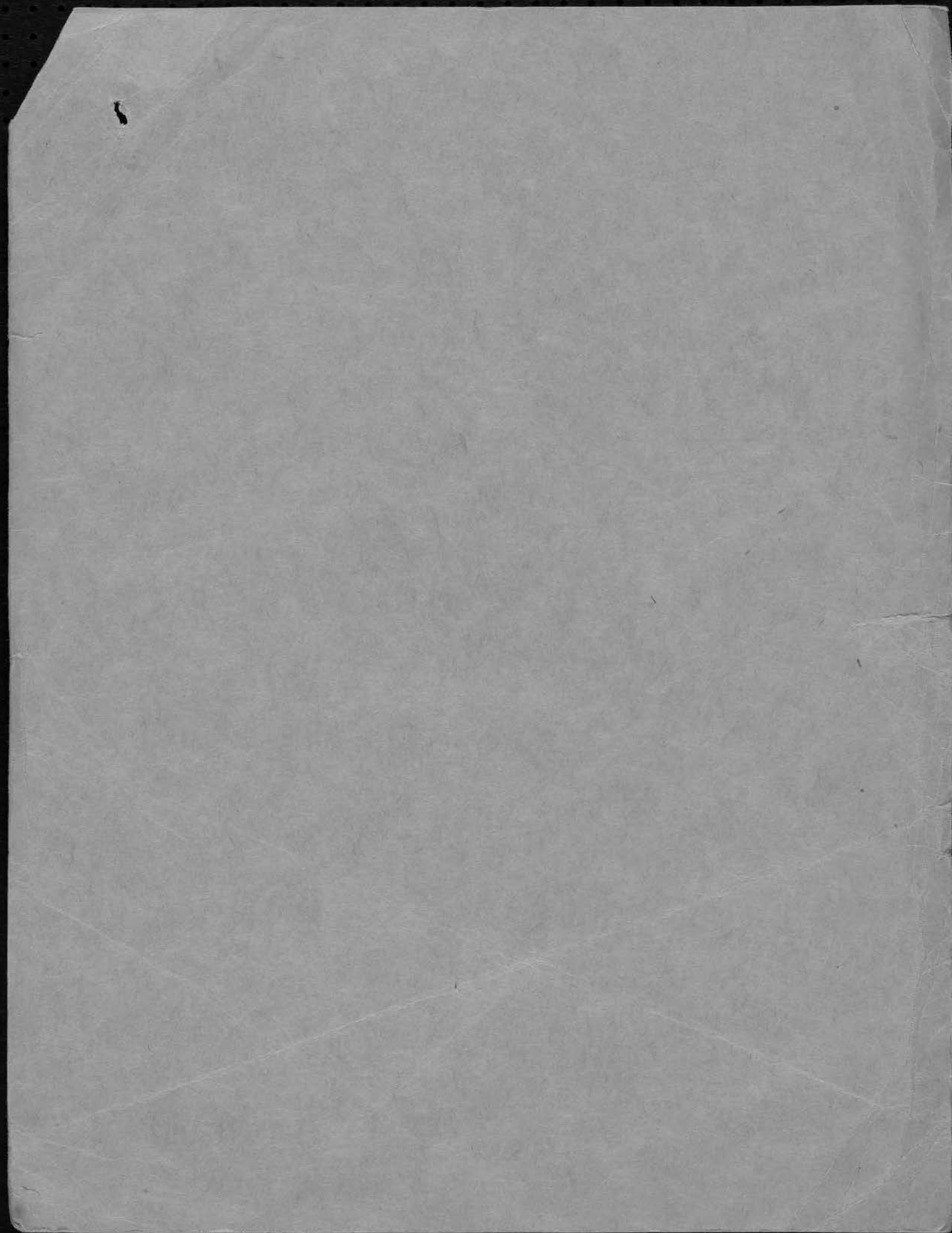
BERNARD BLUM, CHIEF ENGINEER

Oscar, Wash.

- |    |  |  |
|----|--|--|
| 1  | 350,000 Lb. 3/8 90# R1 rail  | For<br>Construc-<br>tion of<br>Coupler<br>Dun<br>Line. |
| 2  | 11,500 Pr. 90# R1 angle bars Plan T-20-106                         |  |
| 3  | 4000 Pcs. 90# R1 6x3 1/2 tie plates Plan T-4-7 S.H. or Equivalents |  |
| 4  | 3 #11 SR 90# R1 frogs R. Hand Plan T-12-3 SH                       |  |
| 5  | 3 #11 LR 90# R1 frogs L. Hand Plan T-12-3 SH                       |  |
| 6  | 6 15' 0" 90# Split switches complete Plan T-11-3 SH                |  |
| 7  | 6 Pr. 90# R1 guard rails plan T-13-1 SH                            |  |
| 8  | 6 High burner switch stands plan T-17-1, 5 SH                      |  |
| 9  | 1 Economy switch stand plan T-17-8 and 9, SH                       |  |
| 10 | 6 Switch locks   |  |
| 11 | 6 Switch lamps   |  |
| 12 | 1 50 R - 85# ASCE Frog Plan T-13-150 or T-13-3 SH                  |  |
| 13 | 1 15' 0" - 85# ASCE Split switch complete Plan T-11-2 SH           |  |
| 14 | 1 Pr. 85# ASCE Guard Rails Plan T-13-3 SH                          |  |
| 15 | 180 Lb. Ft. 2/85# ASCE rail  |  |
| 16 | 6 Pr. 85# ASCE ang. bars SH Plan T-20-110                          |  |
| 17 | 1 Pr. 85# ASCE to 90# R1 Comp. Joints R1                           |  |
| 18 | 1 Pr. 85# ASCE to 90# R1 Comp. Joints R1                           |  |

NOTE: Delivery of above material is to be completed ~~as requested by Engr. Dept.~~ requested by Engr. Dept.  
Wherever possible, material is to be supplied from released product of 1934 Main Line relays.

GC-ASB HIN JTD GSC JAN





Form 7250		Car	3/90		
		Number	Lin. Ft		
Staples	11/2	✓ 69412 ✓	2377 ✓	2377	
		✓ 65960 ✓	1881 ✓	1881	
		✓ 69538 ✓	2871 ✓	2871	
		✓ 62411 ✓	1056 ✓	1056	
		✓ 66623 ✓	2442 ✓	2442	
Dilworth	11/8	✓ 69315 ✓	2640 ✓	2640	
		✓ 69896 ✓	2640 ✓	2640	
		✓ 69724 ✓	2085 ✓	2085	
Jamestown	11/13	✓ 67469 ✓	545 ✓	545	67464
		✓ 69686 ✓	2343 ✓	2343	
		✓ 61661 ✓	2574 ✓	2574	
Laurel	11/2	✓ 69417 ✓	2155 ✓	2155	
		✓ 69976 ✓	2165 ✓	2165	
Missouri	11/5	✓ 66345 ✓	2475 ✓	2475	
3/24-25 WCBch	11/6	✓ 69824 ✓	3300 ✓	3300	
3/24-25 WCBch	11/7	✓ 65237 ✓	2475 ✓	2475	
		✓ 69619 ✓	2300 ✓	2300	
		✓ 69666 ✓	3300 ✓	3300	
		✓ 61172 ✓	2475 ✓	2475	
		✓ 69260 ✓	3300 ✓	3300	
		✓ 69211 ✓	3300 ✓	3300	
	11/8	✓ 69429 ✓	3300 ✓	3300	
		✓ 69985 ✓	3017 ✓	3017	
		✓ 61107 ✓	2475 ✓	2475	
		✓ 69858 ✓	3300 ✓	3300	
		✓ 68436 ✓	2475 ✓	2475	
		✓ 62904 ✓	2475 ✓	2475	
	11/9	✓ 64645 ✓	2475 ✓	2475	
		✓ 61095 ✓	2094 ✓	2094	
		✓ 69625 ✓	3300 ✓	3300	
		✓ 69394 ✓	3300 ✓	3300	
Pasco	11/14	✓ 69362 ✓	2211 ✓	2211	
		✓ 69403 ✓	2211 ✓	2211	
		✓ 69944 ✓	2508 ✓	2508	
		✓ 69354 ✓	2508 ✓	2508	
		✓ 69223 ✓	2673 ✓	2673	
Huburn		✓ 69607 ✓	3031 ✓	3031	
Centralia		✓ 63135 ✓	2633 ✓	2633	63135
(1998)		✓ 63160 ✓	2640 ✓	2640	63160
		✓ 66586 ✓	2634 ✓	2634	66586
		✓ 69779 ✓	1518 ✓	1518	69779
		✓ 69003 ✓	2640 ✓	2640	69003
		✓ 69486 ✓	2640 ✓	2640	69486
		✓ 69614 ✓	2640 ✓	2640	69614
		✓ 63250 ✓	2640 ✓	2640	63250
Noxon	10/11	✓ 68334 ✓	2623 ✓	2623	68334
(40200)	10/13	✓ 69999 ✓	3468 ✓	3468	69999
	10/13	✓ 63499 ✓	2493 ✓	2493	63499
	10/11	✓ 61805 ✓	1287 ✓	1287	61805
	10/11	✓ 68910 ✓	2645 ✓	2645	68910
	10/11	✓ 61326 ✓	2624 ✓	2624	61326
	10/11	✓ 61354 ✓	2633 ✓	2633	61354
	10/11	✓ 63711 ✓	2587 ✓	2587	63711
	10/11	✓ 63526 ✓	2615 ✓	2615	63526
	10/11	✓ 69764 ✓	3123 ✓	3123	69764
	10/11	✓ 67383 ✓	2442 ✓	2442	67383
	10/12	✓ 69424 ✓	3018 ✓	3018	69424
	10/12	✓ 69014 ✓	2224 ✓	2224	69014
	10/13	✓ 69509 ✓	3550 ✓	3550	69509
	10/13	✓ 66210 ✓	2615 ✓	2615	66210
	10/13	✓ 66775 ✓	2576 ✓	2576	66775
			2576	2576	
Parkwater	9/1	✓ 69904 ✓			
Parkwater		✓ 69422 ✓	1452 ✓	1452	69422
18978		✓ 69814 ✓	2886 ✓	2886	69814
		✓ 64924 ✓	2541 ✓	2541	64924
		✓ 65634 ✓	2541 ✓	2541	65634
		✓ 69648 ✓	3332 ✓	3332	69648
		✓ 69775 ✓	3376 ✓	3376	69775
		✓ 66680 ✓	2541 ✓	2541	66680
		✓ 69462 ✓	2013 ✓	2013	69462
	11/28	✓ 69141 ✓	1117 ✓	1117	69141
		✓ 67379 ✓	2541 ✓	2541	67379
			181403	181497	

1867 3/85B

3333

366686  
366612  
72



Form 7250

Cor 3/90  
Number Lin Ft.Pasco  
Glandive

✓ 69119	✓ 578	✓ 578	69119
✓ 69719 M	3474 ✓	3474	69719
✓ 69650	2261 ✓	2261	69650
✓ 69276	3464 ✓	3464	69276
✓ 69868	3455 ✓	3455	69868
✓ 64989	2541 ✓	2541	64989
✓ 67243	2541 ✓	2541	67243
✓ 69576	2640 ✓	2640	69576

3465

64969

Dickinson

2/

Transferred from H.R. 67216 ✓

20954

20954

20954

164257	164167
181403	181497
20954	20954

366614 366618

575 69	2273	pr 90"	Ang. Bar 1	T-20-106
693 10			4" H. Frags	T-12-3 2R-2L
			20 Base Plates	
69743	1500		AB	
69599	1500		"	
69201	1180		"	
62374	1220		"	
62683				

1 Rigid Clamp Frog 16'6" 1-9 85#  
 3 Sets 90" Split Sw. 16'6"  
 2 H.B. Sw. Hand  
 2 Comp. Joints 90/85 RH  
 2 " 90/85 LH  
 1 90" G. Rail Clamp

62374

69719

63456

61509

480

1000

658 Tie plates. 7/2x10 3/4 T-4-10  
 1 15' Split Sw. Complete T-1-2 85#  
 1 Set G. Rails 8'3" Complete T-15-3  
 1 pr. Comp. Joints 85/90 RH  
 1 pr " 85/90 S.H.  
 1 Split Sw. Complete 90" 16'6"  
 2 Guard Rails 90" T-15-1  
 2 Filler Blocks T-15-1  
 4 Plates Guard Rail T-15-1 #1  
 2 " " " " #2  
 2 " " " " #3

69611

Car  
Number

57569 M  
69310 M ✓  
69743 M  
69599 M  
69201 M  
62374 M  
62683  
69719 M  
63456 M  
61509  
69611 M  
65081  
69704 M ✓  
67193 M ✓  
69625 M  
69662 M  
69034 M  
69338 M  
66187  
67278 M ✓  
69181 M  
61785



1-3  
 Rail Shipped for the Grand Coulee Dam Project  
 during 1934

Form	7-50	Cor. Number	3/90 <sup>+</sup> Lin Ft.	3/90 <sup>+</sup> Lin Ft.	Cor. Number
Dickinson	8/2	✓ 62031 ✓	2596 ✓	2596	
		✓ 62695 ✓	2641 ✓	2641	
		<del>67214 ✓</del>	<del>2605 ✓</del>	<del>2605</del>	Transferred to N.P. 69576 see Page # 3
		✓ 67214 ✓	2605 ✓	2605	
		✓ 64551 ✓	2640 ✓	2640	
		✓ 69288 ✓	2326 ✓	2326	
		✓ 63344 ✓	2495 ✓	2495	
		✓ 61149 ✓	1856 ✓	1856	
Dickinson	8/2	✓ 62660 ✓	1551 ✓	1551	
		✓ 69125 ✓	3163 ✓	3163	
		✓ 61021 ✓	2574 X	2574	2594
		✓ 69543 ✓	3010 ✓	3010	
		✓ 62545 ✓	2353 ✓	2353	
		✓ 69363 ✓	2962 ✓	2962	
		✓ 64352 ✓	2145 X	2145	64372 ✓ Hrd - N.P. 69556
		✓ 64346 ✓	2204 ✓	2204	
		✓ 64060 ✓	2712 ✓	2712	
		✓ 69565 ✓	3432 ✓	3432	
		✓ 66618 ✓	2300 ✓	2300	
Glendora	8/13	✓ 65166 ✓	2208 ✓	2208	
		✓ 61783 ✓	2541 ✓	2541	
		✓ 65109 ✓	632 ✓	632	
		✓ 61979 ✓	2454 ✓	2454 X	2454
		✓ 65422 ✓	2514 ✓	2514 X	2514
Dickinson	8/3	✓ 68104 ✓	2506 ✓	2506	4968
		✓ 69180 ✓	2956 ✓	2956	
		✓ 69510 ✓	1987 ✓	1987	
		✓ 67533 ✓	866 ✓	866	
Taylor	8/2	✓ 67207 ✓	2441 ✓	2441	
		✓ 62387 ✓	1280 ✓	1280	
		✓ 69502 ✓	2139 ✓	2139	
		✓ 63987 ✓	2254 ✓	2254	
		✓ 62270 ✓	2496 ✓	2496	
		✓ 69974 ✓	2472 ✓	2472	
		✓ 67636 ✓	1639 ✓	1639	1639
Carlton	10/19	✓ 66648 ✓	2310 ✓	2310	
		✓ 66204 ✓	2343 ✓	2343	
		✓ 64653 ✓	2310 ✓	2310	
	10/20	✓ 61796 ✓	2034 ✓	2034	
		✓ 61223 ✓	2508 ✓	2508	61225
	10/22	✓ 65363 ✓	2541 ✓	2541	
		✓ 66658 ✓	2640 ✓	2640	
	10/23	✓ 62579 ✓	2145 ✓	2145	
		✓ 67680 ✓	2376 ✓	2376 ✓	
Staples	10/27	✓ 63799 ✓	2475 ✓	2475	
		✓ 62379 ✓	2475 ✓	2475	
		✓ 68345 ✓	2475 ✓	2475	
		✓ 65547 ✓	2475 ✓	2475	
		✓ 65317 ✓	2475 ✓	2475	
		✓ 63178 ✓	2475 ✓	2475	
		✓ 66700 ✓	2475 ✓	2475	
		✓ 63516 ✓	2475 ✓	2475	
		✓ 61142 ✓	2475 ✓	2475	
		✓ 66004 ✓	2475 ✓	2475	
		✓ 62920 ✓	2475 ✓	2475	
		✓ 61145 ✓	2475 ✓	2475	
		✓ 62962 ✓	1982 ✓	1982	63692
Staples	10/30	✓ 63754 ✓	2475 ✓	2475	
		✓ 68003 ✓	3475 ✓	3475	
		✓ 62157 ✓	2475 ✓	2475	
		✓ 61236 ✓	2475 ✓	2475	
		✓ 67757 ✓	2475 ✓	2475	
		✓ 18002 ✓	2475 ✓	2475	
		✓ 65707 ✓	2475 ✓	2475	
		✓ 69917 ✓	2640 ✓	2640	69917
		✓ 69647 ✓	2640 ✓	2640	69647
Staples	11/1	✓ 69023 ✓	2871 ✓	2871	
		✓ 60105 ✓	2970 ✓	2970	
		✓ 60721 ✓	2970 ✓	2970	

164257, 160199 + 4968 = 165167 - 1000 164167

FD 422-34





## FREIGHT BILL

Form 1546-B-Triplicate

STATION

10-26-1934

CONSIGNEE

B Blum Ch Eng

FREIGHT  
BILL NO.

341

DESTINATION

ROUTE

(POINT OF ORIGIN TO DESTINATION)

TO NORTHERN PACIFIC RAILWAY COMPANY, DR., FOR CHARGES ON ARTICLES TRANSPORTED

WAYBILLED FROM

Taylor M.D.

WAYBILL DATE AND NO.

July 19-1934-23

FULL NAME OF SHIPPER

Knute Gram Ex Eng

CAR INITIALS AND NO.

NP 69636

POINT AND DATE OF SHIPMENT

CONNECTING LINE REFERENCE

PREVIOUS WAYBILL REFERENCES

ORIGINAL CAR INITIALS AND NO.

NUMBER OF PACKAGES, ARTICLES AND MARKS

WEIGHT

RATE

FREIGHT

ADVANCES

TOTAL

2639 Lin Ft  
SH 90# 3-B Rail  
From AFE 166-34

12,000

20 1/2

1007.50

★TOTAL PREPAID \$

RECEIVED PAYMENT

AGENT

TOTAL

★FOR USE AT JUNCTION POINTS ON FREIGHT SUBJECT TO CONNECTING LINE SETTLEMENT

THIS SPACE FOR BINDING

N. P. 1346  
5-25

No Rail on Cars for Coulee Dam

9/1-1934

at Misko Mont 3/90 A 3/90 B

Car No		Lin Foot					
N.P.	67207	Taylor N.D.	2441	9/21			
	62387		1280				
	69802				2139	9/11	
	63987				2254	9/11	
	62270				2496	9/11	
	69972				2472	9/11	
	69676				1639	9/11	
	68104	DICKINSON N.D.			2506		
	69180				2958		
	69510				1987		
	69533		866				
	65166	GLENDING N.D.			2208	9/28	
	61783				2541	9/28	
	65109				672	9/28	
	61979				2654	8/27	X
	65428				2514	8/27	X
	62660	DICKINSON N.D.			1551	9/28	
	69125				3163	9/28	
	61021				2594	9/28	
	69544				3010	9/28	
	62545				2858	9/28	
	69363				2964	9/28	
	64372				2145	9/28	B.O.
	64346				2204	9/28	
	64060				2712	9/28	
	69565				2482	9/28	
	66618				2300	9/28	
	62031	DICKINSON N.D.	2596				
	62695		2641		48836		
			2641				
	67214		2605				
	64551		2641				
	692		3326				
	63361		2495				
	61149		1856				
			25388				
			2441				
			229				
NP.	63250	Centrolia Wash			2640		
	69003				2640		
	69484				2640		
	69684				2640		8 cars
	63135				2633		
	63160				2640		
	66586				2634		
	69779				1518		
					19985		

		Lined Feet			90#
		3/90A	3/90B	3/90BTF.	
ED Regn 318-34					3500 00
✓ Div.	GSK.				
✓ Yell.	YD 14136	230 00	565 00		
✓ Idaho	ID 14137	270 00	150 00	(7/55) 180	
✓ Tacoma	TD 14135		200 00		
✓ L. Supr.	LS 20842	28 46		183 32	
✓ St. P.	ST P. 22071	156 22	151 20	98 22	
✓ Fargo	FD 22070	54 62		73 50	
✓ Yell.	YD 22069	79 04		98 37 43 00	
✓ RM+n	RM. 22068		433 32	88 00	
✓ Idaho	ID 22377	135 13		54 85 126 82 129 80	
✓ Tacoma	TD 22378			347 4	
✓ St. Paul	SP. 21262		316 80		
		953 47	1816 32	800 82	3570 41

ED 422-34

Idaho ID 16225  
ID 22065

7500  
132 3/850.

ED 682-34

ID 26346

27 00