

Northern Pacific Railway Company. Engineering Department Records.

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Form 1757

P. RY. CO. Chief Engineer

FILE NO. 2871

SUBJECT:

PART 2

January 1, 1910 to June 17, 1910.

130×

282

Morthern Pacific Railway Company Ritzville, June Mr. W.L. Darling, Chief Engineer. St. Paul, Minn. Dear Sir: Herewith force report for week ending June 11th, which is as follows, - Grading force, 5 foremen, 27 laborers and 57 teams; Pile driving crew, 1 foreman, 6 carpenters and 2 teams. Contractor O.D. Wolfe will finish on mile one about Tuesday of this week. Mile 26 & 27 were finished this week leaving practically, only the Wye connection left. This week the Pile driving crew drove three bridges at stations 1342,1162 and 1030, leaving 2 bridges yet to be driven and with good luck will finish about Friday. The Framing crew arrived here this morning and will commence work tomorrow. Yours truly, mwstower Assistant Engineer. CMT

Form 46 10-09 5M S

FORCE ACCOUNT REPORT

WEEK ENDING. .WORK

	Station	Fore	88 T a	Station	Camp		§ TEAMS		ST. SHO	VELS	-			
CONTRACTOR	Station Numbers	men	borers	men	‡‡Men	Grade	Frt.	Idle	Wkg.	Idle				
of week	0 - 53+21	. ~	15		6	30	ą							
1 m cs Cinney	1440-1998	4,4	12		9	22	2							
V														
												-		
		· ·												13
								1						
								×						
120												1		

Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

CONSTRUCTION PROGRESS REPORT.

Commune Northern Ry., Ritwiele to Junction Residency No. Date June 11 th 1960

		3	rane1		GRADIN	G				Clearing	Track	Ballast	Fencing	
Section	STA. T	STA. TO STA.		AL QUANTI	ITIES	Per Fin	Cent	F	FORCE	S		TO STATIO		In this column state progress of Tunnels, Bridging
			Earth	L. Rock	S. Rock	This	Last	Men	Teams	Prev	iously Com	apleted—Mar	rk X	Repairing, Structures, etc., by Sections. Give suggestion as to Working Force, etc.
1	0	53	70000		1000	99	8-	Hrt	33			,		
~	53		13000			11	100							
3	106		8000				100							
L	158		11000				160							
5	511		18000				100							
6	264		25000				100							
7	310		10000				100							
8	370		13000				100							
9	422		13000				100							
10	475	1	13000				100							- 4
11	528		12000				100							
1	281		16000				100							*
13	634		17000							9				
14	E81		14000		2700		100							
15	138		-16000				100			~		TEST		
16		11/					100							
	793	10 March 1997	17000				100					And		
17	846		17000			1	100						ALIEN	
18	898		5000			1					2			
-	951		1600			1.1				2 1				For Corputers Summe O.O.
78	1004	1057	16000	1500	1500		100			Bodge but	our !	030 t	513 Compl	setul 1 6 1 sulgar

CONSTRUCTION PROGRESS REPORT.

140	Vityvely	>		GRADING	G			wee	Clearin		k Balla	ast I	Fencing			
Section	STA, TO STA.	TOTA	AL QUANTI	ITIES	Per C Finis	Sent shed	1	FORCE		STATIO	N TO STA	ATION		In this column state progress of Tunnels, Bridgi Repairing, Structures, etc., by Sections. Give suggest		
300		Earth	L. Rock	S. Rock	This Rep		Men	Teams	3	Previously C	ompleted-	-Mark ?	x	as to Working Force, etc.		
21	1057 1110	8000	300	5000		100										
22	1110 1163	34000	7000	Hoos		100			9	A						
23	11/2/215					100			Alim							
ne	1215 1282	15000	500	76.		100			Alice							
45	1282 1334	10000	1000	9000		100			Alle							
N	1334 136L	19000	1000	4500		100			Alteria							
n	1366 1388		-		100	98				-		2				
30	1388 144.		2500											3		
28	140 1493						13	9			AF					
29	1493 1541						¥	1			Ay					
30	154L 1599				1											
31	1599 16h				as	2/			Alleria		Aly					
3~	1661 1714					100		and was	I HIE							
33	1914 1767			4 4		100										
34	1967 1820					100	1	- 1								
35	1820 1873					99										
31	1893 1923				11	1.1			*							
37	1923 1978		2000		1		16	12	1					War		
2.0	1978 5004					100								X		



WID R

St. Paul, June 15th, 1910..

Mr. Howard Elliott,

President.

Dear Sir:-

The contract for the Ritzville Branch construction provides that work should be done on the basis of a branch line. 0.8% grades and 5° curves were used for this location. It is not practicable nor advisable to change the maximum grade but it might be advisable to flatten the curvature.

I am enclosing herewith small scale blueprint of that portion of the line between Connell Junction and Ritzville showing in red points at which it may be advisable to change the curvature. The following table is an estimate for the excess cost of grading:

Curve at station 1800, first west out of Ritzville, change from 5 to 3°, - - - \$4,000.

Station 1310 to 1330 reducing two 4° curves to 3°, - - - - - - - - - - - 1,600.

Station 1250 reducing 4° curve to 3° - - - 1,500.



Station 1195 reducing 5° curve to 3° - - - \$3,100.

In additionato the above changes the estimated cost of widening banks and excavations to bring the road-bed up to standard would be ---- 72,000.

However, I doubt the necessity of widening road bed until after it has been operated for sometime for the reason that the banks are reasonably wide now, being about 16 and 22 feet in place of 18 and 24, but it may be better to reduce the curvature at this time rather than to wait until after the track is laid and ballasted.

The maximum curvature from Ritzville Junction to the pusher grade just east of the river is 3°. On the helper grades east and west of the Columbia River the maximum curvature will be either 8 or 6° depending upon which is approved; estimates for which will be sent you later. From the Summit west to Ellensburg on the 1% grade 6° maximum curves have been located which may possibly be reduced and surveys are being made to determine the additional cost.

In addition to condensed map showing changes in alignment of the present Ritzville Branch I attach blue
181-26 print 400° to the inch showing change between stations

1485 and 1546.

Yours truly,

Morthern Pacific Railway Company



Ritzville, Wash., June 10th., 1910.

Mr.W.L.Darling, Chief Engineer, St.Paul.Minn.

Dear Sir :-

+181-25+26. +181-25+26 I am sending you herewith maps, profiles and estimates covering the work of widening roadbed on the Ritzville Branch to main line standards etc. One of the estimates covers widening of readbed and additional passing tracks and the other covers revision of curves to 3 degree maximum in addition to the above.

These estimates are on a basis of widening cuts with steam shovel and train haul with the exception of line change in Mile 29, which can be more economicaly handled by team outfit or shovel and dinkey cars.

The line changes shown in Mile 30, reducing from 4 degree to 3 degree, and Mile 34, reducing from 5 degree to 3 degree, add but little to the cost of the work, except for the 7 acres right of way estimated, and I would recommend making these changes. Also the expense of making the change in Mile 23, reducing from 5 degree to 3 degree, is small as the rock in that cut can all be used to advantage for riprap and in my judgement that work should be done. Estimates for line changes in Miles 24,25 and 29 are also shown on profile and the cost of these changes is practically all in excess of cost of widebing roadbed.

In estimating train service for this work, I have made use of figures for train haul on ballast furnished me by your office the first of the year, adding a few cents per yard of material as train service for this kind of

Morthern Pacific Railway Company

work will undoubted be a little higher than for ballast work account of delays moving from one but to another.

Most of the pipe culverts are long for the present width of roadbed and a little riprap at the ends will act as a retaining wall, saving cost of additional pipe, and also afford pretection against flood water. I have included the cost of calking pipe in my estimates as I think that several washouts on the line are directly chargable to pipe not being calked.

Yours truly,

Asst.Engineer.

MW.Hmland

WLD R St. Paul, May 18th, 1910... Mr. M. W. Howland, Assistant Engineer, Ritzville, Washington. Doar Sir: -As I have written you before, it has been decided to lay 90# rail on the Ritzville Branch and to bring all work up to first class construction standard. The water station will be a 100,000 gallon tank instead of a 48,000 gallon tank. I wish you would arrange immediately to have an estimate made of the work necessary to be done to obtain roadbed of 24 feet in cuts and 18 feet in embankments and show what the yardage will be at each individual place that must be improved. Also say it if is practicable to reduce the curvature to 3° and if so state at what places changes should be made and estimated cost of same. Would like to have this as soon as possible. Yours truly,

NORTHERN PACIFIC RAILWAY COMPANY.

CONSTRUCTION DEPARTMENT.

To secure uniformity in making estimates of co Engineers will use this blank, and be particular to build the road.	nclude in their estimates, -thern Ry	full and con	mplete details of ever	ything required to
Estimate of cost of line Widening To Additional Passing Track Length: Main Track 37.5 mile Based upon	podbed to Main s. es; Siding, etc. 2. proposed Possition 2. made Lung	sine St 54 56 5.1	miles; Total 42	Providing miles, W. Horvland
ITEM Engineer,	QUANTITIES	V.L.D0	AMOUNT	TOTAL
3. RIGHT OF WAY AND STATION GROUNDS.				

8	nder direction of			
ITEM	QUANTITIES	a	AMOUNT	TOTAL
3. RIGHT OF WAY AND STATION GROUNDS.				
Right of Way-Agricultural Lands	acres			
" -Mining Claims	acres			
Station Grounds	acres			
Terminal Grounds at	acres			
Damages to property				
Salaries and expenses				
4. REAL ESTATE.				
	acres			
5. CLEARING AND GRUBBING.				
	N AND AND AND AND AND AND AND AND AND AN			
Clearing, light	acres			
Clearing, heavy Grubbing	acres			
Cutting down overhanging trees	stations			
Cutting down overnanging trees	trees			
Bank Widening-TrainHaul				
Solid rock	1500 cu. yds.	85%	1275.00	
Hardpan 33280 11132	eu. yds.			
Hardpan 33280 11132	cu. yds.	184	20037.60	
	cu. yds.			
Earth	cu. yds.			
Borrow pits	cu. yds.			
Extra haul	cu. yds.		*	= 4
Train service (widening cuts, banks, etc.)	/// 320 days	254	27830.00	
Rent of equipment	11/320 Have	164	17811.20	
Riprap	111320 days 4050 cu. yds.	125	5062.50	
Slope wall	cu. yds.			
Retaining wall	cu. yds.			
	Carried Forward,			72016.30

NRIHERN PACIFIC RAILWAY CO PANY.

Connell- Northerrs Manual Passing Roadbed to Main Line Standards and Providing Additional Passing Tracks. June 1080

		T	HIS MON	e	Te	TAL TO	DATE
	ENGINEERING.				. /	N.	
I A Sa	laries and Wages		199	92	7	497	05
1 B Ge	neral Expenses		123	.52	/	777	. 00
1 C Su	bsistence of Men and Animals						
	nimals, Vehicles, Field Equipment and Guides		1				
	LAND.						-
2 Ri	ght of Way and Station Grounds						-
	pal Estate			-			1
	ROADWAY.						
4 A Cle	earing and Grubbing						
+ B Gr		1	920	42	72	016	7
	otection of Banks	- /	220		10	010	30
	nnels	-					
	eel Bridges						
	poden Bridges						
	sonry and Concrete Substructures						
	sonry and Concrete Bridges and Culverts						
	ner Culverts		20	12		2-0	-
			28	.15	/	055	,00
	TRACK.						
7 Tie		-	01	11	-		-
8 Ra			8/	7/2	3	052.	80
	ogs and Switches		2/2	.98	7	286	.80
	ack Fastenings and other Material		20	.00		130	.00
	llast	,	237	,25	1	059	55
		/	23,4	10	46	391	. 40
	ack Laying and Surfacing adway Tools 1647.57		61	.83	2	543.	60
	STRUCTURES						
	neing Right of Way						
	ossings and Signs						
	erlocking and other Signal Apparatus						
	legraph and Telephone Lines						
	ation Buildings and Fixtures						
	neral Office Buildings and Fixtures						
	ops, Enginehouses and Turntables						
	op Machinery and Tools						
	ster Stations						
23 Fue	el Stations						
24 Gra	ain Elevators						
	rage Warehouses						
26 Doc	ek and Wharf Property		44.		100		
31 Mis	scellaneous Structures	11 3.0					
	MISCELLANEOUS						
12 Tra	Ansportation of Men and Material		412	20		086.	77.0
	nt of Equipment		102	30	13	086.	32
	pairs of Equipment						
	rnings and Operating Expenses during Construction						
	t of Road Purchased .		-				
	Expenses						
	tionery and Printing						
	urance						
t6 Tax							
- 4	erest and Commissions						
t8 Oth	er Expenditures						
						- A	
TO	TAL EXPENDED	9	198.	35	157	438	8
		1	-0,	1	- /	100	00
	PROPRIATION						

se Paul Agrille June 10%.

Muthonland

ITEM	QUANTITIES	@	AMOUNT	TOTAL
	Brought Forward,			72016.30
Wing dams, cribbing, etc.	×			
Contingencies				
7. TUNNELS.				
Excavation	lin, ft.			
Extra excavation	cu. yds.			
Timber lining	ft. B. M.			
Masonry lining	cu, yds,			
8. BRIDGES, TRESTLES AND CULVERTS. (State number of spans, length and kind of truss).				
spans, feet, truss.				
spans, feet, truss.				
spans, feet, truss.				
Wrought Iron in truss	lbs.			
Cast Iron in truss	lbs.			
Timber in truss	ft, B. M.			
Framing and erection	lin. ft.			
Painting				
Falsework				
Concrete in abutments and piers	cu. yds.			
Masonry in abutments and piers	cu. yds.			
Timber in abutments and piers	ft. B. M.			
Excavation for abutments and piers	cu. yds.			
Abutment and pier filling	eu. yds.			
Wrought Iron in abutments and piers	lbs.			
Cast Iron in abutments and piers	lbs.	*		
Piles, hardwood, in place	lin, ft.			
Piles, softwood, in place	lin. ft.			
Timber in pile and trestle bridges	ft. B. M.			
Wrought Iron in pile and trestle bridges	lbs,			
Cast Iron in pile and trestle bridges	lbs.			
Iron guard rails for high trestles	gro.tons			
Fastenings for guard rails	lbs.			
Timber in culverts	ft. B. M.			
Vit. Pipe Ligend verts 24"	60 lin.ft ing	150	90.00	73071.30
Cast Iron pipe culverts \ \ \frac{77' 24''}{36' - 30''} \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	// gro.tons	4000	440.00	
Masonry culverts Calking Pipe Culve, Hauled from cof. Riprap " Ends	to 5000 Lize tods. 350 yds. Carried Forward,	504	175.00	1 1055 00
Hauled from cot.	Carried Forward, (2)			7307/ 30
				1

ITEM	QUANTITIES	@	AMOUNT	TOTAL
	Brought Forward,			73071,30
Blind drains	cụ. yds.			
Train service	days			
Inspection and incidentals	1-1-1			
Contingencies				
9. TIES.				
2.56 miles \times 2,700 ties per mile =	6912 ties	90	2764.80	3052,80
6 sets switch ties	6 set	98,00	288.00	3052,80
Inspection and incidentals				
10. RAILS.				
1/30 miles, 50 lb. ×36 gro. tons per mile	15 gro.tons	30,00	450,00	
miles, 66 lb. $ imes$ 104 gro. tons per mile	gro. tons			
2.56 miles, 72 lb. × 113 gro. tons per mile	289.3 gro. tons	2500	7232.50	
Inspection, handling, etc.	304.3	1.00	301.30	7986.80
11. TRACK FASTENINGS. (2001b,kegs.)				
Track spikes 2,56 miles × 33 kegs =	//7 kegs	3,80	9 9 9 , 60	
Track bolts 2,56 miles × 1500 =	20 kegs	4.50	90.00	
Angle bars, 56 lb. miles × 712 bars × 16 lbs. each	lbs.		400	
Angle bars, 66 lb. miles×712 bars×17 lbs. each				*
Angle bars, 72 lb 256miles × 712 bars × 18 lbs. each	32810 lbs.	1.60	524 95	1059,55
Rail braces	braces			
Track spikes for braces—1 keg to 160 braces	kegs			
Tie plates	each			
12. FROGS AND SWITCHES.				
Split switches, complete with frogs	6# // sets	125, ™	750,00	750.00
Stub switches, complete with frogs	sets			
Railroad crossings, (including timbers)	crossings			
13. TRACK LAYING AND SURFACING.				
Track laying	2,56 miles	900€	1024.00	
Rent of equipment	2.56 days		51200	/ .
Train service (½ mile track per day)	2,56 days		857.60	
Track surfacing Placing Switches	miles			, ,
Tráck tools (sections 5 to 7 miles long each)	6 sections	25.00	150,00	2543.60
Track inspection and incidentals				
Contingencies				224/4
	Carried Forward, (3)			88469.05
	(8)			

ITEM	QUANTITIES	@	AMOUNT	TOTAL
	Brought Forward,			88464.05
14. BALLAST.				
42. 6 miles × 1,500 cu. yds. =	63900 cu. yds.	32	20448.00	
Train service miles × 5 days per mile =	63900 days			
Rent of equipment	63900 days		8307,00	
rene or equipment	uays.	75	0 3 0 7,00	
Contingencies	10%		4217,40	96391,40
15. STATION BUILDINGS and FIXTURES. (Standard Plans)				
1st class combination depots S. 26-1			*	
2d class combination depots S. 26-4				
2d class combination (2 story) depots S. 26-7				
3d class combination depots S. 26-9				
3d class combination (2 story) depots S. 26-14				
4th class combination depots S. 26-31				
1st class freight depots S. 27-1				
2d class freight depots S. 27-20				
1st class brick passenger stations S. 28-1				
1st class frame passenger stations S. 28-7				
2d class frame passenger stations S. 28-12				
Depot privies M. 41-1				
Furniture and fixtures	stations			
Wells at stations	wells			
Track scales				
Contingencies				
16. ENGINE HOUSES AND TURNTABLES.				
1st class round house, brick, stalls S. 32-1	per stall			
Frame engine house stalls S. 32-30	per stall			
Ash pit S. 32-35				
Turntables, iron— ft. diameter				
Turntables, combination— ft. diameter				
17. ENGINE AND CAR SHOPS.				
Blacksmith shop M. 41-5				
Repair shop				
Brick sand and oil house M. 41-6				
Frame sand house M. 41-7				/
	Carried Forward,			134855.45
	(4)			5

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	ITEM	QUANTITIES	@	AMOUNT	TOTAL
I		Brought Forward,			134855.45
	18. SHOP MACHINERY AND TOOLS.				
	19. WATER STATIONS.				
	Water tanks S. 37/3				
	Pump houses with pumps and boilers S. 37-1				
	Wells (generally 16 ft. diam. and curbed)				
	Gravity supply, or by aqueduct, ram, etc.—cast pipe				
	Submerged tanks S. 37-7				
					4)
	20. FUEL STATIONS.				
	1st class coaling station—48'x S. 36-1				
	2d class coaling station S. 36-5				
	Coal platform—16'x 80' S. 36-9				
	5.50 D. 50 D				
	21. FENCING RIGHT OF WAY.				
	Fencing—against stock— miles of fence				
	Telleng against stock— innes of fence				
	22. SNOW FENCES AND SNOW STRUCT- URES,				
				7	
	Snow fences	ft. B. M.			
	Snow sheds	ft. B. M.			
	23. STOCK YARDS.				
	Stockyards—8 car capacity				
	Stockyards—4 car capacity				
	Stockyards—2 car capacity				
	24 CROSSINGS CATTLE GUARDS AND				
	24. CROSSINGS, CATTLE GUARDS AND SIGNS.				
	Cattle guards	guards			
	Road Crossings	crossings			
	Signs, posts, etc.	miles			
					/
		Carried Forward, (5)		*	134855,45
		(0)			

ITEM	QUANTITIES	@	AMOUNT	TOTAL
	Brought Forward,			139855.45
25. INTERLOCKING OR SIGNAL APPARATUS.	and a second second			7 5 70 5 5 70
AITANATUS.				
	(4) N.O.S			
26. DOCKS, WHARVES AND COAL BUNKERS.				
27. TRANSER BOATS AND BARGES,				
		14		
28. SECTION AND TOOL HOUSES.				
1st class section houses S. 39-1				
2d class section houses S. 39-4				
3d class section houses S. 39-6				
Double tool houses S. 39-8				
Single tool houses S. 39-8				
Section house privies M. 41-1				
			¥	
29. MISCELLANEOUS STRUCTURES.				
Telegraph offices M. 44-1				
Watchman's houses M. 41-3		5		
100 ton ice house S. 27-41				
200 ton ice house S. 27-42				
Team Loading Platforms M. 41-13				
30. TELEGRAPH LINES.				
miles	miles			
31. TRANSPORTATION CHARGES.				
Steel rails 309.3 gro. tons = 390.8 net tons		1700	5793.60	
Track spikes 117 kegs = 11.2 net tons		1900	222,30	
Track bolts 20 kegs = 2. net tons		1900	38.00	
Angle bars 328/0 lbs. = 16,4 net tons		1900	311,60	-
Rail braces lbs. = net tons		10.00		
Frogs and switches 6 sets = 12 net tons		19.00	228.00	
Bridge iron lbs. = net tons		. 10	33 1	
Cost Iron Pipe 11 ""	11160#	7.12	275.97	134855,45
Vit. Pipe	Carried Forward, (6)	,=	6953.17	137835.75

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ITEM	QUANTITIES	@	AMOUNT	TOTAL
	Brought Forward,		6953,17	139855.45
Water stations × 30 tons each = net tons			*	
Telegraph material net tons				
Building material and miscellaneous net tons	4.			
Total to tons ★ miles				
ft. timber = tons × miles				
6912 cross ties = tons × miles 6 Sets Switch Ties	1311660#	19 ×	2492.15	
engine coal = tons × miles				
Freight on contractor's plant				
Miscellaneous freight charges				
Northern Pacific express charges				/
Transportation of laborers and others //2820	O CU ydS, miles	05K	5641.00	15086,32
32. OPERATING EXPENSES AND EARN- INGS.				
Train service hauling material	days			
33. CONSTRUCTION EQUIPMENT.				
Hand, push, velocipede cars, pile drivers, etc.			4	
34. GENERAL EXPENSES.				
Expenses of incorporation, taxes, etc.				
35. INTEREST AND DISCOUNT.				
Discount, interest, etc., during construction				
			TOTAL,	149941.77
Provincering appropriate and described to the control of the contr	**************************************			
Engineering expenses, add per cent of above total (generally about 5 per cent)	× ·			7 4 9 7. 08
Expended on this work prior to this estimate, and not included in any items above—(get this from Chief Engineer)				
Total estimated cost	Ø.	/		157438,85
Per mile of main track	1198,00			

Ritzville Mash. Sune 1960 Me Houland ask Engineer.

RITZYILLEN STENESTEN Connell-Northern

Widening Road bed to Main Line Standards, Providing Fussing Tracks and Reducing Curvature to 30 Max. June 1010 Month 1910

	110	TAKE U	nen				1.40	-
		THE	S MONTE	1	Тот	AL TO D	ATE	
		11	1110		37.	5 M1	les	
	ENGINEERING.					000		1
	Salaries and Wages		238	.65	8	949	.57	
	General Expenses		-					H
	Subsistence of Men and Animals		-					٠
1 1)	Animals, Vehicles, Field Equipment and Guides					-	-	
	LAND.						-	H
2	Right of Way and Station Grounds		43	85	1	699	50	H
3	Real Estate		101	, 00	- /	011	,00	ı
, ,	TACKET PROPERTY.							
	ROADWAY.							
4 A	Clearing and Grubbing							
	Grading	2	138	79	91	452	70	
	Protection of Banks						100.0	
5	Tunnels							
6 A	Steel Bridges							
	Wooden Bridges		54	53	2	045	.00	
	Masonry and Concrete Substructures				,			
	Masonry and Concrete Bridges and Culverts					,		
	Other Culverts 87.96		32	.93	1	235	,00	
	TRACK.							
7	Ties		81	41	3	052	.80	
8	Rails		2/2		7	986	.80	
9	Frogs and Switches			.00		750 059 391	.00	
10	Track Fastenings and other Material		28	25	1	059	56	
11	Ballast	1	28	10	46	391	,40	
12	Track Laying and Surfacing		131	.38	4	926	190	
13	Roadway Tools 17/1./2							
	STRUCTURES				*			
14	Fencing Right of Way							
15	Crossings and Signs							
16	Interlocking and other Signal Apparatus							
17	Telegraph and Telephone Lines							
18	Station Buildings and Fixtures							
19.	General Office Buildings and Fixtures							
20	Shops, Enginehouses and Turntables							
21	Shop Machinery and Tools							10
22	Water Stations							
23	Fuel Stations							ш
.34	Grain Elevators					131111		
25	Storage Warehouses		- 3				-	
26	Dock and Wharf Property							
311	Miscellaneous Structures							
10								
	MISCELLANEOUS.		10.	0.5	10	111	-	
32	Transportation of Men and Material		491	192	18	446	18	
33	Rent of Equipment							
34	Repairs of Equipment	+						
35	Earnings and Operating Expenses during Construction					140		
36	Cost of Road Purchased							
- 13	Law Expenses							
1.4	Stationery and Printing							
15	Insurance							
16	Taxes-							
67	Interest and Commissions							
48	Other Expenditures	- 17 - 11						
		-	011	I	10-	041	-	
	TOTAL EXPENDED	5	011.	13	187	941	,01	
	APPROPRIATION							
	BALANCE				1			

Retzville Jone 100

MW Horland

NORTHERN PACIFIC RAILWAY COMPANY.

CONSTRUCTION DEPARTMENT.

To secure uniformity in making estimates of cost of railroads, and to call to mind items that might otherwise be	
Engineers will use this blank, and be particular to include in their estimates, full and complete details of everything	required to
build the road.	
Connell-Northern Ry- Ritzville Branch	46

Estimate of cost of line Videning Pool additional Passing Track Length: Main Track 37.5 mile	es; Siding, etc. 2	.54	miles; Total #2	. 6 miles,
Based upon	made June		196°, by M-1	Howland
Asst. Engineer,	under direction of W.L	Pari	ling Chief E	ngineer.
	1			
ITEM	QUANTITIES	@	AMOUNT	TOTAL
3. RIGHT OF WAY AND STATION GROUNDS.				
Right of Way-Agricultural Lands	23 acres	6500	1495.00	
" -Mining Claims	acres			
Station Grounds	acres			
Terminal Grounds at	acres			
Damages to property				
Salaries and expenses	10%		149.50	1644.50
4. REAL ESTATE.				
. MEAU ESTATE,	2000			
	acres			
5. CLEARING AND GRUBBING.			**	
Clearing, light	acres			
Clearing, heavy	acres			
Grubbing	stations			
Cutting down overhanging trees	trees			
Solid rock Loaded on cars				
			10531.50	
Looserock Hardpan	32520 cu. yds.	354	11382.00-	
Earth	19580 cu. yds.	22×	4307.60	
Videning Roadbed - Train Haus Earth 65910 cu.yds. Hardpan. 37120 11	/25000 cu. yds.	0/4	1250.00	
Hardpan. 37120 11 Borrow pits	/03030 cu. yds.	188	105454	
Extra haul	cu. yds.	,0,	10070.70	
Train service (widening cuts, banks, etc.)	//0820 days	2.54	2770500	
the (maching cuts, banks, cut)	110020 days	207	2//03.00	
Rent of equipment	110820 days	164	17731.20	91452.70
Riprap	eu. yds.			500
Slope wall	cu. yds.			
Retaining wall	cu. yds.			
	Carried Forward,		#	93097.20
	(1)			

ITEM	QUANTITIES	@	AMOUNT	TOTAL
	Brought Forward,			93097:20
Wing dams, cribbing, etc.	,			
Contingencies				
7. TUNNELS.				
Excavation	lin. ft.			
Extra excavation	cu. yds.			
Timber lining	ft. B. M.			
Masonry lining	cu. yds.			
8. BRIDGES, TRESTLES AND CULVERTS. (State number of spans, length and kind of truss).				
spans, feet, truss.				
spans, feet, truss.				
spans, feet, truss.				
Wrought Iron in truss	lbs.			
Cast Iron in truss	lbs.			
Timber in truss	ft. B. M.			
Framing and erection	lin. ft.			
Painting				
Falsework	**			
Concrete in abutments and piers	cu. yds.			
Masonry in abutments and piers	cu. yds.			
Timber in abutments and piers	ft. B. M.			
Excavation for abutments and piers	cu. yds.			
Abutment and pier filling	cu. yds.			
Wrought Iron in abutments and piers	lbs.			
Cast Iron in abutments and piers	lbs.			a line
Piles, hardwood, in place	lin. ft.			
Piles. softwood, in place	900 lin. ft.	30%	270.00	
Timber in pile and trestle bridges	900 lin. ft. 63000 ft. B. M. 4000 lbs,	2500	1575.00	
Wrought Iron in pile and trestle bridges	4000 lbs.	54	200 00	/
Cast Iron in pile and trestle bridges	lbs.			
Iron guard rails for high trestles	gro.tons			
Fastenings for guard rails	lbs.			
Timber in culverts				
Vit Pipe Log culverts 24"	180' lin.ft. log	150	270.00	328000
Cast Iron pipe culverts 36'- 30"	// gro.tons	4000	440.00	1
Masonry culverts Calking Cul. Pipe Labor	+Math) 5000 Lia Ftis.	07×	350.00	1
Masonry culverts Calking Cul. Pipe (Labor Riprap Pipe Ends. (Riprap saves additional Pipe) to extent of 3 times its cost	Carried Forward,	50%	175.00	3280.00
(Riprap saves additional Pipe)	(2)			96377.20

10 pt

,

ITEM	QUANTITIES	@	AMOUNT	TOTAL
	Brought Forward,			96377.20
Blind drains	cu. yds.			
Train service	days			
Inspection and incidentals				
Contingencies				
9. TIES.				
2.56 miles × 2,700 ties per mile =	6912 ties	404	2764.80 -	
6 sets switch ties	, 6 set	4800	2764.80 -	3052.80
Inspection and incidentals				
10. RAILS.				
// 3 0 miles, 56 lb. × 88 gro. tons per mile	15 gro. tons	300-	450.00	
miles, 66 lb. $ imes$ 104 gro. tons per mile	gro. tons			
256 miles, 72 lb. × 113 gro. tons per mile	289.3 gro.tons	2500	7232.50	
Inspection, handling, etc.	304.3 "	10-	7232.50-	7986.80
11 TRACK FASTENINGS. (2001b.kegs.)		- 3		
Track spikes miles × 33 kegs =	//7 kegs	380	444.60	
Track bolts miles \times 1500 =	1/7 kegs 20 kegs	450	90.00	
Angle bars, 56 lb. miles × 712 bars × 16 lbs. each	lbs.			
Angle bars, 66 lb. miles × 712 bars × 17 lbs. each	lbs.			
Angle bars, 72 lb.2 miles × 712 bars × 18 lbs. each	328/0 lbs.	160	524.96	1059.56
Rail braces	braces			
Track spikes for braces—1 keg to 160 braces	kegs			
Tie plates	each			
12. FROGS AND SWITCHES.				
Split switches, complete with frogs	6 # // sets	12500	750.00	750.00
Stub switches, complete with frogs	sets			
Railroad crossings, (including timbers)	crossings			
13. TRACK LAYING AND SURFACING.				,
Track laying Sidings and Perision Mile:	299434 4.2 miles	30000	1260.00	
Rent of equipment	4.2 dis		840.00	
Train service (½ mile track per day)	4.2 4.35	33500	1407.00	
Perisions Track surfacing Taking up Track Track tools (sections 5 to 7 miles long each) Track tools (sections 5 to 7 miles long each)				
Track tools (sections 5 to 7 miles long each)	/. 64 miles		492.00	
Placing Switches Track inspection and incidentals	6	2500	150.00	
Contingencies	10%		447.90	4926.90
	Carried Forward,			4926.90
	(3)			117105.20

ITEM	QUANTITIES	@	AMOUNT	TOTAL
	B 4/B			114153.26
14. BALLAST.	Brought Forward,			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
4-26 miles × 1,500 cu. yds. =	/ 2000 cu vás	724	2011/8 00	
Train service miles × 5 days per mile =	63900 cu. yds. 63900 "days 63900 days	214	13419 00	/
Rent of equipment	6 3900 dass	134	830700	_
	10%		1.	
Contingencies	10%		4217.40	46391.40
15. STATION BUILDINGS and FIXTURES, (Standard Plans)				
1st class combination depots S. 26-1				
2d class combination depots S. 26-4				
2d class combination (2 story) depots S. 26-7				
3d class combination depots S. 26-9				
3d class combination (2 story) depots S. 26-14				
4th class combination depots S. 26-31				
1st class freight depots S. 27-1				
2d class freight depots S. 27-20				
1st class brick passenger stations S. 28-1				
1st class frame passenger stations S. 28-7				
2d class frame passenger stations S. 28-12				
Depot privies M. 41-1				
Furniture and fixtures	stations			*
Wells at stations	wells			
Track scales				
	*			
Contingencies				
16. ENGINE HOUSES AND TURNTABLES.				
1st class round house, brick, stalls S. 32-1	per stall			
Frame engine house stalls S. 32-30	per stall			
Ash pit S. 32-35				
Turntables, iron— ft. diameter				
Turntables, combination— ft. diameter	N. C.			
17. ENGINE AND CAR SHOPS.				
Blacksmith shop M. 41-5				
Repair shop				
Brick sand and oil house M. 41-6				
Frame sand house M. 41-7	UMA CONCENSARION			
	Carried Forward,			
	(4)			160544.66
				8 7

ITEM	QUANTITIES	@	AMOUNT	TOTAL				
	Brought Forward,			160544.66				
18. SHOP MACHINERY AND TOOLS.								
19. WATER STATIONS.								
Water tanks S. 37-3								
Pump houses with pumps and boilers S. 37-1								
Wells (generally 16 ft. diam. and curbed)								
Gravity supply, or by aqueduct, ram, etc.—cast pipe								
Submerged tanks S. 37-7								
20. FUEL STATIONS.								
1st class coaling station—48'x S. 36-1								
2d class coaling station S. 36-5		8		-				
Coal platform—16'x 80' S. 36-9								
	*							
21. FENCING RIGHT OF WAY.				F				
Fencing-against stock- miles of fence								
22. SNOW FENCES AND SNOW STRUCT- URES,								
Snow fences .	ft. B. M.							
Snow sheds	ft. B. M.		. A					
28. STOCK YARDS.								
Stockyafds—8 car capacity								
Stockyards—4 car capacity								
Stockyards—2 car capacity								
24. CROSSINGS, CATTLE GUARDS AND SIGNS.								
Cattle guards								
Road Crossings	guards							
Signs, posts, etc.	crossings							
	anies							
		N.						
	Commission Description			1				
	Carried Forward, (5)			160544.66				

,3

ITEM	QUANTITIES	@	AMOUNT		TOTAL
	Brought Forward,		100		160544.66
25. INTERLOCKING OR SIGNAL APPARATUS.					, , , , , , , , , , , , , , ,

•					
26. DOCKS, WHARVES AND COAL BUNKERS.					
					2.
27. TRANSER BOATS AND BARGES.					
28. SECTION AND TOOL HOUSES.					
1st class section houses S. 39-1					
2d class section houses S. 39-4					
3d class section houses S. 39-6					
Double tool houses S. 39-8					
Single tool houses S. 39-8					
Section house privies , M. 41-1					
29. MISCELLANEOUS STRUCTURES.					
Telegraph offices M. 44-1					
Watchman's houses M. 41-3					
100 ton ice house S. 27-41					
200 ton ice house S. 27-42					
Team Loading Platforms M. 41-13					
30. TELEGRAPH LINES.					
miles	miles				
31. TRANSPORTATION CHARGES.			(40)		
Steel rails 3043 gro. tons = 340 & net tons		1700	5793.	60	
Track spikes //7 kegs = //-7 net tons		190-	222.	30	
Track bolts 20 kegs = 2.0 net tons		1900	38.	00	
Angle bars 32810 lbs. = 16. Inet tons		1900	311.	60	per.
Rail braces lbs. = net tons					
Frogs and switches 6 sets = 12 net tons		1900	228.		
Bridge iron 400 • lbs. = 2 net tons Vit. Pipe 16.7 " Cost Iron. Pipe 11		1900	38 250.	00	
Cost Iron. Pipe 11		1.12	275.	97	/
	Carried Forward, (6)		7157	.97	160544,66

*

ITEM	QUANTITIES	(a)	AMOUNT	TOTAL
	Brought Forward,		71 57.97	160544.66
Water stations × 30 tons each = net tons				-1.6
Telegraph material net tons				
Building material and miscellaneous net tons				
Total to tons ★ miles				
$Bridge$ ft. timber = tons \times miles	221400#	194	420.66	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1311660#	194	2492.15	
Freight on contractor's plant			8-1 11 1	
Miscellaneous freight charges			Transfer of	
Northern Pacific express charges	The state of the s			
A contract of the contract of	20 cv.yds miles	05%	8376.00	18446.78
32. OPERATING EXPENSES AND EARN- INGS.			*1	
Train service hauling material	days			
33. CONSTRUCTION EQUIPMENT.				
Hand, push, velocipede cars, pile drivers, etc.				
34. GENERAL EXPENSES.				
Expenses of incorporation, taxes, etc.				
85. INTEREST AND DISCOUNT.				
Discount, interest, etc., during construction				
			TOTAL,	178991-44
Engineering expenses, add per cent of above total (generally about 5 per cent)			,	8949.57
Expended on this work prior to this estimate, and not in- cluded in any items above—(get this from Chief Engineer)				
Total estimated cost				187941.01
Per mile of main track	#5011			

Ritzville Wash.

MW Horland aseX Engineer.

Northern Pacific Railway Company

Ritzville, June 6, 1910.

Mr. W.L. Darling, .

Chief Engineer.

St. Paul, Minn.

Dear Sir:

Herewith force report for week ending June 4th, which is as follows, - Grading force, 6 foremen, 29 laborers and 47 1/2 teams, Bridge force, 2 foremen, 8 carpenters and 2 teams.

Sub-contractor Wolfe has had about 20 teams on the work since Thursday of this week and if he keeps the present force, will finish this coming week.

McKinney is now grading on the Wye connection at Ritzville and has a force finishing in Mile 26. There looks to be a little to do on this mans work but judging from his progress since I have been here think that he will scarcely finish this month.

The pile driving crew have done little except move thepast week. They have but five bridges more to drive. The framing gang has been working on the Connell-Adrian Line this week.

Yours truly,

Assistant Engineer.

mwitowlo

MWH

CONSTRUCTION PROGRESS REPORT.

	as our	orle Branch Connuce.							- Old Clear		Balla	st Fencing								
ection	STA. TO	STA.	TOTA	L QUANT	22.10.000		Per Cent Finished FORCE		ORCE	STATION TO STATION					In this column state progress of Tunnels, Bridging Repairing, Structures, etc., by Sections. Give suggestio					
ection			Earth	L. Rock	S. Rock	This	Last	Men	Teams	1	Previously Con	mpleted-	-Mark X			Force, etc.	ections. Crive suggestion			
1	0	53	70000		1000	87	80	22	23											
V	53	10(13000		N. X.		100													
3	106	158	8000				160													
st.	158	511	11000				100													
5	พา	764	18000				100			Bolare	at State	-	22	ton	Coopie	the man	30% com			
6	264	317	25000	1000			100			0										
7	317	370	10000	3800	7000		100													
8	370	Hrr	13000				100													
9	Har	Hy5	13000	900			100													
t	475	528	13000	500			100													
11	528	581	16000				160													
1-/	581	634	16000				100								3					
13	634	686	17000	GFS1	2700		100													
14	686	738	14 000	1500	1500		100													
15	738	793	16000	1500			100													
16	793	845	17000	1200	H00	2	100													
7	845	898	17000	1000	1500		100				No.									
18	898	951	5000	1800	800	95	95													
100	951	1004	11.00	1600	7000	99	99													
10	1004	1057	16000	1500	1500		100													

CONSTRUCTION PROGRESS REPORT.

		> ,	(GRADIN				Clearing	Track	Ballast	Fencing						
Section	STA, TO STA,	TOTAL QUANTITIES			Per Cent Finished		FORCE		STATION '	TO STATIO	N	In this column state progress of Tunnels, Bri Repairing, Structures, etc., by Sections. Give sugg					
		Earth	L. Rock	S. Rock	This Last Report	- Men	Teams	Pre	viously Con	npleted—Ma	rk X	as to Working Force, etc.					
71	1057 1110	1000	300	5000	100												
~~/	1116 1163	34000	2000	11000	100												
23	1163 1215	H0000	1500	3000	100	,											
n	1215 1282	15000	500	76	100												
V	1282 1334	10000	1000	9000	100				**								
56	1334 1366	119000	1000	#500	100												
26	1366 1388				98 98	10	10 5										
27	1388 1440		2500	2000				Body at	state	0 15	13	for confuncio mano sile De					
28	1440 1493							(Conferend 6/4					
29	1493 1541																
30	1546 1599				97 9						H. H.						
31	1.699 1661				95 9												
32	1661 1714				100		No.										
-33	1714 1767				100												
34	1767 1820			. 3		10	6-2					Royal change					
3(1820 1873									0							
31	1873 1923				97 91	1											
37	1923 1978	h					n-1	,				Wye					
-		1:00		7200	98 9		12					1116					

Form 46 10-09 5M S

FORCE ACCOUNT REPORT

WEEK ENDING.

	Station	Fore-	88 T.a.	Station	Camp		§§ TEAMS		ST. SHO	VELS				
CONTRACTOR	Station Numbers	men	borers	men	‡‡Men	Grade	Frt.	Idle	Wkg.	Idle				
op wolfer														
1 mcstimmen	1440-1978	I	5-3		9	73	15							
V														
				-										
							¥							
										10				
														9 3

Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

2871

WLD R

St. Paul, June 11th, 1910 ...

COPY.

Mr. Bratager:

Will be ready for laying track on the Ritzville
Branch not later than the 20th of this month. We should
have track material there by that time. See what you can
do towards getting some else where if material on
requisition will not reach there by that time.

W. L. Darling.

2871

WLD R

At Glendive, June 7th, 1910 ...

Mr. Bratager:

Please no to attached from Mr Howland under date of the 2nd with plan for under road crossing station 838 Ritzville Branch. Will you please advise if there is any objection to it and if plan is alright.

W. L. Darling.

WLD R

Encl.

COAA. File 2871 St. Paul, June 8, 1910. REG-W Mr. M. W. Howland,
Assistant Engineer,
Ritzville, Washington. Dear Sir: I return by express progress profile of the Ritzville Branch, having recorded progress for May. Yours truly, Enc. Express. Chief Engineer.

Northern Pacific Railway Company



Ritzville, Wash., June 2nd., 1910

Mr.W.L.Darling, Chief Engineer, St.Paul, Minn.

Dear Sir :-

Herewith progress profile Ritzville Branch

showing work done to date.

Yours truly,

Asst.Engineer,

Planton ready

A SHEET WAR

Form 290 TW

Northern Pacific Railway Company

Ritzville, May 31st, 1910.

. Mr. W.L. Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:

Herewith force report for week ending May 28th, which is as follows, - Grading force, 5 foremen, 21 laborers, 39 1/2 teams; Bridge force, 2 foremen, 10 carpenters and 3 teams.

Bridges at station 79 and 222 are practically completed and pile driving on the entire line is about 50% completed.

Contractor Wolfe has about 7000 yards of earth to move in Mile I and McKinney has several miles of finishing in addition to the Wye connection at Ritzville. In all about 18,000 yards to move. We estimated the grading for the entire branch 97% completed, McKinney has had about 50% increase of force this and has been making a fair showing but even with the present force he will not be able to finish before end of June.

26 cars of 90# steel reported received at Connell yesterday.

Yours truly,

m.w.stowland

- ((it, pri	ecc	Bran	el	RADING			on	nale	Clearing		Ballast	Fencing	
	STA. TO	STA	TOTAL	QUANTI		Per Ce Finish	ent	F	ORCE		TATION TO		La Sales Assess	In this column state progress of Tunnels, Bridging Repairing, Structures, etc., by Sections. Give suggestio
Section	51A. 10		Earth	L. Rock		This 1	Last	Men	Teams	Prev	riously Compl	eted—Ma	rk X	as to Working Force, etc., by Sections. Give suggestion
	0	53	20000		1000	8.	75	14	H					
~	53	106	13000				100			Bage in	Section	II Con	pluting Tol	Forman Confunting Humatur Hum
3,	106	158	8000				100)	
H	158	211	11000				100							
5	211	264	18000				100							
٠	764	317	75000	1000			100							
1			10000	0			100							
1		12	13000				100							
9	1		13000				100					1		
10		1 4	13000				100							
11	and the same		16000				100							
			16000				100							
13			17000		2700		100							
14					1500		100							
15	10001201		16000				100							
16		1000	17000				100							
17	8+5		17000				100		THE STATE					
18		1	1	15	800									
19					7000							1,50		
10	100		21		1500	1 (99							

	Netzv	eer	Bran	M	GRADIN	I G	Co	nuel	Clearing	Track	Ballast	Fencing	
2 02	STA.	ro sta.	TOT	'AL QUAN'		Per Cen Finished		FORCE			TO STATIO	1	In this column state progress of Tunnels, Bridging Repairing, Structures, etc., by Sections. Give suggestion
Section			Earth	L. Rock	S. Rock	This La Report	st Mov	Team	s Prev	iously Con	npleted—Ma	ırk X	as to Working Force, etc., by Sections. Give suggestion
21	1057	1110	8000	300	5000	100							
22	1110	1163	34000	2000	4000	100							
23	1163	1215	40000	1500	3000	100						1	
nt	1715	1282	15000	500	7600	100							
	1282					100	,						
	133 H					100							
	1366		7 3										
	1388					I .							
	1440					- E		iv	Bage betu	rund 1	53nt - 18	49	Finance Carploturo James Pilydriver
	1493	(400)				200		1					
	15 HL												
						1 1				- ×			
3~	1599	1714	11000			100	. 3	3					Train Spur 1697-1912
33						100							, (
3.H	1767	1 1						3					Road Change
35	34			/ /		98 98							
31					16	glo qu		1					
2	1923	1000	1		*	1		1 1/2					
	1978	4.				10 100							
•	110	200.500											

Form 46 10-09 5M S

FORCE ACCOUNT REPORT

WEEK ENDING may 28 th 1900

Connes Northur Ry, Retyrier Brance WORK

	Station	Fore-	88 La-	Station	Camp		§ TEAMS		ST. SHO	OVELS				
CONTRACTOR	Station Numbers	men	borers	men	‡‡Men	Grade	Frt.	Idle	Wkg.	Idle				
Oh Walfe	0 - 56	~	3		Ц	12	V	1					1144	
Oh Wolfe LMcKinnay	-wif- 12 0	3	18		8	61	7							
of tuney	1440-1976	~ ~	, 0		.0	LH 1								
												Les de		
													4	
*														
												1		

Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

mustowend Usupo.

2871 Form 290 TW Northern Pacific Kailway Company Ritzville, May 23. 1910. Mr. W.L. Darling. Chief Engineer. St. Paul, Minn. Dear Sir: Herewith force report for week ending May 21st, which is as follows, - 4 foremen, 17 laborers and 33 1/2 teams. Grading force and 1 foreman, 5 carpenters and 1/2 team Pile driving crew. Pile driving crew are now working between stations 1885-1920 making a total of 5 pile bridges driven to date. Framing crews are also working on two bridges on. the West end. Yours truly, m. W. Howland CVL Assistant Engneer.

	Vetzpil	en !	cheon Franc		RADIN	G.		Cos	inuel	- Oa Clearing	Track	Ballast Fercir	ng	
	STA, TO	STA.	TOTA	L QUANT		Per (Cent	F	FORCE	200000000000000000000000000000000000000	TATION T	O STATION		In this column state progress of Tunnels, Bridgir Repairing, Structures, etc., by Sections. Give suggesti
Section			Earth	L. Rock	S. Rock	This	Last	Men	Teams	Prev	dously Comp	pleted—Mark X		as to Working Force, etc.
1	0	53	70000		1000	75	70	16	13					
V	53	106	13000				100							*
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FORCE ACCOUNT REPORT

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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work.

‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

mwstowend at 8

St. Paul, Minn., May 26th, 1910.

Mr. M.W. Howland,

Asst. Engineer,

Ritzville, Wash.

Dear Sir:

We are unable to obtain copies of your vouchers from 200, on account of their being written with a record ribbon instead of copying ribbon on your typewriter.

Will you please have a new ribbon put on your machine and make copies of all your vouchers from 200 on, and forward to me so that I can copy in my impression book.

These vouchers should not be made on voucher forms, but on the Northern Pac. yellow sheets, or some other plain paper.

Yours truly,

Chief Engineer.



All Ranway Messages must be written in ink on these blanks, who parties on trains (except trainmen) enclosed in sealed envelopes. The exact tim sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in ever a stance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily

long, oper Ars are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

ENDER RECEIVER TIME REC'D DATE REC'D REC'D FROM TIME FILED NUMBER SENT TO TIME SENT SENDER RECEIVER

FROM DATED

May 26, 1910

M W Howland.

Ritzville

Your wire 25th concerning right of way for road change section 19 and 30, town 19, range 36. Mr. Rice has been requested to hurry purchase, and will advise you direct when secured.

W. L. Darling

12:30-----

Morthern Pacific Railway Company.

MEMORANDUM.

Mr. W. L. Darling:

Replying to your notation on attached wire: The request for the additional right of way in sections 19 and 30-19N-35E, Ritzville Branch was received in this office May 19th and was transmitted to Mr. Rice on May 20th. I will request Mr. Rice to hurry the purchase as fast as possible and advise Engineer Howland direct when secured.

THOMAS COOPER

JLW-H

5/25 /10



TELEGRAM.

All Railway Messages must be written in ink*on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in scaled envelopes. The exact time sent, time received, personal signal of sending office and name of receiving station must be entered in proper spaces in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily

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				N.		M.			M.		

FROM

St. Paul

May 25-1910

TO

2012

Edmund Rice

Tacoma, Wash

See my letter May twentieth. Additional striding for county road sections nineteen and thirty, Twp. nineteen Range thirty-five Ritzville Branch. Hurry purchase as fast as you can. Advise Engineer Howland when striding is secured.

THOMAS COOPER

JIW-H

COPY TO W. L. DARLING

From 1886

TELEGRAM. All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending office and name of receiving station must be entered in proper spaces in every instance.

All revisions which in their judgment would have served the Company's interest as well if sent by train mail, or which appear interessarily lor to operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

RIMBER RECEIVER TIME REC'D DATE REC'D TIME FILED NUMBER SENT TO TIME SENT, SENDER RECEIVER OF THE FILED NUMBER SENT TO TIME SENT, SENDER RECEIVER OF THE SENDER RECEIVER OF T

Referring my letter May 13th. regarding Road change. Section nineteen and thirty town nineteen range thirty six. Please advise what has been done about securing right of way.

M.W. Howland. 1140 am

Interoper 1 Please vote - See my letter of owny 18th reguestry - were and stry

St. Paul, Minn., May 24th, 1910. Mr. M. W. Howland, Asst. Engineer, Ritzville, Wash. Dear Sir: Referring to your message of the 23rd, Inst. I hand you herewith a complete set of Prints of #11 Turnout with Spring Rail Frog, being Plans T-18-109, T-18-110, T-18-111 and T-18-112. Yours truly, Chie Engineer. B-W-enc-



All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance. transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily ators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

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						W				stpau.	1

Please send me detail plan of number eleven tomorrow for ninety pound steel hurry this

M.W. Howland. 235am

2871 Form 290 TW · Northern Pacific Railway Company Ritzville, May 16, 1910. Mr.W.L.Darling. Chief Engineer. St. Paul. Minn. Dear Sir: Herewith force account report for week ending May 14th, which is as follows, - Grading force, 7 foremen, 30 laborers and 47 teams; Pile driving force, 1 foreman, 5 carpenters and 1/2 team. The pile driving was started Friday May 13th, out Ritzville, bank bents on first bridge and first two bents on second bridge have been driven. Grading outfits still working on each end of the line. Yours truly, CWL Assistant Engineer.

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Form 46 10-09 5M S

FORCE ACCOUNT REPORT

WEEK ENDING May 14 th 1900

Connece North Ry Ritquier Branes S WORK

							§ TEAMS		St. Sho	VELS						
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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work.

11 Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

mwstoweard at su

2871 WLD R May 18th, 1910 ... Siems & Company, St. Paul, Minn. Gentlemen:-It has been decided to use 90# rail on the Ritzville Branch and a 100,000 gallon tank instead of a 48,000 gallon tank at the station just east of the Junction of the Connell Northern Railway. Yours truly, Chief Engineer.

WLD R

St. Paul, May 17th, 1910...

Mr. M. W. Howland, Assistant Engineer, Ritzville, Washington.

Dear Sir:-

I beg to advise that it has been decided to lay ninety pound steel on the line from Ritzville to the junction with the Connell Northern. Will you please be governed accordingly.

Yours truly,

Chief Engineer.

THE WASHINGTON WATER POWER COMPANY EDISON ELECTRIC LIGHT & POWER SYSTEM. SPOKANE STREET RAILWAY SYSTEM SPOKANE, WASH. May 14, 1910 Mr. M. W. Howland. Northern Pacific Ry. Co., Ritzville, Wash. Dear Sir:-We are sending you, under separate cover, our blueprint #414-2N, the same being plan of the proposed high tension crossing over the tracks and telegraph line of the Connell-Northern Railroad near Ritzville. Kindly let us know if this meets with your approval. Yours truly. W.W. Birkett Asst. Supt. of Light & Power. MMR'HID

298 2871 St. Paul, Minn., May 11th, 1910. Mr. M. W. Howland, Assistant Engineer, Ritzville, Wash. Dear Sir: I return herewith your voucher #184 in favor of Etter & Haubrich, amount \$159.90. Please note first item, two horse team one-half day, amount \$3.50. Throughout your bill, \$3.50 is the price paid for a two horse team for a full day. Will you please have bill corrected. Yours truly, Chief Engineer. M-W-enc-1.

WLD R

St. Paul, May 10th, 1910 ..

Mr. M. W. Howland,
Assistant Engineer,
Ritzville, Washington.

Dear Sir:-

Referring to your letter of the 3rd inst. I am unable to tell from your map just what line you refer to but the line shown in yellow should be graded.

Yours truly,

Chief Engineer.

Form 290 TW Northern Pacific Railway Com Ritzville, May 10, 1910: Mr.W.L.Darling, Chief Engineer. St. Paul, Minn. Dear Sir: Herewith force report for week ending May 7th, which is as follows, - 7 foremen, 28 laborers and 53 teams. The force is about the same as last weeks, with some additional team force. The work of finishing is moving slow owing mostly to lack of force. Bridge material has been all hauled for Warden and bridge gang started to work on the bridges this week at the west end. Bridge material is now being hauled from Ritzville. Yours truly, mwitoweard Assistant Engineer. CWL

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FORCE ACCOUNT REPORT

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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

Supt.

St. Paul, Minn., May 6th, 1910.

Mr. M. W. Howland,

Asst. Engineer,

Ritzville, Wash.

Dear Sir:

I return herewith your voucher #186 in favor of John Lafrenz, amount \$154.68.

Please note 6th item on first page, 5# pork loin @ 20%, amount \$2.00. This should be \$1.00.

Please correct voucher and return as soon as possible.
Yours truly,

Chief Engineer.

Mr.W.L.Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:

Herewith progress profile showing work done during the month of April 1910.

Please return to me after you have transferred same on your records.

Yours truly,

Assistant Engineer.

Best reservation of the second of the second

FORCE ACCOUNT REPORT

WEEK ENDING April 30 4 190 0.

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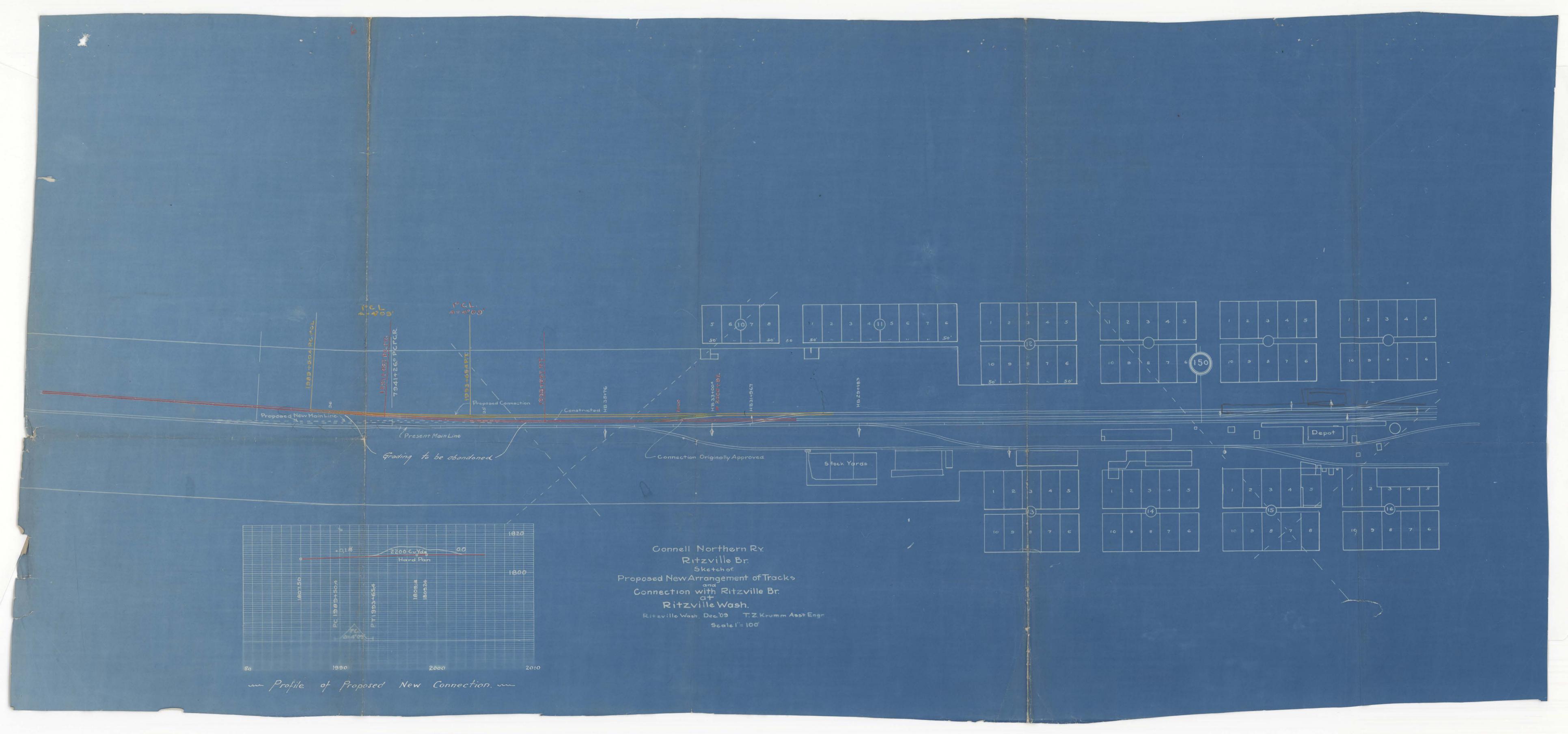
Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

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Form 290 | TW Morthern Pacific Railway Company Ritzville, May 3, 1910. Mr.W.L.Darling, Chief Engineer. Dear Sir: Contractors will be at work on Ritzville Wye about the end of this week and I wish to know if the connection to second track from present main line as shown on print has been approved so that we can have the grading done while the contractors are here. Yours truly, Assistant Engineer. HWM



Morthern Pacific Railway Company.

Ritzville, April 18, 1910.

Mr.W.L.Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:

Herewith force account report for week ending April 16th, 1910 which is as follows, - 11 foremen, 33 laborers, 17 station men, 73 1/2 teams and 1 grade machine.

The force is practically the same as last weeks except for a increase of 10 teams to our force.

· Contractors Minney & Maxwell and also Nick Mandic will finish this coming week on the 2nd residency and this residency will be cut out. I should say that it will be about three weeks before the balance of the grading is finished.

Contractors are hauling bridge timber and we are endeavoring to get the bridge outfit at work.

The State Railroad Commissioners inspected highway crossings along the Ritzville Branch the first of the week and as a result of their findings we will find several changes from grade to under or overhead crossings necessary. We asked for copies of the minutes but the Legal Department requested us to delay a few days as they might take some further action. I have requested Mr. Cannon to hurry this matter as much as possible account of construction work being so far advanced on this branch. We will



Northern Pacific Kailway Company.

get out plans and send to you for approval soon as we hear from him.

Yours truly,

M.W. Horland

MWH-L

Assistant Engineer.

FORCE ACCOUNT REPORT

WEEK ENDING April 16 th

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ON Walfe			1		à	9									
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ot wolfe			1		1										
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		90 100										,	7		

Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

mwstowland Mr

11/	Spile	2 ,2	anely		GRADIN	G			met	Admo	Track	Ballast	Fencing		
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3 .13	951		1600				99	-	7						

	Ritzpier					-	- (- ado	ian	Lan	9	
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FORCE ACCOUNT REPORT

WEEK ENDING April 9th 1900 Connee Northwar Ry Retyries Branch

0	Station	Fore-	§§ La-	Station	Camp		§§ TEAMS	3	ST. SH	OVELS					
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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

med Howland &

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St. Paul, April 11, 1910.

REG-W

Mr. M. W. Howland,

Ass't. Engr., Ritzville, Wash.

Dear Sir:

I return by express progress profile of the Ritzville Branch covering report of progress for March.

Yours truly,

Chief Engineer.

Mr.W.L.Darling, Chief Engineer.

St. Paul, Minn.

:Dear Sir:

. Referring to your letter of March 31st, regarding change of Ritzville Branch from branch line to main line. standard.

The cuts have been taken out twenty two foot base 1 to 1 and a great many of them will do as they are. Fills fifteen feet or over have been made sixteen.

In my judgement, the bank widening, which amounts to but one foot each of present embankment, had best be done after track laying. Would suggest widening out the larger cuts by steam shovel and train haul to embankments which require widening. If handed in this way I suggest letting contract.

Yours truly,

Assistant Engineer.

MWH-L

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Wash.

Dear Sir:-

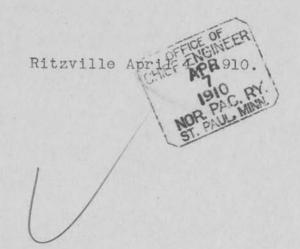
Replying to your letter of the 31st concerning surplus cast iron pipe at Ritzville: I took the matter up with Mr.Breedlove and he thinks he can use the cast iron pipe but will have no use for the vitrified pipe, and will let me know.

Send in list of both kinds of pipe on hand.
Yours truly,

Chief Engineer.



Morthern Pacific Railway Company.



Mr.W.L.Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:

Attached please find force account report for week ending April 2nd, which is as follows, - 9 foremen, 31 laborers, 14 station men, 67 teams and 1 grade machine.

The force is practically the same as last week with exception of the teams which has been reduced by 11. The contractare able to hold the men better due too the increase in wages. One car of bridge material was received during the past week; there seems to be some delay as to getting cars on the coast for loading.

The percentage for grading is now 92% and without any delays will be finished possibly this month.

Yours truly.

Ass't Engineer

CWL



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Form 138

CONSTRUCTION PROGRESS REPORT.

Ru to Residency No. Date 190

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FORCE ACCOUNT REPORT



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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

[Form 290 | TW Northern Pacific Railway Company Ritzville, March 31, 1910. Mr.W.L.Darling, Chief Engineer. St. Paul, Minn. Dear Sir: When I was in St. Paul a few weeks ago, I spoke to you in regard to surplus cast iron and vitrified pipe which I have on hand at Ritzville. At this time you thought Mr. Breedleve could use it. Please advise what disposition to make of it. Yours truly, J. Z. Krumm TZK-L Ass't Engineer.



Northern Pacific Railway Company

At Spokane, March 28, 1910.



Mr. W. L. Darling.

Chief Engineer.

Dear Sir:

As we are expecting to use the line from Ritzville to point "A" ultimately as part of the main line Ritzville to Ellensburg, the grading on that line should be increased so that the roadbed will be standard size. The question of the size of the tanks also should be taken up again, and it may be we should put 100,000 gallon tanks in there instead of 48,000.

Please bring this up on my return to Saint Paul.

Yours truly,

President.



St. Paul, March 31st, 1910 ...

WID R

Mr. H. C. Westfell,
Assistant Engineer,
Connell, Washington.

Dear Sir:-

Do not allow the contractors to lay any second hand steel on the Ritzville Branch until further notice.

Possibly they will use 90 pound instead of 72 pound.

Yours truly,

(Signed) W. L. Darling,

(C O P Y)

Chief Engineer.



All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending office and name of receiving station must be entered in proper spaces in every instance.

Alto this mitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

MUMBER Rec's From	SENDER RECEIVER TIME REC'D DATE REC'D	TIME FILED	NUMBER SEN	TTO TIMESENT	SENDER RECEIVER
	118 SP 0 NR	M.		M.	
ОМ	Pitzville Apl 1-1910	TO	w.L.parli	ng,	
TED		AT		Straul	

Adrress all my mail to pitzville.

M.w. Howland.

540am

GRADING REPORT
Month of Schwary 1910

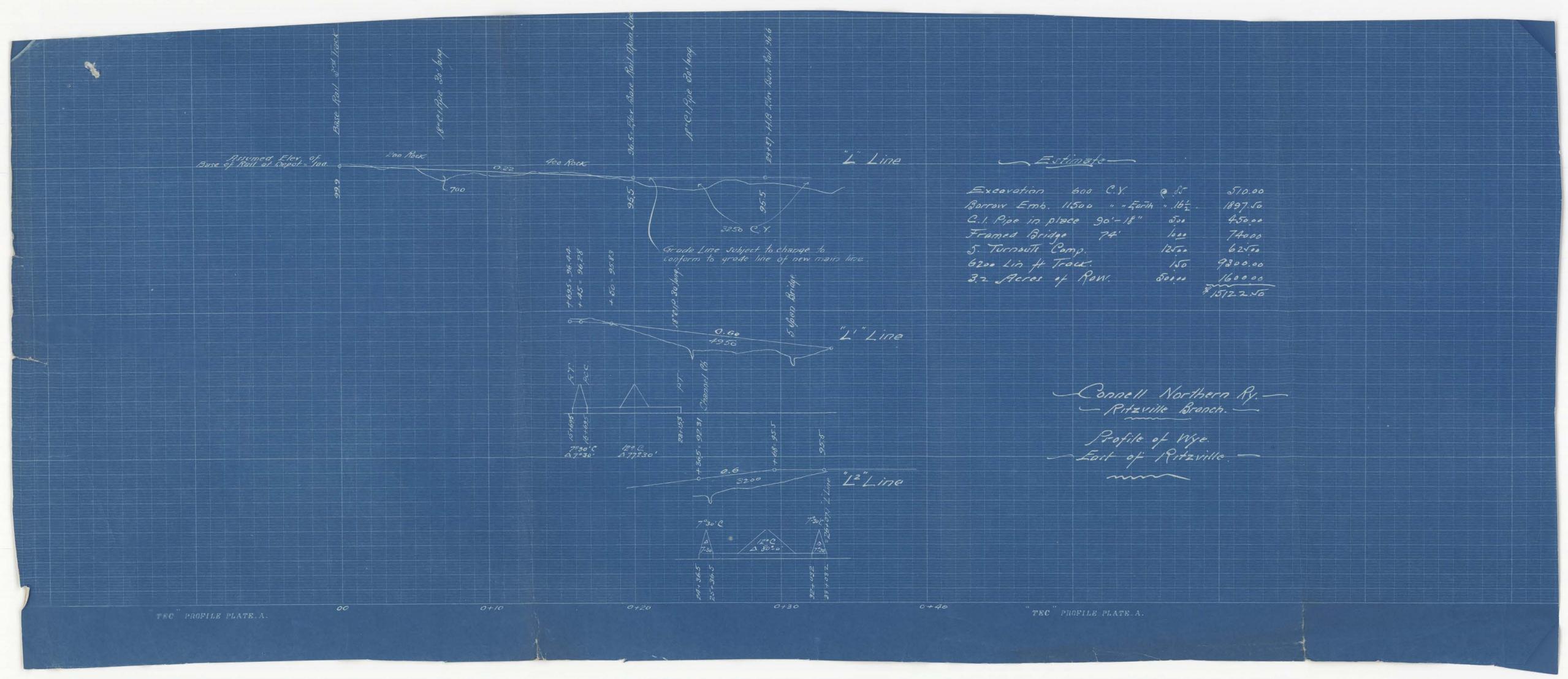
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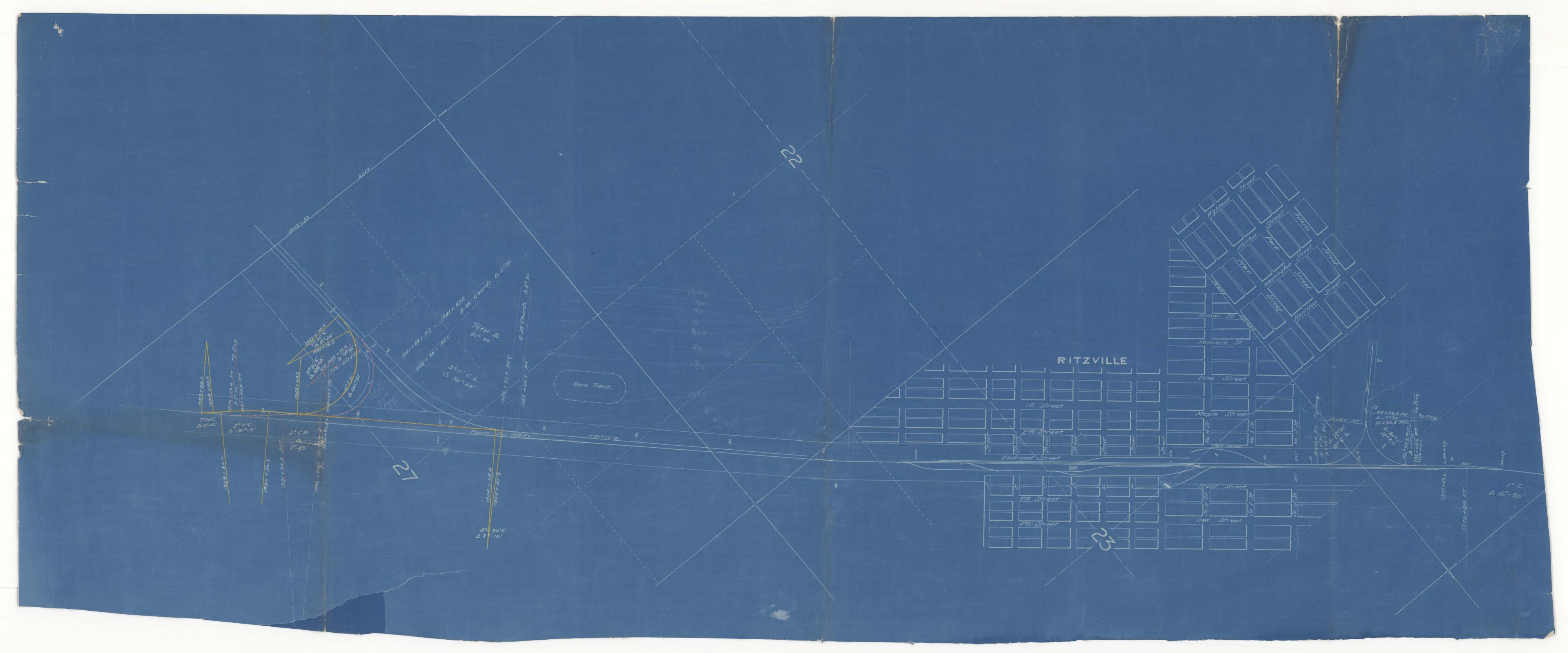
GRADING REPORT

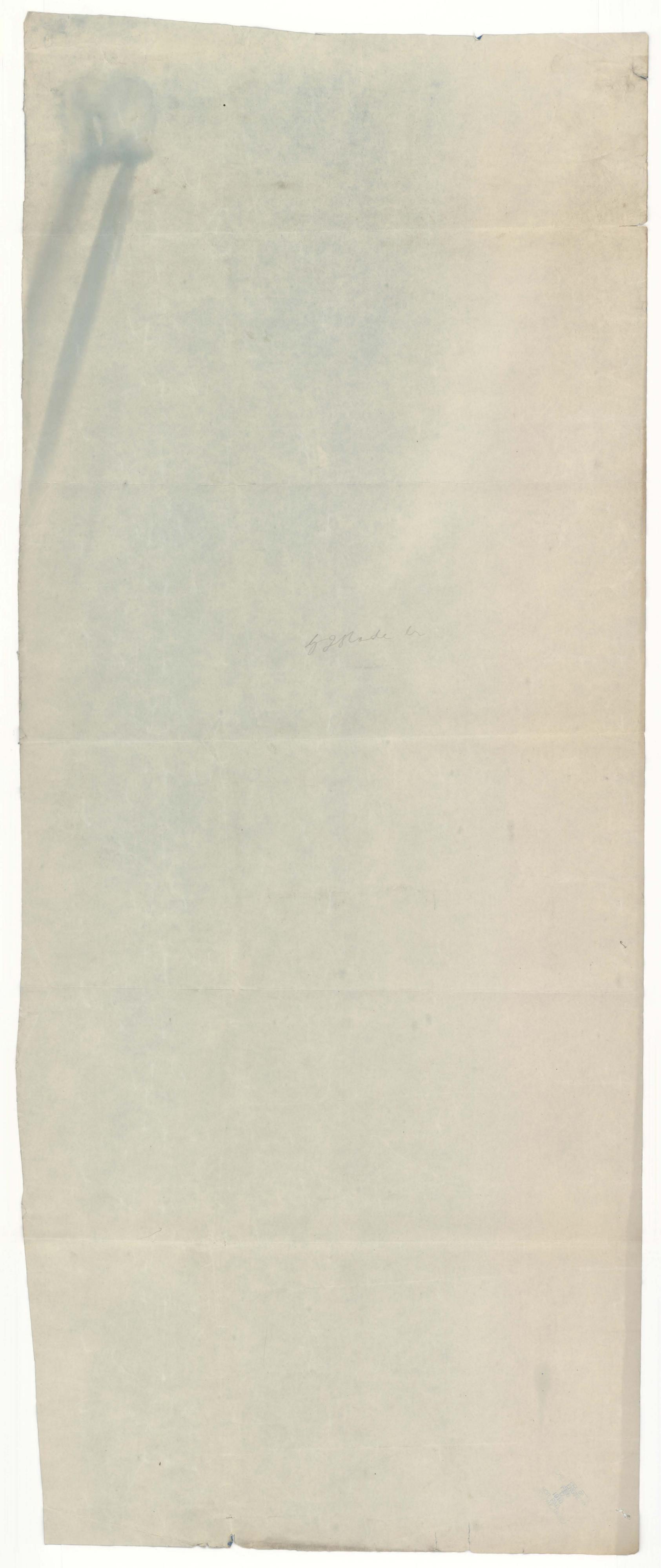
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- Connell Northern Ry -- Ritzville Branch -Profile of Wye.

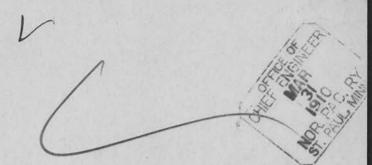
West of Retzville. -Estimate-1800.0 100 Cu. Yels Solid Rock @ 85 85.00 4000 " · Louse ROCK Exc. , 35 1400.00 Loose Pock 3600 " " LR& E Borrow " 25 90 Lin ft Framed Bridge " 1000 90000 4 Turnouts Comp " 12500 500.00 4250 Lin ft Track 6375.00 4.02 Acres of Row. " 5000 10361.00 1750.0 12° C 130° 51' 2°0'C A 8°09' 1920 1960





Morthern Pacific Railway Company.

Ritzville, March 27, 1910.



Mr.W.L.Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:

Herewith force report for week ending March 26th.Tetal force working during the past week was 10 foremen,26 laborers, 14 station men, 78 teams and one grading machine.

The forces the past week were somewhat smaller than the previous week but expect to see it increase again this week. There seems to be considerable trouble getting men and contractors have been greatly handicapped due to this; but by increasing wages to those now being paid in the vicinity there should be no more trouble in this respect.

The grading is new 90% completed, the progress this menth not being what I had hoped for. The work is not covered as it should be as the work is such shape that at least forty more teams could be used to good advantage. Bridge material is also arriving very slowly and unless contractors are given more cars it will be three or four months before the remainder is received. No provision as yet has been made for hauling this by teams although it is my opinion that there is sufficient material now on hand to begin hauling it. I have spoken to contractors in regard to this but nothing has been done.

I expect to leave here about the 3rd of April but will

Northern Pacific Railway Company.

probably stop at Wilton or Pingree before going to St. Paul.

Yours truly,

P.Z. Kumm

TZK-L

Ass't Engineer.

FORCE ACCOUNT REPORT

WEEK ENDING march 1900

Commee Norther Ry, Ritgier Brand WORK

000000	Station	Fore- men		Station men	The second secon	§§ TEAMS			ST. SH	OVELS						
Contractor	Numbers					Grade	Frt.	Idle	Wkg.	Idle					1	
mike morrie	0 - 300	1	5		42	7										
Edmunde & Co						5										
Deal + Co	bgo-gov	i	1			H										
Miloche	724-738	12	5		2	10	2	- 4								
Strugg + Co	740-795	1	- 1			~										
Boffer + Visby	898 -951			3				5								
Nich mandie							2	*			(a)					
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**																
Use other side of this sh	eet in evolunation	of delay	e breakd		J1							4	20			

Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work.

‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

Deys (Wount.

18/2	tymes	n B	rane	1.			3	0	me	- Ad	nai	15.	nie				
	7		GRADING -								Track	Ballast	Fencing				
tion	STA. TO STA.		TOTAL QUANTITIES		TIES	Per Cent Finished		F	ORCE	STATION TO STATION				In this column state progress of Tunnels, Bridg Repairing, Structures, etc., by Sections. Give sugges			
			Earth	L. Rock	S. Rock	This Last Report		Men	Teams	Previously Completed—Mark X			ark X	as to Working Force, etc.			
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4	951	1004	1600	1600	7000	al	al										

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38	1978	2001	1000	1200		100	100						4-22	

2871 3000 REG-S Saint Paul, Minnesota, March 26th, 1910. Mr. T. Z. Krumm, Assistant Engineer, Ritzville, Washington. Dear Sir: -As requested in your letter of March 2nd I am sending you a supply of Blue Print grading report. Yours truly, Chief Engineer. Enc.



Morthern Pacific Railway Company.

Ritzville, March 24, 1910.

Mr.W.L.Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:

Will you please send me a supply of blue print Grading reports.

Ypurs truly,

Ass't Engineer.

CWL

FORCE ACCOUNT REPORT

WEEK ENDING man 1 19 th/ 1960

Commee northern Ry Ritynee Branch WORK

								for	dux						(9)		
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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

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Berarly Wash 3/ M. U. Darling Chief Eng St. Paul Minn Dear Siv: Referring to your of Mich. 8th regarding Retzriell unt Spare a letter from Mu. Krume stating that a copy of your letter had been sent to him and that as som as he returned from St. Paul he revuld go ow the rink with me. From the date of highetter Mich. 11th I suppose that likely will hear from him afort Mch. 20th. Que location from summet near the new down to crossing are fretty well on hand. The 2% on "I' have has been located and the 0.8% from B'hime up rura to "A'lme crossing (Skorkumchun) will be done by Saturday might of this ucck. The 8.8% from "B" time to Beruly (cm+SIP. Budge) will be projected by end of the week and notificulties afont The balance of the "B" him back to

of the used and nothlying well be done by datuday might of up men to Alme Cenany Stockunch been located and the o.8% from B han The run down to covering angon Chulocatino from dumment near afout Mil. 20th that likely drell hear from his he returned from to tank he revilled will and that as some as Africal as Cottag Dense Mich Renginia Stuting to I'm second night the

Jet of Connell-northun will by fractually The same as projection. On the "I'hime, vicinity of Graf Creek, there is a question as to whether that location should not be a little faither north saving distance and also rise and fall but a day or two preliminary work will settle that matter. House truty m. w. Honland

IF WEST SEN UNION TELEGRAPH COMPANY

O OFFICES IN AMERICA.

CABLE SERVICE TO ALL THE WORLD.

This Company's RANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, President and General Manager.

RECEIVED at

11500

CH LR JO 19 paid via Ellensburg

Beverly Washn MCH 16 th 10

W. L. Darling.

Stpaul, Minn.

Yours eighth regards ritzville work received today can take it when over krumm is ready to turn it over.

M W Howland.

1029 pm.

LEGRAM 山 K 0 山 SID Ш I H

IN

The Western Union Telegraph Company

THE LARGEST TELEGRAPHIC SYSTEM IN THE WORLD.

OVER ONE MILLION MILES OF WIRE IN THE UNITED STATES AND CANADA.

It has over 24,000 Telegraph Offices, including Branch Offices.

It has also Direct Connection by Telegraph or Telephone with as many more remote and smaller stations, making a total list of over 50,000 in the United States, Canada and Mexico, and this number is rapidly increasing.

Seven Atlantic Cables,

Connecting North America with all points in Europe and beyond, including Two Cables of the American Telegraph and Cable Company, Four Cables of the Anglo-American Telegraph Company, and One Cable of the Direct United States Cable Co.

Direct Wires to Galveston, Texas, connecting at that place with the Cables of the Mexican, the Central and South American Telegraph Companies for all points in Mexico and Central and South America.

Direct Wires and Cables to Havana, Cuba, connecting at that place with the Cuba Submarine and West India and Panama Tel. graph Companies for all points in the West Indies,

Connects at San Francisco with Pacific Cables to the Sandwich Islands, Honolula, Guam, the Philippines, China, Japan, etc., and at Victoria, B. C., with Pacific Cable to Australia and New Zealand.

Connects at Seattle, Wash., with U. S. Government Lines and Cables to and in Alaska.

Exclusive connection with the Great North-Western Telegraph Co. of Canada. THE TWO TELEGRAPH POLES REPRESENT THE RELATIVE SIZE IN NUMBER OF OFFICES OF THE WESTERN UNION AS COMPARED WITH ALL OTHER COMPETING COMPANIES COMBINED

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OTHER COS 4,368 OFFIC. 8

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W. U. T. CO.

24,834

Domestic and Foreign Money Orders by Telegraph and Cable



Saint Paul, Minnesota, March 10th, 1910.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir: -

I return herewith Progress profile of the Ritzville Branch received with your letter of March 2nd.

Yours truly,

Enc.

Chief Engineer.

Exp.



REG-S

2871

Saint Paul, Minnesota, March 9th, 1910.

Mr. G. J. Mayer,

Auditor of Disbursements.

Dear Sir: -

I return AS & MA bills No. 842 and 843 covering rail shipped to T. Z. Krumm at Connell, Washington. Please note attached letter from Mr. Krumm advising that bill No.842 does not correspond with the check taken of the material as received at Connell. Will you please have this bill corrected. Also please note the question raised about freight charges. You will note that expense bills have been certified for the freight from point of shipment to the work. The Preferable way of handling would appear to be to have these freight charges cancelled and charges made in Mr. Parks bills for the freight from Saint Paul. Can this not be arranged?

Yours truly,

Enc.

Chief Engineer.

WLD R St. Paul, Minn., March 8th, 1910 .. Mr. T. Z. Krumm, Assistant Engineer, Ritaville, Washington. Dear Sir:-I am unable to make out your grading report of February. According to your progress profile at least 90% of the work is done, but your grading report shows total yards to be moved as 770,000, total material moved 450,000 showing 60% of the work done. Possibly your original figures are too high. Wont you please write me fully on this so that I may understand it? Yours truly, ChiefEngineer.

Torthern Pacific Railway Company.

WLD R

St. Paul, March 8th, 1910 ...

Mr. M. W. Howland,
Assistant Engineer,
Beverly, Washington.

DearSir: -

I expect to relieve Mr. Krumm at Ritzville and put him on another piece of work. I would like to have you, within the next two weeks, go to Ritzville and work on the grading, bridge, and track laying and continue to look after the location through to the river.

I am going to try to have Mr. Krumm make a complete final estimate of grading so that you will have no question of classification to consider. There may be some few points that will not be complete, but Mr. Krumm will complete his estimate except at some particular places. On receipt of the estimates I wish you would advise me when you can get your river location completed so you can go to Ritzville.

Yours truly,

ChiefEngineer.



Morthern Pacific Railway Company.

Ritzville, March 8, 1910.

Mr.W.L.Darling,

Chief Engneer.

St. Paul, Minn.

Dear Sir:

In regard to fencing right of way. I find that in order to comply with agreements in contracts and stipulations of condemnation proceedings it will be necessary to construct eight and one tenth miles of fencing. Some material has been received for fencing but I am under the impression that the order for most of it has been cancelled. Will you please make requisition to cover material cancelled necessary to build the above amount of fence or if you will advise just what part of original requisitions were cancelled, I can make requisitions.

Yours truly,

P. F. Trumener.

TZK-L

Ass't Engineer.

M. E. 9 Sunderstood la Fuerrez. Went Ulors. 2 De tord to Za

100

WLD R St, Paul, March 8th, 1910 .. Mr. M. W. Howland, Assistant Engineer, Beverly, Washington. Dear Sir: -I expect to relieve Mr. Krumm at Ritzville and put him on another piece of work. I would like to have you, within the next two weeks, go to Ritzville and take charge of the grading, bridge, and track laying and continue to look after the

location through to the river.

I am going to try to have Mr. Krumm make a complete final estimate of grading so that you will have no question of classification to consider. There may be some few points that will not be complete, but Mr. Krumm will complete his estimate except at some particular places. On receipt of the estimates I wish you would advise me when you can get your river location completed so you can go to Ritzville.

Yours truly,

Chief Engineer.





Northern Pacific Railway Company.

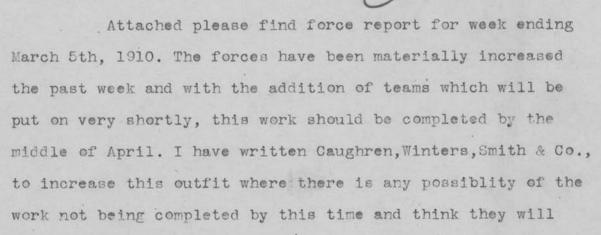
Ritzville, March 7, 1910.

Mr.W.L.Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:



comply with this request. The work is now 80% completed.

The past week one pile bridge was driven and work started on another, but yesterday I stopped work on this as the piling are not up to the required standard. As near as I can learn the piles being used were not ordered for this bridge stations 222-3 but were some that for some reason or other could not be used on the Connell-Adrian Line. I have informed Caughren, Winters, Smith & Co in regard to this.

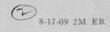
Yours truly,

Ass't Engineer.

TZK-L

Commer northword Ry., Rityring to Junetion Residency No. Date March 5 th 1980

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Commune Northund Ry., Ritymen to Junetion Residency No. Date March 5 d 1960

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	1978	2004	1000	1700		100	100							

WLD R St. Paul, March 8th, 1910 ... Mr. T. Z. Krumm, Assistant Engineer, Ritzville, Washington. DearSir: -I wish you would arrange to leave Ritzville about the first of the month as I think that we will have contract for the Pingree extension work by that time. I hand you herewith copy of letter that I have just

I hand you herewith copy of letter that I have just written Mr. Howland. From the looks of your progress profile the grading will practically be completed by that time, and you will no doubt be able to get final estimates and classifications by that time so that no question of that kind will have to be considered by Mr. Howland. On receipt of the estimates I wish you would write me just what you can do.

Yours truly,

Chief Engineer.

FORCE ACCOUNT REPORT

WEEK ENDING manch 5th 1900
Commee northand By Ritzmeen Brown WORK

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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work.

‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

2 gs (Mount



All Railway Messages must be written in inkon these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

Transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily

StPaul.

NUMBER	REO'D FROM	SENDER R	ECEIVER	TIME REC'D	DATE REG'D	TIME FILE		NUMBER	SENT TO	TIMESENT	SENDER	RECEIVER
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FROM	Ritzv	ille,	Mar 3	5-1910		TO	W.I	.Darli	ng,			

Voucher favor Eller and Haulerish for team hire on Howlands party please have hurried and advise.

T.Z. Krumm.

The stock Exchige Riv. Feel & Sales Atable

Es #875 Etter & Manhich Props.

Ritzville Wash

Aug. #57/0



EGRAM. All Raiway Meseages must be written in ink on these blanks, which must not be use or after pury set, and those in parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance, ransmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily

- ALLEGANIA	long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.
NUMBER	RECO FROM SENDER RECEIVER TIME REC'D DATE REC'D TIME FILED NUMBER SENT TO TIME SENT SENDER RECEIVE
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	roucher Eller and Haulerich me andstood office Have requested burred
	wewaring



Northern Pacific Railway Company. 287/

Ritzville, Wash. 3-8-1910

In. W. L. Darling, Chief Cengmier St. Paul, Muie.

Dear Viria

Jour favor relative to the Pringre - Wilter work received to-day. If fossible wish, I wish you would not arrange to send another man to han de this Retyville work until I can see you about tas I think these would be no trouble in my handling this also. If however you think this arrangement would not do send another man as I hope to beable have matter usuch shape very shortly thate a person not acquainted with the work could funch it.

your respectfully, ant lugi.

2871 Form 290 TW Morthern Pacific Railway Company. February, Ritzville 28, 1910. Mr.W.L.Darling, Chief Engineer. St. Paul, Minn. Dear Sir: Attached please find force report for week ending February 26th. The force owing to zero weather and snow was greatly reduced and consisted of only 5 foremen, 31 laborers, 7 station men and 22 teams. For the past three days we have had a chinook and all the snow has gone and caused another high water, probably six inches higher than the previous one. Have not been able to get over the line as yet but do not believe any serious damage was done. Reports from all but one residency do not indicate any serious damage or washouts. Yours truly, J. Z. Krumm Ass't Engineer. TZK-L

FORCE ACCOUNT REPORT

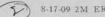
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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

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WLD*G Saint Paul, February 28, 1910. Mr. T. Z. Krumm, Assistant Engineer, Ritzville, Washington. Dear Sir:-It has been decided to put in the west wye at Ritzville, using the yellow line, at a cost of \$11,360. Please put the switch in main track far enough west so as to give a few hundred feet clearance, so as not to make it necessary for branch line trains to go out on main track. Yours truly, Chief Engineer.

Northern Pacific Railway Company.

At Arlington, February 23, 1910.

Mr. W. L. Darling, Chief Engineer.

Dear Sir:

In reply to your letter of the 17th, I beg to say, that after looking over the situation on the ground I think that the west wye connection at Ritzville will be the best to put in. It should be worked out just as shown in yellow on the blue print. The switch in the main track should be far enough west so as to give a few hundred feet clearance and not make it necessary for a branch line train, which is being turned, to come out on the main track.

Yours truly,

Tays J.

Morthern Pacific Railway Company. Ritzville, February 22, 1910. Mr.W.L.Darling, Chief Engineer. St. Paul, Minn. Dear Sir: Herewith requisition covering 13.7 miles remainder of track to be laid. Please have all material not already shipped on our 801239 --requisition # 40 which was ordered shipped to Ritzville shipped to Connell. Have ordered one ground throw switch complete for switch on bridge at wye connection at junction. Yours truly, J. Z. Kummer TZK-L Ass't Engineer.

CONSTRUCTION PROGRESS REPORT.

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CONSTRUCTION PROGRESS REPORT.

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FORCE ACCOUNT REPORT

WEEK ENDING Feb. 19 1960

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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. \$\$ Do not count teamsters. To your total we shall add one man for each team at work.

Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

2 & Norman Supt.



Northern Pacific Railway Company PY.

REG-S

Saint Paul, Minnesota, Feb 19th, 1910.

Mr. O. C. Wakefield,

Referring to E.D. 1239 covering rail for the Ritzville Branch delivery of which is marked for T.Z. Krumm, Ritzville, Washington. Will you please change the place of delivery and make same Connell, Washington same as track material on E.D. 1240.

W. L. Darling.



Northern Pacific Railway Company.

WLD*G

Saint Paul, February 19-10.

Mr. R. E. Gemmell, -

Please see that Mr. Krumm gets in his order early for the additional 12 miles of track material on the Ritzville Branch.

W. L. Darling.

Encl.

Saint Paul, February 19, 1910. WLD*G Mr. H. C. Westfall, Assistant Engineer, Connell, Washington. Dear Sir:-It has been decided to lay track clear through on the Ritzville Branch, from Ritzville to a connection with the Connell Northern Line. Therefore all track should be laid from the Connell end. Yours truly, Chief Engineer.



Northern Pacific Railway Company

W

Saint Paul, February 18, 1910.

Mr. W. L. Darling,

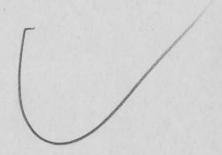
Chief Engineer.

Dear Sir:

I have your letter of February seventeenth about laying rail from Ritzville west. I think it is all right to go ahead and lay this line from Ritzville clear through to point "A" on the Connell Northern line.

Yours truly,

President.



2871 VAD*G Saint Paul, February 17, 1910. Mr. George T. Slade, Third Vice-President. Dear Sir:-Referring to your letter of January thirteenth relative to the proposed wye connection at Ritzville, on the Ritzville Branch. Herewith plan showing connections at east end and west end of town: the easterly connection costing \$15,122 and the westerly connection \$10,361. It depends entirely upon how wye is proposed to be operated, which one should be built. Will you please advise. Yours truly, Encl. Chief Engineer.

Saint Paul, Minnesota, Feb 15th, 1910.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir: -

Replying to your letter of February 8th regarding time of men on pay roll of Assistant Engineer R. P. Anderson.

Your letter was received too late to have pay rolls corrected.

I have arranged to have E. S. Wedge's December time on Andersons January roll cancelled.

Please acrry B. F. Cooly, rear flag, on your February roll for three days omitted December time, and B. F. Esser, rear flag, for three days omtted December time and make notations in remark column "This time added to time shown on December roll covered by time check#______. Also attach copy of this letter to your pay roll.

Yours truly,

Chief Engineer.

0

Form 290 TW Morthern Pacific Railway Company. Ritzville, February 14, 1910. Mr.W.L.Darling, Chief Engineer. St. Paul. Minn. Dear Sir: Herewith force report for week ending February 12th, . which is as follows, - 10 foremen, 49 laborers, 39 station men, 112 1/2 teams and 1 grade machine. Owing to the cold nights during the past week the frost has not entirely left the ground, but I expect a decided change in the weather this coming week which will considerable difference in the work. Taking in consideration the frozen ground the contractors have been doing as wellas could be expected. Our team force has been increased by 7 teams the past week but the other force is practically the same as last week. Yours truly, Ass't Engineer. CWL

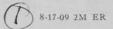
FORCE ACCOUNT REPORT

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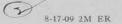
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Use other side of this sheet in explanation of delays. breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.



CONSTRUCTION PROGRESS REPORT.

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CONSTRUCTION PROGRESS REPORT.

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Yours truly,

Chief Engineer.

Form 398 TW Northern Pacific Railway Company. Ritzville, February 12, 1910. Mr.W.L.Darling, Chief Engineer. St. Paul, Minn. Dear Sir: Attached please find map and profiles of three proposed wye connections at Ritzville; also estimates of costs. The wye connection at the west end shown in full yellow line will cost \$ 11360.00; the one shown in dotted red line will cost \$ 10361.00 and the one at the east end \$ 15122.50. The choice will probably depend upon how the line will be operated and it will probably be necessary to submit the plans to the operating department for their approval. Yours truly, CWL

m Connell Northern Rym - Ritzville Branch Profile of Wye West of Ritzville -250 S.R. 0.0 56 /00 S.R. -Estimate-350 Cu. Yds. Solid Rock @ .85 297.50 600 CY. 500 CY. 4450 " " Loose " " 35 1557.50 2000 " " L. R & E Borrow 25 90 Lin Ft. Framed Bridge 10.00 900.00 4 Turnouts Comp. 125.00 4720 Lin Ft. Track 7/80.00 1750.0. 8.5 As R.O.W. 42500 1/360.00 50,00 17500 4°30'C 43°10' 7°30'C 1-15°26' 9°30°C A-122°15

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FROM

Ritzville Feb 9-10. 70

W.L. Darling.

3/4/11/20

Your wire 7th relative to change of grade line should not stations read from 293 to 308.

T.Z.Krumm.

123pm.





All Railway Messages must be written in link on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of besides on trains eacely training office and name of receiving station must be entered in proper spaces in every instance.

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are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph. long, qu

SENDER RECEIVER TIME REC'D DATE REC'D SENT TO TIMESENT SENDER RECEIVER TIME FILED NUMBER MUMBER REC'D FROM

FROM

DATED

Krumm.

St.Paul, February 11-10.

AT

TO

Ritzville. Wash.

Grades as shown for Connell Northern Your letter seventh. wye connection with Ritzville Branch approved.

W. L. Darling,

WLD*G

and to service and allowed and the breakt 自治療 資本人工 をはまます 禁門2220年 自由的在各位文章 de les callivation St. Paul, rebrusty 11-10. Tour letter seventh Grades as shown for odnnell North 在文件等的现在分子中说 40 4000 1740000 and a state of the die 122-07 St. Entite Street British. Death FOREST STATE WINE, FREEZE, FREEZE, offentil, one D. ta. C. Ond Diet Come Trastle D.S.A 2-60' D.P.G. Dag 2-761 Thy P.C. atherationed cond date Diet Como.Trostle BISSETT, SHOT BEIN



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DATED	St Paul	February 9-10	AT	Ritz	ville.	Wash.	10	

St. Paul. February 9-10.

Ritzville,

Yes sir: Stations should read from 293 to Your wire ninth. 308.

W. L. Darling,

WLD*G



All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of ecciving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance. Is mitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

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FROM

St.Paul. February 7-10.

TO T. Z. Krumm,

AT

Ritzville, Wash.

Your letter third. Profile grade line shown in yellow Station 312 to 317 O.K. as proposed.

W. L. Darling,

WLD*G

Saint Paul, Minnesota, Feb 9th, 1910.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir:-

I return herewith progress profile of the Ritzville Branch which was received with your letter of the 3rd.

Yours truly,

Enc. Separate Cover. Chief Engineer.

FORCE ACCOUNT REPORT

WEEK ENDING Johnson 5th

Connell Norther By, Ritging Branch .WORK

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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

CONSTRUCTION PROGRESS REPORT.

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CONSTRUCTION PROGRESS REPORT.

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Northern Pacific Railway Company.

Ritzville, February 7, 1910.

Mr.W.L.Darling.

Chief Engineer.

St. Paul, Minn.

Dear Sir:

merty 181-23

Attached please find blue print of proposed change of grade line at Junction of Ritzville Branch and Connell-Adrian Line; also blue prints of profile and map of Ellensburg Cutoff at Junction.

Owing to the separation of grades for Ritzville-Ellensburg Cutoff, the grade line on the Connell-Adrian Line was raised too much to enable us to connect with the north leg of the wye connection with the present grade line of the Ritzville Branch. From frog to frog of this leg of the wye is approximately 750 feet which is not sufficient distance to connect the grade lines and allow for verticle curves of even one and two tenths variations. It would not be necessary to change grade line if we can use variation of 0.3.

The proposed change of grade will probably increase the pay quantities about 1000 cubic yards on the Ritzville Branch.

Please advise me in regard to this as soon as possible.

Yours truly,

Form 290 TW Morthern Pacific Railway Company. Ritzville, February 3, 1910. Mr.W.L.Darling, Chief Engineer. St. Paul, Minn. Dear Sir: Herewith progress profile of Ritzville Branch, of Connell Northern Ry. Co., for month of January 1910. The grading is now 60% completed. TZK-L Thogress recorded

Morthern Pacific Railway Company. Ritzville Wash - Feb. 3-1910. Mr. W. L. Darling 24. Cell lipro enco lebref augmeer, Dear Sir: File # 457-33 profe enfreen 13/6 proposed change of grade line stations 293-308. at station 303 the H.W. mached an elevation of 256.50 which is 0.50 of a foot lower than extreme high water water wark and I think the grade line should be raised a foot at this point which would give us at least two feet from sub grade to light waterwark. Plus is no current at this point and I think our line will be safe. The work (grading) has been finished from station 300 east and for that reason did not mus proposed change of grade to station 322. Hym approve of the change, Iwish jourwould please were me as the groding outfit has not moved and ear get them to do the work Hand july 15 1 Yours truly

2871 REG-S Saint Paul, Minnesota, Feb 2nd, 1910. new Mr. T. Z. Krumm, Assistant Engineer, Ritzville, Washington. Dear Sir: -Replying to your letter of the 30th concerning camp equipment transferred from Ritzville Branch to the Ritzville Ellensburg surveys. You should make bill against the Ritzville Ellensburg surveys for the charges and credit to the Ritzville branch. Yours truly, Chief Engineer.

2871 St. Paul, Minn., February 2nd, 1910. SJB-D Mr. T. Z. Krumm, Assistant Engineer, Ritzville, Washington: Dear Sir:-I hand you herewith three copies of blue print of plan of overhead contruction of electric power lines. Yours truly, ChiefEngineer. Enc.

REG-S

Saint Paul, Minnesota, Jan 31st, 1910.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir: -

Referring to your letter of the 24th enclosing voucher for \$835.61 covering transportation and advising of error of six cents. I have reduced the voucher to read \$835.55 and have credited the difference in your distribution to grading as the Auditor did not care to alter his records by correcting bill for such a small error.

Will you please change your records accordingly.
Yours truly,

Chief Engineer.

Form 290 TW Northern Pacific Railway Company. Ritzville, January 30, 1910. Mr .W.L. Darling, Chief Engineer. St. Paul, Minn. Dear Sir: When the Ritzville-Ellensburg surveys were started, I transferred several items of camp equiptment from the Ritzville Branch to this work. The cost of these has been charged to the Ritzville work for which we should now receive credit. Will you kindly advise me how this matter should be handled. Yours truly, J. Z. Krumme. Ass't Engineer. TZK-L

Form 390 TW Northern Pacific Railway Company. Ritzville, January 30, 1910. Mr.W.L.Darling, Chief Engineer. St. Paul, Minn. Dear Sir: Herewith force report for week ending January 29th, which is as follows; 1 machine, 60 laborers, 38 station men, 11 foremen, and 69 teams. The force has been increased about 20% the past week and expect to see it continue to do so for the next few weeks. With the exception of the work at Ritzville and that between M.P. .13 to 18 and possibly the work at the junction proper we should finish this branch between the middle and the first of April with the present force. The contractors however expect to increase their force which will enable them to finish everthing by about April first. Yours truly, TZK-L

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FORCE ACCOUNT REPORT

WEEK ENDING Jaman, rg 1960. SS TEAMS Station Fore- §§ La- Station Camp borers men #Men Grade Frt. Numbers Idle Wkg. op walfa 301-1118 2 11 Bal + Co 658-686 1 Broper + Wishy 899-951 7. Margorial + Co 10,00 1016 1 8 Nick mandie 1070-1138 2- 9 Bli quekich + Co 1293-1313 28 & Mc 1 Vinney 1453-1935+50 # 151/2

Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work.

‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

3 g Krumm

A Supt.

Form 290 TW Northern Pacific Railway Company. Ritzville, January 29, 1910. Mr.W.L.Darling, Chief Engineer. St. Paul, Minn. Dear Sir: Relative to our conversation in regard to overhead clearance of high power lines. I wish you would please send me three blue prints of the standard plans for such crossings. Yours truly, P. Z. Krumm TZK-L Ass't Engineer. Sg.B. Trypell y/2 John Mills.

Northern Pacific Railway Company.

Ritzville, January 25, 1910.

Mr.W.L.Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:

Attached please find force report for the week ending January 21st. There were 51 teams, one machine, 10 foremen, 57 laborers and 38 station men working.

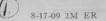
There has been very little change in the force the past week but I expect to see this increased as soon as teams can be procured. We had a thaw the past week and practically all of the frost has left the ground. All contractors who have available they teams are now opening cuts and if are able to hire sufficient number of teams with soon be working full force.

The rock work is progressing fairly well and should be completed by March 1st.

No more bridge and very little track material has been received but this will probably arrive as soon as the material for the Connell-Adrian Line has been received. I expect to have the connection with the passing track in within a few days and as soon as ties are received can lay sufficient track for unloading material.

The high water the past week did very little damage

Form 290 TW Northern Pacific Railway Company. and when all ditches are built and necessary rip-rap placed the line will be safe from damage from water. Yours truly, J. Z. Krumm TZK-L Ass't Engineer.



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Ansmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily over a rerequired to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

NUMBER	REO'D FROM	SENDER	RECEIVER	TIME REO'D	DATE REC'D	TIMEFILED	NUMBER	SENT TO	TIMESENT	SENDER	REGEIVE
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DATIED!		Jan	y 28th	1, 1910.				Car (#12. On At Spoke	Line ane 2	7)

Buff. Krumms requisition fence material. Posts to come from Cocollala, Wash, delivery 60 days. No record of shipments. Eureka gates shipped December 24th, wire and fence clamps shipped in December and Jany. Cattle Guards ordered on So. Tacoma. No record of shipments.

R. E. Germell.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for ing and receiving operators, call of sanding office and name of receiving station must be entered in proper spaces in every instance. y transmitting telegrams which in their judgment would have served the Company's interest as well it sent by train mail, or which appear unnecessarily the stransmitting telegrams which in their judgment would have served the Company's interest as well took does are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph. RECO FROM | SENDER | RECEIVER | TIME REC'D | DATE REC'D No en B 104 ya W.L. Darling AT la onfine. Jan 29 Buff Krumma requisition fence material posts to come from localalla wash delivery sixty days, No record of shipments Ewith lovie and gates shipped Dicember 24th wire and france Clamps Phipped in December / and Yany Cattle quardo ordered on da dacoma Ingrecord of shipment RE Gemmel



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FROM

Spokane, Jan.27-10.

TO R. E. Gemmell,

47

St.Paul, Minn.

What shape is Krumm's requisition for fence material in. Wire me about how much has been shipped.

W. L. Darling,

WLD*G



All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of ecciving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

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REG-S

2871

Saint Paul, Minnesota, Jan 18th, 1910.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir: -

Referring to your letter of December 17th returning bill number 103 for \$4,992.92. Item of \$3.00 for demurrage has been billed against Contractor and the bill passed for \$4,989.92. The charge grading being reduced by \$3.00.

Please audit your records accordingly.

Yours truly,

wy

Chief Engineer.

96

Northern Pacific Railway Company.

Ritzville, January 17, 1910.

A P

Mr.W.L.Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sie:

Herewith please find force report for week ending January 14th, which is as follows, - 58 teams, 25 camp men, 27 station men, 30 laborers and 11 foreman.

At present there is only a small force at work and it will only be afew days until this force is reduced 40%. Practically all the work which was opened up before the ground was frozen is completed and with exception of 0.D.Wolfe the Sub-contractors expect to stop work until the frost leaves.

O.D.Wolfe with eleven teams and sixteen men are breaking frost with fairly good success in cut at station 325 and he expects to work the remainder of the winter. All station men working in rock cuts will probably finish this work by the first of March. There are still about eix thousand yards of rock to move.

We have received some track material, also some bridge material but to date contractors have not done anything toward building the bridges. It is their intention I believe to do all the bridging on the Connell-Adrian Line before doing anything



Northern Pacific Kailway Company.

on the Ritzville Branch. If such is the case, there is little possiblity of doing any bridge work on this line before the first of April.

We are having considerable trouble unloading material due to the fact that material for the connection at Ritzville has not been received. We are unloading material in the best possible places but the contractors will be put to considerable additional expense when loading. I wish you would please hurry this material.

Yours truly,

J. Z. Krumm

TZK-L

Ass't Engineer.

FORCE ACCOUNT REPORT

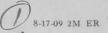
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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work.

§§ Do not count teamsters. To your total we shall add one man for each team at ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

32Km alsupe



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WLD*G

January 16, 1910.

COPY.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir:-

Please note the attached file from Mr. Slade relative to connection with the Ritzville Branch from the West.

Wish you would have this connection run out, with a 12° curve if economical, and let me have plan, profile and estimate, together with information upon which to purchase right of way.

Yours truly,

Encl. At Bozeman, Montana. Chief Engineer.



All Railway Messages must be written in ink on those blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time seat, time recaived, personal signal of receiving operators, call of sending office and name of receiving station must be entered in proper space in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if seat by farm maline, which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph. NUMBER SENDER RECEIVER! TIME REC'D | DATE REC'D TIME FILED NUMBER Saint Paul, Minn. C. W. Lownsbury, FROM TO DATED Jan 14th, 1910. Ritzville, Wash.

> Your message 13th for Mr. Krumm Krumm left for west night of 11th.

> > W. L. Darling.



Saint Paul, Minnesota, Ja 13th, 1910.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

pear Sir: -

I return herewith progress profile of

December 1909 progress having been noted.

Yours truly,

Enc. Exp. Chief Engineer.





All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of ending office and name of receiving station must be entered in proper spaces in every instance.

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FROM

Ritzville, Jan 13-1910

W.L.Darling, TO

DATED

StPaul.

Wire 12th Smona Wn is on the Milw.

T.Z.Krumm.

715 pm



All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of after transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily g, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

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FROM St. Paul, Minn.

DATED

Jan 12th, 1910

TO

T. Z. Krumm

ATT

Ritzville, Wash.

Solomon 11th. Where is Smyona Wash, Is it on the N.P.

W. L. Darling.

Form 2901, TW Northern Pacific Railway Company. Ritzville, January 10,1910. Mr.W.L.Darling. Chief Engineer. St. Paul, Minn. Dear Sir: Attached please find force account report for the week ending Saturday January 9th, 1910., for work done on the Ritzville Branch of the Connell Northern Ry. The continuation of the cold weather has compelled several of the contractors to lay off more teams. Some dirt has been moved which had been broken previous to the frost. The rock is still moving along slowly. The average daily force for the past week was 106 men and 44 teams. Yours truly. TZK-L

FORCE ACCOUNT REPORT

WEEK ENDING Jamas & H Connee Northern Ry, Ritzories

									Gran								
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Use other side of this sheet in explanation of delays, breakdowns or idle machinery.

§§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.

Connucle Northur Ry., Ritzweer to January 8 11960
Ritzweer Branch GRADING Clearing Track Ballast Fencing

	GRADING										Track	Ballast	Fencing				
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9-20-09 2M ER

CONSTRUCTION PROGRESS REPORT.

Council Northway, Rityrier to Junction Residency No. Date Juning \$1/1900
Rityriely Branch Coloring Track Ballast Fencing

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And transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

FROM OATED Ritzville Jan 10 1910. TO

and the same

W.L. Darling

St Paul.

Krumm on No. 4 due in StPaul this morning
.Krumm

411 P M.

WLD*G January 10, 1910. Mr. Thos. Fitzgerald. 1217 Hora Avenue, Spokane, Washington. Dear Sir:-Your letter of the fourth instant relative. to townsites on the Ritzville Branch has been referred to our Land Commissioner, Lr. Thomas Cooper. Yours truly, Chief Engineer.

2782871 WLD*G Saint Paul, January 10, 1910. Mr. Thomas Cooper, Land Commissioner. Dear Sir:-The attached letter from Mr. Thos. Fitzgerald relative to townsites on the Ritzville Branch is respectfully referred to you and writer so advised. Yours truly, Encl. Chief Engineer.



Affectiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well it sent by train mail, or which appear unnecessarily

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All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for sending operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily

FROM

St.Paul, January 7-10.

TO T. Z. Krumm,

Ritzville, Wash.

Yes sir: come to St.Paul if you can get here before Tuesday morning. Bring what maps and profiles you have of grade separation and what information you have about work west.

W. L. Darling,

WLD-G



EGRAM. All Railway Messages must be written in ink on these blanks, which must set be used for other purposes, and those for sends. It receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

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DATED Ritzville Jam 6

W. L. Darling

gt Pa 1.

Do you think I had better come to St Paul, with maps of grade seperation at Junction.

T Z Krumm 232 A

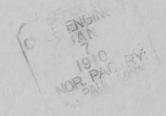


THE RESERVE

W. L. barling

Do you think I and better come to 3t Paul, with maps of grade seperation at danction.

I & Manual Sas A



94 b J*

Saint Paul, Minnesota, Jan 4th, 1910.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir: -

Referring to your letter of December 28th enclosing vouchers covering freight charges.

These vouchers are made out in the proper manner, but it is not necessary for you to send them in duplicate.

Yours truly,

Chief Engineer.

WLD*G Saint Paul, January 3, 1910. Mr. T. Z. Krumm. Assistant Engineer, Ritzville, Washington. Dear Sir:-Referring to your letter of the twenty-eighth December relative to work between Stations 1807 and 1920. We should not under any conditions change the classification for the contractors for any work done in the winter. Classification should be based on the contract and specifications, and not on conditions under which work was done. If the Railway Company were lax in obtaining right of way then under the terms of the contract the contractors have a right to ask for an extension of time so that work can be done in good weather: but we should not ask them to do work where it is necessary for us to classify higher than called for by the contract. Yours truly, Chief Engineer.

Saint Paul, January 2, 1910. WLD-G Mr. S. J. Bratager .-Why is this additional material necessary for connection of the Ritzville Branch? requisition has been put through for the line itself there. is no reason why that particular material can not be used for the connection with the passing track. W. L. Darling. Copy to Mr. T.Z.Krumm.

WLD*G Saint Paul, January 2, 1910. Mr. T. Z. Krumm, Assistant Engineer, Ritzville, Washington. Dear Sir:-Referring to your letter of the twenty-fourth instant, with requisition for track material for connection of the Ritzville Branch with the passing track at Ritzville. I understand that this material is practically all covered in your original requisition, and that you can use material from the original requisition for this particular work. Yours truly, Chief Engineer.

The sub-contractor who has work between station 1807 and 1920 will be tied up for the winter in about ten days on account of frost. He has about 40 teams and the feeding of these will put him to a great expense. It will also be very expensive to break the frost on this work and he cannot hope to even make expenses if he is compelled to do so.

As you will probably remember it was necessary to condemn for right of way between these stations and it was not acquired in time to allow the contractor to cover this work before it froze. Whether his outfit is idle or whether it is working he is bound to lose money unless, the classification can be raised sufficiently to cover the additional cost of breaking and handling the frozen material. If you will give your consent to raise the classification on this work I can arrange to keep a very accurate force account report and increase his classification to cover the additional cost of the work.

I wish you would please advise me by wire what you decide to do as the sub-contractor has about fifteen teams idle at the present time.

Yours truly,

J.Z. Krummer.

Morthern Pacific Railway Company. Ritzville. December 27. 1909. Mr.W.L.Darling. Chief Engineer. St. Paul, Minn. Dear Sir: Attached please find force account report for the week ending December 24th. The past week the force has been reduced about 25% owing to the cold weather. The ground is frozen about ten inches and where the light work has not already been opened it will hardly be possible to do this work until sometime in February after the frost leaves. The contractors have laid off most of the hired teams and are figuring on working their own teams on the heavier work. The contractors will not be able to finish the work by the first of March as per contract but they could hardly be responsible for this as we had only acquired the right of way a very short time before the ground froze. The work could be completed by the first of March by putting on additional force and breaking the frost, but this would greatly increase the cost of work and necessitate a much greater loss to the sub-contractors who have already lost considerable on their contracts. Yours truly, J. F. Krumen Ass't Engineer. TZK-L

CONSTRUCTION PROGRESS REPORT.

Commune Northwar Ry., Ritzvier to Junctiv Residency No. Date December > 1909
Ritzvier Franch

GRADING

Clearing Track Ballast Fencing

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CONSTRUCTION PROGRESS REPORT.

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												1 2 - 2		

2871 REG-S Saint Paul, Minnesota, Dec 22nd, 1909. Mr. T. Z. Krunm, Assistant Engineer, Ritzville, Washington. Dear Sir: .. I return herewith receipt of \$25.00 which I have cut out of the expense account of S. D. Snyder. You will note last item 1/4 cord wood @ \$5.47, amount \$2.15, is an error. Will you please have receipt corrected and include in next expense account. Yours truly, Chief Engineer. Enc.

2871 BAN-S Saint Paul, Minnesota, Dec 22nd, 1909. Mr. T. Z. Krumm, Assistant Engineer, Ritzville, Washington. Dear Sir: -I return herewith your bill dated September 30th against the N.P.B.A. amount \$1.50 for lodgings furnished Henry Racha, Axeman during the month of September, together with all correspondence in connection therewith. I think the Ritzville Branch will have to stand this expense, I will therefor thank you to show distribution on bill and return all papers promptly. Yours truly, Chief Engineer. Enc.

REG-S

Saint Paul, Minnesota, Dec 20th, 1909.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir: -

Referring to your letter of the 16th concerning weekly reports.

The forms you refer to have been regularly received. In addition to them you should write a letter weekly advising progress that is being made, and reporting generally on the condition of your work,

Yours truly,

Chief Engineer.

REG-S Saint Paul, Minnesota, Dec 18th, 1909. Mr. T. Z. Krumm, Assistant Engineer, Ritzville, Washington. Dear Sir: -I enclose copies of two letters of December 17th from Mr. W. C. Smith to O. C. Wakefield, Supply Agent, concerning rail required for the Ritzville Branch. Yours truly, Enc. Chief Engineer.

Morthern Pacific Railway Company

St. Paul, Minn. December 17.009.

Mr. O. C. Wakefield,

supply Agent.

Dear Sir:-

Replying to your memo of the 12th inst:

you may place ED requisition 1239 covering 127776

lin.ft. of 2nd class 72 lb rail against the Yellowstone Division.

This rail to be shipped in preference to orders placed previous to this date with that Division. Steel is required the first week in January and shipments should in consequence begin immediately.

You may place the order for 6120 lin. ft. of 72 lb rail covered by the same requisition, against the Idaho Division, to be furnished from third class 72 lb rail held in stock there.

Yours truly,

Engineer Maintenance of Way:

wcs-d

cy W L Darling.



CONSTRUCTION PROGRESS REPORT.

Ritzpiely Branch Ry., Ritzpiely to Junction Residency No. Data Ecambra of 1909

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9-20-09 2M ER

CONSTRUCTION PROGRESS REPORT.

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Form 299 (TW Northern Pacific Railway Company. Ritzville, January 4, 1910. Mr.W.L.Darling, Chief Engineer. St. Paul, Minn. Dear Sir: Herewith Progress profile showing work done during the month of December 1909. Please transfer to your records and return same to me. Yours truly, TZK-L

Part of 19 18

Just reach MIS

Form 2901,TW Northern Pacific Railway Company. Ritzville, January 4, 1910. Mr.W.L.Darling, Chief Engineer. St. Paul, Minn. Dear Sir: Attached please find force report for week ending Friday December 31st, 1909. The forces have been greatly reduced the past week owing to the cold weather and contractors are only working the larger cuts which were opened before the ground froze; also the rock work. Under favorable conditions the rock work should be finished this month and unless we have a thaw this month the team outfits will probably be tied up. The average daily force the past week was 131 men and 72 teams. Yours truly, TZK-L

Morthern Pacific Railway Company St. Paul, Minn. December 17, 1909; Mr. O. C. Wakefield, Dear Sir :-Replying to your memo of the 11th: You may place ED requisition 1240/ which calls for 137,280 lin.ft. of 72 lb rail, 2nd class, for the main track on the Connell Northern Railway, against the Yellowstone Division. This rail is to be shipped in preference to rail covered by order previous to this date placed with that Division. Steel is required the first week in January, consequently shipments should begin immediately. You may place order for 7,980 lin.ft. 72 lb steel for spurtracks and wye, for use on the same branch, Against the Idaho Division - steel to be furnished from third class stock held on that Division. Yours truly. wessd cy W L Darling

CONSTRUCTION PROGRESS REPORT.

. (Zville	(orth Bra	-ers		O	2	0	Co	nnel	e-as	oain	Line		0
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CONSTRUCTION PROGRESS REPORT.

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FORCE ACCOUNT REPORT

WEEK ENDING among 1 at 1900

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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. §§ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.



All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

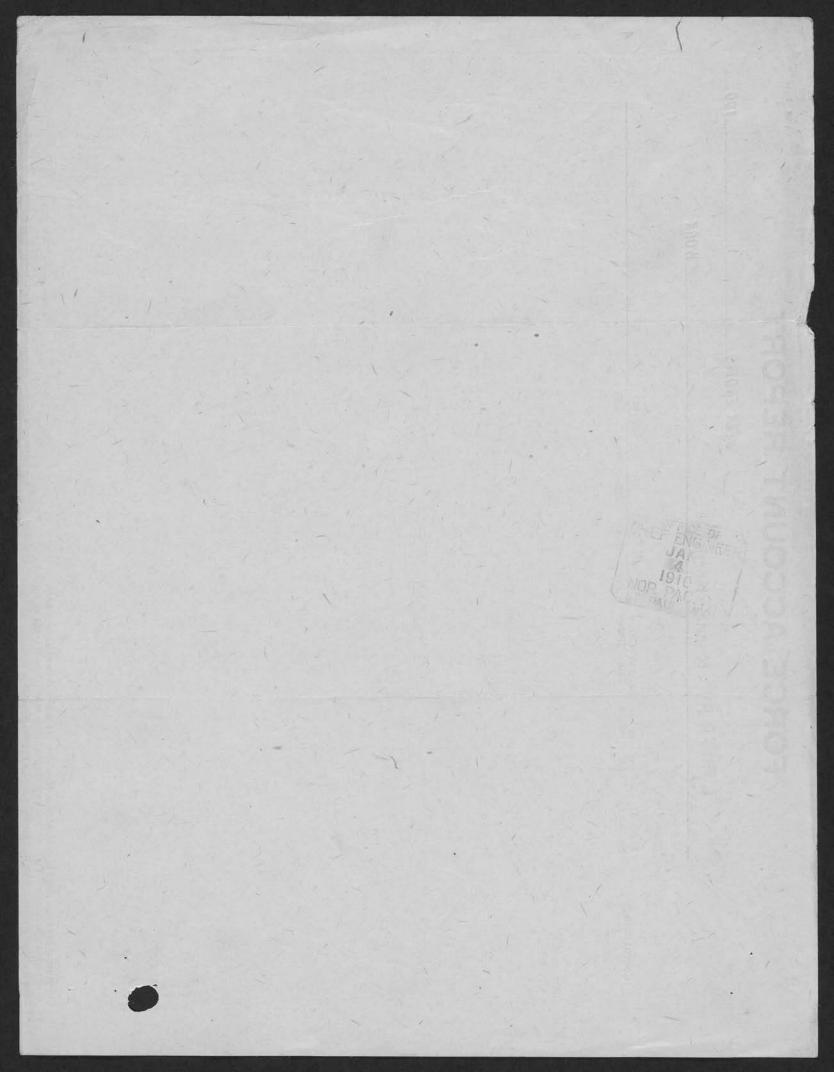
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FORCE ACCOUNT REPORT

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Use other side of this sheet in explanation of delays, breakdowns or idle machinery. \$\$ Do not count teamsters. To your total we shall add one man for each team at work. ‡‡ Includes timekeepers, cooks, blacksmiths, stable bosses, etc., etc.



28712751 Saint Paul, Minnesota, Dec 11, 1909. start meis Mr. T. Z. Krunm, Assistant Engineer, Ritzville, Washington. Dear Sir: -I received your force report for week ending December 4th but this was not accompained with weekly reports showing status of your work, as I have several times requested. Will you please to send same in in future. Yours truly, Chief Engineer.

Saint Paul, Minnesota, Dec 16, 1009.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir: -

I note you are not using the file number in distributing charges to the Ritzville Branch. The Auditors notice with this information was sent you some time ago.

Yours truly,

Chief Engineer.

2871 REG-S Saint Paul, Minnesota, Dec 15th, 1909. Mr. T. Z. Krumm, Assistant Engineer, Ritzville, Washington. Dear Sir: -I am sending you today by express, progress profile for the month of November, which has been recorded. Yours truly, Enc. Chief Engineer. Exp.

After (fausmitting telegrams which in their fudgment would have served the Company's in great as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent Telegraph. NUMBER REGIO FROM | SENDER | RECEIVER | TIME REC'D | DATE REC'D TIME FILED NUMBER SENT TO TIME SENT SENDER RECEIVER 0 1 for 6310 Outzville Dec 8 DATED

ecciving operators, call of sending office and name of r-ceiving station must be entered in proper spaces in every instance.

It will be on to substitute live twelve & forteen for gates for 24 ft gates

parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of



All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for sending and receiving operators, call of sending office and name of receiving station must be charged in proper spaces in every instance.

After transmitting telegrams which in their judgment would have ever the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to form 238, and forward same to Superintendent of Telegraph.

NUMBER	Rac's From	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	M.	NUMBER	SENT TO	TIMESENT	SENDER	RECEIVER
FROM		St.Pa	ul, Mi	.nn.,		то	т.	Z. F	Crumm,			

December 8th, 1909.

Ritzville, Wash.

Your wire 7th re farm gates. Do not think 24 foot tubular gates will be rigid enough. Would not two fourteen foot gates answer instead of one twenty-four foot?

W. L. Darling.

SJB-D



All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in scaled envelopes. The exact time sent, time received, personal signal of except trainments be entered in proper spaces in every instance.

And trainment of receiving station must be entered in proper spaces in every instance. In the received, personal signal of extraormitisting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

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FROM	Ritzville,	, Dec. 7	, 1909.	то	W.	L. Da	rling,		
DATED				AT	St.	Paul			

Your wire sixth relative farm gates, farm crossings require 24 ft. gates in order to take large machinery used in this country, gates smaller than this could not be used.

T. Z. Krumm.

425am 8

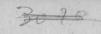
Mr. W.L. Darling,

gates. In the past we have purchased 14' gates. Please advise if you desire 24' gates purchased to apply on above requisition.

12-7-09

9.C. Wakefield.

2871





All Rahway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for sending receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily

COTTO NOT	long, opera	tors are req	uired to atta	ch a copy to For	rm 238, and forward	ard same to Superintendent of	Telegraph.	sent by train	man, or which	appear uni	iccissarny
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FROM

DATED

St.Paul, December 7-09.

TO T. Z. Krumm,

AT

Ritzville, Wash.

Your wire fifth. O.K. to begin construction of passing and industry tracks as approved.

W. L. Darling,

WLD-G

3070



All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending office and name of receiving station must be entered in proper spaces in every instance.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for sending operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for sending operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

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FROM.

Ritzville Dec 5th

TO W.L. Darling

AT

St Paul

Will it be Ok to Begin construction of passing and industry tracks on Ritzville branch as approved by you

T.Z.Krumm

404 A.M. Dec 7th

Mr. W.L. parling. Referring to your requisition 1243. wou have ordered 40 24' Eureka Tubular gates. We have usually furnished 14 ft. gates instead of 24 ft. Will you please advise if the length of the gates is correct. O.C. Wakefield. 12-4-09. W-d



All Rallway Messages must be written in ink on these blanks, which must not be used tot other purposes, and those for parties on trains (except tra gmen) enclosed in scaled envelopes. The exact time sent, time received, personal signal of After transmitting relegrams which in their judgment would have se ved the Company's interest as well it sent by train mail, or which appear unnecessarily

long, operators are required to attach a copy to Form 288, and forward same to Superintendent of Telegraph.

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(D)((T)(图)(D)		Dec	emb er	4th, 190	09.	75.	Ritza	rille,	Wash.		

Your requisition No.42 calls for 40-24 foot Eureka Tubular gates. Our standard length is 14 feet. Please explain. W. L. Darling.

SJB-D

2871. St. Paul, Minn., December 3rd, 1909. SJB-D Mr. T. Z. Krumm, Assistant Engineer, Ritzville, Washington. Dear Sir:-I have cancelled item of 3600 rail braces for curves over 30 on requisition No.40 and for 700 rail braces on your requisition No.39 as it has been decided to use tie plates on curves sharper than 30, and I have notified the Supply Agent to furnish tie plates as per letter to him of even date copies of which are handed you herewith. Yours truly, Chief Engineer. Enc.

St. Paul, Minn., December 3rd, 1909. SJB-D Mr. O. C. Wakefield, Supply Agent. Dear Sir:-Referring to your memo. of November 20th: Requisition E.D.1212 calls for 50,700 tie plates for 72# rail. It has been decided that we will use no tie plates except on curves sharper than three degrees. This will reduce the requirements to the following. 8450 Intermediate Tie Plates T-18-101. 1200 Joint Tie Plates, 1 Right and 1 Left, T-18-103. Yours truly, Chief Engineer. Copy to Mr. Westfall.

St. Paul, Minn., December 3rd, 1909. SJBeD Mr. O. C. Wakefield, Supply Agent. Dear Sir :-Please cancel the item of 30,600 rail braces for curves over three degrees on requisition E.D.1239 and furnish in its place 7,800 intermediate tie plates according to plan T-18-101 and 1,100 joint tie plates, & Right and & Left, according to plan T-18-103. Yours truly, Chief Engineer. Copy to Mr.Krumm.

St. Paul, Minn., December 3rd, 1909. SJB-D Mr. O. C. Wakefield, Supply Agent. Dear Sir:-Please cancel the item of 700 72 lb. rail braces for curves over three degrees on E.D. requisition 1240 and furnish in its place 2,100 intermediate tie plates according to plan T-18-101, and 300 joint tie plates, $\frac{1}{2}$ right and $\frac{1}{2}$ left, according to plan T-18-103. Yours truly, Chief Engineer. Enc. Copy to Mr.Krumm.



TELEGRAM, All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Talegraph

AT

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FROM

DATED

St.Paul, December 2-09.

TO T. Z. Krumm,

Ritzville, Wash.

Your wire thirtieth. Your letter fourteenth just received to-day, been on the road since fourteenth. Change in grade Station 937 to 963 approved, as per your letter.

W. L. Darling, 5p

WLD-G



All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

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2871 St. Paul, Minn., Nevember 24th, 1909. Mr. T. Z. Krumm, Asst. Engr., Ritzville, Wash., Dear Sir:-Your veucher No. 62 in favor of P. H. Pape, Draftsman was charged to General Expenses. Distribution should be Submistence of Men & Animals. Please correct your records accordingly. Yours truly, Chief Engineer. LAM. COPY.

Yorthern Pacific Railway Company

St. Paul, Minn., November 24th, 1909.

SJB-D

Mr. W. L. Darling,

Assistant Engineer Krumm's requisitions No.39 and 40 for track material on the Ritzville Branch, 13 miles Junction, east; and 12.1 miles Ritzville, west, respectively, call for No.9 spring rail frogs in the main track. I do not think you want these and I have revised the requisitions to rigid frogs.

I also note he has called for rail braces for curves over three degrees.

We estimated tie plates for all curves.

Possibly you may wish to revise these items on the requisitions.

S. J. Bratager.

Spen the requestion prof.

"he what MI



Northern Pacific Railway Company

St. Paul, Minn., November 23rd, 1909.

SJB-D

MEMO.



Mr. W. L. Darling,

Referring to Mr. Wakefield's memo. relative to tie plates on requisition E.D.1212:

These are for the Connell-Northern Railway, Adrian to Connell. The A.F.E. and requisition call for tie plates on all curves.

Our requirements are:

8,450 Intermediate tie plates T-18-101 for curves sharper than three degrees.

36,000 Intermediate tie plates T-18-102 for curves three degrees and under.

\$\frac{1}{2}\$ Right and \$\frac{1}{2}\$ Left.

6,250 Joint tie plates T-18-103.

Right and Left.

The reason why I refer this to you is that I went to be sure that my understanding is correct that tie plates are to be used on all curves.

S. J. Bratager.

Mr. W.L. Darling. Referring to ED-1212. Will you please give me plan reference for the 72 lb. Inglebar which have been ordered. O.C. Wakefield. 11-20-09. W-d

Morthern Pacific Railway Company. Retzwille, Wash. - 11-14-09 mr. W.L. Darling, Chief Engineer, St. Paul, muin Dear Siriattached please fuid profile showing proposed change in grade him from station 937-963. The proposed change will not merease the cost of the work were though the quantities are a little mexcess of the original, as after you reach a depth of two feet we state very hard wateral, probably hard paraud loose rock. The objection probably would be the introduction of an adverse 0.113 grade. The contractors will be ready to beginnook here in aweek so I wish you would please wire me in regard to your delieum. Jours respectfully, Report of Spring ansthings.

St. Paul, Minn., December 9th, 1909. SJB-D Mr. O. C. Wakefield, Supply Agent. Dear Sir:-Replying to your memo. of December 4th relative to Eureka tubular gates on requisition 1243: We require 24' openings for the farm crossings in question. I find, however, that we can get along with two 14' gates for each 24' on the requisition. Please substitute. Yours truly, Chief Engineer. Copy to Mr.Krumm.

Mr.W.L.Darling,

to your records.

Dear Sir:

TZK-L



Northern Pacific Railway Company.

St. Paul, minnesota, December 5th, 1909.

File A.

Mr. W.L. Darling:

Referring to your memmorandum of November 19th. tracing L.S. & M.S. 46550 loaded with vitrified pipe for Ritzville, Wash. Car was delivered us bad order by the C.B. & Q.Ry and returned to them to be repaired. Car not yet been received back from the C.B. & Q. Ry. Will hurry forward when received.

I.B.Richards.

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