



Northern Pacific Railway Company.
Engineering Department Records.

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Form 1757

N. P. RY. CO.

Chief Engineer

FILE NO. 2871

SUBJECT:

P A R T 3

Connell Northern Ry.-Ritzville Br.

June 18, 1910 to

2871

St. Paul, Minnesota
June 18, 1946

31 Ritzville-Schrag

Mr. C. W. Harding:

Referring to your letter of June 13 about two proposed electric line crossings by the Big Bend Electric Cooperative, Inc. over Railway Company right of way between Ritzville and Schrag:

As you point out, no railroad was ever constructed on this right of way and therefore I hardly believe it necessary to require any special construction on the part of the REA over this property. I agree, however, that a clause should be inserted in the lease to the effect that the Railway Company may at some time in the future require a better grade of construction than now proposed. I would not limit this clause to be contingent only upon the construction of a railroad on this right of way but would let it be sufficiently broad to take in whatever other situation might develop.

F. L. STEINBRIGHT

cc: ✓ Mr. Bernard Blum

F. L. S.

2871

St. Paul, Minn.,
May 15, 1944.

Mr. B. Blum,
Chief Engineer.

Mr. A. F. Stotler,
Asst. Chief Engineer,
Seattle, Wash.

Mr. H. M. Tremaine,
District Engineer,
Spokane, Wash.

Mr. V. E. Williams,
Industrial Agent,
Seattle, Wash.

Mr. F. O. Kersten,
Asst. Tax Commissioner,
Seattle, Wash.

Mr. F. G. Cook,
Division Superintendent,
Spokane, Wash.

Herewith copy of easement R. W. 4422 (W-11814) dated April 1, 1944 granting the State of Washington permission to use a 100 ft. strip across the unconstructed Ritzville Branch right of way along the section line between Sections 3 and 4, Township 18 North, Range 33 East, W. M., for Secondary State Highway No. 4-B.

Easement has been filed in this department as Ritzville Branch deed #200.

J. E. Thomas
Industrial Agent

AJT-M

RECORD MADE IN
DRAFTING ROOM ST. PAUL

STA. PLAT.....	TRACK PROFILE.....
R/W. MAP#367-19.	COND. PROFILE.....
RAIL PLAT.....	R. & B. CHART.....
TRK. RECORD.....	BLDG. RECORD.....
BY <u>F.Y.</u>	DATE <u>6-7-44</u>

OFFICE OF
CHIEF ENGINEER
MAY
7 18 1
1944
WOR. PAC. CO.

The NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, does hereby, in consideration of the agreements herein contained, permit the STATE OF WASHINGTON, in common with the use by said Railway Company for railroad purposes, to use for highway purposes only, and to construct thereon, a public road known as Secondary State Highway No. 4-B to connect with Primary State Highway No. 18-South, those portions of the railroad right of way of said Railway Company for the proposed extension of its Ritzville Branch between the stations of Schrag and Ritzville, in sections four (4) and three (3), township eighteen (18) north of range thirty-three (33) east of the Willamette Principal Meridian, County of Adams and State of Washington, outlined in RED on the plat attached hereto and made a part hereof, approved Office of the Director of Highways, July 15, 1941, and identified as Exhibit "A".

This grant being made without any consideration other than as hereinafter stated, the Railway Company reserves the right to use said right of way for railroad purposes and to cross said Primary State Highway No. 18-South and said Secondary State Highway No. 4-b at grade with one or more tracks in both locations, and the State agrees to bear all expense of future changes in said highway or highways which may become necessary should the Railway Company, at some future time, elect to construct said track or tracks on or adjacent to its present right of way; it being understood and agreed by and between the parties hereto that the Railway Company shall not be assessed or liable for any expense in connection with the construction and/or maintenance of said crossings so that the Railway Company will be placed financially in the same position as it would have been had the highway not been constructed.

The State also agrees to bear any expense that may be caused in making the highway grade meet the railroad grade when established and in the event that the construction of said crossing or crossings interferes or interfere with the drainage conditions on the Railway Company's property, the State shall, at its sole cost and expense, make such changes in its drainage as shall be deemed necessary by the Railway Company.

The State agrees to cut and remove or cause to be cut and removed at its sole cost and expense all noxious weeds and vegetation growing on the strip of land above described, said work of cutting and removal to be done at such times and with such frequency as to comply with state and local laws and regulations.

The State agrees that in removing snow from said highway to perform said work in such a manner as not to deposit the snow on the eventual roadbed and future tracks of the Railway Company.

The State shall, if and when requested so to do, construct at its sole cost and expense on the line between the highway and the Railway Company's eventual roadbed, a fence conforming to the Railway Company's standards.

Dated this 1st day of April, 1944.

NORTHERN PACIFIC RAILWAY COMPANY

(Seal)

By B. W. Scandrett
Vice President

Attest: Hugh McLeod

Assistant Secretary

STATE OF MINNESOTA)

County of Ramsey) ss

On this 1st day of April, 1944, before me personally appeared B.W.Scandrett, to me known to be the Vice President of the corporation that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

C. B. Theits

Notary Public, Ramsey Co., Minn.
My commission expires January 24, 1951

ACCEPTED:

STATE OF WASHINGTON
(Department of Highways)

By Burwell Bantz
Director of Highways

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	WASH.				

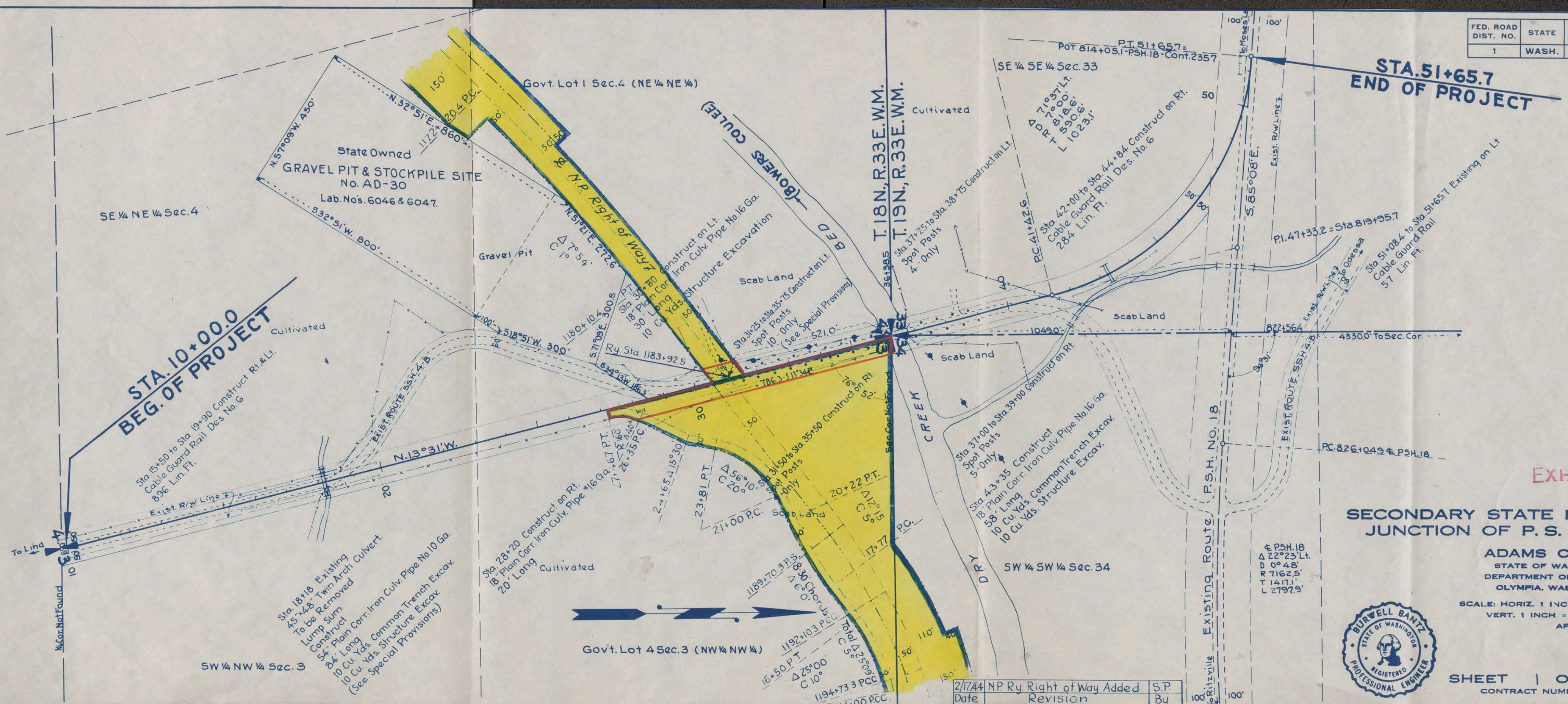


EXHIBIT A

SECONDARY STATE HIGHWAY NO. 4 - B
JUNCTION OF P. S. H. NO. 18 - SOUTH

ADAMS COUNTY
STATE OF WASHINGTON
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

SCALE: HORIZ. 1 INCH = 200 FEET
VERT. 1 INCH = 20 FEET
APPROVED: JULY 15, 1941



Burwell Bantz
DIRECTOR OF HIGHWAYS
SHEET 1 OF 1 SHEETS
CONTRACT NUMBER

2/17/44	NP Ry Right of Way Added	S.P.
Date	Revision	By

2871

St. Paul, March 27, 1944

Mr. H. E. Stevens:

Attached papers cover easement to State of Washington Highway Dept. for secondary state highway No.4-B across unused Ritzville Branch right of way in sections 3 and 4, Township 18 N, Range 33 E, W. M., between Schrag and Ritzville.

My initials have been added to the form.

Chief Engineer

attach.
hrp.m

Seattle, Washington,
March 9, 1944.

Mr. J.F. Alsip:

I am attaching file received from Mr. Williams with his letter of March 4, copy to you, with easement papers in favor of the State of Washington, covering right of way occupancy in Sec. 3 and 4, 18 North, 33 East, midway between Schrag and Ritsville, on our located line.

There is a small map attached to file, on which is shown in red the location of the easement referred to.

I see no objections to granting the easement under the terms specified and have signified my approval by initialing the attached document.

JTD:L
Encl.

Copy to
Mr. Bernard Blum

J. T. DERRIG

2871

St. Paul, Minn., July 22, 1931

Mr. H. E. Stevens:

Your letter of the 22nd about Adams County desiring to remove 8000 cubic yards of gravel from abandoned Ritzville Branch right of way.

I have no objections.

LS:wp

Chief Engineer

St. Paul, Minn., July 22, 1931.



Mr. Bernard Blum:

Attached is copy of wire date from
Mr. Craver about Adams County desiring to remove 8000
cubic yards gravel from abandoned Ritzville Branch right
of way, paying 1-1/2 cents per yard.

Do you approve?

H. E. Burns



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

COPY

Seattle July 22 1931

H E Stevens
St Paul

Adams County applied for permission to remove eight thousand cubic yards gravel from abandoned Ritzville Branch right of

way on west side its intersection with Donohue road No. 5 in Sec Four T W P 18-N Range 33 East W M approximately five

miles east of Schrag. Recommend letting County have this for one and one-half cents per yard which is same rate paid to state

when they take gravel from state pits. Stotler concurs County wishes to commence taking gravel at once. Will have them agree to save Railway harmless from any damage.

J. E. Craver.

2671

Saint Paul, January 4, 1930.

Mr. F. W. Stetekluh:

Your letter 2nd, file 65920-A, about sale of salvage material from several bridges on the Ritzville to Ellensburg cutoff:

I presume from a strictly accounting standpoint it is customary to abandon from capital account, items when abandoned, although in this case it would be my recommendation not to submit AFE to cover retirement of these bridges at this time for the following reasons:

The usable timber only has been removed; the piling, such as it is, is still in place. Nothing in particular would be gained by picking out of the total investment the small amounts involved in the bridges in question. It would be better to leave the cost of construction of this line intact until definite decision is arrived at relative to its future. For example, if the line is used, then these bridges would have to be rehabilitated and nothing would be gained from the abandonment at this time.

Chief Engineer.

BB h

2871
St. Paul, Minn., January 2, 1930.

File 65920-A

Mr. B. Blum,
Chief Engineer.

Referring to your letter of July 10, 1929, relative to salvage received from the sale of several bridges on the Ritzville to Ellensburg cut-off:

This matter was referred to our Executive Department with a view of writing off the cost of the entire line if there was no prospect that it could be used, in total or in part, at some time in the future.

Mr. Scandrett has advised Mr. Dakin that the cost of the line should not be written off our books at this time, and that he assumes we will be able to take care of the bridge retirements without writing off the entire investment. While the cost of the bridges abandoned has not been valued to us by the Bureau of Valuation, it is being carried on our books as a charge to Investment in Road and should be written off.

Unless you see some good reason to the contrary, I think that an AFE should be prepared to cover the retirements.

Fws-J



Auditor Disbursements.

Saint Paul, July 10, 1929. 2871

Mr. P. W. Stetekluh:

Your letter June 12, file Z-65124, advising that we received \$300 for sale of seven old bridges on the Ritzville to Ellensburg cut-off, and asking if RFA papers are being prepared to cover the retirement:

In order to determine the situation with respect to these bridges, on which there has been more or less correspondence in the past year, I have obtained from Mr. Stotler a record of the present conditions.

Of the 15 bridges originally built practically none of them are in existence at the present time. Several of them were destroyed account of high water and seven have been sold to Adams County; in other cases, parts have been stolen.

Unless there are specific accounting instructions requiring the abandonment of the bridges sold, I do not believe that we should submit AFE to cover the same. This for the reason that approximately \$860,000 was spent on this uncompleted branch and I understand it still stands under investment in Road & Equipment, although Mr. Terrell advises me that the trestles in question were not allowed in our Engineering Report by the Bureau of Valuation.

It seems to me that we should not abandon several bridges only and leave the balance of the line in Capital Account. Question of writing off the entire line is one for Executive approval, and under the present circumstances I do not believe the President would

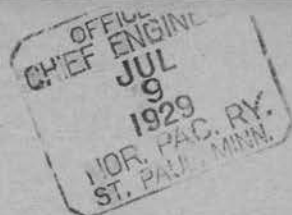
Mr. F. W. S. #2

care to do this. I would not recommend writing this line
off at this time.

Chief Engineer.

BB:h

cc AFS



Seattle, July 5, 1929.

Mr. Bernard Blum:

Re: Bridges on the Ritzville-Ellensburg
Cut-Off.

Referring to your letter of June 20, regarding bridges
on the Ritzville-Ellensburg Cut-off.

The following is a record of the bridges:

Brg. 10, Station 884 plus 12

10 span partly constructed. No longer in existence
account destroyed by high water and fire.

Brg. 18, Station 966 plus 50

11 span partly constructed. No longer in existence
account destroyed by high water and fire.

Brg. 19, Station 1029 plus 80

8 span partly constructed. No longer in existence
account destroyed by high water and fire.

Brg. 22, Station 1161 plus 94

9 span partly constructed. No longer in existence
account high water.

Brg. 25, Station 1341 plus 04

8 span partly constructed. No longer in existence
account destroyed by fire.

Brg. 28, Station 1513 plus 20

5 span, Destroyed by fire.

July, 5, 1929

Brg. 29, Station 1533 plus 50

6 SPAN. All gone account fire and theft, with exception of 1 -8' bent complete, material of no account, 2 pile bent caps, all rotten. 3 -18' bents, only posts of any value, 2700 FBM. 18 stringers 9x18-30' Fair condition, 6290 FBM

Brg. 30, Station 1597 plus 35

4 span. All gone account fire and theft, with exception of 2 caps on pile bents and 2 -8' frame bents, both of no value. 6 pcs 9x18-30' and 2 pcs 9x18-15' or 2835 FBM.

Brg. 35, Station 1846 plus 85

5 span. Sold to Adams County.

Brg. 35-1, Station 1856 plus 70

5 span. Sold to Adams County.

Brg. 35-2, Station 1884 plus 75

5 span. Sold to Adams County.

Brg. 36, Station 1920 plus 98

6 SPAN. Sold to Adams County.

Brg. 36-1, Station 1931 plus 05

3 span, Sold to Adams County.

Brg. 36-2, Station 1941 plus 99

3 span, Sold to Adams County.

Brg. 36-3, Station 1942 plus 24

3 span, Sold to Adams County.

Mr. Bernard Blum-----#3

July 5, 1929.

Bridges 35, 35-1, 35-2, 36, 36-1, 36-2 and 36-3 are the bridges sold to Adams County for \$300.

Bridges 29 and 30 are the ones for which they offer \$50.

All bridges were 15 ft. spans of Standard Construction. Bridges 10, 18, 19, 22, and 25 were built complete except for ties and guard rails. The balance were completed. This work was done about the year 1909.

The offer of \$75.00 for material on certain bridges on the Ellensburg Cut-off was received from a Mr. Carl Harder. Sale to Mr. Harder was not approved and the matter was dropped. The only sale of bridges was to Adams County.

MJW:H

A. F. Stoller

2871

Saint Paul, June 28, 1929.

Mr. H. E. Stevens:

Your letter 26th and returning Mr.

Brown's letter about offer from the County Commissioners for purchasing material in two timber bridges about seven miles west of Ritzville:

Mr. Brown fails to give the length of the bridges so as to enable us to identify them definitely, but we assume from our records that one of the bridges is 90' long and the other 60' long. The salvagable material would be the stringers and ties, which would amount to about 18,000 FBM, or approximately a return of \$3.00 per M. As this timber has now been there 19 years it would be of little, if any, practical value to the Railway Co. It would cost us more to salvage the lumber and haul it to Ritzville than it is worth, and I see no objection to selling it for \$50.00.

Chief Engineer.

BB h

M E M O R A N D U M

OFFICE OF
CHIEF ENGINEER
JUN
28
1929
NOR. PAC. P.
ST. PAUL, MINN.

MR. BERNARD BLUM:

Referring to Mr. Stevens' letter to you of June 26th, 1929, in reference to the sale of material in two bridges located about seven miles west of Ritzville on the proposed Ellensburg cut-off.

We attach three blueprints showing the material in all the bridges in the Ritzville-Bassett Jct. grade and the cost of them at the time they were constructed. On sheet #2 we show, indicated in red, the two bridges supposed under discussion. The length of these two bridges is 150 feet. They contain 620 feet of piling, 34.604 MBM of timber, 2,615 lbs. iron, and cost, when constructed, \$2,051.

We estimate that the stringers and ties will be the only timber they can salvage, which in these two bridges amounts to 18.4 MBM and which, at the proposed sale price of \$50. would be \$2.72 per thousand.

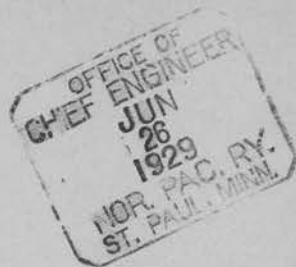
This material is now 19 years old and is not suitable for bridge construction. Our Company usually bills out about \$10. per MBM as value of second hand timber.

We estimate that it would cost about \$6.00 per MBM to haul this timber in to Ritzville and about \$4.00 per MBM to dismantle same, and which at that rate would cost us about all that the timber is worth. Anything we could get over and above that figure would be velvet, so I recommend that this timber be sold at the price bid, as suggested by Mr. Brown.

A. C. Terrell

Office of Valuation Engineer,
St. Paul, Minn., June 28, 1929.

2871



St. Paul, Minn., June 26, 1929.

MR. B. BLUM -

Please note and return the attached letter of the 22nd from Mr. Brown recommending sale of material in two bridges located about seven miles west of Ritzville for \$50.00. Do you approve?

A. E. Starnes

*Mr. Jewell.
Location indefinite
JWS
6-27-29*

SUPPLEMENTARY FORM 3011
NORTHERN PACIFIC RAILWAY

Connell Northern Ry.

Ritzville Branch

I.C.C. ACCOUNT NO G - BRIDGES, TRESTLES & CULVERTS

(B) WOOD BRIDGES

(2) PILE AND FRAME BRIDGES.

Sheet #1

COMPTROLLER'S No. 844 DATE Nov. 9th 1909

STATE OF Washington

VALUATION SECTION No. 15

Complete in 5 Sheets.

Sheet No. 1

Bridge No.	Location		Plan No.	Type	Kind of Deck	No. of Posts Carried	Length of Bridge Ft.	No. of Piles	Piles					Timber (except ties)				Ties			Iron			Team Haul			Cost							Total	Remarks
	Const. Sta. Post	Mile Post							Name of Stream etc. Crossed	No.	Length of Bridge Lin. Ft.	No.	Size	No.	Size	No.	Size	F.B.M.	No.	Size	F.B.M.	Cost Lbs.	Wrought Lbs.	Galvanized Lbs.	Piles Lin. Ft.	Timber M. Ft.	Iron Ton-Mi.	Transportation of Material	Freight on M. Ft.	M. Ft. Team Haul	Rent of Equipment	Repairs to Equipment	Engine & Train Service		
70	77+69	1+2430	R-10A	P.B	Timber	1	10	194' 10"	12	70	1510	0	-	14	4x14x10	6	9x18	22118	151	8x18x10	8053	871	1934	-	15225	226.3	-	7.20	446.25	288.03	3.29	0.72	1.64	2187.61	
30	221+69	4+977	"	"	"	1	10	135'	12	50	963	0	-	10	"	6	"	15398	108	"	5760	598	1326	-	10594	173.5	-	7.20	309.41	210.04	2.27	0.50	1.12	1523.43	F.T.V.
15	884+12		R-11-2 R-11-10A	P.T.B	"	1	13	157'	10	15	183	50	12x12	13	12x14x4	6	12x24x18	28678	0	-	-	203	1341	-	3670	606.6	-	7.20	289.53	400.66	2.65	0.58	1.30	1746.48	
10	966+49		"	"	"	1	12	165'	14	10	89	50	"	12	"	0	-	18072	0	-	-	-	770	-	2057	343.1	-	7.20	171.17	226.43	2.78	0.61	1.37	1057.89	
10	1029+80		"	"	"	1	9	120'	12	10	83	35	"	9	"	0	-	12816	0	-	-	-	548	-	1736	203.8	-	7.20	121.41	189.64	2.02	0.45	.99	708.39	
30	1161+93		"	"	"	1	10	135'	20	20	339	40	"	10	"	0	-	20028	0	-	-	-	755	-	4567	327.8	-	7.20	219.58	242.35	2.27	0.50	1.12	1255.53	
10	1341+04		"	"	"	1	9	120'	22	10	176	35	"	9	"	0	-	25000	0	-	-	74	1031	-	2009	284.4	-	7.20	223.98	190.73	2.02	0.45	.99	1345.41	
30	1513+19		"	"	"	1	8	82'	12	30	333	30	"	8	"	6	12x24x18	16946	66	8x18x10	3520	401	1089	-	5655	187.1	-	7.20	258.59	166.81	1.38	0.30	.68	1181.72	
20	1533+50		"	"	"	1	7	90'	15	20	328	25	"	7	"	6	9x18	18226	70	"	3733	456	1145	-	3696	224.3	-	7.20	264.41	171.54	1.52	0.34	.75	1287.42	
25	1597+34		"	"	"	1	5	60'	11	25	292	15	"	5	"	6	"	10085	48	"	2560	262	752	-	3572	90.6	-	7.20	161.22	93.38	1.01	0.22	.50	763.44	
20	1846+84		"	"	"	1	6	74'	15	20	365	20	"	6	"	6	"	17231	59	"	3147	342	925	-	1610	77.3	-	7.20	238.75	62.48	1.25	0.26	.61	1146.26	
20	1856+70		"	"	"	1	6	75'	15	20	328	20	"	6	"	6	"	17353	60	"	3200	350	1085	-	1584	71.9	-	7.20	241.39	58.98	1.26	0.27	.62	1131.80	
20	1884+75		"	"	"	1	6	74'	13	20	250	20	"	6	"	6	"	14410	59	"	3147	334	992	-	900	46.1	-	7.20	191.03	36.66	1.25	0.26	.61	930.26	
20	1920+98		"	"	"	1	7	90'	14	20	251	25	"	7	"	6	"	17973	72	"	3840	402	1187	-	594	45.4	-	7.20	250.99	33.18	1.52	0.34	.75	1084.62	
10	1942+23		"	"	"	1	4	45'	8	10	80	10	"	4	"	6	"	8248	37	"	1973	199	590	-	168	14.3	-	4.11	102.68	10.26	.76	0.17	.37	477.18	
	1941+99		"	T.B	"	1	4	45'	6	0	-	10	"	4	"	6	"	9868	36	"	1920	194	631	-	-	17.7	-	4.11	99.88	10.26	.76	0.17	.37	504.37	
	1939+05		"	"	"	1	4	45'	9	0	-	20	"	4	"	6	"	11338	36	"	1920	209	748	-	-	20.0	-	4.11	112.72	12.00	.76	0.17	.37	563.59	
Total -								1706' 10"			5570							283788	802		42773	4895	16849	-	57637	2960.2	-	113.15	3702.99	2353.79	28.77	6.31	14.14	18895.40	

Handwritten portion

Not included in the totals.

State of Washington Valuation Section No. 14
Division Pasco Sub-Div. 2-Ritzville Br.
From Bassett Jct. to Ritzville
Station M.P. 0+2000 to M.P. 35+5051.7
20+00 To 1922+54

Northern Pacific Railway Company
VALUATION DEPARTMENT

BRIDGES, TRESTLES AND CULVERTS
PILE AND FRAME TRESTLES

Sheet No. 1 of 1 Sheets (this form)
 Date of Inventory as of June 30 1917
 Date Compiled Oct. 11 1918
 Information obtained from Bridge Book 19(b) Form 124(b)
Form 101-No7(a) APR #844 of 1909
 Correct _____
 Approved _____
 _____ Engineer
 _____ Valuation Engineer

[illegible]

Northern Pacific Railway Company

VALUATION DEPARTMENT

BRIDGES, TRESTLES AND CULVERTS

PILE RICK AND FRAME TRESTLES

State of Washington Val. Sec. No. 1
 Division Pasco Sub-Div. M.L.
 From Marshall To Pasco
 Station M.P. 9+4212.7 To M.P. 70+4797.5 W/10-26

Sheet No. 43

of June 30, 1917 Sheets (this form)
 Date of Inventory as of June 30, 1917
 Date Compiled Sept. 19, 1917 By Br. Bk. #7 (b) Form 124 (b)
 Information obtained from Br. Bk. #7 (b) Form 124 (b)
 Form 101 (a) Est. (a) Resurvey (f) Pilots
 Correct (p)
 Approved Engineer
 Valuation Engineer

Bridge No.	Location: Mile or Survey Station	TYPE	No. of Tracks	Total Length Feet	Plan No. or Reference	Year Built or Last Rebuilt	BENTS			PILES		TIMBER										METAL		EXCAVATION		MASONRY	
							No.	Height Below Cap		Kind	No.	Total Ltn. Ft. in Structure	Kind	CAPS		STRINGERS		Total F.B.M. in Structure Exclusive of Ties	TIES			Cast and Wrought Iron Lbs.	Galvan-ized Iron Lbs.	Kind Water Eble	Amount Cu.Yds.	Kind No Plate 12x18"	Amt. Cu.Yds.
								Max. Ft.	Av. Ft.					Size Inches	No. per Span	Size Inches	No.		Size Inches	Total F.B.M. of Ties							
41.1	Other Data 41+1220.5 Other Data	T.B.	1	33.5	R-11-2c		3	4.7	3.2			Top	12x16"	(4 9"x18"	e 7686	f 29	8x8	e 1856	e 681							1	
	Other Data	6672+77.4			Main Line								6x8"	Lateral brace	e 3116	Walk & Railing		e 125									
41.1	Other Data 41+1220.5 Other Data	T.B.	1	32.5	R-11-2198		3	4.7	2.8			"	12x16"	6 9x18"	e 7643	f 29	8x8"	e 1856	e 703	e 209		e 3					
	Other Data	6672+77.4			1st Siding Left																						
41.1	Other Data 41+1220.5 Other Data	P.B.	1	31.3	R-11-1-'98		3	3.7	2.8	Cedar	12	178	"	"	8 "	e 5714	f 29	"	e 1856	e 576							
	Other Data	6672+77.4			2nd. Siding Left																						
41.1	Other Data 14+1220.5 Other Data	P & T.B.	1	31.3	R-11-1-'98		3	4.7	2.8	"	8	p 119	"	"	6 "	e 6022	f 29	"	e 1856	e 649	e 209		e 3				
	Other Data	6672+77.4			1st. Siding Right																						
42	Other Data 42+330 Other Data	T.B.	1	28.3	R-11-2-'98	1911	3	15	5.5				"	"	8 "	e 7197	f 27	"	e 1728	e 697	e 325		e 13			1	
	Other Data	6716+70												6x8"	Laterals												
44	Other Data 44+1996.3 Other Data	T.B.	1	12	R-11-20	1911	2	2	1.8				"	"	6 9x18"	e 4636	f 10	"	e 640	e 359	e 145					1	
	Other Data	6839+01.5												6x8"	Laterals												
45	Other Data 45+160.5 Other Data	T.B.	1	8.5	R-11-20		2	4	4				"	14x14"	6 9x18"	e 5587	f 8	"	e 512	e 515	e 50		e 6			1	
	Other Data	6887+76														e 408	Walk & Railing										
45	Other Data 45+160.5 Other Data	T.B.	1	8.5	"		2	4	4				"	"	6 "	e 5587	f 8	8x8"	e 512	e 515	e 50		e 6				
	Other Data	6887+76																									
66	Other Data 66+1342.7 Other Data	P. & T.B.	1	45	R-11-10-'05	1910	4	8.6	5 "		10	80	"	12x14"	6 "	a 8248	f 37	"	e 1973	a 789							
	Other Data	7991+47			Form 101-R.E. #1 Val. Sec. 15																						
66	Other Data 66+1342.7 Other Data	T.B.	1	45	R-11-10-'05	1910	4	3	3				"	"	6 "	a 9268	f 36	"	e 1920	a 823							
	Other Data	7991+47			Form 101-R.E. #1 Val. Sec. 15																						
66	Other Data 66+1342.7 Other Data	T.B.	1	45	R-11-10-'05	1910	4	9	7				"	"	6 "	a 11338	f 36	"	e 1920	a 957							
	Other Data	7991+47			Form 101-R.E. #1 Val. Sec. 15																						
	Other Data																										

Ritzville

Ritzville Branch

South Leg of Wye

North Leg of Wye

2871
At Medora, June 20, 1929.

Mr. A. F. Stotler:

Last December we had an offer from Carl Harder, stockman living near Ritzville, for the material in two old wooden bridges on the Ritzville-Ellensburg cut-off. The offer was for two bridges in the vicinity of Ritzville, and the price was \$75.00.

Following are the bridges on this line in the vicinity of Ritzville in the order of their distance from our depot --

MP 35 plus 4819	- 90' long
MP 35 plus 1195	- 74' long
MP 54 plus 5669	- 75' long
MP 54 plus 2684	- 74' long
MP 29 plus 4965	- 60' long
MP 28 plus 3900	- 90' long
MP 28 plus 1970	- 82' long
MP 25 plus 494	- 120' long

I have just received letter from Mr. Stetekluh, stating that in March 1929 we received \$300 from the Agent at Ritzville for sale of seven old bridges on the Ritzville to Ellensburg cut-off. I had no record of that transaction and Mr. Stetekluh is asking for REA papers to cover the retirement.

Will you advise just which bridges were sold for \$75.00 and which bridges for \$300.00. I think we can make AFE for retirement here from our valuation records.

BB:h
cc ACT
HMS

Chief Engineer.

M E M O R A N D U M

St. Paul, Minn.,
June 24, 1929.

Mr. Bernard Blum:

Re your letter to Mr. Stotler of 6-20-29.

There are ^{fifteen}~~twelve~~ trestles on the abandoned line between Schrag and Ritzville; five of these closest to Schrag were not completed.

These trestles were not allowed in our Engineering Report by the Bureau. However, we have the record of quantities in our pre-inventory.

A. C. Terrell.

Office of Valuation Engineer.

HWG:m

P.A. - 12 On Wash Y.S. 14
3 " " " 1

HWG
6-27-29





St. Paul, June 13, 1929.

Mr. Blum:

There was some correspondence in Dec. 1928, in regard to sale of two of the bridges on the Ritzville Branch for \$75, (File 2871).

An AFE should be prepared for retirement, and perhaps this should be made from Valuation records, but it will be necessary to find out from Mr. Newton or Mr. Tremaine just which bridges were sold for \$300.

The files indicate an expenditure of about \$860,000. on this uncompleted branch. I am advised that the cost still stands in Account 701, **Investment** in Road and Equipment.

I suppose that sooner or later, if branch is not completed, the expenditure standing in Account 701 will have to be retired from that account and transferred to Profit and Loss or to Account 705, Miscellaneous Physical Property. If there is any probability of completing the branch, I think the cost should be transferred to Account 705, and we could do this now and take care of retirement of bridges in same AFE. I suppose any action in this regard would have to be passed upon by the Comptroller and approved by the President.

HAC

HAC-ml

enclo.

2871

St. Paul, June 13, 1929.

Mr. Blum:

There was some correspondence in Dec. 1928, in regard to sale of two of the bridges on the Ritzville Branch for \$75, (File 2871).

An AFE should be prepared for retirement, and perhaps this should be made from Valuation records, but it will be necessary to find out from Mr. Newton or Mr. Tremaine just which bridges were sold for \$300.

The files indicate an expenditure of about \$860,000. on this uncompleted branch. I am advised that the cost still stands in Account 701, Investment in Road and Equipment.

I suppose that sooner or later, if branch is not completed, the expenditure standing in Account 701 will have to be retired from that account and transferred to Profit and Loss or to Account 705, Miscellaneous Physical Property. If there is any probability of completing the branch, I think the cost should be transferred to Account 705, and we could do this now and take care of retirement of bridges in same AFE. I suppose any action in this regard would have to be passed upon by the Comptroller and approved by the President.

HAC-ml

enclo.

St. Paul, Minnesota,
June 12, 1929.

File Z-65124

Mr. Bernard Blum;

In March 1929, we received an amount of \$300.00
from Agent at Ritzville, for sale of ^{seven} ~~several~~ old bridges,
on Ritzville to Ellensburg ~~cut-out~~. *Cut-off*.

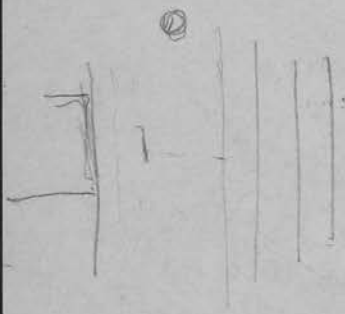
Kindly advise if necessary R.F.A. papers are
being prepared to cover the retirement.

JC:E

J. M. Stetschuh
Auditor Disbursements.

844-09

Council Northern - Ritzville Bldg.



REPORT OF THE ENGINEER ON THE PROGRESS OF THE WORK DURING THE MONTH OF JUNE 1929

ON THE PROGRESS OF THE WORK DURING THE MONTH OF JUNE 1929

ON THE PROGRESS OF THE WORK DURING THE MONTH OF JUNE 1929

OFFICE OF THE
CHIEF ENGINEER
JUN 1929
U.S. ARMY
ENGINEER
JUN 1929
U.S. ARMY
ENGINEER

2871

St. Paul, December 21, 1928.

Mr. H. E. Stevens:

Your letter of the 18th relative to attached from Mr. Brown about selling timber from two wooden bridges on the Ritzville-Ellensburg Cutoff:

Mr. Brown does not say which two bridges are being considered or how long they are. There are 12 bridges on the abandoned cutoff varying from 74 to 120' long. Following are the bridges in the vicinity of Ritzville in the order of their distance from our depot:

MP 35 plus 4819 - 90' long
MP 35 plus 1195 - 74' long
MP 34 plus 3669 - 75' long
MP 34 plus 2684 - 74' long
MP 29 plus 4965 - 60' long
MP 28 plus 3900 - 90' long
MP 28 plus 1870 - 82' long
MP 25 plus 494 - 120' long

As it is stated that the bridges are near Ritzville, we may assume one is 90' long and the other about 75'. The total timber including ties in these two bridges is close to 40,000 FEM, exclusive of piling. We do not know if all of the original timber is still there. If it is, the price of \$75.00 is low and amounts to only about \$2.00 per M FEM.

As we have let these bridges stand for 20 years it is probable that the material would not have very much value for railroad purposes and we might as well get what we can out of them, but I think it would be well for the local people to see if they cannot increase the offer.

Chief Engineer.

BB h

MFC

Saint Paul, Dec. 20, 1928.

Mr. Bernard Blum:

There are 12 bridges on the abandoned cutoff Ritzville to Salvag varying from 74 to 165 feet long. The bridge nearest Ritzville is at MP 35+4819, a mile and a half from the N. P. depot, and is 90 feet long;

the next, at *quote*

35+4819	90	Feet	long
35+1195,	74	feet	long
34+3669,	75	"	"
34+2684,	74	"	"
29+4965,	60	"	"
28+3900,	90	"	"
28+1870,	82	"	"
25+ 494,	120	"	"

As these bridges are near Ritzville it is probable that one may be 90 feet long and the other about 75 feet long, and that the total timber including ties in the two bridges is close to 40,000 fbm. (not including piling).

File returned.

M. S. Clement
Bridge Engineer.

OFFICE OF
CHIEF ENGINEER
DEC
21
1928
NOR. PAC. RY.
ST. PAUL, MINN.



St. Paul, Minn., December 18, 1928.

Mr. Bernard Blum:

Referring to Mr. Brown's letter of December thirteenth attached in regard to offer of \$75.00 received from Mr. Carl Harder, a stockman living near Ritzville for the material in two old wooden bridges on the Ritzville-Ellensburg Cut-Off, for which we have no further use:

With return of enclosure, will you kindly advise if you approve?

H. B. Brown

Mr. Clements
Can you say how long they are?
12/19 B.B.

March 30, 1921.

MR. H. E. STEVENS,
Chief Engineer.

*Pls. note. the correct location
of the spur shown
our memo 2/29*
SPB
*Spur was shown
incorrectly, profile
now correct*
3/21

Effective March 1, 1913 the Railway Company issued lease No. 26285 to the Leitsch Warehouse Company covering site for warehouse at Shaffers Spur on the Ritzville Branch. On June 30, 1915 the Leitsch Warehouse Company assigned the lease to the Milwaukee Elevator Company.

At the time the original application was received in this office there was a blue print attached thereto showing the spur as being located on the south side of the track, while our track profile indicates that the spur is located on the north side of the track. I referred the matter to Superintendent Shannon who advises that the spur is located on the south side of the track between Bassett Junction and Schragg. I am passing this information along to you in order that you may correct your tracing of the profile.

J L Watson
Right of Way Commissioner.

FWJ B

[Faint handwritten signature]

OFFICE OF
CHIEF ENGINEER
MAR
30
1921
ST. PAUL, MINN.

2871

Saint Paul, May 27, 1916.

Mr. J. N. Pariseau:

I am returning you herewith ten red books covering the Ritzville Line, Nos. 9,706 to 9,715 inclusive loaned to Division Engineer Koren recently.

H E STEVENS

P
Encl
Cy-WLD

Saint Paul, April -10- 1915. WLD-M

Mr. A. M. Burt,

Chief Engr Mtnc of Way.

Dear Sir:

Replying to your letter of the 8th instant relative to right of way fence between Ritzville and Schrag .

This has previously been taken care of by the General Manager, and I know of no reason why it should not continue in that way.

Yours truly,

enc

Chief Engineer.

Saint Paul, April 8, 1915. HAC-b

OFFICE OF
CHIEF ENGINEER
1915
NOR. PAC. RY.
ST. PAUL, MINN.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

Please note Mr. Perkins' letter of the
3rd in regard to right of way fence between Ritzville and
Schrag, along property owned by Mr. Knott.

Yours truly,



Chief Eng'r of M. of Way.

✓

Encl.

7
28 71
St. Paul, Minn., Feb. 25, 1914.

Mr. W. L. Darling:-

Referring to attached memo:

I do not recall that any 90# rail was taken up on Ritzville Branch by Construction Department.

The rail statement shows 403948' - 90# received,
124909' - 90# in track,
Balance of - - - - - 279039' - 90# was turned

over to Operating Department and credit obtained.

We are charged in Auditor's books for rail \$88,699.00. The rail actually in the track according to the rail statement, would work out as follows:

124909' - 90# @ \$32	and \$16 freight,	80,300.00
14889' - 72# @ 30.50	and \$16 freight,	7,421.00
		<u>\$87,721.00</u>

Which approximates the Auditor's charges fairly close.

9 9 9
In 1913 the 90# rail on this line was relaid with 85# pursuant to authorized A.F.E.'s, the 90# being put in main line.

No form 101 has ever been prepared for the Ritzville Branch.

R. E. Gemmell.

REG-B
Copy

7

43

$$67 - \underline{330} -$$

$$186 = 31799 -$$

$$214 - 54714 -$$

$$94 - 76095 -$$

$$597 - 15-894 -$$

$$598 - 23127 -$$

$$629 - 31223 -$$

$$786 = 48127 -$$

$$22369.18$$

$$35-356.15-$$

$$50653.98$$

$$10270.16$$

$$49444.75-$$

$$20612.50$$

$$31151.95-$$

$$281.859$$

$$219818.67$$

Mail Connally Jan 2871

St. Paul, November 23, 1911.

Mr. A. P. Johnson,
Watchman,
Connell, Wash.

Dear Sir:

Referring to your letter of the 10th, enclosing inventory of material on hand at the present time, in which you state there is not much danger of fire now as everything is wet and you have shipped all the ties that were piled along the main line.

Under the circumstances I do not think it will be necessary to continue two watchmen, and I am therefore sending you the enclosed time check in favor of Harry Burke for \$67.00. ✓

Yours truly,

Chief Engineer.

Enc.

REC-D

Cennell Wash, NOV, 10th, 1911.

Mr, W.L.Darling.

Chief Engineer.

St Paul.

Dear Sir:-

Find enclosed invoice of material in yd
at the present time.

Yours Truly,

A.P.Johnson.

P S

there is not much danger of fire now as ever
thing is wet, and shipped about all the ties that was
piled along the main line,

A.P.J.

OFFICE OF
CHIEF ENGINEER
NOV 10 1911
NOR. PAC. CO.
ST. PAUL, MINN.

2871

Telegraph Material on hand at Connell Wash.

46 Coils Copper Wire
 4 " St "
 4 " "
 2 bdls Tie "
 6 bbls insulators
 14 sks Wooden brackets
 2 Cans paint stain
 1 keg staples
 1 pail nails 60 d
 2 Kegs wire nails
 1 bos rough castings
 1 bdl iron
 3 " " rods
 1 Gallon strand.

	<u>Poles.</u>				
	<u>25'</u>	<u>30'</u>	<u>35'</u>	<u>40'</u>	<u>50'</u>
Total received	976	229	111	8	2
Disbursed,	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
On hand	976	229	111	8	2



Form 1386

2871

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

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
1037	BY US	CN									
				M.		M.			M.		

Tacoma A.g 23-11

FROM

W.L.Darling, St Paul.

TO

AT

Mr.Nutt advises that he has instructed Mr Richards to cut the thistle on the Ritzville branch right of way ...I understand that \$300.00 has already been expended for this purpose.

A.R.Cook.

1047.P.M.

**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 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.

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

FROM St. Paul, /August 23, 1911. TO A. R. Cook,
DATED _____ AT Tacoma, Wash

Solomon 22nd about burning thistles Schragg to Ritzville.

Mr. Elliott says to take up with Judge Reid and Mr.

Nutt and settle as they think best.

W. L. Darling.

WLD-Q



Form 138A

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 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.

NUMBER	FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
19	A P X			1225 P.							

FROM Mandan TO W. L. Darling
DATED Aug 23 AT

Message recd. Would authorize Cook to take up with Judge Reid & Mr. Nutt & settle it as they think best. My judgment is we should arrange to burn the thistles either ourselves or let the County do it.

Howard Elliott

TELEGRAM.

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 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.

NUMBER	FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				_____ M.		_____ M.			_____ M.		

FROM St. Paul, August 23, 1911. TO Howard Elliott,
DATED _____ AT Care Car #8 on Train 3 from
St. Paul August 22nd.

Just received following from A. R. Cook: "County Attorney of Adams County has taken up with Supt. DeForce matter of clearing and burning russian thistles on right of way of Ritzville Branch between Schragg and Ritzville. Thistles are going to seed farmers getting impatient that it is allowed to do so. County Attorney advises that County will do work if railway Company will pay bills. Please advise what action I should take." Presume matter is urgent. Would recommend County be allowed to do work as they will be responsible for conditions and fire. Will have engineer keep check of work to see that bills are proper.

W. L. Darling.

WLD-Q.

9:30A

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

NUMBER	REL'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVED
452 by sc m		526p		M.		M.			M.		

FROM Tacoma Aug 22, 11

TO

DATED W.L.Darling,

AT

Stpaul.

The county Attorney of Adams County has taken up with Supt. DeForce matter of clearing and Burning russian thistle on right of way of Ritzville Branch between Schragg and Ritzville. Thistle is going to seed farmers are getting impatient that it is allowed to do so. County Attorney advises that county will do work if railway company will pay the bills. Please advise what action I should take.

A.R.Cook.

2871

Connell W

Mr. W. L. Darling June 5th 1911
Chief Engineer
St Paul.

Dear Sir

I Have Removed all
Material off of Platform at
the Farmers Ware House.
They wanted to move Platform ...
and I Removed ever thing off of
it and Piled on Ground.

yours truly

A. F. Johnson
Watchman

new

Please note & This the real form
we have been paying rent for

W. L. D

yes

new 6/12-11

2871
Saint Paul, April 19, 1911.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

Referring to your letter of April 14th transmitting A. F. E. for completion of the Ritzville Branch.

This A. F. E. I wanted made so as to fix up our progress statement and book of accounts in proper form, but no work should be done on the Ritzville Branch until further authority, and conference between you and me.

Yours truly,

(Signed) Howard Elliott.

President.

*original on file
3335
copy on 1907*

1907.

2871. ✓

R

St. Paul, April 14th, 1911..

Mr. Howard Elliott,

P r e s i d e n t .

Dear Sir:-

At Mr. Johnson's request I hand you herewith A. F. E. for completion of the Ritzville Branch from Ritzville to a junction with the Connell-Northern, to be constructed as a main line with 90# rail and ballast. The original estimate was \$829,939.00 on branch line basis. Since work was started you have authorized verbally as per my letter to you of January 30th, last:

Changes of line,	\$40,818.00
Ballast,	60,150.00
Difference in weight of rail and cost between second and first class material,	88,931.00
Additional side tracks,	20,696.48
	<u>\$210,595.48</u>
Less credit for 72# material over,	9,265.90
	<u>\$201,329.58</u>

I do not understand that this work is authorized nor that it has been finally decided to make the changes of line reducing the curvature to three degrees.

Yours truly,

Chief Engineer.

Encl.

7
REG

2392
2871
St. Paul, April 14th, 1911..

Mr. George T. Slade,

Referring to my memo of the 8th instant
enclosing inventory of construction material at Connell.
I hand you herewith list of telegraph material which is
also on hand at that and other points on the Connell-
Adrian Line.

W. L. Darling.

Encl.

42 43 44

STATEMENT MATERIAL

at

CONNELL, RITZVILLE & SCHRAGG, WASHINGTON."Ritzville to 38 miles construction"12 miles Bassett to Schragg new erected.On Hand

277	25 foot 7" Cedar poles @	\$2.80	\$775.60
178	30 " 8" " " "	3.25	578.50
98	35 " 8" " " "	4.00	392.00
22	40 " 9" " " "	4.50	99.00
180	20 " 6" " " "	1.65	297.00
970	Porcelain insulators @ \$19.50 per M		18.92
940	Oak brackets @ \$15.00 per M		14.10
14	Coils #8 iron wire (2660 lbs.) @ \$3.10 per C		82.46
26	Miles copper clad (5122 lbs.) @ \$14.73 per C		754.47
30	Lbs. nails various @ \$.022 per lb.		.66
49	Lbs. copper clad tie wires @ 11¢ per lb.		5.39
47	Harvard sleeves @ \$.035 each		1.65
42	Guy bolts & washers \$.07 each		2.94
23	6 ft. anchor rods @ 17¢ each		3.91
59½	Lbs. of pole staples \$.032 per lb.		1.37
82	Gals. carbolineum @ 61¢ per gal.		50.02

Total

\$3044.99

Poles at "Ritzville" for above work

86	25 foot 7" Cedar poles @	\$2.80	\$240.80
15	35 " 8" " " "	4.00	60.00
42	40 " 9" " " "	4.50	189.00

Total

489.80

Poles at "Schragg" for above work.

22	20 foot 6" Cedar pole @	\$1.65	
----	-------------------------	--------	--

\$ 36.30

Total

\$ 36.30

Total

\$3604.99

Mr W Darling
Chief Engineer
Building

From Ob Green Lupt Telegraph 4/12/11

To

Su

1. Give your full name and post office address.	
2. Name and address of parents, if living.	
3. Name, degree and address of nearest relative, if parents are dead.	
4. Are you married or single?	
5. Are you able-bodied and in good health? If any disability state what it is, fully.	
6. How long have you been an operator? (Do not include time you were learning.)	
7. Have you had any experience in handling train orders, and, if so, how long have you been handling them?	
8. Have you ever filled the position of Station Agent, and, if so, for how long?	
9. Have you ever applied to or been rejected by any Guaranty or Fidelity Company for bonds? If you have been bonded, say in what Company and for what amount.	
10. Is there anything in your past record that, if known, would probably cause a rejection of your bond? <small>NOTE—The rejection of a bond by a Guaranty Co. will be considered sufficient cause for dismissal.</small>	
11. If you have been employed before by this road, state where, when and in what capacity.	

12. NAME ALL ROADS OR OTHER COMPANIES BY WHICH

NAME OF RAILROAD OR OTHER EMPLOYER	AT WHAT PLACE

STATEMENT OF MATERIAL
AT
CONNELL, RITZVILLE AND SCHRAG, WASHINGTON.

"Ritzville to 38 miles construction"

12 miles Bassett to Schragg new erected.

277	25	foot	7"	cedar	poles
178	30	foot	8"	"	"
98	35	"	8"	"	"
22	40	"	9"	"	"
180	20	"	6"	"	"
970	Porcelain insulators,				
940	Oak Brackets				
14	Coils #8 iron wire (2660 lbs)				
26	Miles copper clad (5122) lbs.)				
30	lbs nails various				
49	lbs copper clad tie wires				
47	Harvard sleeves,				
42	Guy bolts and washers				
23	6 ft anchor rods				
59½	lbs of pole staples				
82	Gals carbolineum				

Poles at Ritzville for above work.

86	25	foot	7"	cedar	pōles
15	35	foot	8"	"	"
42	40	foot	9"	"	"

Poles at Schrag for above work.

22 20 foot 6" cedar pōles.



Form 1336

78714221

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 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.

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

FROM

St. Paul,

TO

H. C. Westfall,

DATED

March 27th, 1911..

AT

care Koren
Spokane,**COPY.**

Think will have to raise Johnson's pay to seventy
five dollars per months without board after April first.

W. L. Darling.

WLD



Form 1386

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 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.

NUMBER	RECEIVED FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM 94 sf n an

TO

DATED Spokane Marc., 25, 1911

ATW. L. Darling,

ST. PAUL.

Your wire 23rd, would advise raising Johnson to 75. He gets no expenses, unable to locate a man yet to take position at 55.

H. C. Westfall

3:52PM



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

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

COPY

FROM St. Paul, TO H. C. Westfall,
DATED March 23rd, 1911.. AT care Koren,
Spokane.

A. P. Johnson at Connell states that he wants to be released April first unless you can increase his wages to seventy five dollars per month. Suggest you see him there and answer what can be done.

W. L. Darling.

WLD

Northern Pacific Railway Company

Cornell Wash.

Mar. 19th 1911

Gen. W. L. Barling

Chief Engineer
St Paul.

Dear Sir

Please arrange
to have a man to relieve me
as watchman of material yard at
Cornell Wash. by the first of April
or give me an increase of wages
to the amount of \$75.00 per month.
I have an offer of \$75.00 per month
to take an extra gang on C P & S.
Ry. Pls advise as soon as possible

yours truly

A. P. Johnson

75

✓

OFFICE OF
CHIEF ENGINEER
MAR
23
1911
NDS, PAC. RY.
ST. PAUL, MINN.

7571

Saint Paul, Jan. 30th, 1911..

Mr. Howard Elliott,

P r e s i d e n t .

Dear Sir:-

I hand you herewith estimate for the cost of completing the Ritzville Branch from Ritzville to a connection with the Connell Northern Railway showing total cost to complete, \$165,701.00 of which, 9,913.00 is transportation.

The statement of expenditures for this line is as follows:

Authorized by A. F. E.,	\$829,939.00
Authorized verbally by the President.	
Changes of line,	40,818.00
Ballast,	60,150.00
Difference in weight of rail and cost between second and first class material,	88,931.00
Additional side tracks,	<u>20,696.00</u>
Total,	<u><u>\$1,040,534.00</u></u>
Cost to date,	\$859,793.00
Cost to complete,	<u>165,701.00</u>
Total,	\$1,025,493.00

The line was originally authorized as a branch line but afterwards changed to a main line requiring 3^d curves, ballast and new 90 pound steel with tie plates.

Yours truly,

Chief Engineer.

Encl.

CONNELL NORTHERN RAILWAY COMPANY RITZVILLE BRANCH.

Estimate of cost to complete.

		NET
Main Line	37.5 Mi	
Less (Laid)	12.47 "	25.03
Sidings,,	5.10 Mi	
Less (laid)	.73 "	4.37
Total,		29.4 Mi

Providing additional passing tracks and reducing
Curvature to 3° Maximum.

	: Quantities:	@	: Amount :	Total
Right of way,	23A	\$65	\$1495.00	
Salaries & Expenses 10%			149.50	\$1644.50
Grading - Line Changes,				
Solid Rock,	12390 C Yds	75¢	9292.50	
Hard pan,	32520 " "	30¢	9756.00	
Earth,	61050 " "	20¢	12210.00	
Overhaul,	125000 " "	01¢	1250.00	
Refinishing of Grade	29.4 Mi	\$100	2940.00	35448.50
Bridging-Piles (softwood in place)	900 L Ft	30¢	270.00	
Timber in Pile and frame bridges, . . .	63 M	\$23	1449.00	
Wrot Iron in pile and frame bridges, . . .	4000 lbs	.03¢	120.00	
Vit. Pipe, Cost & Lay	240 Ft.	1.50	360.00	
Decking unfinished bridges,	100 M	10.00	1000.00	
Extra bents account washouts and stolen . .	40 M	10.00	400.00	3599.00
Ties 2880 per mile Additional Needed,	12670	38	4814.60	
5 Sets No. 11 Switch ties,		38.00	190.00	
Inspn. & Handling 5% <i>HANDLING</i>			250.23	5254.83
Track Fastenings,				
Track spikes 40 kegs to mile additional, . .	.451 Kgs	4.00	1804.00	
Tie plates 90# Add- itional needed,7392	10¢	739.20	
Inspn & Handling . . 1¢			25.43	2568.63
Frogs & Switches, 90# #11	5 Sts	160.00	800.00	800.00
Tracklaying,	29.4 Mi	300.00	8820.00	
Train service,	"	335.00	9349.00	
Rent of Equipment,	"	200.00	5880.00	
Laying switches,	18	30.00	540.00	
Tieplating,	25 Mi	60.00	1500.00	26089.00
Ballast, 41 Mi x 2500 Yds	102500	.32¢	32800.00	
Train service,	"	.21¢	21525.00	
Rent of equipment,	"	.13¢	13325.00	67650.00
Carried forward,				\$143954.46

:Quantities : @ :Amount, : Total,

Amount brought forward, \$143054.46

Station building & Fix.				
Depot, 30 x 68 Complete,	1	1400	1400.00	
Depot privies double,	1	35	35.00	
Furniture and fixtures,			200.00	1635.00
Fencing right of way,	37.5 Mi	175.	6562.50	6562.50
Road crossings and signs,	25.	" 50.	1250.00	1250.00
Section and tool houses,				
1½ St Sec House to Comp.	2	600.	1200.00	
Portable bunk house,	2	160.	320.00	
Toil house,	2	50.	100.00	
Privies,	4	25.	100.00	1720.00
Telegraph Lines to complete,	25 Mi.	100.	2500.00	2500.00
Transportation charges:				
Spikes 451 Kegs,	45.1 T	16.	621.60	
Tie Plates,	25.9 "	16.	414.40	
Frogs and switches, 90# #11	10.	" 16.00	160.00	
Bridge iron 4000#	2.	" 16.	32.00	
Vit. Pipe 240 ft.	23.	" 16.	368.00	
Bridge timber 63M	1890 cwt	19¢	359.10	
Ties 12670	14000 "	19¢	2660.00	
Frt. on Contr. Plant,	105960 Cyds	5¢	5298.00	9913.10
Total,				166635.06
Engineering, 5%,				8331.75
Grand Total,				174966.81

CREDIT:

72# Rail left over,	268 Tns	25.	6700.00	
72# Tie Plates, "	10494	10¢	1049.40	
72# Angle Bars 2nd Hd	3370 pr	45¢	1516.50	9265.90

Net Total to complete, \$165700.91

The above amount in addition to that already expended on original AFE is due to the following changes from original estimate.

: Ballast : Line Ch : 90# St.: Add Tks

Right of way,		1644.50		
Grading,		31063.50		4385.00
Bridges and culverts,		2088.00		111.00
Ties,			942.50	2967.80
Rail,			54150.00	6982.00
Track fastenings,			18838.00	1022.80
Frogs and switches,			150.40	828.00
Tracklaying,			2250.00	2287.60
Ballast,	60150			
Transportation,		6022.00	12600.40	2112.28
Totals,	60150	40818.00	88931.30	20696.48

Total amount over Original Est.	\$210595.48
Less credit of 72# Mat Over.	9265.90
Net. Amount over Orig. Est.	\$201329.58

St. Paul, Minn.,
January 24th, 1911.

H. C. Westfall,
Assistant Engineer.

Connell-Northern Ry. Ritzville Branch.

Estimate of Cost to Complete.

copy made 1907

Main Line, 37.5 Mi. Less 12.7 Laid = 25.03 Mi. Net. Sidings 5.12 Mi. - 0.73 = 4.37 Mi. Net. Total 29.4 Net.
Providing additional Passing tracks and Reducing Curvature to 3° Max.

	Quantities	@	Amount.	Total
Right of Way.	23 ac.	65	1495.	
Salaries & Expenses. 10%			149.50	1644.50
Grading - Line changes.				
Solid Rock.	12340 cy	75¢	9292.50	
Hard Pan	32520 "	30¢	9756 -	
Earth	61030 "	20¢	12210 -	
Overhaul.	125000 "	1¢	1250 -	
Refinishing of Grade	29.4 Mi.	\$1.00	2940 -	35448.50
Bridging				
Piles - soft wood in place.	900 linft.	30¢	270 -	
Timber in pile & frame bridges	63 M	23.00	1449 -	
Wrt. Iron "	4000 lbs.	3¢	120	
Vit Pipe, Cast & Laying	240 ft.	1.50	360	
Decking unfinished Bridges	100 M	10.00	1000	
Extra bents, acct Washouts & Stolen	40 M.	10.00	400	3599
Ties For 2880 per mile - additional needed.	126701	38¢	4814.60	
5 Sets No 11 Switch ties	5 sets	38.00	190	5004.60
Inspection & Handling 5%			250.23	5254.83
Track Fastenings - Track Spikes 40 to mile (additional)	451 kg	4.00	1804	
Tie plate b. 90* Additional needed.	7392	10¢	739.20	
Inspection & Handling 1%			25.43	2568.63
Frogs & Switches - 90* - 11*	5 sets.	160	800	800
Track Laying -	29.4 Mi.	\$30.00	8820	
Train service	"	\$335	9349 ✓	
Rent of Equipment	"	\$200	5880 ✓	
Laying switches	18	\$30	540	
Tie plating	25 Mi.	\$60	1500	26089
Ballast. 41 Mi x 2500 cy.	102500 cy	32¢	32800	
Train service	"	21¢	21525	
Rent of Equipment.	"	13¢	13325	67650
Station Bldg. & Fix. Depot 30x68 - to complete	1	\$1400	1400	
" Privies - Double	1	35	35	
Furniture & Fixtures			200	1635
Fencing Rof W.	37.5 Mi.	175	6562.50	6562.50
Road Kings & Signs	25 Mi.	50	1250	1250
Section & Tool Houses - 1 1/2 St. Sec. Ho. To Complete.	2.	600	1200	
1 portable Bunk Ho.	2	160	320.	
Tool House	2	50	100	
Privies	4	25	100	1720
Telegraph Lines to Complete	25 Mi.	100	2500	2500

\$156727.96

156727.96

	Quantities	@	Amount	Total.
Forward.				156721.96
Transportation Charges.				
Spikes 451 kgs.	451 Tons	16 ⁰⁰	621.60	
Tie plates.	259 "	16 ⁰⁰	414.40	
Frogs & Switches - 30" - 11"	10 "	16 ⁰⁰	160 -	
Bridge iron 4000#	2 "	16 ⁰⁰	32	
Vit Pipe 240ft	23 "	16 ⁰⁰	368 -	
Bridge Timber 63M	1890 cwt	19 ⁰⁰	359.10	
Ties 12670	14000 "	19 ⁰⁰	2660	
Frt. on Contr. Plant.	105960 cy.	5 ⁰⁰	5298	991310
Total.				16663506
Engineering 5%				8331.75
Grand Total.				17496681
Credit - 72* Rail Left over	268 Tons	25 ⁰⁰	6700	
" 72* Tie plates "	10494	10 ⁰⁰	1049.40	
" 72* Angle Bars 2 nd H.	3370 pr.	45 ⁰⁰	1516.50	926590
Net total - To Complete -				\$165700.91

The above amount in addition to ^{that already already expended on} The original A.F.E. is due to The following changes from original Estimate.

	Ballast	Line Change.	90* Steel.	Add. Tracks.
Right of Way.		1644.50		
Grading		21063.50		4385.00
Bridges & Culverts.		2088.00		111.00
Ties		9.50	942.50	2967.80
Rail		5150 -	54150 -	6982
Track Fastenings		1883 -	18838 -	1022.80
Frogs & Switches		15.00	15040	828
Track laying		2250	2250	2287.60
Ballast	60150		76330.40	14088.20
Transportation		6022 -	12600.40	2112.28
Totals	60150 -	40818.00	88931.30	20696.48

Total amt over Original Est. \$210595⁴⁸

Less Credit of 72* Matl. over 926590

St. Paul. Minn. Net amt over Orig. Est. \$201329⁵⁸

Jan'y 24-1911

H. W. Seefall
Asst. Engr.

Northern Pacific Railway Company.

Office of the Chief Engineer

REG-Q

W. L. DARLING
CHIEF ENGINEER

St. Paul, Minn. December 12, 1910.

Mr. M. W. Howland,
219 County Street,
Waukegan, Ill.

Dear Sir:

Referring to your letter giving list of records turned in on the Ritzville Branch:

I cannot find the map 2000 ft. to the inch. Will you please advise what became of it?

Yours truly,

W. L. Darling
Chief Engineer.

Waukegan, Ill. Dec. 13-10
Mr. W. L. Darling
St. Paul, Minn.
Dear Sir:—This map (tracing) was used by Mr. Darling, Mr. Krumm + myself, regard to Leigh water Bridge 222, in Mr. Darling's private office when Mr. Krumm was in St. Paul Dec. 5th. and I believe was left with Mr. Darling at that time.
Yours truly
M. W. Howland.

This found in drafting room

12/17

MSG

2871
REG-Q

December 12, 1910.

Mr. M. W. Howland,
219 County Street,
Waukegan, Ill.

Dear Sir:

Referring to your letter giving list of records turned in on the Ritzville Branch:

I cannot find the map 2000 ft. to the inch. Will you please advise what became of it?

Yours truly,

Chief Engineer.

Northern Pacific Railway Company

Connell, Wash. Dec. 9th 1910.

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

Dear Sir;-

In reply to your letter of the 2nd inst in regard to protection against flood water at Mile Post 4 on Ritzville Branch.

I have gone over the ground and attach a sketch showing the situation. I find the ground is level from the top of the coulee bank at bridge, Station 221 out to NE corner of Sec. 3 and then only a slight rise to the foot of the hills north and to build a dike would require $\frac{1}{2}$ mile of work.

I have shown on tracing overflow channels which shows considerable wash and becomes as much as 5 feet deep and 30 feet across on the west end. I talked with a rancher who says the water covers the flat from 1 to 2 feet deep most every year, none of this is extreme high water.

A mile west of this bridge a coulee comes in on north side of track which the Milwaukee goes up which has a drainage area of 8 sq. miles. The Milwaukee have a bridge across it. There is no outlet for this water except two rows of 24" pipe at Stat. 168 plus 50. Would recommend here or at about M.P. 3 a bridge and possibly one at Station 200.

The water area at bridge, Station 221, is about 1200 sq. ft. until water overflows the bank and fall of the coulee about 0.15% and a drainage area back of it of 264 sq. miles. When I was camped in this coulee about Stat. 990 in 1908 the water went over the banks

2871
OFFICE OF
CHIEF ENGINEER
DEC 11 1910
Mr. W. L. Darling
recommendations
additional bridge
seems to be O.K.
H. S.
12/12

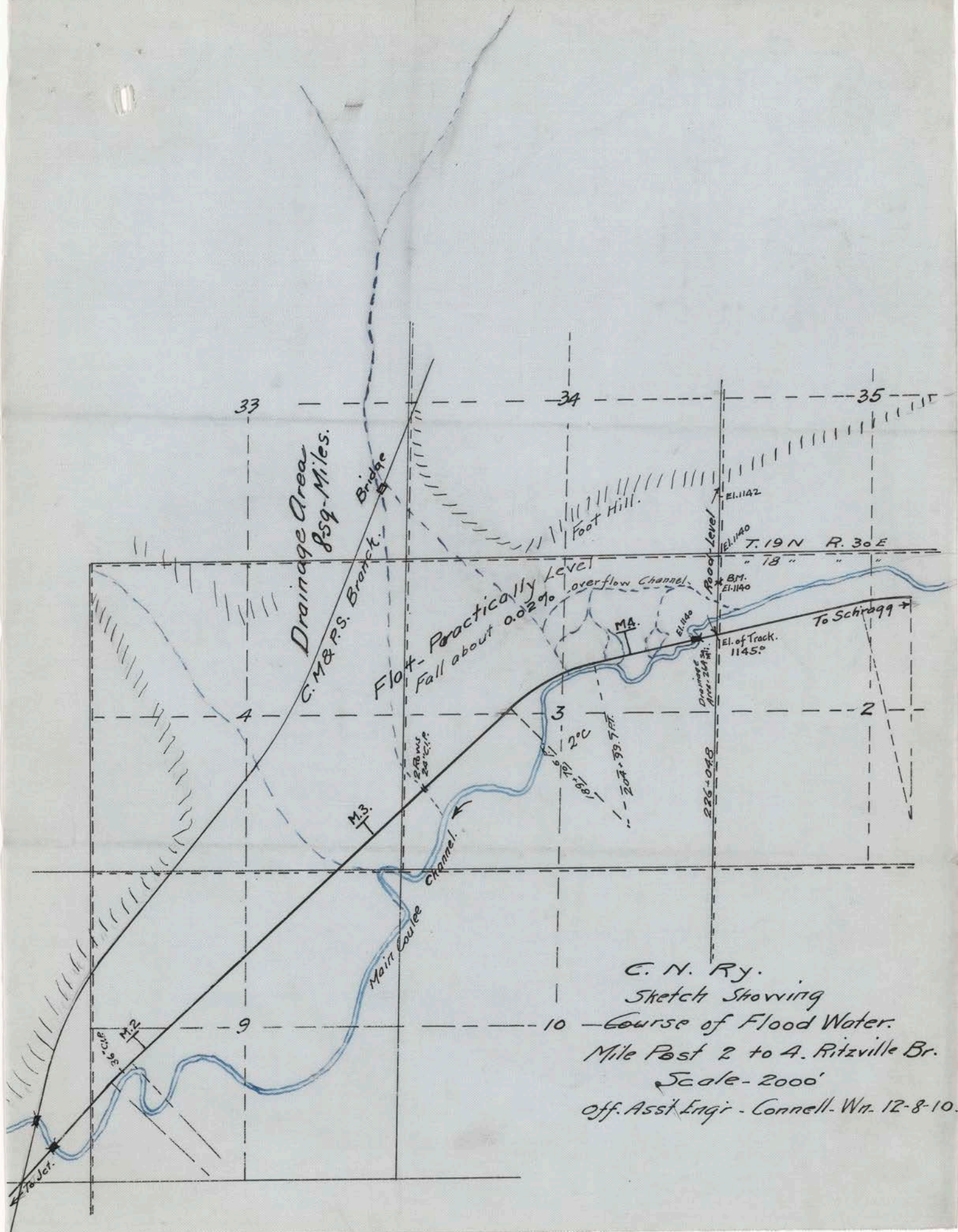
1 to 2 feet to the foot hills about 1500 feet wide, the coulee
ther falls on a 0.6% grade, was 100 feet wide and $4\frac{1}{2}$ ft deep
and area of 291 sq ft between banks. Drainage area back of it
is 100 sq. miles.

Yours truly,

H. W. Sedgwick
Assistant Engineer.

HCW

4' mmp 3
6' glw 2w
15' " 221



Northern Pacific Railway Company.

CHIEF DE
5
1910
NOR. PAC. RY.
ST. PAUL, MINN.
2871

St. Paul, Minn., Dec. 5th, 1910

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

Dear Sir:-

I am turning over to you today the following

records from the Ritzville Branch work:

- + Final Maps--Tracing I"-400' and tracing I"-2000' ^{+ #182-13.}
- Final Profile (tracing) and Progress Profile ^{#150-6.}
- Plats on tracing of Scragg and Klemmer ^{#181-21}
- Bridge Record and Red Books ^{4775 to 4783} ^{9706 to 9715}
- Resident Engineer's Cross Section Sheets ^{#181-26} ^{#150-8}
- Map and Profile Proposed Line Change Sta. I482 to I544
- X Profile of Proposed Line Change I781 to I808 ^{#150-8}
- Sketch showing Proposed Location of Under Crossing 838 ¹⁸²⁻¹⁵
- Bridge Plans (Approved)--- for bridges not yet completed ²⁶⁸⁻¹⁰
- High Water Data Vicinity Bridge 222 (Tracing) ^{#150-9}
- Sketch showing Weight of Rail and Switches ¹⁸²⁻¹² ¹⁸²⁻¹² ^{misc sketches}
- Map and Profiles of Right of Way for County Road Sections 34, 35, & 36, T. I9, R 33 and Sections 30 and 31, T. I9, R 34. This data of no particular value now that the road and vacations of crossings for which we were working has been approved by the County Commissioners of Adams County and entered upon the County Records.
- Field Books containing Record of Pipe culverts and cost data for same ^{9775 to 9783}
- Field Books containing Re-chaining Notes Bassett Jct. to Scragg, Bridge Notes ⁹⁸⁴¹ ^{9775 to 9783}
- and Transit, level and Cross section notes of Revisions to 3 degree Max. Curve

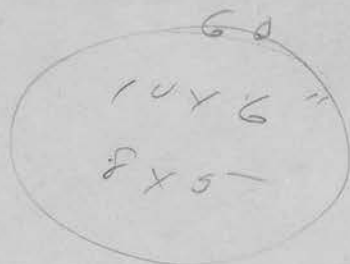
WLS Met you and
have done up some data
for you

M. W. Houlard
Records are all
in good shape
as to bridge data
12/6/10

Yours truly,

M. W. Houlard

Asst. Engineer.



St. Paul, Minn., Dec. 28th, 1910

Mr. J. I. Loring, Chief Engineer,

St. Paul, Minn.

Dear Sir:

I am forwarding you the following notes for your information:

Notes from the St. Paul River Survey:

St. Paul River - Section 1 - 1000' and Section 2 - 1000'

Final Profile (Section 1) and Final Profile (Section 2)

Plan of Section 1 at St. Paul and Section 2

Bridge Section and Plan of Section 1

Notes on Section 1 - 1000' and Section 2 - 1000'

Notes on Section 1 - 1000' and Section 2 - 1000'

Notes on Section 1 - 1000' and Section 2 - 1000'

Notes on Section 1 - 1000' and Section 2 - 1000'

Notes on Section 1 - 1000' and Section 2 - 1000'

Notes on Section 1 - 1000' and Section 2 - 1000'

Notes on Section 1 - 1000' and Section 2 - 1000'

Notes on Section 1 - 1000' and Section 2 - 1000'

Notes on Section 1 - 1000' and Section 2 - 1000'

Notes on Section 1 - 1000' and Section 2 - 1000'

Notes on Section 1 - 1000' and Section 2 - 1000'

Yours truly,

W. H. Loring

2871

Northern Pacific Railway Company.

St. Paul, Minn., December 3, 1910.

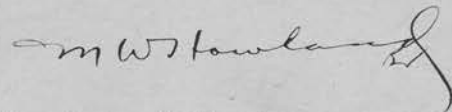
Mr. W. L. Darling,
Chief Engineer.
Building.

Dear Sir:-

Herewith attached statement showing culvert pipe received and disbursed on the Connell Northern Ry, Ritzville Branch.

Please attach this to the statement of material sent you with my letter of November 23rd.

Yours truly,



Assistant Engineer.

CWL
Copy to Mr. Westfall.

Statement of Culvert Pipe.

Cast Iron. Vitrifified.
 7' 24" 12' 24" 6' 36" 6' 30". 18" Vit. 24" Vit.

Total received,	98 pcs	299 pcs	287 pcs	9 pcs	173 pcs	104 pcs
Disbursed,	91	296	231		110	95
	7	3	56	9	63	9
Furnished H.C. Westfall,	1	1				
	6	2				
Broken,		2			9	7
On hand as per books,	6 "	"	56 "	9 "	54 "	2 "

Northern Pacific Railway Company.

St. Paul, Minn., November 23, 1910.

RECEIVED
OFFICE OF
CHIEF ENGINEER
NOV 23 1910
NOR. PAC. RY.
ST. PAUL, MINN.

Mr. W. L. Darling,
Chief Engineer.
Building.

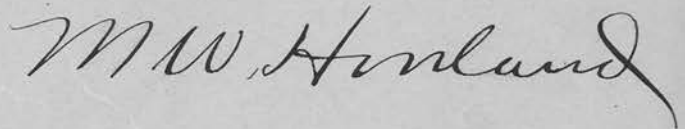
Dear Sir:-

Herewith attached statement showing track material on hand at Connell Material yard.

There is a shortage on ties, angle bars, guard rail and track bolts. The ties, angle bars and guard rail to be accounted for by Mr. Westfall, Assistant Engineer who probably used this material on the Connell Adrian Line.

About 5% of the track bolts used at the front were spoiled by driving same into place by spike maul and I think accounts for the small shortage of bolts.

Yours truly,



MWH

Assistant Engineer.

Copy to Mr. Westfall.

Northern Pacific Railway Company.

St. Paul, Minn., November 23, 1910.

Mr. H. C. Westfall,

Assistant Engineer.

Connell, Wash.

Dear Sir:-

Following is a list of track material etc, on hand at Ritzville, Wash.

72# rail and angle bars.
9,123 ft 284 prs

72# Goldie tie plates.
7,810

Received,
Furnished D. Flanham, R.M.
at Missoula,

5,340
<u>1,470</u>

#9 Switch ties
5 sets

Telegraph poles.
25' 30'
<u>90</u> <u>70</u>

Yours truly,

M. W. Howland.

Assistant Engineer.

CWL

Copy to Mr. Darling. ✓

Statement of Track Material.

Ties.

Total received,	112,330		
Disbursed in track,		37,484	
Furnished D. McLaughlin, R.M. at Ritzville		603	
Taken by Section Gang acc't wreck at Croker,		38	
		<u>38,125</u>	
On hand as per books,			74,205
Actual count culls in yard October,		1,836	
" " good ties "		<u>63,515</u>	
			<u>65,351</u>
Shortage unaccounted for,			8,854

Switch Ties.

	# 9		# 11
Total received,	19	set	10
Disbursed in track,	5		2
On hand as per books,	<u>14</u>	"	<u>8</u>

Bridge Ties.

	8"x 8"-10'	8"x 8"-12'	8"x 8"-18'	8"x 8"-20'
Total received,	1482	18	48	6
Disbursed in tracks,	928	18	48	6
On hand,	<u>554</u>	"		

Rails.

	90# 1st Cl.	72# 2nd Cl.	66# 2nd Cl.	72# 3rd Cl.
Total received,	403,948	202,330	1,950	7,449
Disbursed in tracks,	<u>124,909</u>	<u>14,889</u>		
		<u>187,441</u>		
Furnished W.C. Albee & H.C. Westfall,		106,213		6,042
On hand as per books,	279,039	<u>81,228</u>	1,950	<u>1,407</u>

Frogs.

	90# Spring rail R.H.	90# Spring rail L.H.
	# 11	
Total received,	6	4
Disbursed in track,	<u>1</u>	<u>1</u>
On hand as per books,	5	3

	85# Spring rail L.H.	72# Spring rail R.H.
	# 9	

Total received,	1	1
Disbursed in track,	<u>-</u>	<u>-</u>
On hand as per books,	1	1

	72# Rigid	66# Rigid
	15	2
Total received,	5	
Disbursed in track,	<u>10</u>	
Furnished J.C. Breedlove,	8	
On hand as per books,	<u>2</u>	<u>2</u>

(2)

Guard rail.

	90#	85#	72#	66#
Total received,	20	2	32	2
Disbursed in track,	4		10	
On hand as per books,	16	2	22	2
Made by Contractors, per force account			6	
Shortage to be accounted for by H.C. Westfall,			28	

Switches complete.

	90#	85#	72#	66#
Total received,	10	1	16	2
Disbursed in track,	2		5	
	8	1	11	2
Furnished J.C. Breedlove,			8	
On hand as per books,	8	1	3	2

Switch Stands and Rods. High Banner Low Banner

	I7	Rods	6	Rods
Received				
"		I6		4
Disbursed in track,	7			
		7		
	10	9	6	4
	4			
	6	9	6	4

Furnished J.C. Breedlove,
On hand as per books,

Angle Bars.

85# Walhooter joints	90# N.P. Standard A.B.
IO sets	12550 pairs
	3796
IO "	8754 "

Total received,
Disbursed in track,
On hand as per books,

72# Angle Bars	66# Angle Bars
6,639 pairs	68 pairs
520 "	
6,119 "	68 "

Total received,
Disbursed in track,

Furnished W.C. Albee &
H.C. Westfall,

On hand as per books,

Shortage unaccounted for, *Approx.*

Off set 85# to 72#	90# to 72#.
2 pair	22 pair
	4 "
2 "	18 "

Total received,
Disbursed in track,
On hand as per books,

Tie Plates.

	90# Intermediate tangent	Intermediate Curve	72# Goldie Claw
	Right	Left	
Total received,	103,479	103,479	16,160
Disbursed in track,	34,075	34,075	1,973
On hand as per books,	69,404	69,404	14,187
Furnished J.L. DeForce	4,200		D. Flanhamen. 5,340
On hand as per books,	65,204	69,404	8,847

72# Joint plates

	Right	Left.
Total received,	895	895
Disbursed in track,	143	
On hand as per books,	752	895

(3)

	<u>Track Bolts.</u>		
	<u>1"x 4 3/4"</u>	<u>15/16"x 4 1/2"</u>	<u>3/4"x 3 3/8"</u>
Total received,	500 kegs	25 pcs	289 kegs
Disbursed in track,	<u>151.9</u>	<u>25</u>	<u>10</u>
	348.1		279
Furnished A.J.Wieser,			91
Actual count in yard October,	<u>335.</u>		
On hand as per books,		<u>25 pcs</u>	<u>188 kegs</u>
Shortage unaccounted for	13.1 kegs		

	<u>Track Spikes.</u>	
	<u>9/16"x 6"</u>	
Total received,	1463 kegs	
Disbursed in track,	<u>497.4</u>	
	965.6	
Taken by Section Gang acc't wreck at Croker,	<u>5</u>	
	960.6	
Furnished H.C.Westfall,	<u>235.</u>	
	725.6 "	

Statement of miscellaneous material.

Telegraph material.

25 ft.	30 ft.	35 ft.	40 ft.	50 ft.
976	229	III	8	2

976	229	III	8	2
-----	-----	-----	---	---

Misc material.

46 coils copper wire
 4 " st "
 4 " " "
 2 bdls tie "
 6 bbls insulators
 14 sks wooden brackets
 2 cans paint stain
 1 keg staples
 1 pail nails 60d
 2 keg wire nails
 1 box rough castings
 1 bdl iron
 3 " " rods
 1 galx strand

Crossing signs, posts etc.

Whistle posts.	Posts.	Signs.	Bolts.
54	29	29	I pkg
22	12	12	1/3 "
32	17	17	2/3 "

Crossing material.

1 1/2 x 8-16'	3 x 8-16'	2 x 12-16'	3/8 x 8" Spikes	30d Spikes
245 pcs	491 pcs	35 pcs	18 keg	1 keg
III	168	6	1/2	1/2
134 "	323 "	35 "	12 "	1/2 "

Cattle guards and Fence posts.

Guards.	4' posts.	7' posts.
40 set	240	12,588
19		
21 "	240	12,588

Fence material.

Wire.	Stays.	Staples.	Clamps.
606 reels	268 bdl	10 keg	34 boxes

606	"	268	"	10	"	34	"
-----	---	-----	---	----	---	----	---

4x4-12'	2x6-12'	2x6-18'	1x6-16'
490 pcs	40 pcs	80 pcs	200 pcs

490	"	40	"	80	"	200	"
-----	---	----	---	----	---	-----	---

Eureka tubular Wire nails

14' gates	60d	40d	20d
160	4800	2600	4200

160	4800	2600	4200
-----	------	------	------

Total received,
 Disbursed,
 On hand as per books,

On hand as per books,

Total received,
 Disbursed,
 On hand as per books,

Total received,
 Disbursed,
 On hand as per books,

Total received,
 Disbursed,
 On hand as per books,

Total received,
 Disbursed,
 On hand as per books,

Total received,
 Disbursed,
 On hand as per books,

Total received,
 Disbursed,
 On hand as per books,

(2)

Misc1 material received,

I 12" Standpipe complete
I60 lin ft I4" C.I.Pipe
I I4" C.I.Base elbow
I I4" x I4" C.I.Tee
I I4" x I2" C.I.Reducer
I I4" x I2" C.I.Nipple
I I2" "
I I2" Gate valve
350# Lead
25# Jute
I 6" Gate valve
I 6" 90 degree elbow

This material ordered
for water tank at Schragg,
which has not been completed.

Total timber and bridge iron on hand at Connell ,
except that shown at bridges on attached list.

I4	pcs	2 x 4-	I2
45		"	- 20
I9		2 x 6-	I2
75		"	- I6
I		3 x 6-	I0
2		"	- I6
62		3 x I0-	I6
45		"	- I8
42		"	- 20
40		"	- 22
40		"	- 24
I0		"	- 26
8		"	- 28
I		3 x I2-	I0
5		"	- I2
4		"	- I4
I4		"	- I6
22		"	- I8
239		"	- 20
6		"	- 22
38		"	- 24
I7		"	- 26
I03		4 x 6-	I0
5		"	- I6
I32		4 x I4-	I6
22		5 x 8-	I6
I		6 x 8-	I2
26		"	- I6
3		"	- I8
47		6 x I0-	I6
45		"	- I8
I7		"	- 20
I		"	- 22
4		6 x I2-	I2
554		8 x 8-	I0
2		"	- I6
6		8 x I2-	I8
8		"	- 20
I2		"	- 22
4		"	- 30
2		"	- 32
3		I2 x I2-	5
2		"	- 8
2I		"	- I0
6		"	- I2
6		"	- I4
22		"	- I6
27		"	- I8
II9		"	- 20
I6		"	- 22
I4		"	- 24
6		"	- 26
I		"	- 36
9		I2 x I4-	I4
3		"	- 22
8		6 x I6-	I2

(2)

Sta. II62

I	pc	3	x	I0-	I8
7		6	x	I0-	I8
4		"		-	I6
5		"		-	20
2		I2	x	I2-	I4
2		"		-	I6
I		"		-	8
I		"		-	36
2		"		-	22
6		3	x	I0-	22

Sta. IO30

I6	pcs	6	x	I0-	I6
2		3	x	I2-	I8
2		3	x	I0-	20
2		3	x	I2-	I6

Sta. 967

I		I2	x	I2-	I0
I7		6	x	I0-	I8
3		"		-	I6
2		3	x	I0-	20
2		"		-	I8
I		3	x	I2-	I8

Sta. 885

I		I2	x	I2-	I4
2		3	x	I0-	22
5		"		-	20
II		6	x	I0-	I6
I		I2	x	I2-	22
I		"		-	20
I		"		-	26
32		8	x	8-	I0
2		3	x	I0-	I8
I		I2	x	I2-	24
7		6	x	I0-	I8
I		"		-	I6
I		3	x	I0-	I6

Location of timber and bridge iron,
Connell Northern Ry,
Ritzville Branch.

Wye Junction.

I 1 1/2 kegs Spikes
20 3/4 x 18 Drift bolts
8 " x 32 Mach " "
2 5/8 x 28 1/2 " " "
6 " x 13 " " "
26 Packing Washers
50 3/4 O G " "
II Recess " "

Sta. I92I

2 pcs 12 x 12- 18
8 " " - 20
1 " " - 14
3 " " - 5

Sta. I885

3 pcs " - 10
1 " " - 8

Sta. I857

12 Packing Washers
2 5/8 x 28 1/2 Mach bolts
1/4 doz Boat spikes

Sta. I847

1 pcs 12 x 12-22
4 " " -24
1 6 x 10-16
1 12 x 12-18
1 Piling 20 feet long

Sta. I534

5 12 x 12- 12
9 6 x 10- 20
1 12 x 12- 24
7 6 x 10- 16
1 1/2 kegs 1/2 x 8 Boat spikes
II 3/4 x 18 Drift bolts
12 Packing washers
4 5/8 x 28 1/2 Mach bolts
7 3/4 O G Washers
50 5/8 " " "

Sta. I5I3

I pcs 8 x 8- 10
II " 14 ' Piling
4 bars 1/2 x 6 x 6 Iron
1/4 keg Boat spikes
I5 3/4 x 18 Drift bolts
34 Dowels
II 3/4 O G Washers
4 Packing " "
7 3/4 x 20 Mach bolts
2 " x 18 " " "
2 5/8 x 34 1/2 " " "
3 " x 28 1/2 " " "
16 3/4 x 27 " " "

Sta. I342

16 pcs 6 x 8-16

(2)

8pcs	6 x I6-	26
I35	9 x I8-	30
6	"	- I8
6	I2 x 24-	22

Piling.

44 pcs	I2 feet long
I2	I4
26	I6
2I	I8
8	20
4	24
5	26
I	30
I6	35
I	20

Bridge Iron.

I252 lbs	$\frac{1}{2}$ x 8"	Boat spikes	
200 "	$\frac{1}{2}$ x IO"	"	"
400 "	$\frac{1}{2}$ x I2"	"	"
300 "	60d	Nails	
500 "	40d	"	
I00 "	20d	"	
I54 pcs	$3\frac{1}{2}$ x I $\frac{1}{4}$ x $3\frac{1}{4}$ "	Pkg washers	
29I "	$3\frac{1}{4}$ "	O G washers	
426 "	$5\frac{1}{8}$ "	"	"
20 "	I"	"	"
63 "	$3\frac{1}{4}$ "	Recess	"
7I "	$5\frac{1}{8}$ "	"	"
766 "	$3\frac{1}{4}$ "	x I8"	Drift bolts
95 "	"	x 24"	"
82 "	"	x 32"	Mach
45 "	$5\frac{1}{8}$ "	x $28\frac{1}{2}$ "	"
99 "	"	x I3"	"
I07 "	$3\frac{1}{4}$ "	x 20"	"
I29 "	"	x I8"	"
I3 "	$5\frac{1}{8}$ "	x $34\frac{1}{2}$ "	"
35 "	$3\frac{1}{4}$ "	x 27"	"
92 "	"	x 2I"	"
48 "	"	x 4I"	"
20 "	"	x 30"	"
20 "	"	x $I6\frac{1}{2}$ "	"
20 "	$\frac{1}{2}$	x I5"	"
I4 "	$\frac{1}{2}$	x I2"	"
4 "	$3\frac{1}{4}$ "	x 23"	"
72 "	$5\frac{1}{8}$ "	x I2"	"
I4 "	"	x I4"	"
4 "	6 x 6 x $\frac{1}{2}$ -I5	Angle bars	
I6 "	6 x $3\frac{1}{2}$ x $\frac{1}{2}$ -I5	"	"
I0 "	Rods II' 4"	long threaded both ends	
395 "	I" x I2"	Dowels	

WLD R

2871

St. Paul, Dec. 2nd, 1910..

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

Dear Sir:-

I had a talk with Mr. Howland today about the track between the Milwaukee Crossing and the bridge about one mile north on the Ritzville Branch. He claimed that there would not be any large amount of water get between the bridge and the Milwaukee track and force through the Ritzville Branch near the Milwaukee track except what is provided to be taken care of in the pipe placed in the Northern Pacific bank. He thinks that a dike should be put in between the track and the high ground to the north on the south or west bank of the creek at the bridge one mile north of the Milwaukee Crossing.

Yours truly,

Chief Engineer.

WLD-Q

2871

At Seattle, November 22, 1910.

Mr. H. C. Westfall,
Assistant Engineer,
Connell, Wash.

Dear Sir:

Replying to your letter of the 18th inst. about
telegraph poles and other material scattered along the line on
the Ritzville Branch.

Wish you would arrange to have all this material pick-
ed up and stored in material yard at Connell, keeping complete
record of same.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company

Connell, Wash. Nov. 18, 1910.

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

Dear Sir;-

Mr. Howland advises that he has surplus pipe along the line of the Ritzville Branch and some at Ritzville, also two cars telegraph poles, three cars rail and some angle bars and tie plates at Ritzville.

Do you want this picked up and stored in the material yard at Connell.

Yours truly,

H. C. Wedgall
Assistant Engineer.

HCW



TELEGRAM.

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SPOT 1380

2871

NUMBER	Rec'd From	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
45	NP.M.N.			M.		M.			M.		

FROM

St Paul, November 17.1910 TO W.L.Darling,

DATED

AT

Spokane.

Buff. Howland is making up statement for westfall showing material received and on hand - It is all piled in westfalls material yard at Connell except some cast iron pipe at Ritzville along the line and two cars telephone poles 3 cars rail some angle bars and tie plates at Ritzville. Have advised Westfall.

R.E.Gemmell.

11:10 A.M.

**TELEGRAM.**

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

FROM Spokane, Nov. 16, 1910.

TO R. E. Gemmell,

DATED AT St. Paul.

Understand from Westfall that Howland's material has not ~~h~~ yet been turned over properly. Westfall has no record of what has been received and used or where balance is piled. Take up with Howland and wire Westfall, advising me.

W. L. Darling.

2 30 P

COPY

R. E. Beane
S. E. Lane

Undertaken from Westford Hill Newland
material ~~received in last~~ ^{from} ~~last~~ ^{subject} ~~subject~~ ^{of}
limit ~~to~~ ^{from} property - ~~Welford~~ ^{Welford} has no record
of what has been received and much or other
balance as paid - ~~Refer~~ ^{Refer} ~~to~~ ^{to} ~~Welford~~ ^{Welford}
GK and ~~Welford~~ ^{Welford} ~~and~~ ^{and} ~~Welford~~ ^{Welford}
that

7
Form 1336

COPY. 2871

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 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.

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

FROM St. Paul, TO W. L. Darling,
DATED Nov. 17th, 1910.. AT Spokane.

Buff. Howland is making up statement for Westfall showing material received and on hand. It is all piled in Westfall's material yard at Connell except some cast-
at Ritzville and
iron pipe along the line and two cars telephone poles, 3 cars rail, some angle bars and tie plates, at Ritzville Have advised Westfall.

R. E. Gemmell.



Form 1386

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
	141	sf	n an	M.		M.			M.		

FROM Spokane November 16, 1910 TO R. E. Germell
DATED AT ST. PAUL.

Understand from westfall that Howland's material has not yet been turned over properly. Westfall has no record of what has been received and used or where balance is piled. Take up with Howland and wire Westfall advising me.

W. L. Darling

5:07PM



Form 1385

COPY. 2871

TELEGRAM.

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

FROM St. Paul, TO H. C. Westfall,
DATED Nov. 17th, 1910.. AT Connell.

Referring to Howland's material. He is making up statement showing material received and on hand. All surplus is in your material yard Connell excepting some cast iron pipe at Ritzville and along the line, two cars telephone poles, 3 cars rail, some angle bars and tie plates at Ritzville.

~~R. E. Connell.~~

W. L. Darling

X

2871

WLD R

St. Paul, Nov. 2nd, 1910..

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

Dear Sir:-

Referring to your letter of the 30th ult.
about finishing at Schrag. I think that we should give
Mr. Kerrick final estimate in full.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company

RECEIVED BY
ENGINEER
SEP 2
1910
NOR. PAC. RY.
ST. PAUL, MINN.

Connell, Wash. Oct. 30, 1910.

Mr. W. L. Darling,
Chief Engineer.

St. Paul, Minn.

Dear Sir;-

In regard to Kerrick Construction Co. finishing
at Schragg.

I was talking with their foreman, Mr. A. A. Camp, and he had
a letter from Kerrick Construction Co. to leave enough tools
and material and for him to come back from Seattle, where he
lives, and finish when well is completed.

It seems the best proposition for them to complete the
work as long as they are willing.

Yours truly,

H. C. Wessfall
Assistant Engineer.

HCW

*See letter to NW
October 22nd*

Northern Pacific Railway Company

Ritzville, October 26th, 1910.

Mr. W. L. Darling,

Chief Engineer.

St. Paul, Minn.

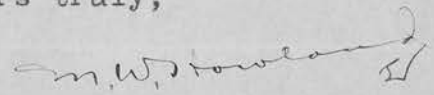


Dear Sir:

Herewith attached force report for week ending October 22nd, which is as follows,- Station Bldgs, 1 foreman, 1 carpenter and 1 laborer, Well drilling, 1 foreman, and 2 drillers, Road Change, 1 foreman and 8 laborers.

Kerrick contract all completed except putting in standpipe and building pump house and placing engine and pump. This work turned over to Mr. H. C. Westfall, as per instructions from you.

Yours truly,



Assistant Engineer.

MWH

FORCE ACCOUNT REPORT

 WEEK ENDING October 2nd 1900
Connell Northern Ry. Pittsfield Branch WORK

*Carpenters
Drivers*

CONTRACTOR	Station Numbers	Foremen	§§ Laborers	Station men	Camp Men	§§ TEAMS			ST. SHOVELS											
						Grade	Frt.	Idle	Wkg.	Idle										
C.W. Kierick & Co	635-659	1	2	1																Station Bldg etc
W.E. Wilkins	652	1			✓															Wres Drilling
Connell Northern Ry	force	1	8																	Road Change { See 34, 35 + 36 T 19 R 22 ✓ 30, 31 ✓ 34

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.

 must forward at Sept.

2871

WEEK ENDING October 22nd 1900

Council Northern Ry. Ritzville Branch **WORK**

Road change { $\begin{matrix} \text{In} & 34, 36 + 36 & \text{Tig} & R & 33 \\ & \checkmark & 30, 31 & \checkmark & 34 \end{matrix}$

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.

mustowland at Supt.



TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
51	g f n f										

FROM

Ritzville Oct. 29-10

TO W.L. Darling

DATED

AT

StPaul.

Commission postponed action on road change until Monday as sheriff failed to serve notices will attend meeting Monday and leave for StPaul Monday night.

M.W.Howland. 1103 am

OFFICE OF
CHIEF ENGINEER
OCT
29
1910
NOR. PAC. RY.
ST. PAUL, MINN.



TELEGRAM.

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FORM 1880

2871

COPY

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

FROM St. Paul, TO M. W. Howland,
October 23rd, 1910.. Ritzville.

Your wire 22nd. O. K. to come in soon as coulee road
change meeting is held.

W. L. Darling.

WLD R



Form 1386

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

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
74	W. S. Darling	To	3a 23								
FROM Nitzmuller Oct 22 1940 TO W. S. Darling ✓											
DATED Will take until near end October											
to Complete Records also Special Meeting											
County Commission Oct Twenty Eight to											
take final action Boulder Road Change											
Vicinity Klimmer Grading Rock Point Sec											
36-19-33 furnished by that time											
MW Howland											



TELEGRAM.

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COPY

NUMBER	NAME FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVED
				M.		M.			M.		

FROM

St. Paul,

TO M. W. Howland,

Oct. 22nd, 1910..

Ritzville.

Wish you would turn over completion of the wheel at Schrag and work at the River to Mr. Westfall and come into St. Paul with chief clerk and all notes and records as soon as you can. Also bring all information so you can complete final estimate here. Answer when we may expect you.

W. L. Darling.

WLD R

2871

Copy

WLD R

Saint Paul, October 22, 1910.

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

Dear Sir:-

I have arranged with Mr. Howland to turn over to you the work at the Columbia River and the finishing up of the well at Schrag which I understand is the only thing remaining to be done there. It will not be practicable to hold Kerrick's outfit until the well is completed. The material will be left on the ground and we have to will arrange, after the well is completed, to do the work ourselves as it would be hardly fair to call on Mr. Kerrick to maintain a force there until that time or to reorganize a force after well is completed. I understand that the outfit at the river has but one more hole left to drill and as soon as this is done we want to let that outfit go and release plant taking pains to carry out Mr. Howland's program in connection with the distribution of the plant after finishing.

Yours truly,

Chief Engineer.

on file
327

Northern Pacific Railway Company

Ritzville, October 17th, 1910.

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



Dear Sir:

Herewith force account report for week ending October 15th, which is as follows,- Station Bldgs etc, 1 Foreman and 5 carpenters, Well drilling, 1 foreman and 2 drillers, N. P. force grading Road Change, 1 foreman and 8 laborers.

Station Bldgs and Water tank at Schragg completed. Kerrick's men have depot platform & pump house to build and stand pipe to put in place.

Wilkins has drilled down 100 feet on the second hole and having more trouble but thinks that he will probably be able to go on with this hole.

We have foreman and eight men grading rock point on Road change through Sections 34,35 and 35 T. 19 R. 33 and Sections 30 and 31 T. 19 R. 34. We started this work Wednesday October 12th, and expect to finish by the 28th of this month.

Yours truly,

Assistant Engineer.

MWH

FORCE ACCOUNT REPORT

 WEEK ENDING October 15th 1900
Councils Northern Ry: Ritzville Branch **WORK**

CONTRACTOR	Station Numbers	Foremen	\$\$\$ Laborers	Station men	Camp Men	\$\$\$ TEAMS			ST. SHOVELS											
						Grade	Frt.	Idle	Wkg.	Idle										
and Krenick + Co	655-657	1	✓	5							Sta Blag etc									
W E Wiering	653	1			✓						Wiering									
NP force		1	8								Road change { Aug 24, 25 + 26 T 19 R 33 ✓ 30, 31 T 19 R 34									

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.

M W Howland at Supt.

WLD R

7871
Saint Paul, October 18th, 1910..

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

Dear Sir:-

I want you to arrange by November first to come into Saint Paul with your Chief Clerk to complete the final estimate. You can turn over work now being done at the river to Mr. Westfall. There is but one hole to be put down and that should be done probably sometime this month.

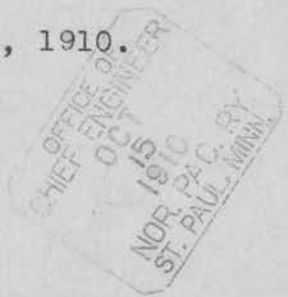
Yours truly,

Chief Engineer.

2871

Northern Pacific Railway Company

Ritzville, October 12, 1910.



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

Dear Sir:

Herewith attached force account report for week ending October 8th, which is as follows,- Station Bldgs etc, 1 foreman, 5 carpenters and 2 laborers.

Buildings all completed except water tank which is about 80 % done.

Wilkins Drill outfit and 4 men started new hole this week account jamming the casing in the old hole. New hole down 50 feet.

Bridge material from Ritzville yard has been shipped to Connell Material yard and will load and ship out fence material.

Two cars of telegraph poles and three cars of rail were unloaded at Ritzville also a number of pieces of 36" C.I. Pipe and this material will be left at Ritzville unless you think best to send everything to Connell yard.

Bridge timber at Lind will be shipped to Connell as soon as we can get cars.

Yours truly,

Assistant Engineer.

MWH

Mr. W. Howard Asst. Supt.

2871

Northern Pacific Railway Company.

Ritzville, October 3rd, 1910.

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

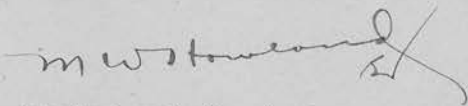
Dear Sir:

Herewith attached force account report for week ending October 1st, which is as follows,- Station Buildings etc. 1 foreman, 5 carpenters and 2 laborers.

The Section house and Depot were completed this last week. While drilling the well, we struck rock at about 90 feet and passed through this alright into gravel and in doing so bent the drill casing. In trying to straighten the casing lost the hole. Have moved the drill machine and will start new hole at once and with about five days of good drilling should reach same depth as we had in first hole. Considerable time has been lost in waiting for supplies for this work, same being ordered from Portland.

Yours truly,

MWH


Assistant Engineer.

WEEK ENDING October 1st 1900

Council Northern Ry Pitzburg Branch WORK

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.

Mr J. F. Leonard *AS*
Sept

Northern Pacific Railway Company.

14
ST. PAUL, MINN.
SEP 27 1910
OFFICE OF
CHIEF ENGINEER

Ritzville, September 26th, 1910.

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

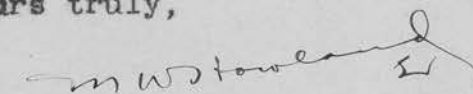
Dear Sir:

Herewith attached Force Account report for week ending September 24th, which is as follows,- Station Buildings, 1 foreman, 5 carpenters and 2 laborers.

The Burk house, Privies, concrete for tank and framing for tank has now been completed. No work being done on the Section house or Depot the past week.

The well is now about 90 feet down, have had considerable trouble last week account striking solid rock and breaking drills. Repairs having been furnished from Portland has delayed us somewhat.

Yours truly,



Assistant Engineer.



in W. Howard at Supt.

CONSTRUCTION PROGRESS REPORT.

Cumee Northward Ry., Ritzville to Junction Residency No. *_____* Date *Sept 1st* 191*0*
Ritzville Branch *Cumee - Adrian Line*

Section	GRADING								Clearing Track Ballast Fencing				In this column state progress of Tunnels, Bridging, Repairing, Structures, etc., by Sections. Give suggestion as to Working Force, etc.
	STA. TO STA.	TOTAL QUANTITIES			Per Cent Finished This Last Report	FORCE		STATION TO STATION					
		Earth	L. Rock	S. Rock		Men	Teams	Previously Completed—Mark X					
1 - 38	0	2000	637000	65000	68000	100	-	-	X	409	663	00	Car House 100% Section ✓ 98% Bridge ✓ 100% Depot 95% Privies 100% Water tank; ^{foundation} concrete 100% Framing for tank 100% Well, drilling 90 feet down

Northern Pacific Railway Company



Ritzville, September 21, 1910.

Mr. W. L. Darling,

Chief Engineer.

St. Paul, Minn.

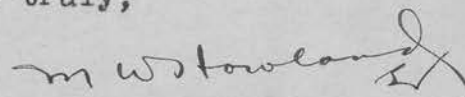
Dear Sir:

Herewith attached force report for week ending September 17th, which is as follows,- Station Bldgs, 1 fore- and 2 laborers.

being
The crew reduced this past week account of the men working at Bruce on the Connell Adriam Line. Practically no work being done on station buildings. Concrete foundation for the water tank is 80% completed.

About 50% of the gravel rip rap having been completed on the west end, to date.

Yours truly,



Assistant Engineer.

CWL

FORCE ACCOUNT REPORT

WEEK ENDING September 17th 1905

Connell Northwood Ry. Ritzville Branch WORK

CONTRACTOR	Station Numbers	Fore- men	\$\$ La- borers	Station men	Camp #Men	\$\$ TEAMS			ST. SHOVELS	
						Grade	Frt.	Idle	Wkg.	Idle
CW Kennel & Co	635-657	1	-	✓						
<i>carpenter</i> Station Bridge Balance of crew working at Bruce on C & L line										

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.

M W Stowland at Supt.



Form 1386

TELEGRAM.

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NUMBER	RECEIVED	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				_____ M.		_____ M.			_____ M.		

FROM

Montana Div.

WLD-A

TO

M W Howland,

DATED

Sept. 21, 1910

AT

Ritzville, Wash.

Be sure to have approximate estimates and detail estimates, also progress profiles with classification shown on cuts to take with us.

W L Darling



Form 133C

TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those of parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of 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 operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

NUMBER	REG'S FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.					

FROM

DATED

September 21, 1910.

TO

W L Darling,
Car 12, On Line West

AT

of Glendive on No. 5

Howland wires yours 20th received. Will arrange
to meet you with team or automobile on arrival No. 5
Thursday.

R E Gemmell.

Northern Pacific Railway Company

Ritzville, September 12th, 1910.

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


Dear Sir:

Herewith force account report for week ending September 10th, which is as follows,- Station Buildings, 1 foreman, 5 carpenters and 2 laborers.

The section house and depot are practically completed with exception of the windows and doors . The concrete foundation for the water tank was started Friday.

Yours truly,

CWL


Assistant Engineer.

Commence Northward Ry., Pittsiley to Junction Residency No. _____ Date September 10 1910
Pittsiley Branch Commence Adrian King
 GRADING Clearing Track Ballast Fencing

Section	GRADING										Clearing				Fencing	In this column state progress of Tunnels, Bridging, Repairing, Structures, etc., by Sections. Give suggestion as to Working Force, etc.
	STA. TO STA.	TOTAL QUANTITIES			Per Cent Finished This Last Report	FORCE		STATION TO STATION								
		Earth	L. Rock	S. Rock		Men	Teams	Previously Completed—Mark X								
1 - 38	0	200 ft	137,000	65,000	68,000	100	-	-	x Hoq - 66.3 + 50					Car House 100 % Duction 95 % Depot 90 % Water tank; concrete foundation started Friday.		

7871

St. Paul, September 13, 1910.

REG-W

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

Dear Sir:

I am sending you by express progress
profile of the Ritzville Branch, Having recorded
August progress, per yours of the 5th.

Yours truly,

Chief Engineer.

Encl. Express.

Northern Pacific Railway Company

CHIEF OF ENGINEER
SEP 9 1910
NOR. PAC. RY.
ST. PAUL, MINN.

Ritzville, Wash, Sept. 5, 1910

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

Dear Sir:-

Herewith progress profile showing work
done in August 1910.

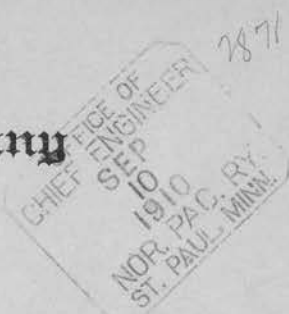
Yours truly,

M. W. Honland

Asst. Engineer.

*Imp.
In record
WLB 9/15
R. G. S.
Progress recorded
9/13*

Northern Pacific Railway Company



Ritzville, September 6th, 1910.

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

Dear Sir:

Herewith attached force report for week ending September 3rd, which is as follows, - Station Buildings, 1 carpenter and 1 laborer.

The reason for the station gang crew being so small is due to account balance of crew are working on the Connell-Adrian Line. Practically very little has been done the past week on station buildings account of the reduction in the force.

Yours truly,

Assistant Engineer.

CWL

FORCE ACCOUNT REPORT

WEEK ENDING September 30, 1900

Council, Northway Ry, Pittsfield Branch WORK

CONTRACTOR	Station Numbers	Fore- men	\$\$ La- borers	<i>Confidence</i>		\$\$ TEAMS			St. SHOVELS	
				Station men	Camp Men	Grade	Frt.	Idle	Wkg.	Idle
CW Vernon Co	635-657		1	1						
Station Bldg Balance of crew working on Council - Adrian Line.										

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.

m w Howard at Supt.

CONSTRUCTION PROGRESS REPORT.

Council Northern Ry., Ritzville to Junction Residency No. Date September 3rd 1910

Ritzville Branch

Council - Adrian Linn

Section	GRADING								STATION TO STATION	In this column state progress of Tunnels, Bridging, Repairing, Structures, etc., by Sections. Give suggestion as to Working Force, etc.
	STA. TO STA.	TOTAL QUANTITIES			Per Cent Finished This / Last Report	FORCE		Previously Completed—Mark X		
		Earth	L. Rock	S. Rock		Men	Teams			
1 - 38	0	2004	637,000	65,000	68,000	100	-	-	X Hog - 663+50	Car House, Section House, Depot Water tank; excavation & framing completed Foreman Carpenter, Laborer

WLD R

St. Paul, Sept. 8th, 1910..

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

Dear Sir:-

Referring to your letter of the 24th ultimo
about the bridge at Station 222 on Ritzville Branch.
Apparently there is sufficient water way left but you
will have to take special pains to see that it is
thoroughly rip-rapped.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company

St. Paul, September 7, 1910.

HES.

Mr. W. L. Darling,
Chief Engineer.



Dear Sir:-

Your memo on the attached letter from Mr. Howland regarding opening required at Station 222, Ritzville Branch.

I talked this matter over with Mr. Howland last week and we were both agreed that as far as the bridge goes, the opening is O.K. The difficulty, if there should be any would probably be due to the stream running alongside the embankment and around the toe of the slope to get through the opening. As the fill is made of very fine material, the extreme highwater might cause considerable wash of the embankment. This wash would not be prevented by increasing the size of the opening and could only be avoided by rectifying the channel of the stream or rip rapping the embankment.

It is my opinion that rip rapping would be the more economical and better scheme. Mr. Howland advises that there is no rip rap immediately available and will not be until line is completed. I would therefore suggest that bridge be left as it is until such time as rip rap becomes available.

Yours truly,

Bridge Engineer.

X
Northern Pacific Railway CompanyRitzville, August 30th, 1910.
V

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

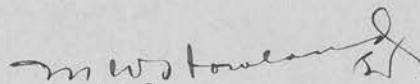
Dear Sir:

Herewith force account report for week ending August 27th, which is as follows,- Station Bldgs, 1 carpenter and 1 laborer.

The depot and section house at station Schragg are 80% completed, car house 100%. Excavation for water tank and framing practically finished.

The force for this week was very small due to account balance of crew working on Connell-Adrian Line repairing pumps.

Yours truly,



Assistant Engineer.

CWL

12871
OFFICE OF
CHIEF ENGINEER
SEP 2 1910
NOR. PAC. RY.
ST. PAUL, MINN.

FORCE ACCOUNT REPORT

 WEEK ENDING August 27 1900
Connelley Northon Ry, Pittsburg Branch WORK

CONTRACTOR	Station Numbers	Fore- men	\$\$ La- borers	^{carpenters}		\$\$ TEAMS			St. SHOVELS	
				Station men	Camp #Men	Grade	Frt.	Idle	Wkg.	Idle
CW Kammell & Co	635-657		1	1						
Station Bluffs Balance of crew working on Connell, Adrian Line, repairing pumps										

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.

M. W. Stowland, Jr. Supt.

CONSTRUCTION PROGRESS REPORT.

Connally Northway Ry., Ritzville to *Junction* Residency No. *27* Date *August 27* 19 *10*
Ritzville Branch *Connally-Adrian Line*

Section	GRADING								Clearing Track Ballast Fencing				In this column state progress of Tunnels, Bridging, Repairing, Structures, etc., by Sections. Give suggestion as to Working Force, etc.	
	STA. TO STA.	TOTAL QUANTITIES			Per Cent Finished This Last Report	FORCE		STATION TO STATION						
		Earth	L. Rock	S. Rock		Men	Teams	Previously Completed—Mark X						
1 - 38	0	2004	637000	65000	68000	100						X	4.9 - 663 + 50	Car House 100% Section ✓ 80% Depot 80% Water tank: excavation and framing nearly completed. Hermann Carpenter, Laborer

Northern Pacific Railway Company

Ritzville, Wash, August 24, 1910

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

Dear Sir:-

Regarding your request for high water data in the vicinity of Bridge at Station 222, Ritzville Branch. I am sending you herewith a blue print showing some cross sections of the coulee taken near this point. At this season, it is impossible to get high water marks except from Ranchers living near, and I do not think that these are very reliable.

I have taken a section at the Weber P.O. opposite our Station 440. Mr. Weber has lived at this place for more than twenty years and he states that the high water of last spring was very near to being extreme high water. He also says that in the last four years the floods have reached the extreme several times.

At Stations 252 and 206 where sections were taken, the Land Owners have been residents for from four to five years and they state that the last flood was within a foot of extreme. These last parties are the ones who alarmed Mr. Turner about high water and in each of these cases I found that the high water to which they referred came off the hills directly back of their homes and that the water in the coulee was much lower. I cannot be at all certain that the high water marks that I have secured at these two points are not due to water flowing from the hills back of these places instead of down the coulee. These same parties inform me that the water never gets out of the channel just north of Bridge 222 where I have shown another cross section and I wish to call attention to the fact that this seems to disagree radically from the data obtained at Stations 206 and 252. This last may be partially explained from the fall being greater for a

Northern Pacific Railway Company

little distance each side of the bridge.

Res. Engr Snyder informs me that he and Mr. Krumm made a careful study of the conditions immediately after the last high water and that they could not find that the water had been over the flat near the bridge. and that the embankment at bridge ends was not washed at all.

In my judgement the present bridge will take care of the extreme flood. However it may be wise to take steps to insure its safety. The channel may be enlarged by 100 Sq. Ft. of area at Bridge without at all endangering the structure. However this would be of no value unless we undertake to straighten and widen the channel for something like 1000 Ft. on either side of the bridge, using the excavated material to construct a dike along the west bank above the bridge. I am not prepared to give an accurate estimate of the cost of such work but think that 100000 Cu. Yds. Excav. 75% Earth and 25% Hardpan would cover all necessary excavation.

The drainage area of this bridge is about 240 Sq. Miles and this requires not less than 800 Sq. Ft. Area waterway. *Area under Bridge 1360 sq. ft.*

Yours truly,

M. W. Honland

Asst. Engineer.

Cross Section Sta. 206.
Showing Ground Line ⁹⁴/₁₀₀ High Water
Hor. Scale 1"=40' Ver. Scale 1"=20'

Top of Rail Sta. 206. Elev. 114.45

Emisz Ranch House
Owner a resident
4 years

Cross Section Sta. 252
Showing Ground Line ⁹⁴/₁₀₀ High Water
Hor. Scale 1"=40' Ver. Scale 1"=20'

Top of Rail Sta. 252. Elev. 114.4

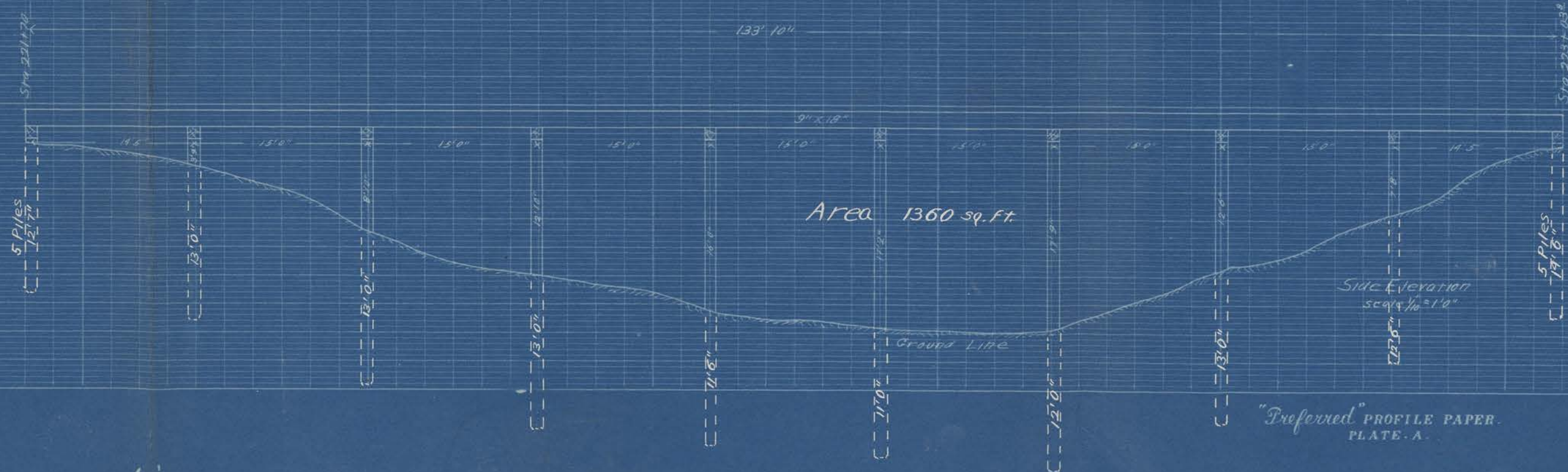
Thase Ranch House
about this location
Owners residents
about 4 years.

Cross Section Sta. 440
Showing Ground Line ⁹⁴/₁₀₀ High Water
Hor. Scale 1"=40' Ver. Scale 1"=20'

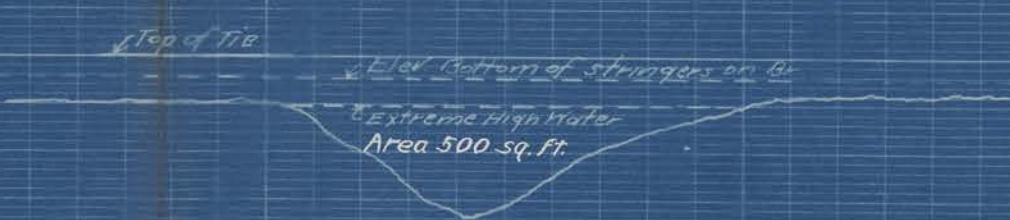
Top of Rail Sta. 440. Elev. 118.64

Waber P.O.
and Ranch House
Owner a resident
20 years.

Cross Section of Bridge Sta. 222
and Creek Channel
Scale 1"=10'



Cross Section of Channel
Just North of Bridge at Sta. 222
Hor. Scale 1"=40' Ver. Scale 1"=20'



CONNELL-NORTHERN RY
RITZVILLE BRANCH
Profile
Showing High Water Data
Vicinity Br. Sta. 222.

Ritzville, Wash. Aug. 23, 1910. M. H. Hurland, D. E.

20
28
WLD R

On Line, Y. S. Div. Aug. 5th, 1910..

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

Dear Sir:-

Please note attached copy of letter from Mr. Stevens under date of the fourth instant relative to opening at station 222. According to Mr. Stevens there must be sufficient water-way provided ^{it can} ~~be~~ ^{not} ~~be~~ call be utilized. As I remember the situation water can come up ^{not} ~~be~~ up ^{to} within several feet of the stringers in which event a large enough opening has been left. Wont you please look it over.

Yours truly,

Chief Engineer.

Encl.

Northern Pacific Railway Company

IN YOUR REPLY PLEASE

REFER TO FILE

St. Paul, Minn., August 4, 1910

HES

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:-

Your favor of the 31st regarding opening at Station 222 on the Ritzville Branch.

This is the first time the matter has ever been called to my attention. Therefore I am unable to say what Mr. Krumm figured and do not know what Mr. Turner said about high-water. As nearly as I can ascertain from the maps of the Government Land office, the opening takes care of a drainage area of about 288 square miles. This would require at least 860 square feet of opening.

From the progress profile, Mr. Krumm has evidently provided about 900 square feet.

yours truly,


Bridge Engineer.

B

WLD R

COPY.

On Line, Connell-Northern,

July 31st, 1910..

Mr. H. E. Stevens,
Bridge Engineer.

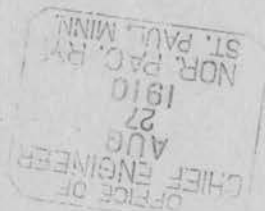
Dear Sir:-

What about the opening on the Ritzville Branch at Station 222. It would appear from what Mr. Turner says that the water-way provided by Mr. Howland is not sufficient. Did not Mr. Krumm figure water-shed from the third coulee? Wish you would advise what information you have on it and I will ask Mr. Howland to look matter up again and see if there is any truth in the report that there is such high water there.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company



Ritzville, August 24th, 1910.

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

Dear Sir:

Herewith force account report for week ending August 20th, which is as follows,- Force putting up station buildings etc., 1 foreman, 5 carpenters and 3 laborers.

Depot, Section house and Tool house at Schragg about 75% completed. Excavation for tank has been completed and material for foundation on the ground. This work should be completed inside of two weeks.

We have about three miles of gravel rip-rap protection against flood water, to put in place and about 800 yards of rock rip-rap. This work will be taken up as soon as Mr. Westfall is through with shovel and train on Connell-Adrian Line.

Yours truly,

Assistant Engineer.

MWH

FORCE ACCOUNT REPORT

WEEK ENDING August 20th 1960

Connell Northwood River Pittsburg Branch WORK

CONTRACTOR	Station Numbers	Fore- men	\$\$ La- borers	^{Carpenters} Station men	Camp #Men	\$\$ TEAMS			St. SHOVELS		
						Grade	Frt.	Idle	Wkg.	Idle	
C. W. Verrill & Co	635-657	1	3	5	1						Station Bridge

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.

most forward at Supt.



Form 1386

2871

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

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
63	sf	k	gn	28th	M.						

FROM Ritzville, Aug 26th-1910.

TO W.L.Darling,

DATED AT Straul.,

Wire date average totals ending Aug 13th surfacing three foreign
 sixty laborers material yard eleven men station bldgs one foreman
 seven carpenters.

M.W.Howland.

158-am

U



Form 1386

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 sender 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 so, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
3188	F. K. U.	Recd	530PM.	M.							

FROM Ritzville Aug 27th 1910 TO W. L. Darling

DATED AT St Paul

Your message tonight Aug 7th 47 men Aug. 8th 95 Men surfacing moved

Connell Adrian Line Aug. 8th Average free material yard for week 16 men

M. W. Howland

533 P. M.



FORM 1280

TELEGRAM.

all Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those to parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of 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, operators are required to attach a copy to Form 225, and forward same to Superintendent of Telegraph.

COPY

NUMBER	Time Sent	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM

TO M W Howland,

DATED

August 27, 1910.

AT Ritzville

why do you not reply my wireasking force
reports week ending 13th. Wire totals this morning
without fail.

W L Darling

**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 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, operators are required to attach a copy to Form 236, and forward same to Superintendent of Telegraph.

NUMBER	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER

FROM

TO

M W Howland,

DATED

August 26, 1910

AT

Ritzville

Please answer my wire 25th asking for
force reports week ending 13th. Wire totals.

W L Darling



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 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.

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

FROM

Aug 25 - 10

TO

AT

 M W Howland
 Ritzville Wash

Have not received force report week
 ending 13th wire totals

W. Darling

Northern Pacific Railway Company

Ritzville, Wash, August 18, 1910

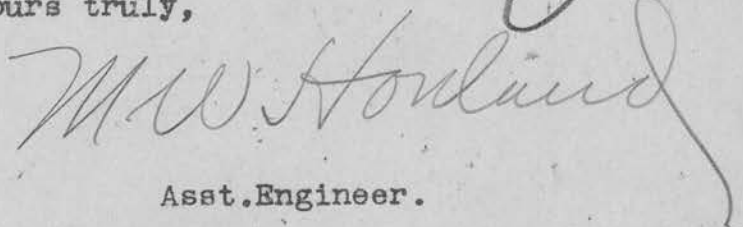
Mr. W. L. Darling, Chief Engineer,
St. Paul, Minn.

Dear Sir:-

We have about three miles of gravel riprap to put in place on the Ritzville Branch--protection against flood water. This matter was taken up with you when over the line July 31st. I have been planning to take over Mr. Westfall's outfit for a few days as soon as he is through with the shovel and trains. In addition to this gravel, we will require about 800 Cu. Yds. rock riprap for places where the current strikes against embankment, and it will be necessary to get the rock from the Connell-Adrain line as track has not been laid far enough on the Ritzville Branch to get into rock country.

I note from your letter of August 13th, regard to reducing force etc., that Mr. Westfall will look after train service for both lines in future but presume that I am expected to finish the construction work on the Ritzville Branch and will go ahead with it unless I hear from you to the contrary.

Yours truly,



Asst. Engineer.

2871
WLD R

St. Paul, Aug. 13th, 1910..

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

Dear Sir:-

It is very desirable to reduce the force on the Ritzville Branch to as small a degree as possible and for that reason I wish you would disband your entire force excepting your Chief Clerk and the Engineer in charge of the work for the first twenty miles out of Ritzville. This is the place where we are liable to have some trouble with classification and want this Engineer kept until such time as classification can be determined upon.

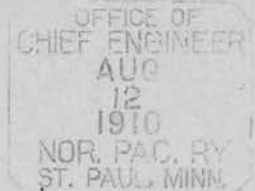
I presume that tracklaying and surfacing is now completed. Train service hereafter should be run by Mr. Westfall from Connell.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company

Ritzville, August 8th, 1910.



Mr. W. L. Darling,
Chief Engineer.

St. Paul, Minn.

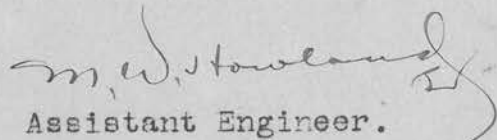
Dear Sir:

Herewith attached force account report for week ending August 6th, which is as follows, - 5 foremen and 85 laborers.

Surfacing practically completed to Schragg this week. Crossing signs, whistle posts and cattle guards put in place.

Kerrick and Company's outfit have been loading gravel and lumber for the buildings at Schragg and expect to get started this coming week.

Yours truly,


Assistant Engineer.

CWL

mostowland at Supt.

7871
Saint Paul, August 10, 1910.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

I have yours of August eighth about change
of line on the Ritzville Branch. We will discontinue
this work entirely.

Yours truly,

(Signed) Howard Elliott.

President.

7875
COPY
Org. on file

Saint Paul, August 8, 1910.

Mr. Howard Elliott,
President.

Dear Sir:

I hand you herewith schedule of bids received by Siems & Company for the changes of line on Ritzville Branch. Mr. Siems thinks that he can get Caughren & Woldson to reduce their bid for 20 cents per cubic yard for earth about one cent per cubic yard. Think all of these prices are high and in view of the fact that track is not being to be laid this year would recommend that nothing further be done about change of line at present.

Yours truly,

Chief Engineer.

Encl.

COPY.

2871
COPY.

2
St. Paul, August 8, 1910.

REG-W

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

Dear Sir:

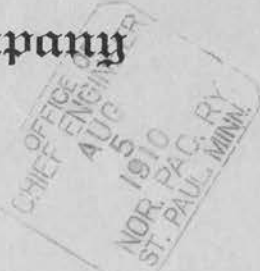
Herewith progress profile of the Ritzville
Branch, having recorded July progress.

Yours truly,

Enc. Express

Chief Engineer.

Northern Pacific Railway Company



Ritzville, Wash, Aug. 2nd, 1910

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

Dear Sir:-

Herewith progress profile showing
progress for month of July 10. on Ritzville Branch.

Yours truly,

Asst. Engineer.

*imp
for record
MA 8/7
R&B Progress recorded.
Jm B
Jm*

Northern Pacific Railway Company

Ritzville, August 1st, 1910.

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

Dear Sir:

Herewith force account report for week ending July 30th, which is as follows,- Tracklaying crew, 5 foremen and 80 laborers.

The tracklaying is practically completed from the Junction Connell Adrian Line to Station Schragg. Track gang have been doing surfacing, since wire received from Mr. Darling to stop track laying at Station Schragg. Two train crews were released Saturday night and 30 flats, we are keeping one train crew to take care of the surfacing gang and return track material to material yard to be unloaded.

Yours truly,

CWL

newstead
Assistant Engineer.



Northern Pacific Railway Company

Ritzville, July 25th, 1910.

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

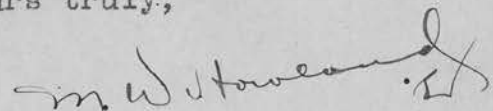
Dear Sir:

Herewith force account report for week ending July 23rd, which is as follows,- Bridge gang, 1 foreman, 7 carpenters and 1 team, Tracklaying gang, 6 foremen, 83 laborers.

The bridge work is completed except decking bridges 885, 967, 1030, 1162 and 1342 and constructing under road crossing 838 and over crossing 1777. The material for 838 and 1777 has not been received. We will have bridges to build at 1308 and 1366 unless the Railroad Company approve of proposition of County Commissioners to but right of way for road down the coulee and grant permit to use waterway at 1342 for roadway--my letter July 16th with explanation in detail.

Contractors lost about 40 men from tracklaying crew Thursday noon and have been doing back work and surfacing balance of the week. Expect to have full crew again first of the week and begin laying track again.

Yours truly,



Assistant Engineer.

MWH

Council Northham Ry., Pitoreilly to Junction Residency No. Date July 22nd 1910
Pitoreilly Branch Council - Adrian Line
GRADING Clearing Track Ballast Fencing

Section	GRADING							Tunnels - Roadway				In this column state progress of Tunnels, Bridging, Repairing, Structures, etc., by Sections. Give suggestion as to Working Force, etc.	
	STA. TO STA.	TOTAL QUANTITIES			Per Cent Finished	FORCE		STATION TO STATION					
		Earth	L. Rock	S. Rock	This & Last Report	Men	Teams	Previously Completed—Mark X					
1 - 38	0	200 ft	637,000	65,000	68,000	100						Framing of Bldgs at 885	Formwork Carpentry 2 men 1 7 1

~~2892~~
2871

St. paul, July 27, 1910.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

Referring to conversations about the
Ritzville Branch, and the Connell Northern road:
we will lay the track from the Junction east to
Schrag, and postpone the rest of the work for the
present.

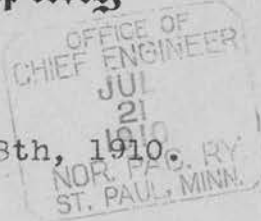
Yours truly,

(Signed) Howard Elliott,
President.

(C O P Y)

Northern Pacific Railway Company

Ritzville, July 18th, 1910.



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

Dear Sir:

Herewith force account for week ending July 16th, which is as follows,- Bridge gang 1 foreman, 8 carpenters and 1 team.

The grading work has all been completed on the Ritzville Branch.

Bridge work all completed except bridge at station 838. Highway bridge at 1777 and deck for 885, 967, 1030, 1162 and 1342. Material required for this decking will be train hauled to bridge site.

Yours truly,

A handwritten signature in cursive script, appearing to read "M. W. Howland".

Assistant Engineer.

CWL



FORM 1238

2871

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

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NUMBER	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
43	ST:PO:									

FROM

Connell. July 18-19-1910

W.L. Darling

DATED

AT

at paul

July 17th 78 men surfacing and back work No work done in Materia

yard

M.W. Howland

445 am

2871

Northern Pacific Railway Company

Ritzville, July 9th, 1910.

ST. PAUL, MINN.
NOV 1910
CHIEF ENGINEER
OFFICE OF THE CHIEF ENGINEER

Mr. W.L. Darling,
Chief Engineer.

St. Paul, Minn.

Dear Sir:

Herewith attached force account report for week ending July 9th, which is as follows,- Grading force, 2 foreman, 19 laborers and 11 1/2 teams; Bridge gang erecting, 1 foreman, 8 carpenters and 1 team; Bridge excavations 4 laborers.

Bridges 1342 and 1513 finished this week and carpenters started on bridge at station 1167 today. Grading force desorganized the Fourth and just got started last of the week, almost done.

Started tracklaying at the Junction Friday am and broke engine on Pioneer car. Will probably be last next before repairs can be made. We are laying 72# pound steel on Junction in the meantime by hand.

Yours truly,

M. W. Howland

Assistant Engineer.

CWL

*H. S. Stevens
Please write
revenue w. R.
H. S. Stevens*

V

WLD R

St. Paul, July 13th, 1910..

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

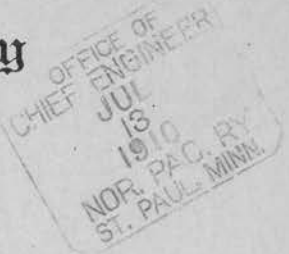
Dear Sir:-

Referring to your letter of the 10th inst.
Think you should lay 72# steel where line changes have
been authorized. I think that 72# steel should not only
be laid at line changes Stations 1482 to 1546 and 1782
to 1810 but at all other places where curves are being
reduced to 3°, unless the second hand steel is not avail-
able in which case it would be better to lay 90#.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company



Ritzville, Wash., July 10th, 1910

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

Dear Sir:-

Referring to my letter June 24th, regard to laying 72# steel at points where line changes have been authorized on the Ritzville branch.


My reason for recommending the laying of 72# steel at the decided changes Sta. 1482-1546 and 1782-1810 is that it will be impossible to throw the track at these places and as we have no surplus 90# steel ordered, it will be necessary to take up the 90# steel, if laid, and relay on the revised line. This will tie up the line for several days. At all other points where line changes have been authorized, the track can be thrown to the revised line and likely we would avoid confusion by permitting the contractors to lay the 90# steel.

Will you please advise at as early a date as possible.

Yours truly,

M. W. Arnold

Asst. Engineer.



WLD R

St. Paul, July 13th, 1910..

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

Dear Sir:-

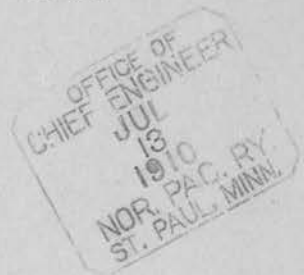
Referring to your letter of the 9th inst.
Ritzville Branch is to be surfaced - not ballasted.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company

Ritzville, July, 9th, 1910..



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

Dear Sir:

Will you please advise whether we are to ballast
the Ritzville Branch.

We do not want to spend money on surfacing from
side if the line is to be ballasted.

Please advise at as early date as possible.

Yours truly,

M. W. Howland
Assistant Engineer.

MWH



2871

Northern Pacific Railway Company



Ritzville, Wash., July 4th, 1910.

Mr. W. L. Darling, Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Herewith attached force account report for week ending July 2nd, which is as follows,- Grading force 3 foremen, 16 laborers and 22 teams; Bridge gang, 1 foreman, 9 carpenters and 1 team.

Grading all finished except for about two days work on the Ritzville Wye.

Bridges 1534 and 1597 were completed this week and carpenters started on bridge at station 1513.

Track bolts not received at Connell as yet. Message from your office stated that car passed Forsythe June 29. Expect to begin laying track July 7th.

Yours truly,

A handwritten signature in cursive script, appearing to read "W. W. Steward".

Assistant Engineer.

MWH

Handwritten notes:
H. B. Steward
Please return 1513 7/7
H. B. Steward 7/7

✓

CONSTRUCTION PROGRESS REPORT.

Cumee Northern Ry., Ritzville to Junction Residency No. *July 2nd 1900*
Ritzville Branch *Cumee-Adrian Line*

Section	GRADING								Clearing	Track	Ballast	Fencing	In this column state progress of Tunnels, Bridging, Repairing, Structures, etc., by Sections. Give suggestion as to Working Force, etc.
	STA. TO STA.		TOTAL QUANTITIES			Per Cent Finished	FORCE		STATION TO STATION				
			Earth	L. Rock	S. Rock	This Last Report	Men	Teams	Previously Completed—Mark X				
1	0	53	20000		1000	100							
2	53	106	13000			100							
3	106	158	8000			100							
4	158	211	11000			100							
5	211	264	18000			100							
6	264	317	25000	1000		100							
7	317	370	10000	3800	2000	100							
8	370	422	12000			100							
9	422	475	13000			100							
10	475	528	13000	900		100							
11	528	581	16000			100							
12	581	634	16000			100							
13	634	686	17000		2700	100							
14	686	738	14000	1500	1500	100							
15	738	793	16000	1500		100							
16	793	845	17000	1200	400	100							
17	845	898	17000	1000	1500	100							
18	898	951	5000	1800	800	100							
19	951	1004	1600	1600	7000	100							
20	1004	1057	16000	1500	1500	100							

CONSTRUCTION PROGRESS REPORT.

Cumulative Northern Ry., Ritzville to Junction Residency No. *July 1900* Date

Ritzville Branch

Cumulative Northern Ry.

Section	GRADING						Clearing	Track	Ballast	Fencing	In this column state progress of Tunnels, Bridging, Repairing, Structures, etc., by Sections. Give suggestion as to Working Force, etc.	
	STA. TO STA.		TOTAL QUANTITIES			Per Cent Finished	FORCE		STATION TO STATION			
			Earth	L. Rock	S. Rock	This / Last Report	Men	Teams	Previously Completed—Mark X			
21	1057	1110	8000	300	5000	100						
22	1110	1163	34000	2000	4000	100						
23	1163	1215	40000	1500	2000	100						
24	1215	1285	15000	500	760	100						
25	1285	1334	10000	1000	9000	100						
26	1334	1388	19000	1000	4500	100			Excavation for mud sills Bldg 1st			Foreman Laborer 1 7
27	1388	1440	29000	2500	2000	100						
28	1440	1493	20000	700	2000	100						
29	1493	1546	28000	16100	2000	100			Bldg at Station 15th Completed 7/1			Foreman Carpenter Team Erecting
30	1546	1599	14000	3300	1800	100			✓	✓	✓	1599 ✓ 6/30 1 9 1
31	1599	1661	11000			100						
32	1661	1714	11000			100						
33	1714	1767	11000	3000		100						
34	1767	1820	33000	3700	2300	100						
35	1820	1873	37000	5000	2600	100						
36	1873	1923	29000	4000	1600	100						
37	1923	1978	8000	2000	2200	99	99	12	4			
38	1978	2004	1000	1200		100	24	18				3rd Track Connection

FORCE ACCOUNT REPORT

WEEK ENDING

July 2nd 1900

Connell Northern Ry. Pittsfield Branch WORK

CONTRACTOR	Station Numbers	Fore- men	\$\$ La- borers	Station men	Camp #Men	\$\$ TEAMS			ST. SHOVELS	
						Grade	Frt.	Idle	Wkg.	Idle

JL McKinney	1923-2002	2	16		5	21	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.

M. W. Howland Supt.



Form 1386

2871

TELEGRAM.

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NUMBER	Rec'd File	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
23 SF:OM:FO:-				_____M.		_____M.			_____M.		

FROM Ritzville June 24-25-1910 TO W.L.Darling
 DATED AT Stpaul

Caughren winters Smith man over line changes yeste rday expect them
 to turn in bid today through Siems and Go

M W Howland

210 am

*Showered in
 11/25*

<

S & Co



Form 1386

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 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.

NUMBER	Rec'd FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
						COPY.					

FROM St. Paul, TO M. W. Howland,
DATED June 23rd, 1910.. AT Ritzville.

Have Caughren, Winters, Smith & Co. looked over work of changes of line on Ritzville Branch and when will they put in bid.

W. L. Darling.

WLD R

CONNELL NORTHERN RY. CO.

ADRAIN SURVEY

Located Line 31' in 3rd Coulee
From Junction of 2nd & 3rd Coulee to Fitzville
M.P. 10 to M.P. 38 Sta. 542 to Sta. 2002
Survey Commenced Dec. 21-08. Completed Feb. 12-09.

SCALE 1" = 2000

Courses are true H. Westfall
Chief Engineer

Note: All right of way is 100 wide except where otherwise noted.

Revisions in Yellow approved
Revisions in Green approved

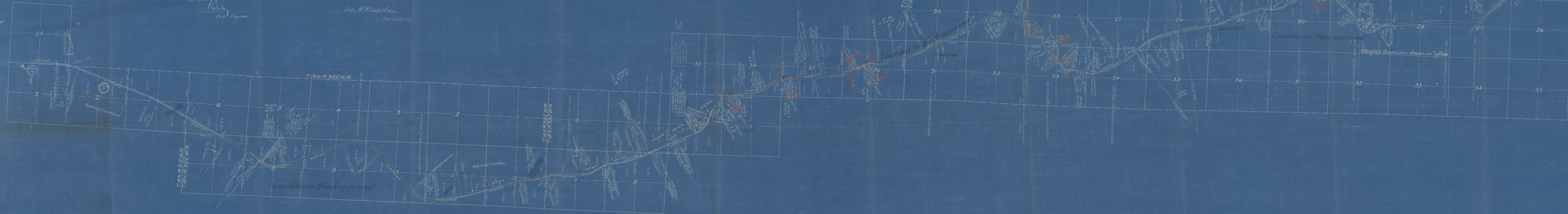
Approved

Chief Engineer

U. B. Martin

Secretary

Line located and staked out on the ground as shown by this map
adopted by resolution of trustees of the Connell Northern Railway.



Northern Pacific Railway Company



2871

Ritzville, June 27th, 1910.

Mr. W.L. Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:

Attached please find force account report for week ending June 25th, which is as follows,- Grading force, 4 foremen, 34 laborers and 25 1/2 teams, Bridge force(erecting) 1 foreman, 9 carpenters and 1 team, Bridge excavating, 1 foreman and 5 laborers.

All of the grading is finished with exception of the Ritzville Wye and without accidents should finish that by July 8th.

The bridge gang are doing good work, finishing 5 bridges last week including the two on the Wye.

If nothing happens expect to begin tracklaying in about a week.

Yours truly,

A handwritten signature in cursive script, reading "M. W. Stowland". The signature is written in dark ink and is positioned above the typed name.

Assistant Engineer.

CWL

FORCE ACCOUNT REPORT

WEEK ENDING June 25th 1900

Connely Northern Ry. Pittsburg Branch WORK

CONTRACTOR	Station Numbers	Fore- men	\$\$ La- borers	Station men	Camp #Men	\$\$ TEAMS			St. SHOVELS	
						Grade	Frt.	Idle	Wkg.	Idle

JK McSteen	1546-2002	1	24		8	23 1/2	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.

M. W. Howard at Supt.

CONSTRUCTION PROGRESS REPORT.

Connell Northman Ry., Ritzville to Junction Residency No. *June 25th 1900*
Ritzville Branch *Connell-Adrian Line*

Section	GRADING							Clearing	Track	Ballast	Fencing	In this column state progress of Tunnels, Bridging, Repairing, Structures, etc., by Sections. Give suggestion as to Working Force, etc.			
	STA. TO STA.		TOTAL QUANTITIES			Per Cent Finished	FORCE						STATION TO STATION		
			Earth	L. Rock	S. Rock	This Last Report	Men						Teams	Previously Completed—Mark X	
21	1057	1110	8000	300	5000	100									
22	1110	1163	34000	2000	4000	100									
23	1163	1215	40000	1500	3000	100									
24	1215	1282	15000	500	760	100									
25	1282	1334	10000	1000	9000	100									
26	1334	1388	19000	1000	4500	100									
27	1388	1440	27000	2500	2000	100									
28	1440	1493	22000	700	2000	100									
29	1493	1546	28000	1600	2000	100	98								
30	1546	1599	14000	3300	1800	100	97	27	11						
31	1599	1661	11000			100	95	10	2						
32	1661	1714	11000			100									
33	1714	1767	11000	3000		100									
34	1767	1820	33000	3700	2300	100									
35	1820	1873	37000	5000	2600	100	99								
36	1873	1923	27000	4000	1600	100	99								
37	1923	1978	8000	2000	2200	99	99	4	2 1/2 (2)	✓ on Ritzville Wye	✓				
38	1978	2004	1000	1200		100	18	10							

Bridge 1847 + 1857 Completed

1887

on Ritzville Wye

Four Carpenter Teams Erecting

Wye

2nd track connection

REG R

St. Paul, July 1st, 1910..

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

Dear Sir:-

Referring to your letter of the 27th ult.
asking for book on track and ballast. Beg to advise you
that this form is obsolete.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company



Ritzville, June 27, 1910.

Mr. W.L. Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:

I wish you would please furnish me with two books on "Track and Ballast", covering instruction to engineers.

Yours truly,

A handwritten signature in cursive script, appearing to read "M.W. Howland".

Assistant engineer.

CWL

*Mr Darling This book is absolutely
closed here let me
H. G. 3*



TELEGRAM.

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

✓
Form 1380
2871
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

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

COPY

FROM St. Paul, TO M. W. Howland,
DATED June 30th, 1910. AT Ritzville.

Your wire 29th. Think we should put in bridges 1513 and 1534 in such shape that they can be taken out again easily.

W. L. Darling.

WLD R



Form 1386

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

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	HUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
59 SF.	Q.	CL.		M.		M.			M.		

FROM

Ritzville June 29-10 TO W.L.Darling.

DATED

AT

Bridges 1513 and 1534 are trestle bridge piles for bank ends driven month ago. I understand from your message that these bridges should built advise quick if not bridgemen start on them tomorrow PM.

M.W.Howland.

956am.



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 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.

Form 1386

NUMBER	Rec'd FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		COPY,			M.		

FROM St. Paul TO M W Howland,
DATED June 29th, 1910.. AT Ritzville.

Your wire 27th about bridges at stations 1513 and 1534. Cannot these be put up as trestle bridges without driving piling. Do not want to go to expense of driving pile., unless we can pull them afterwards.

W. L. Darling.

WLD R



Form 1386

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

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
179	Sp	Om	Ch	1020 P							
				M.		M.			M.		

FROM

Ritzville

TO

W L Darling
St Paul

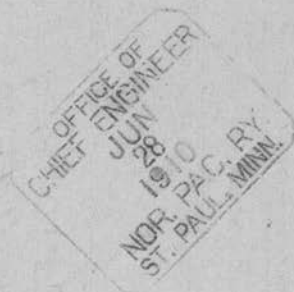
DATED

6/27

AT

See my letter June twenty four re
Line Changes Bdgemmen ready to build bridges
1513 & 1534 advise if you think best to
lay track at decided change 1483 to 1546
before revision made

M W Howland



Northern Pacific Railway Company

OFFICE OF
CHIEF ENGINEER
JUN 28
1910
NOR. PAC. R.
ST. PAUL, MINN.

Ritzville, Wash, June 24th., 1910

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

Dear Sir:-

Regarding line changes Ritzville Branch, authorized in your letter 18th. inst. I note that no mention was made of reducing 4 degree curve station 1560-1575 to 3 degree and presume that it was overlooked.

The material excavated at stations 1800, 1250 and 1195 will be largely waste unless we can arrange to train haul, using material to widen banks. The rock should be used to widen at points which would otherwise require riprap. There will be about 14000 yds. of earth at Station 1800 and about 4500 yds. of rock at the other places. In my estimates covering this revision work the train haul was bunched into one item and evidently cost of train haul was overlooked at the time the work was authorized and appropriation made. Rent of equipment and train service will cost 34¢/yd. and amounts to ^{64.00}~~51.00~~ for the work as above.

I would advise laying 72# steel at points where revision has been authorized and lay the new 90# steel later and on the revised center line after the grading has been completed.

At the change station 1483-1546, we have the cost of bridges 1513 and 1534, amount \$1310, in addition to track laying and surfacing, amount \$642, which could be saved if we did not lay track until after the revision has been made. However, if we are to make use of the 14000 yds. of excavation at Sta. 1800, it will be necessary to lay track. It could be handled by laying this portion of the line from the Ritzville end.

I estimate the cost of laying the 90# steel, surfacing and taking up 72#

Northern Pacific Railway Company

steel at the various points of revision as follows:

1187 to 1199	-----	1200 feet	
1239 to 1250-50	-----	1150 "	
1313-50 to 1339-50	-----	2580 "	
1482-1546	-----	6400 "	
1560-1575-60	-----	1560 "	
1782-1810	-----	2800 "	
	& -----	15690 feet	----2.97 miles.

Track laying by hand	2.97 miles	\$350.00	\$1040
Surfacing	2.97 "	\$200.00	594.00
Taking up 72#	2.97 "	\$250.00	743
Train service	5.94 "	\$335.00	1990
		Total	\$4367

Yours truly,

M. W. Hurland

Asst. Engineer,

WINTERS, BOOMER & HUGHES

RAILROAD CONTRACTORS

SPOKANE, WASH., June 24th, 1910.19

Messrs. Siems & Co.

St. Paul, Minn.

Gentlemen:-

As requested in your telegram 18th, inst., we have looked over proposed changes on the Ritzville Branch which in accordance with our information obtained from Assistant Engineer Mr. Howland will amount in yardage approximately as follows.

Sta. 1188 to 1200	Aprox. 3500 yards
" 1238 " 1250	" 1800 "
" 1311 " 1340	" 2000 "
" 1482 " 1540	" 50000- "
" 1557 " 1578	" 6000 "
" 1483 " 1809	" 14000 "

As the line changes have not been definitely located and nothing definite as to disposition of material whether waste or haul it is rather difficult to make or arrive intelligently at prices. Proposed new bridge at Sta. 838 can be handled only by force account as pile drivers have been moved off the work and line.

We the undersigned hereby propose and if this proposal is accepted agree to enter into a written contract with the Northern Pacific Railway Company to all work required between above mentioned points at the following prices:

Excavation Earth 300 ft. haul	twenty-two (22) cents per cubic yard
" " 1000 ft "	twenty-six (26) " " " "
" Hard Pan	thirty-five (35) " " " "
" Loose Rock	forty (40) " " " "
" Shell Rock	thirty-five (35) " " " "
" Solid Rock	One and 5/100 Dollars " " "
Overhaul	One (1) cent " " "

Doubtless the above prices will appear high to you but when you take into consideration the rate of wages scarcity of teams the hauling of water the season of the year and etc. they are none too high in our estimation

WM. WINTERS
H. H. BOOMER
J. J. HUGHES

WINTERS, BOOMER & HUGHES

RAILROAD CONTRACTORS

SPOKANE, WASH., June 24th, 1910. 19__

Messrs. Siems & Co.

St. Paul, Minn.

Respectfully submitted,

Boomer & Hughes

By *Hughes*

Northern Pacific Railway Company

Ritzville, June 24, 1910.



Mr. W.L. Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:

Herewith requisition covering list of cedar poles to be used in raising telephone wires to proper clearance over the Ritzville Branch.

Please take up with Mr. O.C. Green and see whether or not he has ordered any extra poles for telegraph line on Ritzville Branch, in which case we might make arrangements with him to get from supply now in material yard and cancel this requisition.

Yours truly,

A handwritten signature in cursive script, appearing to read "M. W. Stowland".

Assistant Engineer.

CWL

Mr Bratager.

I think you had better order these poles. & ask that they be kept apart from those we have shipped.

J.C.G.
6/29/10

2871

Northern Pacific Railway Company

Ritzville June 20, 1910.

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

S r Co



Dear Sir:

Herewith force account report for week ending June 18th, which is as follows,- Grading force, 5 foremen, 31 laborers and 40 1/2 teams; Pile driving force, 1 foreman, 6 carpenters and 2 teams::Framing crew, 1 foreman, 9 carpenters and 1 team.

The pile driving finished driving pile bridges last week and the framing crew have completed the first two on the wye, Ritzville west, and expect to finish the third tomorrow.

One car of material for bridges at station 885 has not yet been received at Lind and as soon as it arrives the bridge gang will move down and frame those bridges as they are nearest the end from which the track will be laid.

90# rail and angle bars are being received at Connell but no bolts or tie plates as yet. Mr. Westfall advises that he expects to ready to lay steel on this line about 23rd.

Yours truly,

Assistant Engineer.

CWL

Shawnee
 m. f. m.
 6/25/10

CONSTRUCTION PROGRESS REPORT.

Council, Northern Ry., Ritzville to Junction Residency No. Date June 18th 1900
Ritzville Branch Council-Adrian Line

Section	GRADING										Clearing	Track	Ballast	Fencing	In this column state progress of Tunnels, Bridging, Repairing, Structures, etc., by Sections. Give suggestion as to Working Force, etc.
	STA. TO STA.		TOTAL QUANTITIES			Per Cent Finished	FORCE		STATION TO STATION						
			Earth	L. Rock	S. Rock	This Last Report	Men	Teams	Previously Completed—Mark X						
1	0	53	40000		1000	100	99	6	4						
2	53	106	13000				100								
3	106	158	8000				100								
4	158	211	11000				100								
5	211	264	18000				100								
6	264	317	25000	1000			100								
7	317	370	10000	3800	2000		100								
8	370	422	13000				100								
9	422	475	13000				100								
10	475	528	13000	900			100								
11	528	581	16000				100								
12	581	634	16000				100								
13	634	686	17000		2700		100								
14	686	738	14000	1500	1500		100								
15	738	793	16000	1500			100								
16	793	845	17000	1200	400		100								
17	845	898	17000	1000	1500		100			Bldg at 885	Completed			Fore Carp Teams } Pile driving 1 L 2	
18	898	951	5000	1800	800	100	95								
19	951	1004	1600	1600	7000	100	99			Bldg at 967					
20	1004	1057	16000	1500	1500		100								

CONSTRUCTION PROGRESS REPORT.

Council Northern Ry., Pittsfield to Junction Residency No. *June 18th 1900*
Pittsfield Branch *Council - Adrian Line*

Section	GRADING							Clearing	Track	Ballast	Fencing	In this column state progress of Tunnels, Bridging, Repairing, Structures, etc., by Sections. Give suggestion as to Working Force, etc.	
	STA. TO STA.		TOTAL QUANTITIES			Per Cent Finished	FORCE		STATION TO STATION				
			Earth	L. Rock	S. Rock	This Last Report	Men	Teams	Previously Completed—Mark X				
21	1057	1110	8000	300	5000	100							
22	1110	1163	34000	2000	4000	100							
23	1163	1215	40000	1500	3000	100							
24	1215	1282	15000	500	760	100							
25	1282	1334	10000	1000	9000	100							
26	1334	1366	19000	1000	4500	100							
26	1366	1388				100							
27	1388	1446	29000	2500	2000	100							
28	1446	1493	20000	700	2000	100 99							
29	1493	1546	28000	16100	2000	98 98	28	15					
30	1546	1599	14000	3300	1800	97 97							
31	1599	1661	11000			95 95							
32	1661	1714	11000			100							
32	1714	1767	11000	3000		100							
33	1767	1820	33000	3700	2300	100	2	2					
34	1820	1873	37000	5000	2600	99 99	6	2					
36	1873	1923	29000	4000	1600	99 98	2	2	Bdy at 1921 Completed				Formen Carpenters frame
37	1923	1978	8000	2000	2200	99 98	26	17	✓ ✓ 1942	✓			1 9 1
38	1978	2000	1000	1200		100							

Road chgs.

FORCE ACCOUNT REPORT

 WEEK ENDING June 18th 1900
Counsell Northern Ry. Rutledge Branch WORK

CONTRACTOR	Station Numbers	Foremen	§§ Laborers	Station men	Camp #Men	§§ TEAMS			ST. SHOVELS	
						Grade	Frt.	Idle	Wkg.	Idle
OH Wafer	0-53+1	1	2		2	4				
J L McKinney	1493+1978	4	29		9	34	2 1/2			

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.

M. W. Howland at Supt.

COPY.

St. Paul, June 24, 1910.

REG-W

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

Dear Sir:

As requested in your letter of the 20th,
I send you blue print of the tracing profile showing
quantities for roadbed widening and reducing curvature
on the Ritzville Branch, dated Ritzville, June 9, 1910.

Yours truly,

Ens.

Chief Engineer.

2871

Northern Pacific Railway Company



Ritzville, Wash., June 20th, 1910

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

Dear Sir:-

Will you please send me a blue print from
the tracing profile showing quantities for roadbed widening and reducing
curvature on the Ritzville Branch.

Yours truly,

M. W. Honland
Asst. Engr.

*put
please forward
451-35
W.D. 6/23*

*P. B. St.
Kearwith
12/23*

res. res. sent 12/23

WLD R

St. Paul, June 18th, 1920..

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

Dear Sir:-

The President has authorized the improving of line as shown in your report of June 10th, and this letter is a confirmation of my wire to you today which reads as follows:

"President has authorized changes of line Ritzville Branch as follows: Station 1800, reduce curvature ~~two~~ ^{three} degrees estimated cost four thousand dollars for grading and bridging. Change of line stations 1483 to 1546, estimated cost for bridging and grading fifteen thousand nine hundred dollars. Station 1310 to 1330 reduce curvature ~~three~~ ^{three} degrees cost sixteen hundred dollars, station 1250 reduce curvature ~~three~~ ^{three} degrees fifteen hundred dollars, station 1195 reduce curve ~~three~~ ^{three} degrees cost thirtyone hundred dollars. We will not widen banks or cuts at this time. Mr. Siems will have somebody go over work and make bid on it at once. Arrange to go over or send somebody with Caughren, Winters, Smith & Co.'s representative to look over. Letter follows tonight."

You will note these estimates are not the same as those incorporated in your statement because that statement covered the cost of tracklaying, etc., which should not be part of the estimate as track has not yet been laid.

Mr. Siems will have one of Caughren, Winters Smith & Company's representative go over this work at

M W H -- 2.

6 18 10..

once with a view of making proposal, and I wish, if possible, you would go over the work with this representative and show him just what is necessary to do. Possibly it would be better to begin at the junction and lay track through to Ritzville making the changes while the tracklaying is being done and throw the track over to the new line. This I believe will work out alright except for the decided change near station 1500 and even at that place it may be better to lay track on the present grade and throw track over afterwards.

I wish you would make estimate of what this additional expense will be of throwing track over at different points. We do not want to delay tracklaying if we can help it.

Yours truly,

Chief Engineer.



Form 1286

2871

TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those by 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 233, and forward same to Superintendent of Telegraph.

NUMBER	RECEIVED FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
COPY.											

FROM St. Paul, TO M. W. Howland,
DATED June 18th, 1910.. AT Ritzville.

President has authorized changes of line Ritzville Branch as follows: Station 1800, reduce curvature two degrees estimated cost four thousand dollars for grading and bridging. Change of line stations 1483 to 1546 estimated cost for bridging and grading fifteen thousand nine hundred dollars. Station 1310 to 1330 reduce curvature three degrees cost sixteen hundred dollars, station 1250 reduce curvature three degrees fifteen hundred dollars, station 1195 reduce curve three degrees cost thirtyone hundred dollars. We will not widen banks or cuts at this time. Mr. Siems will have somebody go over work and make bid on it at once. Arrange to go over or send somebody with Caughren, Winters Smith & Co's representative to look over. Letter follows tonight.

WLD R

W. L. Darling.

Northern Pacific Railway Company

W

Saint Paul, June 17, 1910.

IN YOUR REPLY PLEASE

REFER TO FILE

Mr. W. L. Darling,
Chief Engineer.

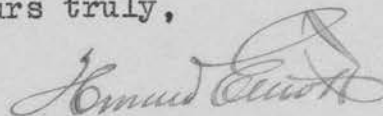
Dear Sir:

I have your letter of June fifteenth enclosing blue print of the Ritzville Branch, which I return for your files. As per conversation on Thursday, it seems to me desirable, now that we are building this road as a part of the main line between Ritzville and Ellensburg, to reduce the curvature down to 3 degrees. You are, therefore, authorized, before laying the track, to reduce the curvature at station 1800 at an estimated cost of \$4,000.00; to improve the alignment between stations 1483 and 1546, saving 61 degrees in curvature and 325 feet in distance, at an estimated cost of \$15,900.00; at station 1310 to 1330, reduction of curvature - \$1,600.00; station 1250, reduction in curvature - \$1,500.00; station 1195, reduction in curvature - \$3,100.00.

Mr. W. L. Darling - - - 2

At present, it seems to me unnecessary to
widen the banks or excavations at an estimated cost
of \$72,000.00.

Yours truly,

A handwritten signature in cursive script, appearing to read "Edmund C. Smith". The signature is written in dark ink and is positioned below the typed name "Edmund C. Smith".

Encl.

President.

M. M. H. P. 1904. Apr. E. 1000

2871

3