



Northern Pacific Railway Company.
Engineering Department Records.

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Form 1757

P. RY. CO.

OFFICE

FILE NO.

2871-A

SUBJECT:

Council Northern Ry

Ritzville Branch

Right of way

2871

A

RIGHT OF WAY CHANGE MEMORANDUM

2871A

Memo No. 143 Deed No. 201 Ritzville Br.
4350 N.W.I.Co.
C. F. No. 21725 A.F.E.No. 19

Plat No. 30&31
L-4
23&24
0-1

State Washington County Adams

St. Paul, Minn. Sept. 21 19 49 Division Idaho

Improv. Sketch Easement to Adams County for road at
Klemmer Townsite.

By easement R. W. 5056 (W-12790) dated August 13, 1949, the Northern Pacific Railway Company and the Northwestern Improvement Company granted Adams County, Wash., portions of their property in Sections 30 and 31, Township 19 North, Range 34 East, W. M., for highway purposes.

Copy attached.

Note - Revised Ritzville Branch Right of Way Plats Nos. 30 and 31 and Klemmer Townsite Title Plats Nos. 23 and 24 attached for interested departments.

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 F.Y.	DATE 8-23-50.

Comptroller (2)
Chief Engineer, St. Paul
Asst. Chief Engineer, Seattle
District Engineer, Spokane
Superintendent, Spokane
Industrial Agent, Seattle
Western Tax Commissioner, Seattle
Western Land Agent, Seattle
L. L. Schwarm, Land Commissioner, St. Paul

Copies to:-

J. E. THAMES,
Industrial Agent

100-111111-1000
J. R. LAMAR

100-111111-1000

TO THE HONORABLE
MEMBERS OF THE
HOUSE OF REPRESENTATIVES
WASHINGTON, D. C.
FROM THE
J. R. LAMAR

OFFICE OF THE
J. R. LAMAR

100-111111-1000

SEP 20 1969

TO THE HONORABLE
MEMBERS OF THE
HOUSE OF REPRESENTATIVES
WASHINGTON, D. C.
FROM THE
J. R. LAMAR

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TO THE HONORABLE

MEMBERS OF THE

HOUSE OF REPRESENTATIVES

100-111111-1000

SEP 20 1969



NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, hereinafter called "Railway Company", being the owner of a portion of the premises hereinafter described in the north half of the northwest quarter ($N\frac{1}{2}NW\frac{1}{4}$) and the northwest quarter of the northeast quarter ($NW\frac{1}{4}NE\frac{1}{4}$) of section thirty-one (31) in township nineteen (19) north of range thirty-four (34) east of the Willamette Meridian; and NORTHWESTERN IMPROVEMENT COMPANY, a Delaware corporation, hereinafter called "Improvement Company", being the owner of the remainder of said premises; in consideration of one dollar to them paid, the receipt of which is hereby acknowledged, and of the agreements herein contained, hereby grant to ADAMS COUNTY, a municipal corporation of the State of Washington, hereinafter called "County", permission, save as herein limited, to use for public highway purposes, and for no other purpose, the following-described premises, situated in the County of Adams and State of Washington:

LMJ

H.G.B.

C.E.D.

H.M.T.s

J.T.D.

C.H.B.

JFA

Those portions of said subdivisions lying within thirty (30) feet, measured at right angles, from the following described highway center line:

Beginning at a point in the west line of said section distant one thousand one hundred forty and eight tenths (1140.8) feet south from the northwest corner of said section; thence north sixty-two degrees seventeen minutes east ($N62^{\circ}17'E$) two thousand five hundred twelve and four tenths (2512.4) feet to a point of curve; thence along the arc of a curve to the right having a radius of two hundred eighty-six and fifty-seven hundredths (286.57) feet a distance of one hundred thirty and eight tenths (130.8) feet to a point in the north line of said section; thence east along said north line, which is tangent to said curve, to the east line of said northwest quarter of the northeast quarter ($NW\frac{1}{4}NE\frac{1}{4}$).

The Railway Company, being the sole owner of the premises hereinafter described, in consideration of one dollar to it paid, the receipt of which is hereby acknowledged, and of the agreements herein contained, hereby grants to the County permission, save as herein limited, to use for public highway purposes, and for no other purpose, the following described premises, situated in said county and state:

The south thirty (30) feet of that certain strip of land one hundred twenty-five (125) feet in width across the south half of the southeast quarter ($S\frac{1}{2}SE\frac{1}{4}$) of section thirty (30) in said township and range granted to Connell Northern Railway Company (predecessor in interest to the Railway Company) by Heinrich Jacob Koch and wife under deed dated November 27, 1909 and recorded March 4, 1910 in Book 32 of Deeds at page 450, records of said county.

This permission is granted upon the following terms:

1. The Railway Company reserves the right to construct, maintain, reconstruct and relocate such tracks as it may deem necessary across the highway.
2. Should the County cease to maintain a public road or highway upon said premises the permission hereby granted shall terminate.

Dated this 13 day of Aug., 1949.

NORTHERN PACIFIC RAILWAY COMPANY

By J. H. Poore
Vice President

(SEAL)

Attest: A. M. Gottschald
Secretary

NORTHWESTERN IMPROVEMENT COMPANY

By J. H. Poore
Vice President

(SEAL)

Attest: A. M. Gottschald
Secretary

Accepted:
ADAMS COUNTY
Board of County Commissioners, By

Approved:

By W. W. Athey
County engineer

Emil A. Delkandt
Chairman

Approved as to form:

By Edward G. Cross
Prosecuting Attorney

Edward F. Wahl
Commissioner

Roy P. Scott
Commissioner

Attest: Marie H. Seematter
County ~~Mark~~ Auditor
and Clerk of Board

S e a l

STATE OF MINNESOTA)

: ss

County of Ramsey)

On this 8th day of September, 1949, before me personally appeared J. H. Poore, 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.

(SEAL)

C. B. Theits

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

STATE OF MINNESOTA)

: ss

County of Ramsey)

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(SEAL)

C. B. Theits

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

OFFICE
SEP 22 1949
INDH. POL. KY
ST.

2871A

Seattle, April 6, 1940



MR. FRED BRASTRUP
 ✓ MR. B. ELUM
 MR. A. F. STOTLER
 MR. G. I. HAYWARD
 MR. E. H. FRIBERG (Seattle)
 MR. J. E. THAMES

Herewith for your files copy of highway easement, lease No. 58113, dated March 1, 1940, to road crossing in favor of Adams County on our unconstructed Ritzville Branch right of way along the section line common to section 31-19N-34E and Section 36-19N-33E between Schrag and Ritzville.

Duplicate original, bearing the initials of our officers, is being sent Mr. Thames herewith.

V. E. WILLIAMS

cmc

Western Right of Way Agent

RECORD MADE IN
 DRAFTING ROOM ST. PAUL

STA. PLAT. _____ TRACK PROFILE _____
 R/W. MAP. ✓ _____ COND. PROFILE _____
 RAIL PLAT. _____ R. & B. CHART _____
 TRK. RECORD _____ BLDG. RECORD _____
 BY. *W.E.* _____ DATE *4-13-40*

NORTHERN PACIFIC RAILWAY COMPANY, a corporation under the laws of Wisconsin, in consideration of one dollar and the agreements herein contained grants unto

the **COUNTY OF ADAMS**, a municipal corporation,

of the state of **Washington**, the right, save as herein limited, to use for the purpose of a public street or road, but for no other purposes whatsoever, portions of the right of way of the Railway Company described as follows, to-wit:

Those portions of the one hundred foot railroad right of way for the unconstructed portion of the Railway Company's Ritzville Branch in the northwest quarter (NW $\frac{1}{4}$) of section thirty-one (31) in township nineteen (19) north of range thirty-four (34) east and in the northeast quarter (NE $\frac{1}{4}$) of section thirty-six (36) in township nineteen (19) north of range thirty-three (33) east, all of the Willamette Meridian, lying between lines parallel with and distant thirty (30) feet on either side of the section line common to said sections thirty-one and thirty-six, when measured at right angles thereto; said portions of said right of way hereinabove described being shown colored in solid RED on the plat attached hereto and made a part hereof dated December 1939 and identified as Exhibit "A".

The privilege hereby granted is effective from the **First** day of **March 1940** **193**, until terminated as provided in this agreement or otherwise.

This grant is made upon the following terms:

1. The street or road shall be constructed and maintained in a good and workmanlike manner and made and kept as safe for public travel as possible. The expense of construction and maintenance thereof shall be borne by the grantee; and the Railway Company shall not be liable for or assessed for any of the expense of construction or maintenance.

2. Should the right of way, the right to use which is hereby granted, or any portion thereof, be required for the construction of tracks, buildings, including public and private warehouses, or for other railroad purposes, the grantee shall change the location of said street or road and vacate the said right of way, or such portion thereof as the Railway Company shall request; and the entire expense of such change shall be borne by the grantee.

3. The Railway Company may upon **ninety (90)** days' notice in writing revoke this permit, and the grantee hereby agrees in that event to peaceably and promptly surrender possession of the premises unto the Railway Company.

4. The grantee shall not grant to any person or company permission to construct or maintain a pole line on any portion of the above described right of way and the Railway Company reserves to itself the right to grant such permits provided the pole lines are so located as not to interfere with the use of the street or road for public travel.

5. The rights hereby granted are subject to the rights of the Railway Company and to any permits or leases which may heretofore have been granted by said Railway Company within the above described premises.

6. The County agrees that the grade of the highway shall conform to the established grade of the railroad embankment, if and when the railroad is constructed.

IN WITNESS WHEREOF, the parties hereto have executed these presents in duplicate originals this

1st day of **March** **193** **--- 1940**

NORTHERN PACIFIC RAILWAY COMPANY,

By **V. E. Williams**
Right of Way Commissioner.

COUNTY OF ADAMS

By **G. G. Plager** (SEAL)
Chairman, County Commissioners

Walter R. Johnson
County Commissioner

H. J. Danckas
County Commissioner

ATTEST: (SEAL)

Laura Schragg

Clerk.

Approved: **J. G. Dodd**
County Road Engineer

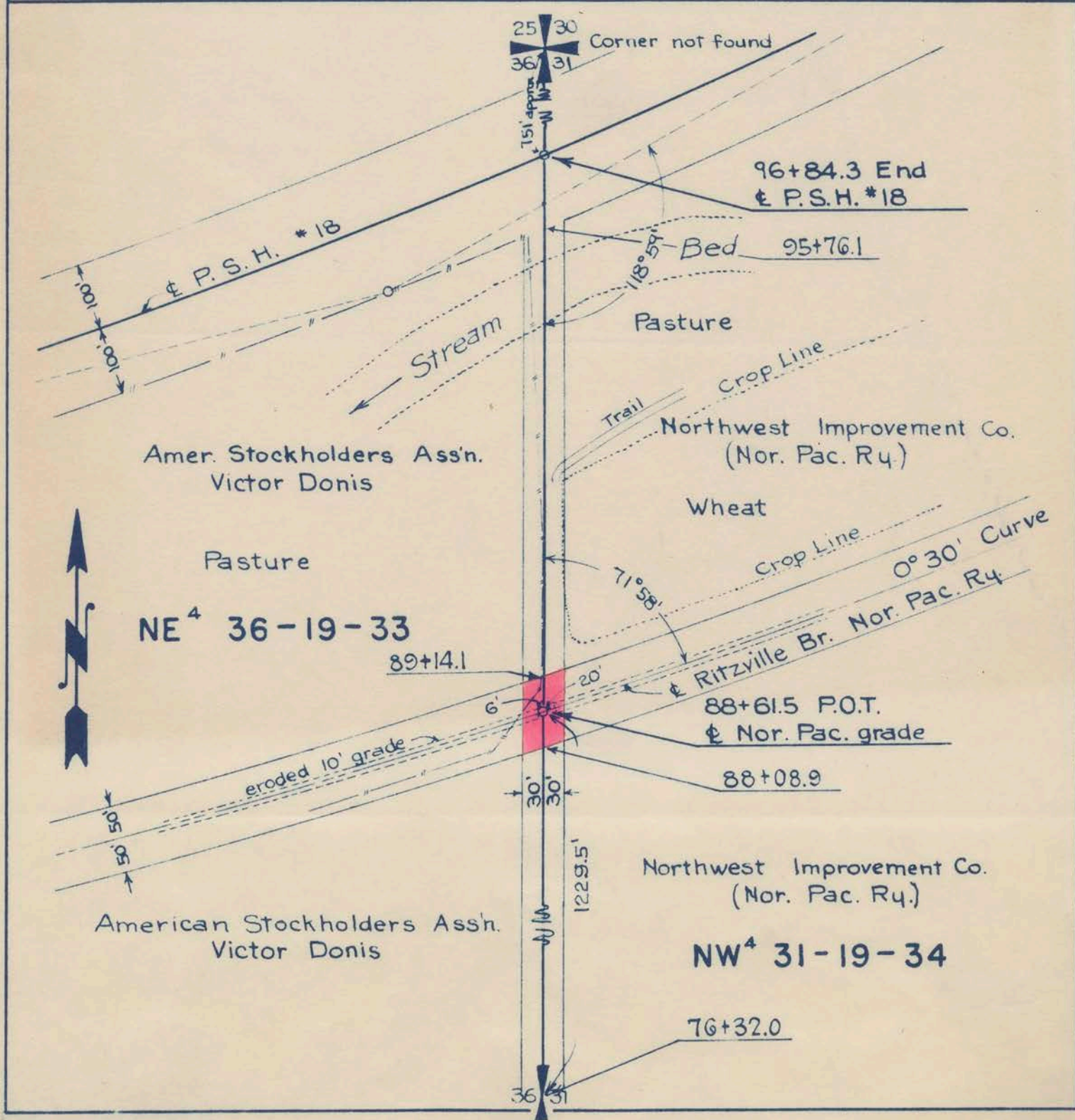
ADAMS COUNTY WASHINGTON

MAP OF PART OF McDONALD RD.

Showing Intersections with Nor. Pac. Ry. & State Road No. 18

Scale: 1 in. = 200 ft.

Dec. 1939



2871A

Saint Paul, Minnesota,

March 27, 1940.

Mr. H. E. Stevens:

In reference to the attached file with Mr. Thames' letter of March 25th, together with lease papers favor of Adams County, Washington, requesting a permit to cross Northern Pacific right of way on the unconstructed portion of the Ritzville Branch between Schrag and Ritzville, MP. 25+3044.

According to the State's profile the County road would require about a 6 foot fill when and if our track was constructed over this grade.

I see no engineering objections toward granting the permit with the understanding that the County will take care of grading the approaches of their highway to grade the equal of ours when and if the track is constructed. Mr. Williams indicates in his letter of March 22d that the County are agreeable to accepting the permit on this basis.

Chief Engineer

JTD:ja

287L A

St. Paul, Minn., June 1, 1937

Mr. A. F. Stotler:

As requested in your telegram S-1 I am handing
you herewith print of Map of Ritzville to Bassett Jct.
in connection with State's location of highway.

wp

Chief Engineer

enc



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

2871-A M.

39 CF 81

2871A
SEATTLE JUNE 1 37 B BLUM

STPAUL

YOUR LETTER MAY 25 WITH PRINT OF MAP RITZVILLE TO BASSETT JCT IN
CONNECTION WITH STATES LOCATION OF HIGHWAY WOULD LIKE TO HAVE MAP
SHOWING THE TOPOGRAPHY S 1

STOTLER

119PM

REG.
Prints herewith
Pat.
Jm.





N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

2871 A M.

St. Paul, Minn., May 25, 1937

A F Stotler

Seattle, Wash

B-12 Sending you letter tonight with print of location map Ritzville to Schrag and saying that we should not give up our right of way in view of very strong possibility that the Columbia Basin project will go through and likelihood of our completing our line B-253

BERNARD BLUM

2871 A

St. Paul, Minn., May 25, 1937

Mr. A. F. Stotler:

Your letter of the 12th to which you attached copy of letter from the Director of Highways about proposed location of a new state road between Burke, Idaho and Ritzville, Washington and between Ritzville and Schrag, and desire to know if arrangements can be made for the use of a portion of our right of way and grade that was constructed a number of years ago between Ritzville and Schrag.

I am attaching a print of map of the line Ritzville to Bassett Jct., of which you know track has been constructed between Schrag and Bassett Jct. The grade was built and bridges were constructed. In general our right of way is 50' in width on each side of the center line of track, but at various locations additional width was obtained account of slopes for cuts and fills and station grounds.

It is my opinion that we should not give up this right of way in view of construction of the Grand Coulee Dam and a very strong possibility that the irrigation of the Columbia Basin will go through. In the Department of Agriculture appropriation for reclamation there is \$14,800,000 allocated for continuing the work on the Grand Coulee Dam, which has been interpreted to mean proceeding with the high dam, and in addition \$300,000 is included in the appropriation for studying the land situation in the Columbia Basin.

Three years ago when the Agriculture Adjustment Administration made application to purchase a portion of our right of way in two Townships in connection with their program of obtaining submarginal agriculture lands, I made the statement that it was not out of the question that we might find it desirable to construct track on the grade we have already built.

In this connection, I have today discussed with Mr. Haw the possibility of serving the various areas in the Columbia Basin which lie closer to constructed lines of the Great Northern and Northern Pacific, and the possibility of our building west from Bassett Jct. to the Columbia River to serve an area that would be under water which is larger than the Yakima Valley.

Mr. Stotler, #2

I think you should say to the Highway Department that inasmuch as indications are now bright that the Columbia Basin Irrigation Project will become a reality, it would be detrimental to not only the Railway Company, but also to the community to do anything that would interfere with the future laying of track.

The attached map of this line will be of assistance in determining their proposed location.

BB:wp
enc

cc Mr. Stevens



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

70 CF GI

SEATTLE MAY 24 37

B BLUM

STPAUL

MY LETTER MAY 12TH LOCATION STATE HIGHWAY ELLENSBURG TO RITZVILLE CUT
OFF CAN YOU NOW ADVISE B 12

A F STOTLER

158PM.

St. Paul, Minn. May 18, 1937.

Mr. Bernard Blum:

With reference to Mr. Stotler's letter of May 12th with print of letter from the Construction Engineer of the Washington State Highway Department, making inquiry as to the attitude of the Northern Pacific towards granting easement for a highway over the constructed grade between Schrag and Ritzville, in connection with proposed new highway across the central part of the State of Washington leading from Burke, Idaho, through Ritzville and Neppel.


I have shown in black on print of the Railway Commission's map of the State of Washington outline of the constructed grade between Ritzville and Schrag. I have also shown on this map the geographical location of Burke, Id. I do not know the exact location of the highway between these points but it appears that the Northern Pacific are only interested at this time as to our policy for granting an easement on the line between Ritzville and Schrag.

The Highway Dept. makes mention of an underpass on the main line west of Ritzville and this grade separation should follow regardless of whether the Northern Pacific grade between Ritzville and Schrag is used.

I would call your attention to my letter of March 23-¹⁹³⁵ and your letter of March 25-¹⁹³⁵ to Mr. Stevens in regard to retaining this right of way which question was raised at that time about paying taxes on the right of way.

It is my opinion that in view of possible development to the Coulee Dam that we should retain our equity in this right of way and that a print of our map and profile of located line be furnished the State Highway Department suggesting that their road be so located as not to interfere with the future construction of this line.

JTD-W


Asst. to Chief Engineer.

OFFICE OF
ENGINEER
CHIEF
MAY
1937
NOR. PAC. RV
ST. PAUL, MINN.

2871-A
St. Paul, Minn. May 18, 1937.

Mr. Bernard Blum:

With reference to Mr. Stotler's letter of May 12th with print of letter from the Construction Engineer of the Washington State Highway Department, making inquiry as to the attitude of the Northern Pacific towards granting easement for a highway over the constructed grade between Schrag and Ritzville, in connection with proposed new highway across the central part of the State of Washington leading from Burke, Idaho, through Ritzville and Neppel.

I have shown in black on print of the Railway Commission's map of the State of Washington outline of the constructed grade between Ritzville and Schrag. I have also shown on this map the geographical location of Burke, Id. I do not know the exact location of the highway between these points but it appears that the Northern Pacific are only interested at this time as to our policy for granting an easement on the line between Ritzville and Schrag.

The Highway Dept. makes mention of an underpass on the main line west of Ritzville and this grade separation should follow regardless of whether the Northern Pacific grade between Ritzville and Schrag is used.

I would call your attention to my letter of March 23 and your letter of March 25 to Mr. Stevens in regard to retaining this right of way which question was raised at that time about paying taxes on the right of way.

It is my opinion that in view of possible development to the Coulee Dam that we should retain our equity in this right of way and that a print of our map and profile of located line be furnished the State Highway Department suggesting that their road be so located as not to interfere with the future construction of this line.



Seattle, Wash.,
May 12, 1937.

Mr. Bernard Blum:

State of Wash: Location by State of
Ellensburg-Ritzville cut-off.

I am attaching copy of letter from the Director of Highways to me, dated April 29, 1937, with regard to the proposed location of a State Road between Burke, Ida. and Ritzville, Wash., and inquiring as to the status of Northern Pacific right of way between Schrag and Ritzville, as from their preliminary investigation, if arrangements can be made with the Railway Company for use of portion of its right of way and grade, where the highway conflicts, the State will determine the feasibility of such a road for highway purposes.

Will you please advise what I may say to the State, in
reply?

AFS:L

A handwritten signature in dark ink, appearing to be "G. H. Smith".

STATE OF WASHINGTON
CLARENCE D. MARTIN, GOVERNOR



DISTRICT OFFICES
NO. 1 SEATTLE
8TH AVE. SO. & SPOKANE ST.
NO. 2 WENATCHEE
NO. 3 OLYMPIA
204 NO. FRANKLIN ST.

4
DISTRICT OFFICES
NO. 4 VANCOUVER
4200 MAIN ST.
NO. 5 YAKIMA
NO. 6 SPOKANE
N. 2020 MAYFAIR ST.

DEPARTMENT OF HIGHWAYS

LACEY V. MURROW, DIRECTOR
HIGHWAY BUILDING
OLYMPIA

April 29, 1937

Mr. A. F. Stotler
Assistant Chief Engineer
Northern Pacific Railway Co.
SEATTLE, Washington

Dear Sir:

SR #18, Neppel--Ritzville

Our investigation of the proposed route between Neppel and Ritzville and the recently established Primary State Highway No. 18 between Burke and Ritzville indicates that it may be advisable to give consideration to a line leading easterly from the present crossing of Moses Lake to the vicinity of Schrag, thence following the third coulee to a connection with Primary State Highway No. 11 west of Ritzville, with a view to constructing a grade separation at this last location.

In the event that it is concluded to follow the third coulee from the vicinity of Schrag easterly to Ritzville, undoubtedly interference with the present constructed grade of the Connell Northern Railway will be involved. It is noted that no structures exist on the constructed grade of the Connell Northern and that where the same lifts out of the coulee as it nears Ritzville considerable portion of the grade where the cuts and fills are not too heavy is being farmed. We have also ascertained the fact that taxes are still being paid on the original right of way by the Northern Pacific Railway Company.

In order that we may have information upon which to base any determinations we may make in this connection regarding this grade and right of way, we are taking this opportunity to inquire as to whether or not we should take into consideration any use of portions of this right of way and whether or not we should give consideration to the interference therewith at such points as this may occur and where it may not be advisable for use to be made of such existing right of way. In other words, will it be possible for us to figure on securing from the Northern Pacific Railway Company the right of way of the Connell Northern Railway where there is conflict?

ED-92-36 } Return all changes
HFE 735-36 } But not R/M. B

Mr. A. F. Stotler - 2
April 29, 1937

If we can have this information at an early date it will greatly facilitate our determinations as to the feasibility of the route in question.

Your cooperation in this particular as in other cases will be greatly appreciated.

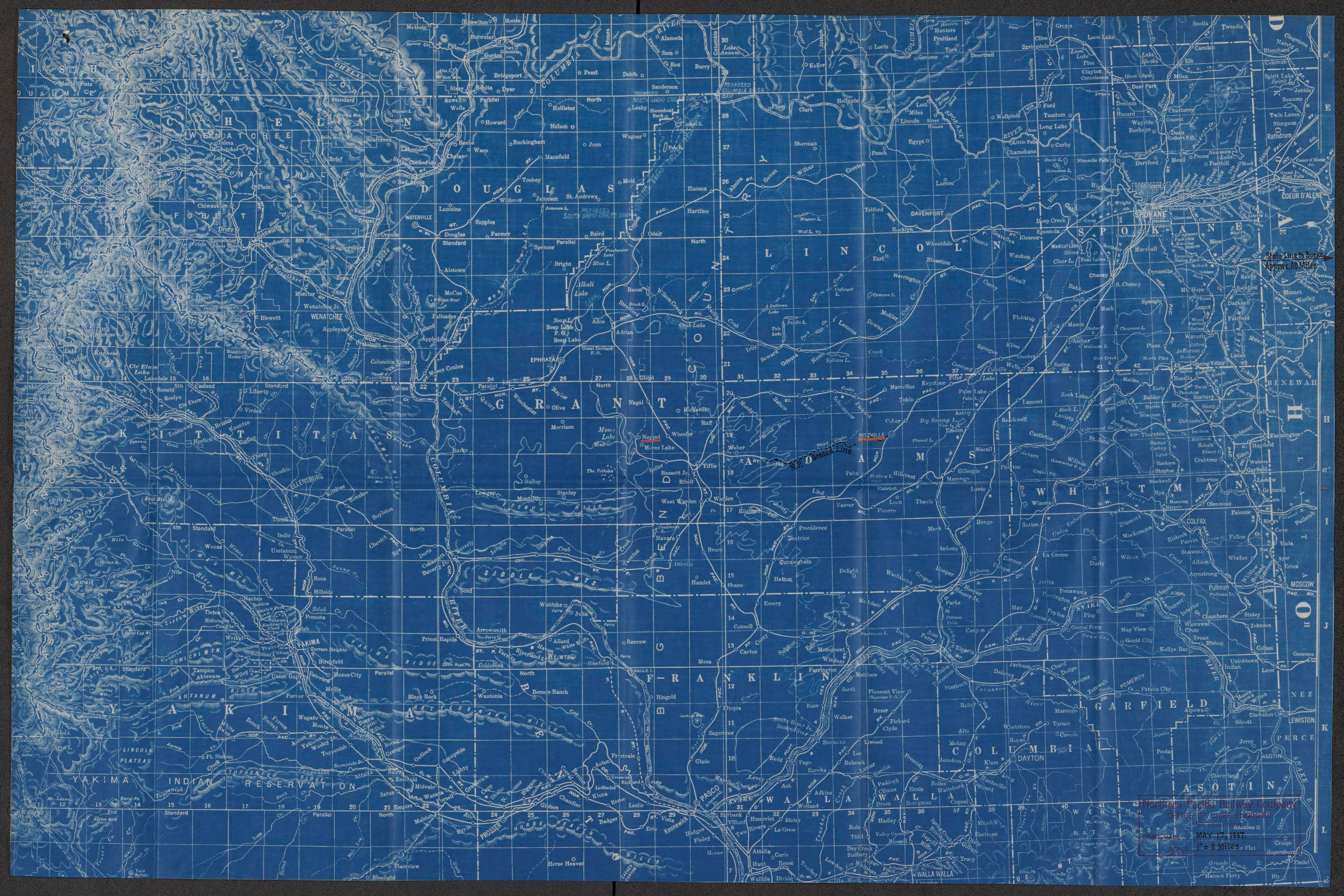
Very truly yours,

L. V. MURROW
Director of Highways

Jas. A. Davis
By: JAS. A. DAVIS
Construction Engineer

LVM:GL
JAD

cc: Newland



Northern Pacific Railway Company
OFFICE OF CHIEF ENGINEER
ST. PAUL, MINN.
PRINTED MAY 17, 1937.
SCALE 1" = 8 Miles

2871

Saint Paul, March 20, 1937

MR. H. E. STEVENS:

Your letter of the 14th, and returning Mr. Watson's letter of the 10th to you, suggesting disposal of right of way acquired between Ritzville and Schrag and between Bassett Jet. and Ellensburg:

I see no change in the situation since writing you just two years ago on this matter - except that the opinion I then had is strengthened by the situation covering the Grand Coulee high dam. Accordingly I recommend that we continue to hold the right of way we now own which is costing us but a few dollars per year.

BB:s

2871A

At Pasco, Wash.,
March 14, 1937



Mr. Bernard Blum:

Referring to your letter of March 25, 1935 about disposing of a portion of the right of way acquired for the proposed Ritzville-Ellensburg cutoff.

Next attached is Mr. Watson's letter of March tenth, and attachments, suggesting we abandon this right of way.

Developments this year indicate more strongly than before that the Grand Coulee high dam will be completed without unreasonable delay. If we should later find it desirable to extend the Schrag Branch to better serve the area, it would undoubtedly be very expensive to reacquire the right of way.

Please let me have your further recommendations.

2871 *

On Rocky Mountain Division,

March 29, 1935.

MR. J. L. WATSON:


Your letter to Mr. Blum dated March 15th about inquiry of the United States Department of Agriculture for purchase of right of way of the Ritzville-Ellensburg cut-off, across Township 18 North, Range 32 and 33 East, W.M.

This inquiry covers the mile and one-half immediately east of that portion of the line which was completed between Bassett Junction and Schrag.

In view of possibility, that the Columbia Basin project may necessitate the construction of additional trackage, I do not think we should at this time definitely abandon the Ritzville-Ellensburg cut-off.

I note the carrying charges are merely nominal and I think we should continue to hold the property until probable future developments are more definitely indicated.

Copy Mr. Bernard Blum

 H. E. STEVENS



2871 A

Saint Paul, March 25, 1935

Mr. H. E. Stevens:

Referring to the attached papers about selling to the Agricultural Adjustment Administration of the Department of Agriculture a portion of our right of way between Shrag and Ritzville in connection with their requirements of submarginal agricultural lands. Apparently the government desire to purchase from us that part of our right of way that crosses Township 16N 32W and 16N 33W.

I have added to the file a print of the sectional map of Central Washington on which has been colored the various railroads and the existing irrigation projects. In yellow tint there is shown that land that would be irrigated by gravity under the proposed Grand Coulee reservoir project. On this map there is shown in dotted red line, our location between Shrag and Ritzville, and between black arrows there is shown a portion of the line which the A.A.A. are requesting.

It is my recommendation that the Department of Agriculture be advised that this land is not for sale. The Grand Coulee dam project is well underway. It is not inconceivable that the appropriation of \$4,800,000,000 which Saturday passed the U. S. Senate, having previously passed the House of Representatives, will provide for the high dam and construction of the reservoir in the Dry Coulee. A portion of the right of way requested would be under water, and with cheap power available the higher lands might be subject to irrigation. Furthermore, if the irrigation project is consummated, it is not impossible that we may find it desirable to build a line east to Ritzville for short hauling the products of the valley.

The total taxes which we paid for the year 1933 in these two townships was \$12.31 so it is costing us practically nothing to carry this right of way.

Under present conditions a fair appraisal would bring us in practically no return.

BB:h
cc Mr. J. L. Watson

Saint Paul, March 25, 1935

Mr. H. E. Stevens:

Referring to the attached papers about selling to the Agricultural Adjustment Administration of the Department of Agriculture a portion of our right of way between Shrag and Ritzville in connection with their requirements of submarginal agricultural lands. Apparently the government desire to purchase from us that part of our right of way that crosses Township 18N 32W and 18N 33W.

I have added to the file a print of the sectional map of Central Washington on which has been colored the various railroads and the existing irrigation projects. In yellow tint there is shown that land that would be irrigated by gravity under the proposed Grand Coulee reservoir project. On this map there is shown in dotted red line, our location between Shrag and Ritzville, and between black arrows there is shown a portion of the line which the A.A.A. are requesting.

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Under present conditions a fair appraisal would bring us in practically no return.

BB:h

cc Mr. J. L. Watson

H.E.J. rec J.L.W.
Mo
SAINT PAUL, MINN.
MAR 24 1935
RECEIVED
CITY ENGINEER

Saint Paul, March 23, 1935.

Mr. Bernard Blum:

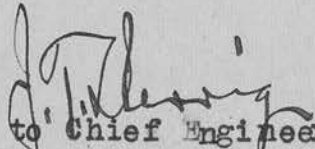
I am attaching hereto file originating request from the Agricultural Dept. Washington, D.C. covering the purchase of submarginal agricultural lands which includes Northern Pacific's unused right of way across Township 18N, Ranges 32 and 33 East, known as the proposed Ritzville-Schrag proposed extension.

Mr. Thames and I checked up the taxes on this property with our Tax Dept. The total taxes for the year 1933 was \$12.31. It probably would be difficult at this time to make anything like an accurate prophecy of what will happen to the Columbia River Irrigation development. The Coulee Dam project is under way and if it should develop that this project goes through to the final stages a portion of the line tributary to the right of way requested by the government would be subject to development and it might be advisable to extend The Schrag branch 5 or 6 miles if the water development is carried out. There is also the possibility that with this development we may wish to extend the line to Ritzville. In view of the small amount of taxes and the further fact that with the government

Mr. Blum - #2

buying up the submarginal land adjacent we cannot expect any increase in taxes. I do not think that we should release our right of way at this time.

I have shown on print of sectional map in dotted lines location of the right of way above referred to. The elevation of our station grounds at Schrag is approximately 1235.0, elevation of development line of ditch in this vicinity is approximately 1520.0, elevation of the divide between Schrag and Ritzville is 1905.0 and elevation at Ritzville 1775.0. With water available at an elevation of 1520.0 a small pumping unit with cheap power would permit further development along this cut-off.


Asst. to Chief Engineer.

JTD-w

2871A
Saint Paul, March 23, 1935.

Mr. Bernard Blum:

I am attaching hereto file originating request from the Agricultural Dept. Washington, D.C. covering the purchase of submarginal agricultural lands which includes Northern Pacific's unused right of way across Township 18N, Ranges 32 and 33 East, known as the proposed Ritzville-Schrag proposed extension.

Mr. Thames and I checked up the taxes on this property with our Tax Dept. The total taxes for the year 1933 was \$12.31. It probably would be difficult at this time to make anything like an accurate prophecy of what will happen to the Columbia River Irrigation development. The Coulee Dam project is under way and if it should develop that this project goes through to the final stages a portion of the line tributary to the right of way requested by the government would be subject to development and it might be advisable to extend The Schrag branch 5 or 6 miles if the water development is carried out. There is also the possibility that with this development we may wish to extend the line to Ritzville. In view of the small amount of taxes and the further fact that with the government

Mr. Blum - #2

buying up the submarginal land adjacent we cannot expect any increase in taxes. I do not think that we should release our right of way at this time.

I have shown on print of sectional map in dotted lines location of the right of way above referred to. The elevation of our station grounds at Schrag is approximately 1235.0, elevation of development line of ditch in this vicinity is approximately 1520.0, elevation of the divide between Schrag and Ritzville is 1905.0 and elevation at Ritzville 1775.0. With water available at an elevation of 1520.0 a small pumping unit with cheap power would permit further development along this cut-off.

Asst. to Chief Engineer.

JTD-W



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 and 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	Re'd From	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVED
				M.		M.			M.		

FROM _____ TO _____
DATED _____ AT _____

W.L.D.

Following mail I found
at Rutledge address to Wm Howland
which I am forwarding to you

How
3/5-11

Tacoma, Washington, January 24, 1911.

Mr. Thomas Cooper,

Land Commissioner, St. Paul, Minn.

Dear Sir:-

Enclosed please find for the completion of your files, original warranty deed, our No. W-4374, dated on the 29th ultimo and recorded on the 18th instant, from John Becker et al, to Connell Northern Pacific Railway Company, covering right of way on Ritzville Branch in section 28-194-34 East, W.M.; also two partial releases of mortgages and original contract "T" No. 128; abstract of title, our No. 1264, was sent you January 24, 1910.

Yours truly,

[Signed] G. H. PLUMMER

PGZ-1
Encs.

Western Land Agent.

3 copies to ARC
LWH

THE GRANTORS, JOHN BECKER and KATIE BECKER, his wife and HENRY BECKER, Jr. and KATIE BECKER, his wife, of Ritzville, Adams County, State of Washington, for and in consideration of Three Hundred Twenty-six and Eighty Hundredths Dollars (\$326.80) in hand paid, convey and warrant to the CONNELL NORTHERN RAILWAY COMPANY, a Washington corporation, the following described real estate:

A strip of land one hundred (100) feet wide, being fifty (50) feet wide on each side of the revised located center line of the road of the Ritzville Branch of the Connell Northern Railway Company as the same is now staked out and to be constructed over and across the east half of the southwest quarter (E $\frac{1}{2}$ of SW $\frac{1}{4}$) of Section twenty-eight (28), Township nineteen (19) North, Range thirty-four (34) East of the Willamette Meridian, subject, however, to those certain strips of land heretofore conveyed by warranty deed W-3361 dated November 22nd, 1909, from John Becker et al to the Connell Northern Railway Company, recorded in Volume 32 of deeds, page 327, records of Adams County, Washington;

Also an additional strip of land one hundred twenty-five (125) feet in width in the southeast quarter of the southwest quarter (SE $\frac{1}{4}$ of SW $\frac{1}{4}$) of said Section twenty-eight (28), on the northeasterly side of and contiguous to the above described one hundred (100) foot strip, extending from a line at right angles to the above mentioned revised located center line and six hundred (600) feet northwesterly from the south line of said Section twenty-eight (28), northwesterly a distance of five hundred fifty (550) feet, said distances being measured along, and the center line of said additional strip being parallel with, the above mentioned revised located center line;

Also all that part of the southeast quarter of the southwest quarter (SE $\frac{1}{4}$ of SW $\frac{1}{4}$) of said Section twenty-eight (28) lying between the west line of the above described one hundred (100) foot strip and the east line of the present one hundred (100) foot right-of-way of said Railway Company over and across said premises and northerly of a line at right angles to the above mentioned revised located center line and eleven hundred (1100) feet northwesterly from the south line of said Section twenty-eight (28), said distance being measured along the above mentioned revised located center line.

The above described strips of land hereby conveyed containing in all five and forty-three hundredths (5.43) acres, more or less, situated in the County of Adams, State of Washington.

Said consideration also being in full settlement of all claims and demands for damage sustained by reason of the location, construction, maintenance and operation of a railroad on, over and across the above described land.

Dated this 29th day of ~~September~~ ^{December}, 1910.

John Becker

Katie Becker

Henry Becker, Jr.

Katie Becker

STATE OF WASHINGTON,) : ss
County of Adams.)

I, D.J. Behringer, a Notary Public, do hereby certify that on this 29th day of ~~September~~ ^{December}, 1910, personally appeared before me John Becker and Katie Becker, his wife and Henry Becker, Jr. and Katie Becker, his wife, to me known to be the individuals described in and who executed the within instrument, and acknowledged that they signed and sealed the same as their free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this 29th day of ~~September~~ ^{December}, A.D. 1910.

D.J. Behringer
Notary Public in and for said
county and state, residing at
Ritzville
in said state.

(NOTARIAL SEAL)

WARRANTY DEED

JOHN BECKER, ET AL

to

CONNELL NORTHERN RY CO.

(McLAVIN GRANT)

In said state, Richfield

County and state, residing at Richfield, Tenn

28th day of December, A.D. 1910.

Given under my hand and official seal this mentioned.

Very set and good for the uses and purposes therein signed and sealed the same as they free and volun- the within instrument, and acknowledged that they to be the individuals described in and who executed Becker, Jr. and Kate Becker, his wife, to me known John Becker and Kate Becker, his wife and Henry

I, do hereby certify that on this 28th day of

County of Adams State of Washington

Deeds 225-40
Recorded Jan. 18/11 in Vol. 40 of Adams County
Page 429 Records

Katie Becker

Henry Becker, Jr.

Katie Becker

John Becker

Dated this 28th day of December, 1910.

Tacoma, Washington, January 24, 1911.

Mr. Thomas Cooper,

Land Commissioner, St. Paul, Minn.

Dear Sir:-


Enclosed please find for the completion of your files, original warranty deed, our No. W-4373, dated on the 29th ultimo and recorded on the 18th instant, from John Becker et al. to Connell Northern Railway Company, covering right of way on Ritzville Branch in section 33-19N-34 East; also two partial releases of mortgages and original contract "T" No. 127; abstract of title, our No. 1263, was sent you February 8, 1910.

Yours truly,

(Signed) G. H. PLUMMER

Western Land Agent.

PGZ-L
Encls.

Copies to  ARC
MWH

WARRANTY DEED.

2117 - T-127 - X-1263 - V-2195.

THE GRANTORS, JOHN BECKER and KATIE BECKER, his wife and HENRY BECKER, Jr. and KATIE BECKER, his wife, of Ritzville, Adams County, State of Washington, for and in consideration of Two Hundred Twenty-Three and Twenty Hundredths Dollars (\$223.20) in hand paid, convey and warrant to the CONNELL NORTHERN RAILWAY COMPANY, a Washington corporation, the following described real estate:

A strip of land one hundred (100) feet wide, being fifty (50) feet wide on each side of the revised located center line of the road of the Ritzville Branch of the Connell Northern Railway Company as the same is now staked out and to be constructed over and across the west half of the northeast quarter ($W\frac{1}{2}$ of $NE\frac{1}{4}$) and the southeast quarter of the northeast quarter ($SE\frac{1}{4}$ of $NE\frac{1}{4}$) of Section thirty-three (33), Township nineteen (19) North, Range thirty-four (34) East of the Willamette Meridian, subject, however, to those certain strips of land heretofore conveyed by warranty deed W-3351, dated November 22nd, 1909, from John Becker et al to the Connell Northern Railway Company, and recorded in Volume 32 of deeds, page 327, records of Adams County, Washington;

Also an additional strip of land sixty (60) feet in width in the northwest quarter of the northeast quarter ($NW\frac{1}{4}$ of $NE\frac{1}{4}$) of said Section thirty-three (33), on the northeasterly side of and contiguous to the above described one hundred (100) foot strip, extending from a line at right angles to the above mentioned revised located center line twenty-eight hundred and five tenths (2800.5) feet northwesterly from the east line of said Section thirty-three (33), northwesterly a distance of seven hundred (700) feet, said distances being measured along, and the center line of said additional strip being parallel with, the above mentioned revised located center line;

The above described strips of land hereby conveyed containing in all three and seventy-two hundredths (3.72) acres, more or less, situated in the County of Adams, State of Washington.

Said consideration also being in full settlement of all claims and demands for damage sustained by reason of the location, construction, maintenance and operation of a railroad on, over and across the above described land.

Dated this 29th day of ^{December} ~~September~~, 1910.

John Becker

Katie Becker

Henry Becker, Jr.

Katie Becker

STATE OF WASHINGTON,) : ss
County of Adams.)

I, D.J. Behringer, a Notary Public, do hereby certify that on this 29th day of ~~September~~^{December}, 1910, personally appeared before me John Becker and Katie Becker, his wife and Henry Becker, Jr. and Katie Becker, his wife, to me known to be the individuals described in and who executed the within instrument, and acknowledged that they signed and sealed the same as their free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this 29th day of ~~September~~^{December}, A.D. 1910.

(NOTARIAL SEAL)

D.J. Behringer
Notary Public in and for said
county and state, residing at
Ritzville
in said state.

W4373

WARRANTY DEED

JOHN BECKER, ET AL

to
CONNELL NORTHERN RAILWAY CO.

County of Adams,
State of Washington.)

I, D. J. Beltringer, a Notary Pub-

Katie Becker

Henry Becker, Jr.

Katie Becker

John Becker

25th day of December, A.D. 1910.

December

Given under my hand and official seal this
and read for the uses and purposes therein mentioned,
and sealed the same in their free and voluntary not
within instrument, and acknowledged that they signed
the individuals described in and who executed the
Jr. and Katie Becker, his wife, so no known to be

Becker and Katie Becker, his wife and Henry Becker,

appeared before me John

the 25th day of

Recorded Jan 18-11 in Vol 40 of
Page 438 Records Adams County 232

(NOTARIAL SEAL)

In said State,
Beltringer
County and State, residing at
Notary Public in and for said
D. J. Beltringer

Tacoma, Washington, January 24, 1911.

Mr. Thomas Cooper,

Land Commissioner, St. Paul, Minn.

Dear Sir:-

Referring to Mr. Rice's letter to you of September 22nd last enclosing for approval and completion voucher R.D.No.2235, in favor of John Peter Thiel, for \$124.00, account right of way for Fitzville Branch, Connell Northern Railway.

Enclosed please find original warranty deed, our No.W-3895 to cover, executed November 1, 1910 and recorded on the 16th instant; also original contract "T" 131; abstract of title, our No.1264, was sent you January 24, 1910.

Yours truly,

Signed G. W. PLUMMER

Western Land Agent.

PGZ-1
Encs.

Copies to ARC
MWH

WARRANTY DEED.

2117
T- 131
X-1284
V-2236The Grantors, JOHN PETER THIEL and KATHERINE THIEL, his wife, of
Ritzville, Adams County, State of Washington,

for and in consideration of One Hundred Twenty-five Dollars (\$125.00)

in hand paid, convey and warrant to
the CONNELL NORTHERN RAILWAY COMPANY, a Washington corporation,

the following described real estate:

All that part of the northwest quarter of the south-west quarter (NW $\frac{1}{4}$ of SW $\frac{1}{4}$) of Section twenty-eight (28), Township nineteen (19) North, Range thirty-four (34) East of the Willamette Meridian, lying northeasterly of a line parallel with and fifty (50) feet distant southwesterly from, when measured at right angles to, the revised located center line of the road of the Ritzville Branch of the Connell Northern Railway Company as the same is now staked out and to be constructed over and across said Section twenty-eight (28), and southwesterly of the present one hundred (100) foot right-of-way of said Railway Company over and across said premises heretofore conveyed by warranty deed W-3500, executed by John Peter Thiel and wife in favor of the Connell Northern Railway Company and recorded January 14th, 1910 in volume 32 of deeds page 305 records of Adams County, Washington. The above described strip or tract of land hereby conveyed containing one and ten hundredths (1.10) acres, more or less,

situated in the County of Adams, State of Washington,

said consideration also being in full settlement of all claims and demands for damage sustained by reason of the location, construction, maintenance and operation of said railroad on, over and across said described land.

Dated this First day of Nov. October, 1910.

(sgd) John Peter Thiel

Witness

" Katherine X Thiel

mark

G. L. Palmer

Henry Thiel

STATE OF WASHINGTON,

County of Adams, ss.

I, G. L. Palmer

a Notary Public, do hereby certify
that on this First day of Nov. October, 1910, personally appeared
John Peter Thiel and Katherine Thiel, his wife,
before me.

to me known to be the individual or individuals described in and who executed the within instrument, and acknowledged
that they signed and sealed the same as their free and voluntary act
and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this

First

day of

November October,

A. D. 1910.

G. L. Palmer

Notary Public in and for said county and state,

residing at

in said state.

(NOTARIAL SEAL)

STATE OF WASHINGTON, } ss.
County of _____

On this _____ day of _____ A. D. 19 _____

before me personally appeared _____

_____ to me known to be the _____

_____ of the corporation that executed the within and foregoing instrument and acknowledged the 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 _____

_____ 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 first above written.

Notary Public in and for the State of Washington.

residing at _____

W-3895

WARRANTY DEED

FROM

John Peter Thiel and wife

TO

Connell Northern Railway Co.

Recorded Jan. 16 in Vol. 40 of Deeds
Page 725 Records Adams County 191

WLD

St. Paul, Dec. 24th, 1910..

Mr. Thomas Cooper,

Land Commissioner.

Dear Sir:-

Referring to your letter of the 21st instant about right of way for line change between Stations 1482 and 1544 on the Ritzville Branch. As far as I know there is no occasion for completing the purchase now but suggest the matter be taken up further with the President.

Yours truly,

Chief Engineer.

2871a

Northern Pacific Railway Company

IN YOUR REPLY PLEASE

REFER TO FILE 6553


Saint Paul, December 21, 1910.

Mr. W. L. Darling,

Chief Engineer.

Dear Sir:-

Please refer to your letter of Dec. 10th in reference to line change between stations 1482 and 1544, on the Ritzville Branch. Vouchers have been prepared and are now in Mr. Plummer's hands, to close for the new right of way in the NE $\frac{1}{4}$ of section 33-19N-34E, owners John Becker and Henry Becker, also in the E $\frac{1}{2}$ SW $\frac{1}{4}$ of section 28, John and Henry Becker owners. The options on this property expire January 27th. Papers have been placed in escrow by the owners. Do you desire that we go ahead and complete this purchase or drop the matter until it is definitely decided if the line change will be made?

✓
Yours truly,
Land Commissioner

JDW-H



2871A
Tacoma, Washington, December 14, 1910.

Mr. Thomas Cooper,

Land Commissioner, St. Paul, Minn.

Dear Sir:-

Referring to Mr. Nice's letter of August 20, 1910, enclosing for completion voucher 2203, favor of Margaretha Christina Vehrs, covering additional right of way for line change on Ritzville Branch of Connell Northern Railway in sections 19 and 20, township 19N-35 East.

Enclosed please find original warranty deed, W-4124, dated on the 30th ultimo and recorded on the 10th instant; also original contract "T" No. 129.

Abstract of title, our Nos. 1256 and 1257, have heretofore been furnished you.

Yours truly,

[Signed] G. W. PLUMMER

Western Land Agent.

PGZ-1
As

Copies of deed to ARC
MWH

WARRANTY DEED.

3117
T-129
X-1256-7
V-2203

The Grantors, MARGARETHA CHRISTENA VEHRs and JOHANN G. VEHRs, her
Husband, of Ritzville, Adams County, State of Washington,

for and in consideration of Two Hundred Eighty-seven and fifty hundredths (\$287.50)

in hand paid, convey and warrant to
the CONNELL NORTHERN RAILWAY COMPANY, a Washington corporation,

the following described real estate:

All that part of the south half of the southeast quarter (S $\frac{1}{2}$ of SE $\frac{1}{4}$) of section nineteen (19) and the southwest quarter of the southwest quarter (SW $\frac{1}{4}$ of SW $\frac{1}{4}$) of section twenty (20), township nineteen (19) north, range thirty-five (35) East of the Willamette Meridian, lying northerly of a line parallel with and fifty (50) feet distant southerly from, when measured at right angles to, the revised located center line of the road of the Ritzville Branch of the Connell Northern Railway Company as the same is now staked out and to be constructed over and across said premises and southerly of the present one hundred (100) foot right-of-way heretofore acquired by final decree of condemnation W-5539A, in case of Connell Northern Railway Company vs. Margaretha Christina Vehr et al, dated January 8th, 1910 and recorded in Volume 2 of Miscellaneous Records, pages 629-630; the above described strip of land hereby conveyed containing five and seventy-five hundredths (5.75) acres, more or less,

situated in the County of Adams, State of Washington,

said consideration also being in full settlement of all claims and demands for damage sustained by reason of the location, construction, maintenance and operation of said railroad on, over and across said described land.

Dated this 30th day of November, 1910.

Margaretha Christina Vehr

Johann G. Vehr.

STATE OF WASHINGTON, }
County of Adams. } ss.

I, Joseph Smith, a Notary Public, do hereby certify
that on this 30th day of November, 1910, personally appeared
before me Margaretha Christina Vehr and Johann G. Vehr, her husband,

to me known to be the individual or individuals described in and who executed the within instrument, and acknowledged
that they signed and sealed the same as their free and voluntary act
and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this 30th day of November
A. D. 1910.

(SEAL)

Joseph Smith

Notary Public in and for said county and state,

residing at Tacoma

in said state.

STATE OF WASHINGTON, } ss.
County of.....

On this..... day of..... A. D. 19.....

before me personally appeared.....

..... to me known to be the.....

of the corporation that executed the within and foregoing instrument and acknowledged the 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.....

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 first above written.

.....
Notary Public in and for the State of Washington,

residing at.....

WARRANTY DEED

FROM

MARGARETHA CHRISTENA VEHR

et vir,

TO

CONNELL NORTHERN RAILWAY CO.

Recorded Dec. 11. 1907 in Vol. 40 of Adams County Records 8047

Tacoma, Washington, December 14, 1910.

Mr. Thomas Cooper,

Land Commissioner, St. Paul, Minn.

Dear Sir:-

Referring to Mr. Rice's letter of September 15, 1910, enclosing for completion voucher 2230, favor of Jurgen Danekas, covering additional right of way on Fitzville Branch of Connell Northern Railway, in SE $\frac{1}{4}$ of section 29-19N-35 East.

Enclosed please find original warranty deed, W-3896, dated and acknowledged on October 28, 1910, and recorded on the 3rd instant; also original contract "T" No. 130.

Abstract of title, our No. 1255, has been previously furnished you.

Yours truly,

[Signed] G. M. PLUMMEN

PGZ-1
Ns

Western Land Agent.

Copies of deed to $\sqrt{\text{ARC}}$
MWH

THE GRANTORS, JURGEN DANEKAS and MAGARETHA DANEKAS, his wife, of Ritzville, Adams County, State of Washington, for and in consideration of Thirty-seven and fifty hundredths Dollars (\$37.50) in hand paid, convey and warrant to the CONNELL NORTHERN RAILWAY COMPANY, a Washington corporation, the following described real estate:

A strip of land in the north half of the southeast quarter ($N\frac{1}{2}$ of $SE\frac{1}{4}$) of Section twenty-nine (29), Township nineteen (19) North, Range thirty-five (35) East of the Willamette Meridian, more particularly described as follows: Commencing at the point of intersection of the center line of the main track of the Ritzville Branch of the Connell Northern Railway Company as the same is now constructed over and across said Section twenty-nine (29) with the east line of said section, which point of intersection is twenty-eight (28) feet, more or less, north of the east quarter corner of said section; thence on a tangent along the center line of said track forming a southwesterly angle of eighty-five degrees ten minutes ($85^{\circ} 10'$) with said section line, south eighty-four degrees forty-six minutes west ($S 84^{\circ} 46' W$), a distance of five hundred seventy-two (572) feet to a point on said center line; thence southerly at right angles to said center line, seventy-five (75) feet to a point; thence westerly from said point on a line seventy-five (75) feet southerly from, when measured at right angles to, said center line of said main track a distance of one hundred (100) feet to the true point of beginning of the strip or tract of land herein described; thence continuing westerly on a line seventy-five (75) feet distant southerly from and parallel to said center line four hundred (400) feet; thence northerly at right angles to said center line twenty-five (25) feet; thence westerly on a line fifty (50) feet distant southerly from and parallel to said center line four hundred (400) feet; thence southerly at right angles to said center line twenty-five (25) feet; thence westerly on a line seventy-five (75) feet distant southerly from and parallel to said center line one hundred (100) feet; thence southerly twenty-five (25) feet; thence easterly on a line one hundred (100) feet distant southerly from and parallel to said center line seven hundred (700) feet to a point; thence in a straight line to the true point of beginning, containing sixty-nine hundredths (0.69) of an acre, more or less.

Also a strip of land in the northwest quarter of the southeast quarter ($NW\frac{1}{4}$ of $SE\frac{1}{4}$) of said Section twenty-nine (29), more particularly described as follows: Commencing at the point of intersection of said center line with the east line of said section; thence along said center line on a tangent forming a southwesterly angle of eighty-five degrees ten minutes ($85^{\circ} 10'$) with said section line, south eighty-four degrees forty-six minutes west ($S 84^{\circ} 46' W$), sixteen hundred fifty-nine and four tenths (1659.4) feet to point of spiral; thence continuing along said center line on a Searles Spiral to the right having five (5) chords of

thirty-three (33) feet each, subtending an angle of two degrees thirty minutes ($2^{\circ} 30'$) a distance of one hundred sixty-five (165) feet to point of compound curve; thence on a three degree (3°) curve to the right a distance of one hundred forty-seven and six tenths (147.6) feet to a point in said center line; thence northerly at right angles to said center line seventy-five (75) feet to the true point of beginning of the strip or tract of land herein described; thence southerly twenty-five (25) feet to a point fifty (50) feet distant northerly from said center line; thence northwesterly on a line fifty (50) feet distant northerly and northeasterly from, when measured at right angles to said center line a distance of two hundred (200) feet to a point; thence from said point in a straight line to the true point of beginning, containing six hundredths (0.06) of an acre, more or less.

The above described strips or tracts of land herein conveyed containing in all seventy-five hundredths (0.75) of an acre, more or less, situated in the County of Adams, State of Washington.

The Railway Company hereby agrees that when the right-of-way is fenced across the southeast quarter (SE $\frac{1}{4}$) of said Section twenty-nine (29), it shall be placed not to exceed sixty (60) feet from the center line of said right-of-way.

Dated this 28th day of October, 1910.

(signed) Jurgen Danekas

" Margaretha Danekas

STATE OF WASHINGTON,)

County of Adams.) ss

I, G. L. Palmer, a Notary Public, do hereby certify that on this 28th day of October, 1910, personally appeared before me Jurgen Danekas and Magaretha Danekas, his wife, to me known to be the individuals described in and who executed the within instrument, and acknowledged that they signed and sealed the same as their free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this 28th day of October, A.D. 1910.

(Notarial Seal)

(and) G. L. Palmer
Notary Public in and for said
county and state, residing at
Palmer
in said state.

W-3896.

WARRANTY DEED

Jurgen Danekas and wife

to

Connell Northern
Ry. Co.

Dec 3rd in Vol 40 of Deeds
347-8 Records Adam County 7962

Tacoma, Washington, December 14, 1910.

Mr. Thomas Cooper,

Land Commissioner, St. Paul, Minn.

Dear Sir:-

Referring to Mr. Rice's letter to you of June 4, 1910, enclosing for completion voucher 2108, favor of Margaretha Christena Vehrs, covering a strip 60 feet in width contiguous to our present right of way on Ritzville Branch of Connell Northern Railway, in S½ of S½ of section 19 and SW¼ of SW¼ of section 29, township 19 North, range 35 East, acquired for county road purposes.

Enclosed please find copy of warranty deed, W-3894, from M.C. Vehrs et vir to the County of Adams, dated October 15, 1910, the original of which has been forwarded to the County Commissioners of Adams County; also original contract "T" 118.

Abstracts of title, our Nos. 1256 and 1257, have heretofore been furnished you.

Yours truly,

Signed C. H. PLUMMER

Western Land Agent.

PGZ-1
Ns

Copies of deed to ☒ ARC
☒ MWH

WARRANTY DEED.

T- 118
X-1256 & 1257

The Grantor^s, MARGARETHA CHRISTINA VEHRs and JOHANN VEHRs, her husband, of Adams County, State of Washington,

for and in consideration of Three Hundred Fifty Dollars (\$350.00)

in hand paid, convey and warrant to the County of Adams, State of Washington,

the following described real estate:

A strip of land sixty (60) feet in width over and across the southeast quarter of the southwest quarter (SE $\frac{1}{4}$ of SW $\frac{1}{4}$) and the south half of the southeast quarter (S $\frac{1}{2}$ of SE $\frac{1}{4}$) of Section nineteen (19) and the southwest quarter of the southwest quarter (SW $\frac{1}{4}$ of SW $\frac{1}{4}$) of Section twenty (20), all in Township nineteen (19) North, Range thirty-five (35) East of the Willamette Meridian, said strip of land lying on the northerly side of and contiguous to the present right-of-way of the Ritzville Branch of the Connell Northern Railway Company over and across said premises, the northerly line of said strip being parallel with the northerly line of said right-of-way, containing five and twenty hundredths (5.20) acres, more or less,

situated in the County of Adams, State of Washington,

said consideration also being in full settlement of all claims and demands for damage sustained by reason of the location, construction, maintenance and operation of said railroad on, over and across said described land.

Dated this 15th day of September, 19 10.
October

(sgd) Johann Vehrs

" Margaretha Christina Vehrs.

STATE OF WASHINGTON, }
County of Adams. } ss.

I, Walter Staser, a Notary Public, do hereby certify that on this 15th day of October, 19 10, personally appeared before me Margaretha Christina Vehrs and Johann Vehrs, her husband, of Margaretha Christina Vehrs.

to me known to be the individual or individuals described in and who executed the within instrument, and acknowledged that they- he signed and sealed the same as their- his free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this 15th day of October, 19 10.
A. D. 19 10.

(NOTARIAL SEAL)

(sgd) Walter Staser

Notary Public in and for said county and state,

residing at Ritzville

in said state.

State of Washington - County of Adams) ss.

I, Walter Staser, a Notary Public in and for said County and State do hereby certify that on this 4th day of November, 1910, personally appeared before me Margaretha Christina Vehrs, wife of Johann Vehrs, to me known to be one of the persons named in and who executed the within and foregoing instrument, and acknowledged to me that she executed the within and foregoing instrument as her free and voluntary act and deed, for the uses and purposes therein mentioned.

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

(sgd) Walter Staser
Notary Public for Washington,
residing at Ritzville, Wash.

(NOTARIAL SEAL)

W-3894

WARRANTY DEED

FROM

Margaretha Christina Vehrs

et vir.

TO

County of Adams

On this _____ day of _____ A. D. 19 _____
before me personally appeared _____
to me known to be the _____
of the corporation that executed the within and foregoing instrument and acknowledged the 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 _____ 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
first above written.

Notary Public in and for the State of Washington,

residing at _____

STATE OF WASHINGTON,
County of _____
ss. }

X
WLD

St. Paul, Dec. 10th, 1910..

Mr. Thomas Cooper,

Land Commissioner.

Dear Sir:-

Referring to your memorandum of the 7th inst.
A change of line has been authorized between Stations
1482 and 1544 on the Ritzville Branch and it is the
understanding that the change of line will be made but
there may be something come up before authority is given
for the extension that would cancel such authority. It
seems to me the best thing to do is to leave everything
exactly as it is until called upon by the County or
some other local authority to decide on what should
actually be done.

Yours truly,

Chief Engineer.

Encl.

MEMORANDUM.

Mr. S. J. Bratager:

I return Mr. Darling's letter of December 6th with enclosures in reference to highway changes in sections 28 and 33, 19-34, Ritzville Branch. It is not quite clear to us just what is desired. With Mr. Darling's letter of July 7th, 1910, he sent us ^{map of} line change between stations 1482 and 1544. Practically all of the right of way had been secured for this line change as well as the right of way for the originally located line between these points. Is there some question whether the line change will be made between stations 1482 and 1544, and if it should be made, what portion of the old right of way is it proposed to turn over to the County, and should the matter be allowed to rest until such time as we are advised by the Engineering Dept. whether or not the line revision will be made.

Thomas Cooper

JLW-H

12/7/10

Mr. Darling

You advised Mr. Cooper on July 7-1910 that the change of line between stations 1482 and 1544 was authorized by the President. - It is my understanding that the change of line will be made and that, when completed, the present grade and Right of Way in the NW 1/4 Sec 33 will be turned over to the county for highway purposes and the proposed new road ~~and~~ the West line of Sec 33 will not be required. - Will it be ok. to so advise Mr. Cooper. -
JTB:1279

X
SJB R

2871A

St. Paul, November 22nd, 1910..

Mr. Thomas Cooper,

Land Commissioner.

Dear Sir:-

Referring to Mr. Darling's letter of November 18 written on the Connell-Adrian Line, copy of which is attached, about changes of line on the Ritzville Branch.

I beg to advise you that there is to be no change at the townsite of Klemmer.

Yours truly,

Prin. Asst. Engineer.

Encl.

U

Northern Pacific Railway Company

WLD-Q


On Connell-Adrian Line,
November 18, 1910.

Mr. S. J. Bratager,
Principal Assistant Engineer.

Dear Sir:

I wish you would look up the changes of line on the Ritzville Branch and see if they interfere with the location of the present townsite of Klemmer, which is about 12 miles West out of Ritzville. My impression is that they do not. In any event, wish you would write Mr. Cooper and advise him as to whether there is to be any change of line at the townsite of Klemmer. You can find this in the reports made by Messrs. Howland and Krumm.

Yours truly,


Chief Engineer.

S.J.B.
maps herewith
11/22 JCB

WLD-Q

On Connell-Adrian Line,
November 18, 1910.

Mr. S. J. Bratager,
Principal Assistant Engineer.

Dear Sir:

I wish you would look up the changes of line on the Ritzville Branch and see if they interfere with the location of the present townsite of Klemmer, which is about 12 miles West out of Ritzville: My impression is that they do not. In any event, wish you would write Mr. Cooper and advise him as to whether there is to be any change of line at the townsite of Klemmer. You can find this in the reports made by Messrs. Howland and Krumm.

Yours truly,

Chief Engineer.

2871 a

SJB-A

Saint Paul, November 4, 1910.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Referring to your memorandum of the first
instant:

I hand you herewith blueprints of right of
way maps as follows:

Gray's Harbor & Columbia River Ry., from Kelso
to Knappton;

Gray's Bay to Cosmopolis;

Kennewick Northern Ry., ~~from~~ entire length;

Connell Northern Ry., from Adrian to Connell;

Ritzville Branch from Ritzville to Junction

with the Adrian to Connell Line.

Yours truly,

Chief Engineer.

Encl.

*Copy on all files
of Cooper's memo
in file 1764 a*

Northern Pacific Railway Company

LAND DEPARTMENT

THOMAS COOPER,
Land Commissioner,
ST. PAUL, MINN.

J. M. HUGHES,
Eastern Land Agent,
ST. PAUL, MINN.

J. L. WATSON,
Principal Right-of-Way Agent,
ST. PAUL, MINN.

J. O. DALZELL,
Assistant Land Commissioner,
ST. PAUL, MINN.

G. H. PLUMMER,
Western Land Agent,
TACOMA, WASH.

EDMUND RICE,
Principal Right-of-Way Agent,
TACOMA, WASH.

NOTICE.—All prices quoted subject to change and
lands subject to sale without further notice.

COPY

St. Paul, Minn., Aug. 29, 1910.

Mr. Edmund Rice,
Principal Right of Way Agent,
Tacoma, Washington.

Dear Sir:

Enclosed is a blue print and copy of a
and one from Mr. Darling
letter from Mr. Darling regarding the acquisition
of some additional right of way in Section 29-19N-35E,
Ritzville Branch. Please arrange to purchase this
property.

Yours truly,

THOMAS COOPER,
Land Commissioner.

SHM-LH

Encls.

Copy to W. L. Darling, Chief Engineer.

X

SJB-A

7.871a

St. Paul, Minn.
August 27, 1910.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

I hand you herewith copy of Mr. Howland's letter of August 23, with print in duplicate calling for .75 acres additional right of way in section 29-19-35:

From Mr. Howland's letter there appears to have been some verbal agreement between the owner and the Resident Engineer pertaining to this land.

Will you please arrange for purchase?

Yours truly,

Chief Engineer.

Northern Pacific Railway Company



Ritzville, Wash, August 23, 1910

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

Dear Sir:-

Herewith blue prints in triplicate, showing additional right of way required in Section 29-19-35 for borrow purposes. This land has been used as a borrow pit as per arrangement by Mr. Krumm through Res. Engineer Furrow with the Land Owner sometime during the first of March 10. The understanding being that the owner would permit the contractors to go onto the land and borrow material required and that the land would be measured up later and paid for at rate of \$50.00 per acre. I do not find any record of written agreement but think that the Owner will do as he agreed.

Please arrange with the Land Dept. to purchase same.

Yours truly,

Asst. Engineer.

2871-"A"

COPY

St. Paul, July 15, 1910.

REG-W

MEMORANDUM

Mr. Thomas Cooper:

Referring to your memorandum of the 8th:

I hand you another set of blueprints showing line change between stations 1781 and 1808 and 1482 and 1544 on the Ritzville Branch.

Enc.

W. L. Darling.

Northern Pacific Railway Company

Ritzville, Wash, July 11th, 1910

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

Dear Sir:-

Herewith blue prints of proposed line
changes Sta. 1791-1810 and 1482-1544 as per your request of the 8th,
last.

Yours truly,

M. W. Honland

Asst. Engineer.



REG-W

2871-A

St. Paul, July 8, 1910.

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

Dear Sir:

Will you please furnish another set of
blueprints showing line change between stations
1781 and 1808, and stations 1482 and 1544.

Yours truly,

Chief Engineer.

2871 A

Northern Pacific Railway Company

MEMORANDUM.

Mr. W.L.Darling,

Please let me have another set of blue prints showing line change between stations 1781 & 1808, and stations 1482 and 1544, Ritzville Branch, Connell-Northern Railway.

JLW W

THOMAS COOPER.

7/8/10

WLD R

St. Paul, July 7th, 1910..

Mr. Thomas Cooper,

Land Commissioner.

Dear Sir:-

I beg to hand you herewith right of way maps showing right of way necessary for change of line between Stations 1781 and 1808 and Stations 1482 and 1544, Ritzville Branch, Connell-Northern Railway.

These changes were authorized by the President.

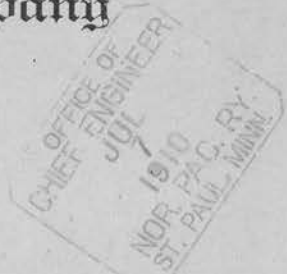
Yours truly,

Chief Engineer.

Encl.

2871

Northern Pacific Railway Company



Ritzville, Wash., July 4th, 1910

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

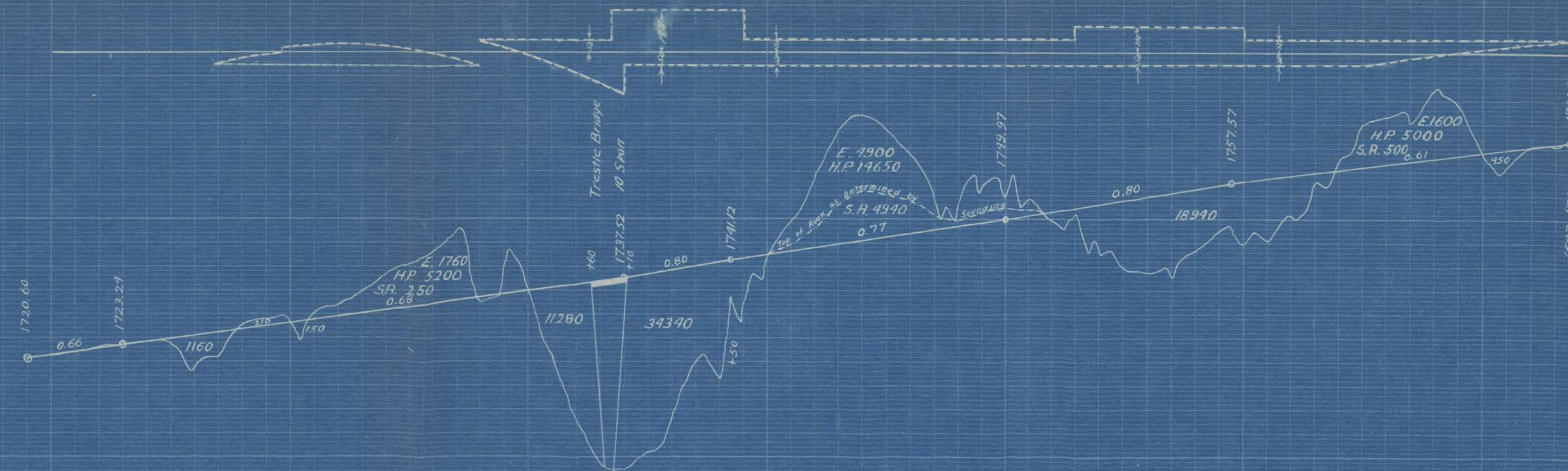
Dear Sir:-

I am sending your herewith 3 copies each of map of Proposed Line Changes Sta 1781-1808 and Sta. 1482-1544 showing right of way required. Will you please request the Right of Way Dept. to purchase same.

Regarding revision Sta. 1482-1544, profile herewith. We have thrown the location out of the heavy cutting shown on projection sent you with estimate June 10th. as we found more rock than expected on that line. The location as shown runs about 2000 yds. higher in rock and 14000 yds. higher in embankment than original estimate and will cost about \$3000 more, using same classification. However the classification is liberal and likely the difference in cost of construction will be about \$2000.

Yours truly,

Asst. Engineer.



Connell Northern Ry Ritzville Branch

Proposed Line Change
Profile
of Located Line From Sta. 1482 to Sta.
1544 Reducing Curvature to 3° Maximum

Ritzville Wash. July, 2, 1910 M.W. Howland Asst. Engr.

Summary

E. 300' haul	150 cu. yds.
E. 300' 1000' "	8470 "
H.P.	24850 "
S.R.	5690 "
Borrow 25% H.P.	15340 "
Overhaul	2800 "
Piling	1140 Lin. Ft.
Timber	63000 F.B.M.
Wrt Iron	3013 Pounds
Cast "	890 "
C.I.P. 24"	97 Lin. Ft.
R.O.W.	12.8 Acres.
Embank	66320 yds.

Original Estimate

Earth Excav	10840 cu yds.
Hardpan	32500 "
Solid Rock	3600 "
Embank	52100 "
Borrow	5200 "
Br. Timber	63000 "
Wrt Iron	4000 "
Cast Iron	4000 "
Piling	900 Lin. Ft.
V.P.C.	130 "

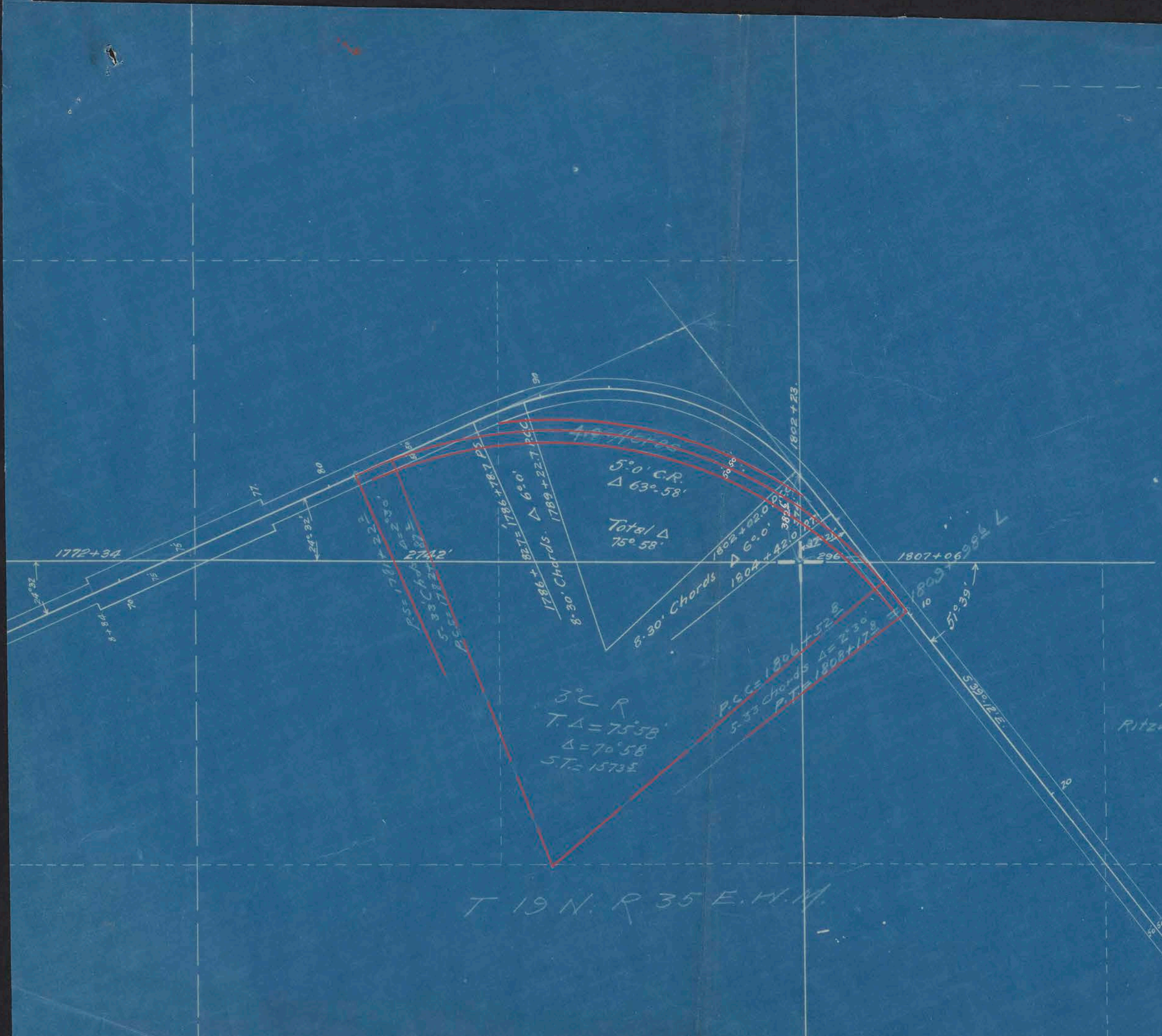


Profile

Cornell Northern Ry Pittsville Branch Proposed line change see line Sta 1482 to 1554



Profile
Cornell Northern Ry Pittsville Branch Proposed line change see line Sta 1482 to 1554



Connell-Northern Ry
Ritzville Branch
Map of
Revised Located Line
Sta. 1781 to Sta. 1808

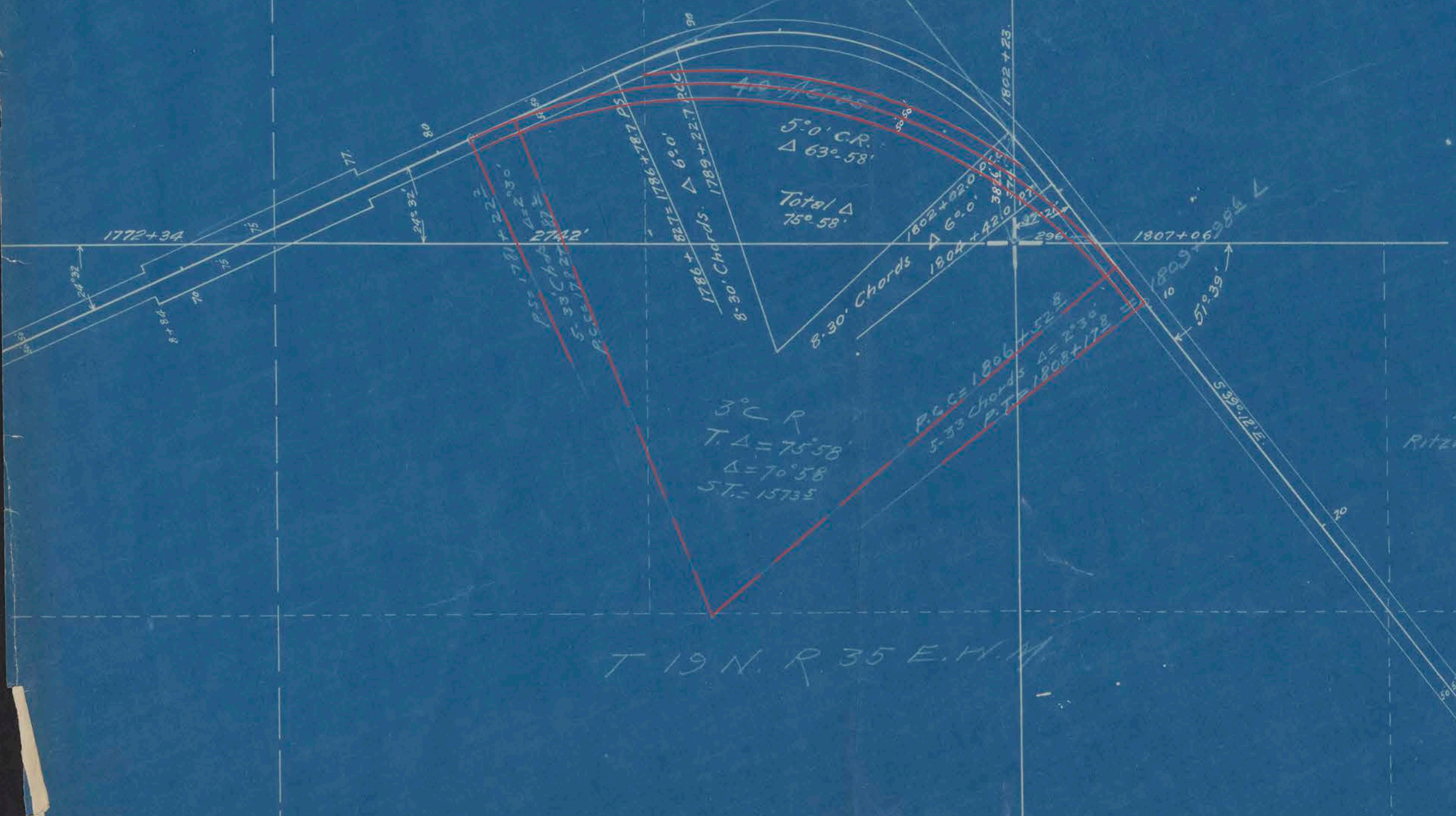
Reducing Curvature to 3° Max.
Ritzville Wash scale 1"=400' M.W. Howland
July 3-10 A.E.

*Recorded on maps 367-15419
9/8/10*

T 19 N. R 35 E. W.M.

Continued Northern Ry. Riverside Branch Map of Revised located line Sta 1861 to 1868 Red Curvature to 3000 Max

Continued Northern Ry. Riverside Branch Map of Revised located line Sta 1861 to 1868 Red Curvature to 3000 Max



Connell-Northern Ry
Ritzville Branch
Map of
Revised Located Line
Sta. 1781 to Sta. 1808
Reducing Curvature to 3° Max.
Ritzville Wash scale 1"=400' M.H. Howland
July 3-10 A.E.

Connell Northern Ry Pittsville Branch Map of House & located line Sta 1981 to 1908 and Curvature to 30000

Connell Northern Ry Pittsville Branch Map of House & located line Sta 1981 to 1908 and Curvature to 30000 May



Connell Northern Ry Ritzville Branch Map of Proposed Line Change Sta 1402 to Sta 1599 Reducing Curvature to 3° Max M. W. Howland Asst. Engr.



Connell Northern Ry Ritzville Branch Map of Proposed Line Change Sta 1402 to Sta 1599 Reducing Curvature to 3° Max M. W. Howland A. E.

Connell Northern Ry Ritzville Branch

Map of Proposed Line Change

Sta 1482 to Sta 1577

Reducing Curvature to 3° Max

M. W. Howland Asst. Eng.

Connell Northern Ry

Ritzville Branch

Map of Proposed Line Change

Sta 1482 to Sta 1577

Reducing Curvature to 3° Max

M. W. Howland Asst. Eng.

Connell Northern Ry

Ritzville Branch

Map of Proposed Line Change

Sta 1482 to Sta 1577

Reducing Curvature to 3° Max

M. W. Howland Asst. Eng.

2871A

COPY.

WLD R

At Tacoma, May 1st, 1910..

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

Dear Sir:-

Your letter of the 29th ult. together with
letter from Mr. J. R. Schrag has been referred to Mr.
Cooper who has charge of townsites.

Yours truly,

Chief Engineer.

2871 A

COPY

WLD R

At Tacoma, May 1st, 1910...

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

The attached letter from Mr. Howland under date of the 29th ult. with letter from Mr. Schrag relative to town lots in Section 1 Township 18, Range 31, Ritzville Branch is respectfully referred to you, and Mr. Howland so advised.

Yours truly,

Chief Engineer.

Encl.

WLD*G

2871A
Saint Paul, February 2, 1910.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

I hand you herewith copy of letter from Mr. Krumm, under date of twenty-ninth ultimo, together with some blue prints showing additional right of way needed on the Ritzville Branch for borrow purposes. As Mr. Krumm says, it is possible that a great portion of this can be paid for in material used rather than by obtaining the extra right of way at an additional price.

This right of way has been found necessary on account of the character of the material encountered.

Yours truly,

Encl.

Chief Engineer.

Northern Pacific Railway Company.

Ritzville, January 29, 1910.

Mr. W. L. Darling,

Chief Engineer.

St. Paul, Minn.

Dear Sir:

Attached please find blue prints in quadruple of additional right of way needed for borrow purposes. I wish you would please request right of way men to call at my office before paying for this right of way as I think we can pay ^{for} borrow privilege instead of buying the land.

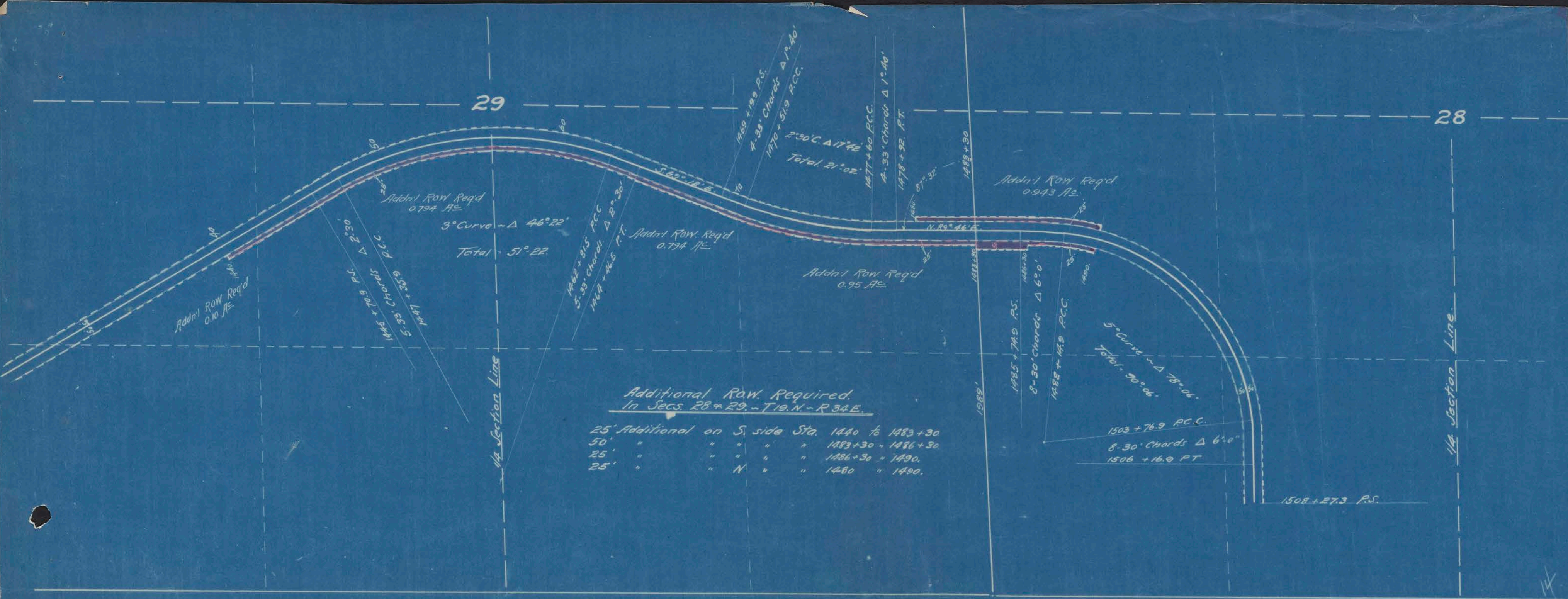
Please hurry this matter.

Yours truly,

F. L. Krumm

TZK-L

Ass't Engineer.



29

28

Additional ROW Req'd
0.10 AC

Additional ROW Req'd
0.794 AC

3° Curve ~ Δ 46°22'
Total = 51°22'

1445 + 70.9 P.S.
5.33' Chords
1447 + 35.9 P.C.C.

1442 + 81.5 P.C.C.
5.33' Chords Δ 8°30'
1464 + 46.5 P.T.

Additional ROW Req'd
0.794 AC

1469 + 19.9 P.S.
4.33' Chords Δ 1°40'
1470 + 51.9 P.C.C.

2°30' C. Δ 17°42'
Total 21°02'

1477 + 60 P.C.C.
4.33' Chords Δ 1°40'

1478 + 92 P.T.

Additional ROW Req'd
0.95 AC

Additional ROW Req'd
0.943 AC

1485 + 74.9 P.S.
8-30' Chords Δ 6°0'

1488 + 14.9 P.C.C.

5° Curve ~ Δ 78°06'
Total = 90°06'

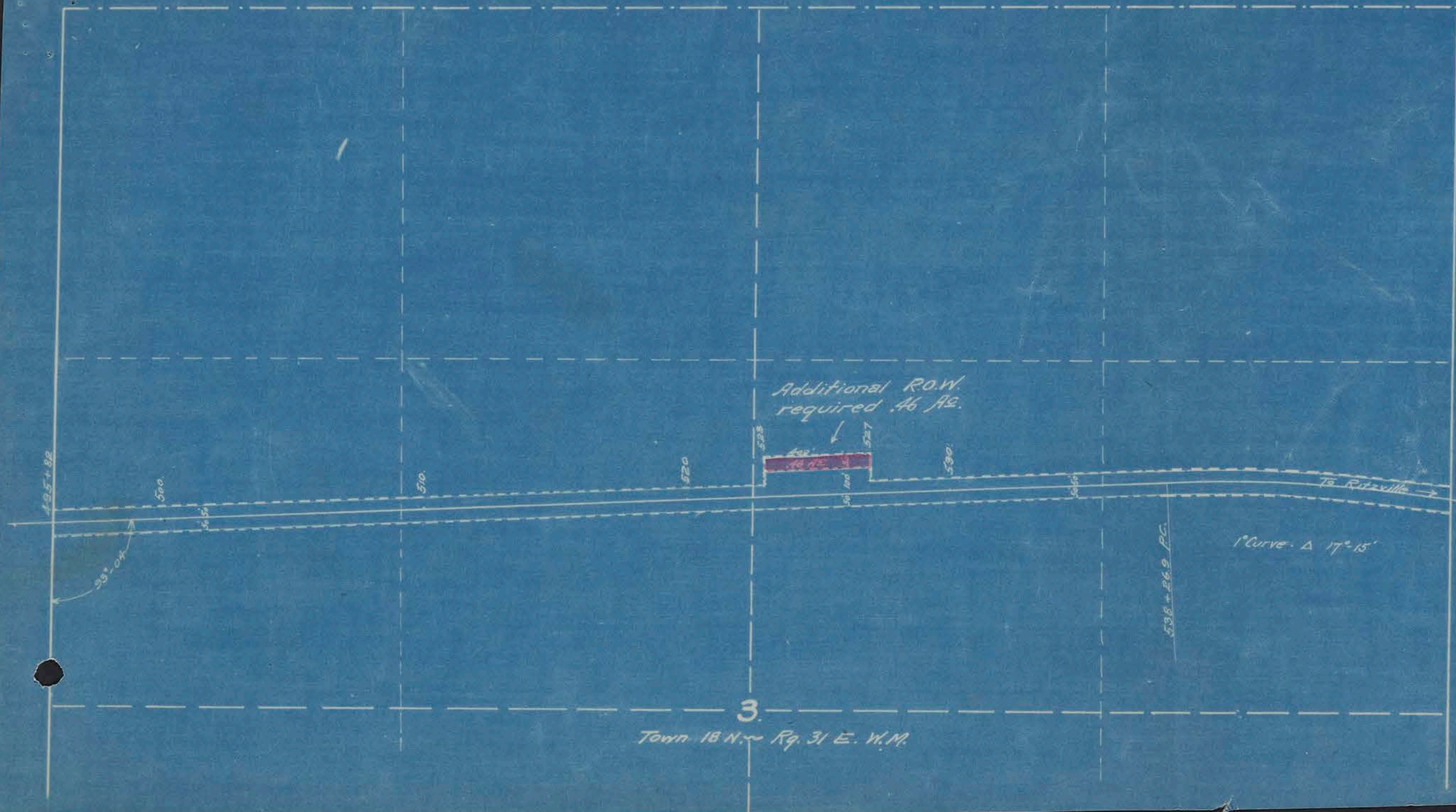
1503 + 76.9 P.C.C.
8-30' Chords Δ 6°0'
1506 + 16.9 P.T.

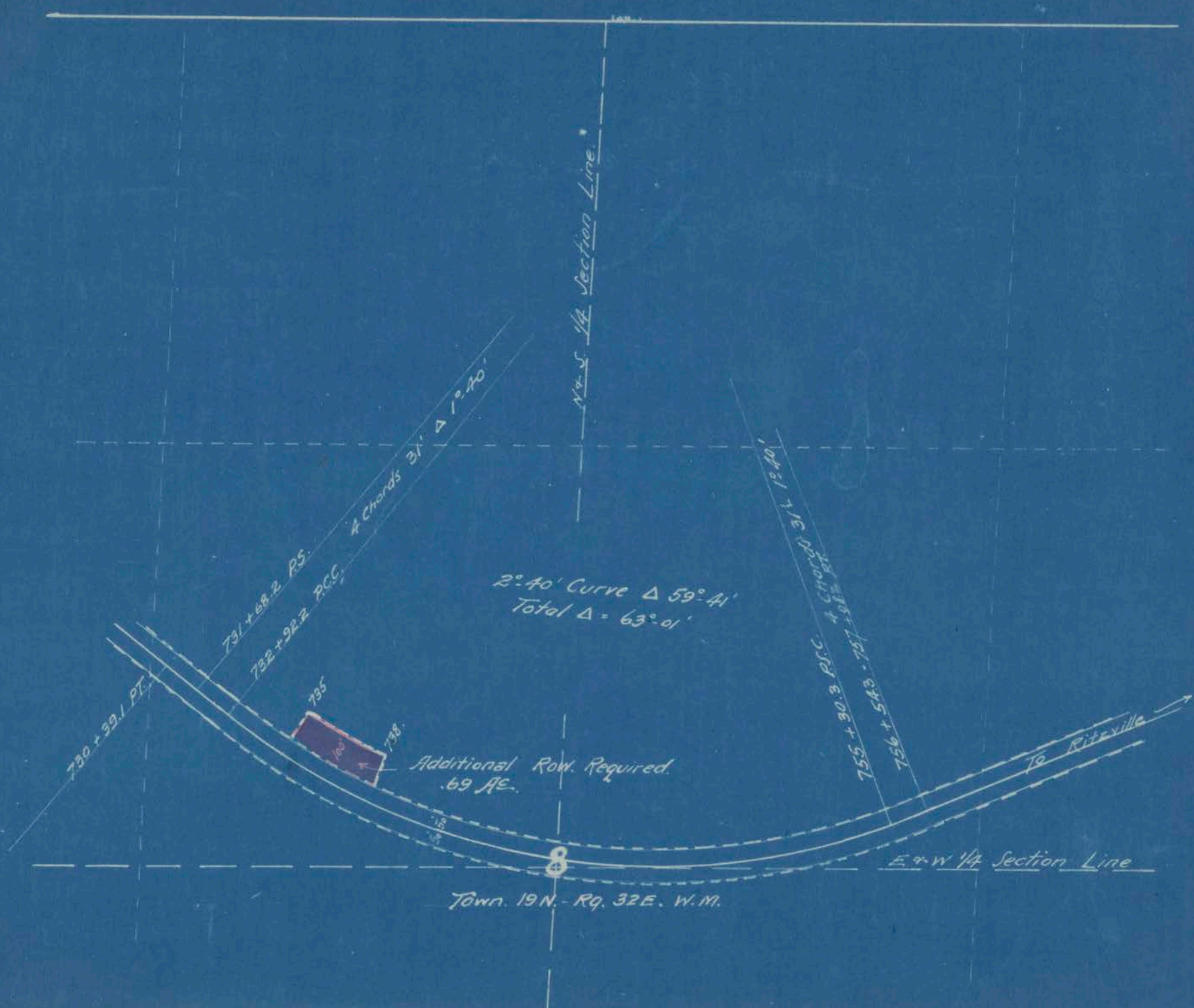
1508 + 27.3 P.S.

Additional ROW Required.
In Secs 28 & 29 ~ T19.N. - R34.E.

25'	Additional	on S. side	Sta. 1440 to 1483+30
50'	"	"	" 1483+30 " 1486+30
25'	"	"	" 1486+30 " 1490.
25'	"	" N "	" 1480 " 1490.

1/4 Section Line





Additional Row Required.
0.414 AC

N. 65° 43' E.

Add'l Row Req'd
0.534 AC

Line between sec 8
and 9.

779 + 47.3

779 + 47.3

90

90

To Ritzville

T. 18 N.

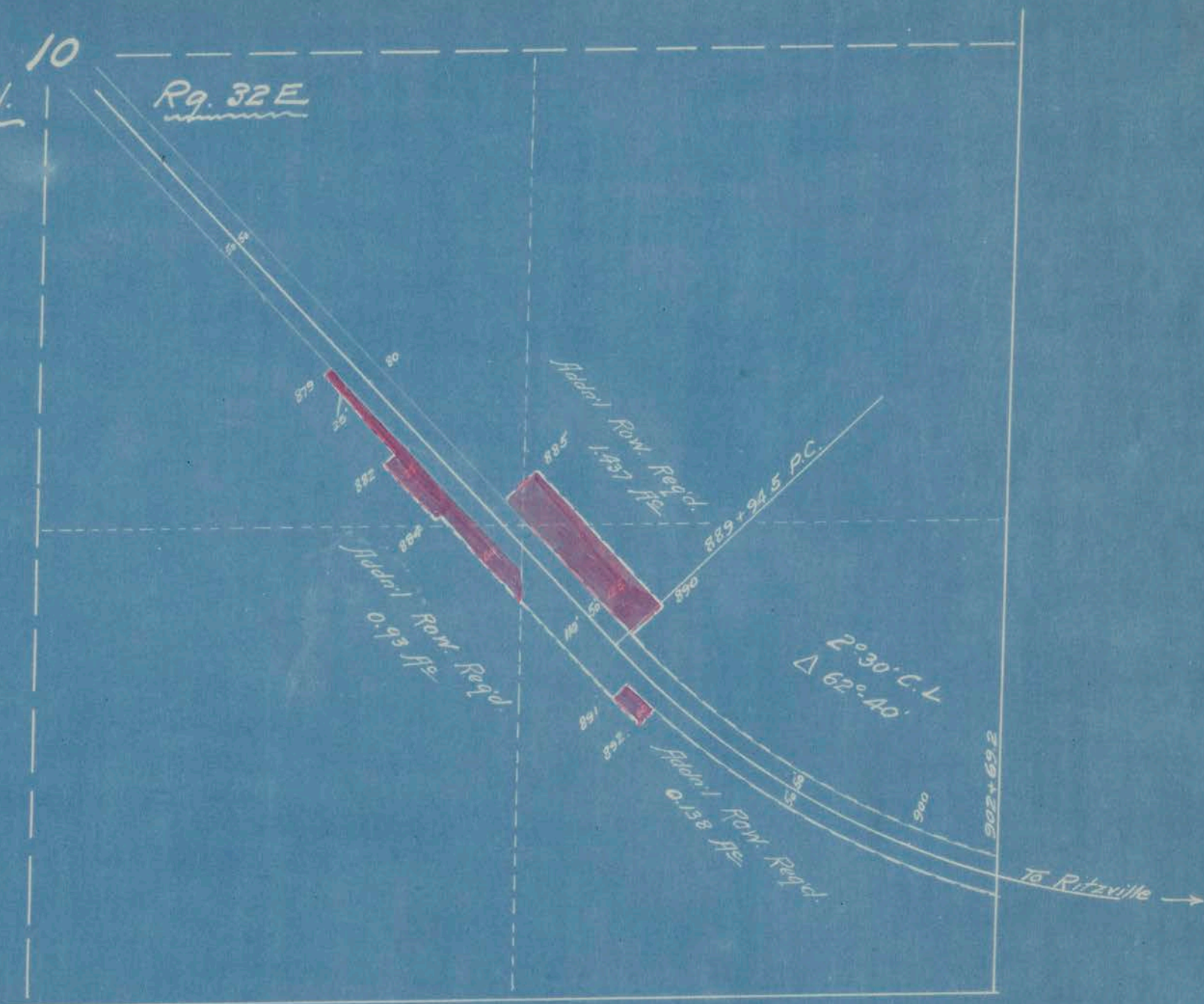
9

R. 32 E.

T. 18 N.

10

Rg. 32 E



E + W 1/4 Sec. Line

12

T. 18 N ~ R. 32 E W.M.

Additional Row Req'd.
149 Ac.

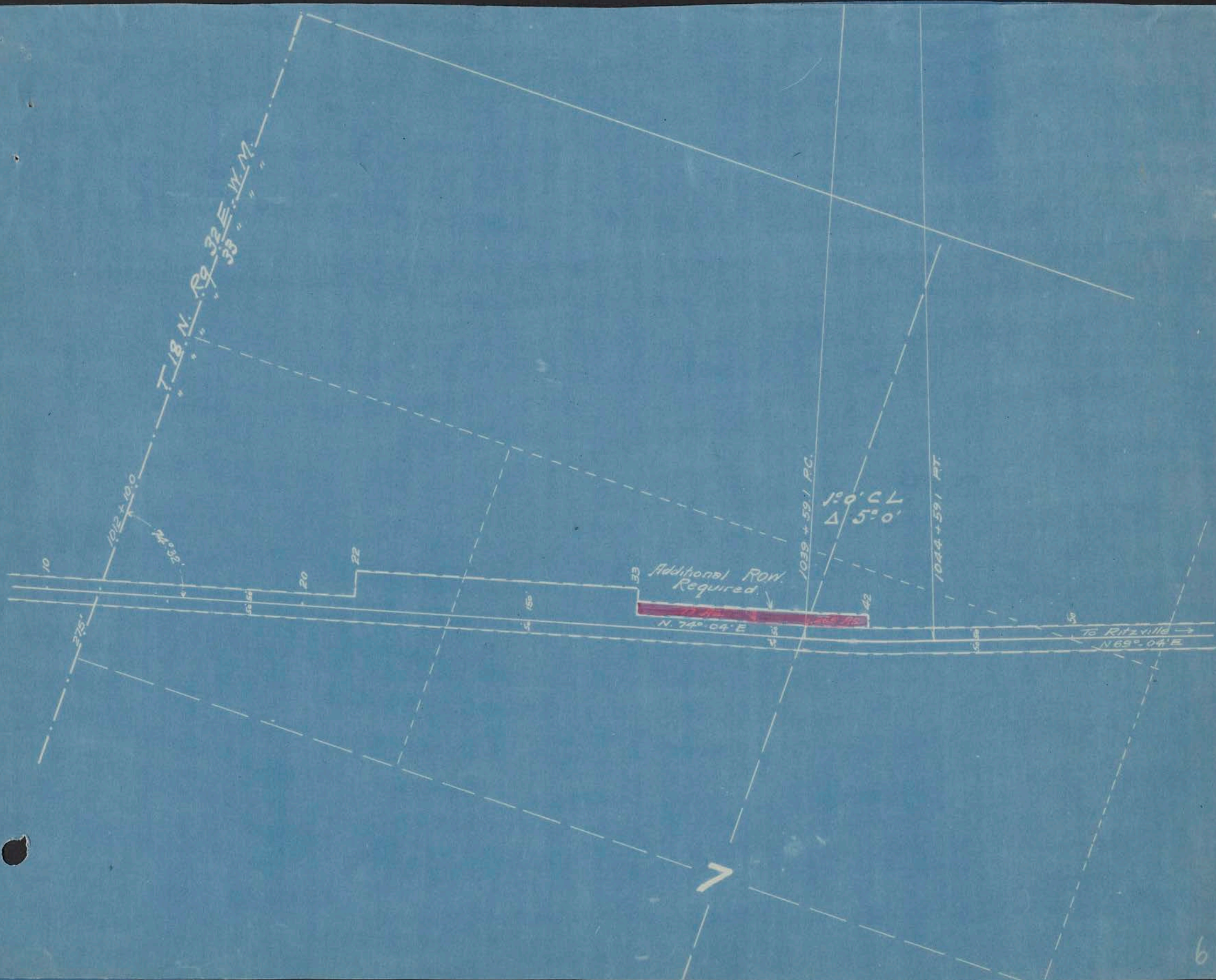
70°

957+04

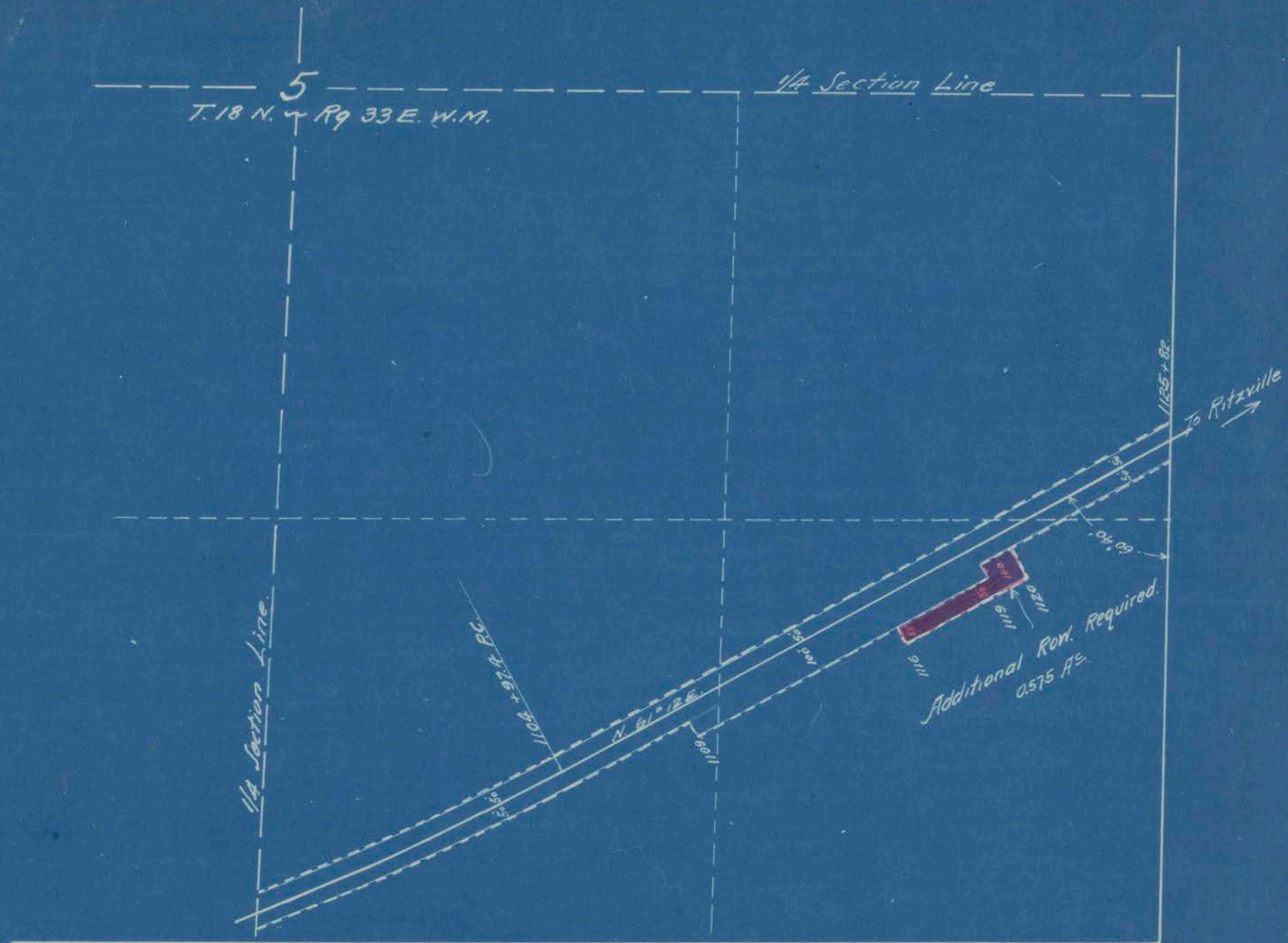
16+22

5+5

N + S 1/4 Sec. Line



7



T. 19 N. R. 33 E. 1/4 M.

33 34
4 3

Additional ROW Required
1.38 AC

N 44° 57' E.

120' C.R.
Δ 7° 54'

1172 + 20.4 P.C.

1180 + 10.4 P.T.

1183 + 92.5

2649.8'

1154 + 09.9 P.T.
1152 + 60.1

4

57

150'

60

1163

10

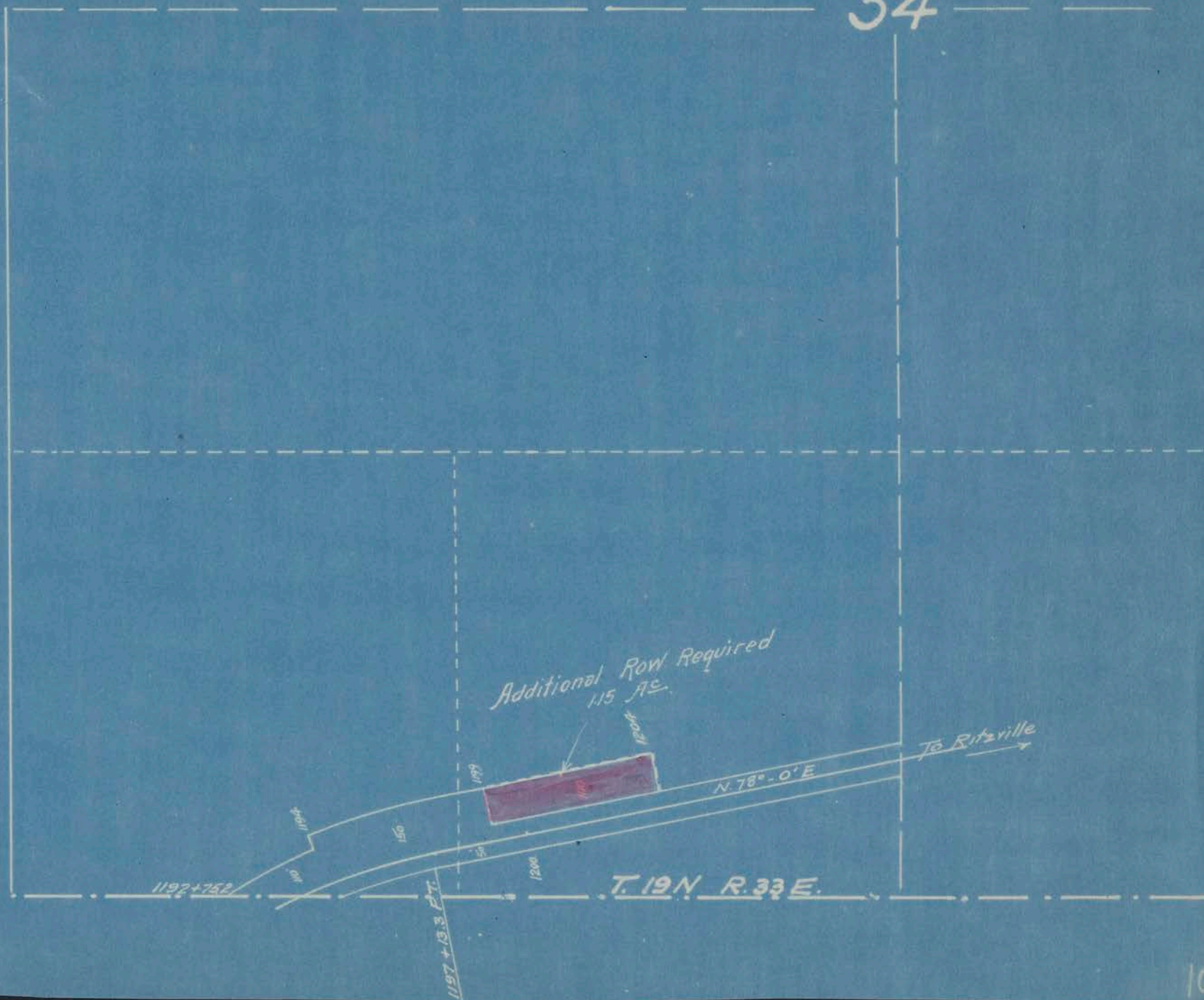
150

1175

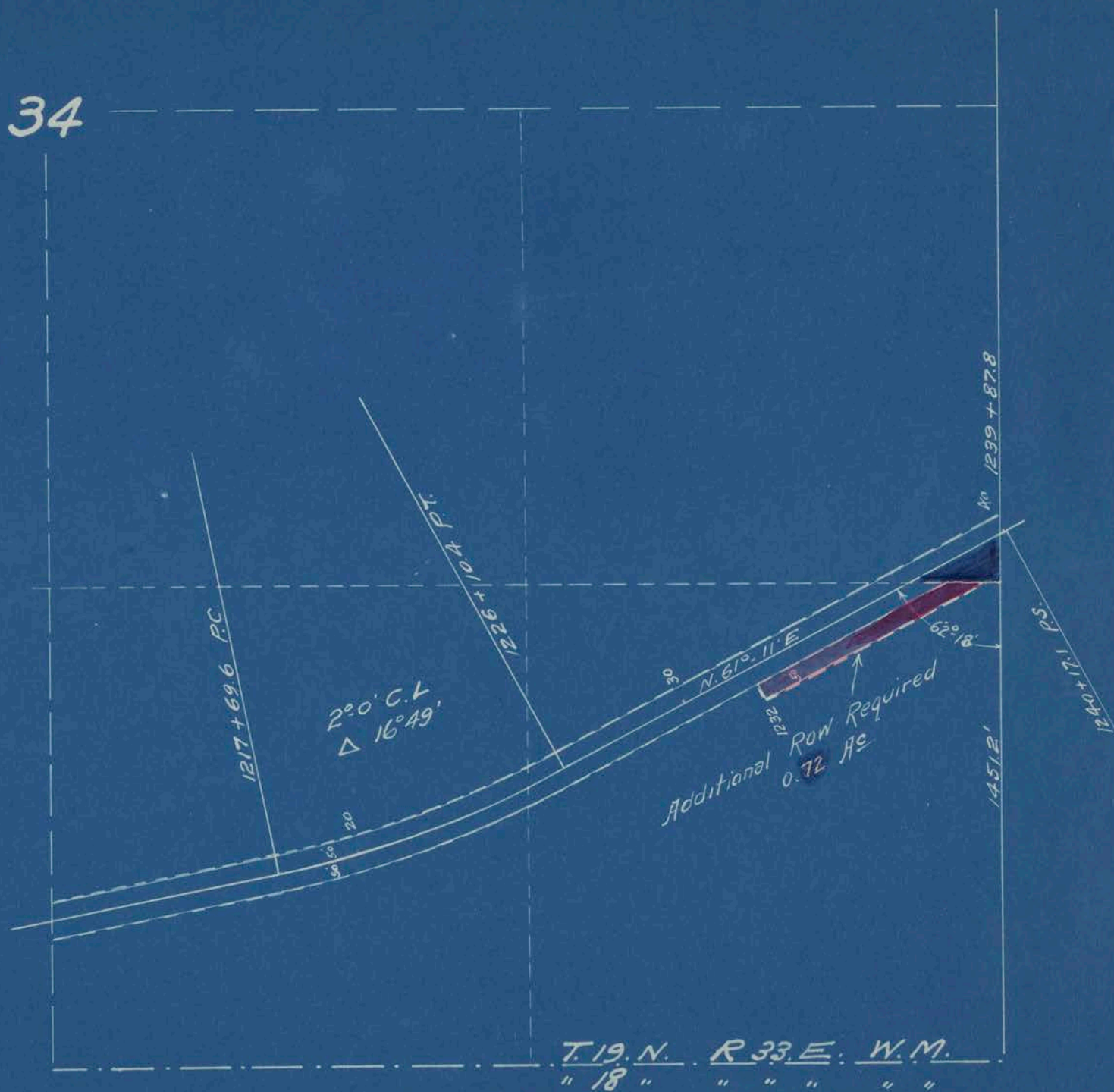
50

30

34



34



E-W 1/4 Section Line

35

Town 19 N. R9 33 E W.M.

1239 + 87.8

1240 + 17.1 P.S.

1240 + 17.1 P.S.
Δ 4° 40'

7.33 Chords Δ 18.1 P.C.
1242 + 18.1

4°
17° 25'
Total
Δ
26° 45'

1246 + 83.5 P.C.C.

7.33 Chords Δ 4° 40'

1249 + 14.5 P.T.
1264 + 45.5

Additional ROW. Req'd.

0.368 Ac

1271 + 64.4 P.C.

1° 30' C.
Δ 7° 20'

1276 + 53.3 P.T.

1265 + 80

N. 27° 56' E.

To Ritzville →

N-S 1/4 Section Line.

Sec. 25
" 36

Sec. 30
" 31.

1/4 Line Sec. 36.

1342+466 PC

To Ritzville →

Additional ROW. Required.
0.604 AE

1343.

1344+50

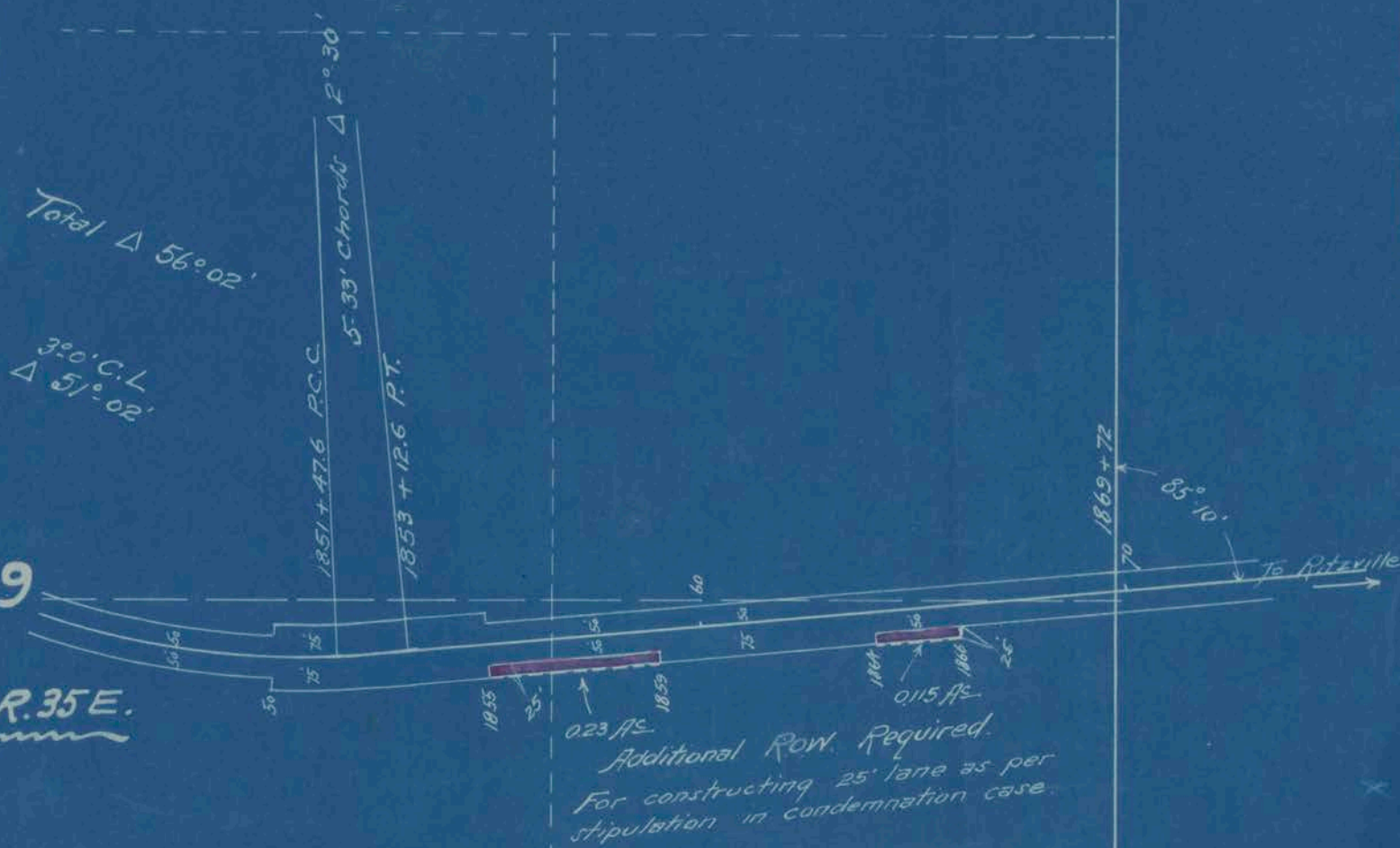
36

1/4 Line Sec. 36.

Town. 19 N. R9. 33 E. W. M.

29

T. 19 N. R. 35 E.



WLD-G

2871A
Saint Paul, December 27, 1909.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir:-

Referring to your letter of the twenty-second instant about right of way across Section 2-Township 18, Range 30 East. I think we should put fence on our right of way, rather than fifty feet from the centre line.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company.

Ritzville, December 22, 1909.

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

RECEIVED
CHIEF ENGINEER
DEC
27
NOR PAC

Dear Sir:

Attached please find sketch showing the new and old alignment with right of way as purchased across Section 2 T.18 R. 30 E.W.M. As you ^{will} note there is only a comparatively slight variation in the locations but the owner of the land refused to sell the new right of way at contract price for the original right of way, so the right of way agent purchased a strip fifty feet each side of the original line in accordance with the contract.

Our slopes will be within the right of way at all places but we will hardly have sufficient room for building fence lines and telegraph lines. I would be in favor of building the fences on a fifty foot line from the revised location as I do not believe the owner knows the exact location of the original line and even if he did I believe he would rather take what is offered him for the additional right of way than to bring suit against the company for damages. Please advise.

Yours truly,



Ass't Engineer.

TZK-L

2871A

Northern Pacific Railway Company

St. Paul, Minnesota, December 3, 1909.

Mr. W. L. Darling,
Chief Engineer.

Dts

OFFICE OF
CHIEF ENGINEER
DEC 4
1909
NOR. PAC.
ST. PAUL

Dear Sir:

Referring to attached voucher in favor of S. D.
Douglas, Clerk of Court:

8909
We had previously made a voucher in favor of
Jurgens Danekas for \$3200, in payment of the right of
way across his land, which was condemned. Danekas re-
fused to accept the voucher and it was necessary to pay
the verdict and cost to the Clerk of the Court, and the
attached voucher is to cover Division Counsel Cannon's
draft for the necessary amount, and voucher made in
favor of Mr. Danekas will be returned to the Treasurer
for cancellation.

The description in the attached voucher is the
same as was used in the condemnation suit and differs
somewhat from the revised map you furnished me. In
answer to my wire to explain why a different description
was used in the condemnation suit, Mr. Rice replies that
the last description for the Danekas condemnation suit
sent to Division Counsel Cannon was furnished by Engineer
Krum and is sufficient.

Yours truly,

Wm. Croft
Land Commissioner.

JLW-W
Encl.

2871 A

COPY

St. Paul, Minnesota, November 2, 1909.

Mr. C. A. Clark,

Treasurer.

Dear Sir:

I return herewith for cancellation the following vouchers:

Auditor's No. 23672, Franz Zabel, \$79, S $\frac{1}{2}$ of NE $\frac{1}{4}$ of
Section 6, Township 18 North,
Range 31 East, County of Adams,
State of Washington. ✓

" " 23674, Fredrich Arlt, \$124, S $\frac{1}{2}$ of NW $\frac{1}{4}$ and
Lot 3, in Section 5, Township 18
North, Range 31 East, County of
Adams, State of Washington.

" " 23673, Jacob Weber, \$129, SW $\frac{1}{4}$ of NE $\frac{1}{4}$ and
Lots 2 and 1, of Section 5, Town-
ship 18 North, Range 31 East,
County of Adams, State of Washington.

" " 23666, Eva Enszt, \$99, NE $\frac{1}{4}$ of SW $\frac{1}{4}$ and SE $\frac{1}{4}$ of
NW $\frac{1}{4}$ of Section 3, Township 18 North,
Range 30 East, County of Grant,
State of Washington.

Yours truly,

THOMAS COOPER

Land Commissioner.

JLW-W Encls.

Copies to:
G. J. Mayer
W. L. Darling ✓

Mr. Darling:

Please note:

Owing to line change it was necessary to
take new contracts, and vouchers will be made accord-
ingly.

T. C.



Form 1386

2871 A

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	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
28	10	Q	7	440a	10/30						
FROM <u>Ritzville</u> TO <u>W. L. Darling</u>											
DATED <u>Oct. 29-09</u> AT <u>St Paul</u>											

All Condemnation Cases settled last of
Mile post between nineteen and twenty R of W
acquired by condemnation for practically what
was offered.

J. J. Krumm

✓

COPY

Form 290 TW

2871A

X

Northern Pacific Railway Company.

St. Paul, Minnesota, October 23, 1909.

Mr. C. A. Clark,

Treasurer.

Dear Sir:

I return herewith for cancellation the following vouchers:

367-15 Auditor's No. 23812, Conrad Bauer, \$569.00
367-12 " No. 23675, Wm. Schnurbusch 4.00

Yours truly,

THOMAS COOPER,

JLM-W

Land Commissioner.

Encls.

Copies to:

G. J. Mayer
W. L. Darling

Mr. Darling:

The first voucher is for right of way in Sections 5 & 4-18N-33E, and the second voucher for right of way in Lot 1 of Section 3-18-31, Ritzville Branch, On account of line change it will be necessary to take new contracts and prepared new vouchers.

T.C.

*To you for correction
of records. 10/26/1909*
*connections made on
vouchers Nos. 367-15 and
367-12, respectively.
10/26/09.*

2871A

Northern Pacific Railway Company.

St. Paul, Minn., October 23, 1909.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

Referring to the telegram from Engineer Krumm, addressed to yourself, reading:

"Account illness defendant's attorney's wife, condemnation proceedings for right of way across Danekas' farm postponed until 27th October."

I immediately wired Mr. Cannon, asking if it was possible that the postponement was granted for such a reason in view of the hurry that we are in to get our work started and the expense we are under because of the delay, and he replies today that the case was postponed for the reason stated by Mr. Krumm, and that such is always permitted by the court. I do not know any way in which we can help ourselves, but I suggest that we all pray that the defendant's attorney's family will have no more sickness until we get these cases tried.

Yours truly,



Land Commissioner.

TC-H

V

WLD-G

2871 A
Saint Paul, October 22, 1909.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir:-

Referring to your letter of the nineteenth instant relative to petition and bond for change of road.

Think this should be arranged through the Right of Way Department, and that you should get Right of Way Agent to handle; but you should first furnish map showing changes to be made, get the County Commissioners consent, and then send in to this office for approval, with approximate estimate of the cost.

Yours truly,

Encl.

Chief Engineer.

Northern Pacific Railway Company.

WLD-G

Saint Paul, October 22, 1909.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir:-

Referring to your letter of the nineteenth instant relative to petition and bond for change of road.

Think this should be arranged through the Right of Way Department, and that you should get Right of Way Agent to handle; but you should first furnish map showing changes to be made, get the ~~Council~~ ^{Commissioner}'s consent, and then send in to this office for approval, with approximate estimate of the cost.

Yours truly,

Encl.

Chief Engineer.

2871A

Northern Pacific Railway Company.

St. Paul, Minn., October 20, 1909.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

I enclose copy of letter from Mr. Rice, which explains to some extent the delay in the condemnation proceedings on the Ritzville Branch.

Yours truly,



Land Commissioner.

TC-H



Northern Pacific Railway Company.

Ritzville, October 19, 1909.

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

Dear Sir:

Attached please find copies of petition and bond of road petitioner which I have been requested to fill out and file with county road supervisors before they will consent to any changes of roads. There are a number of places where it will be necessary to make slight changes in the county road to avoid very expensive and dangerous grade crossings.

The road supervisors have personally inspected these proposed changes and approve of them and it is my opinion that they should be built as now proposed.

Please advise me how this matter had best be handled and whether I have the authority to fill out these blanks.

Yours truly,

P. F. Krumm

TZK-L

Ass't Engineer,

(Copy)

Tacoma, Wash., Oct. 16, 1909.

Mr. Thomas Cooper,
Land Commissioner,
St. Paul, Minn.

Dear Sir:

Replying to your telegram of the 15th in regard to condemnation proceedings on the Ritzville Branch of the Connell Northern Railway:

Between Mile posts 2 and 3 in Section 9, Township 18 North of Range 30 East, a contract was negotiated on May 12th of this year with the owner, Leonard Franz, for \$300.00, which ran for six months. Voucher was prepared and completed and we were ready to take up this contract.

On August 17th you telegraphed that the Chief Engineer proposed to make some line revisions on this branch, and on August 21st, advised that it was decided to adopt revised location. This necessitated the negotiation of a new contract with Franz and one of our men attempted to secure it. He refused to sell at the old price, or any other reasonable figure and demanded \$1300.00. This was September 1st.

The map of this revised location was received here September 17th. On its receipt, a description was prepared of the right of way required and was sent to Mr. E. J. Cannon, Division Counsel at Spokane, with instructions to institute condemnation proceedings at once.

Since that time I have had no advice as to what has been done by Mr. Cannon. This is the only property unsettled for between Mile posts 2 and 3. The contractors have been trying to get authority from Franz to go to work on the land but without success. This office can not help the situation.

Between Mile posts 31 and 36: In July an attempt was made to negotiate a contract with Jurgens Danakes, who is the owner of Sections 28 and 29 in Township 19 North of Range 35 East, and it is through this land we are to acquire the right of way between Mile posts 34 and 36.

His demands were so unreasonable that it was decided to condemn at once. You were advised fully in regard to this, Aug. 6th. Descriptions were prepared from maps furnished us by your office and sent to Division Counsel Cannon with instructions to institute condemnation proceedings. This description was checked by Assistant Engineer Krumm and found defective because no ties were shown on the map from which it was made.

The Assistant Engineer thereupon sent us a map which purported to be a correct one of the located line and a new description was prepared in accordance with such map and was sent September 10th to Mr. Cannon.

This was checked, and it was discovered that the Engineer's map was wrong. On the 17th of September, the map of definite location was furnished this office and is the only correct and complete map of the revised line of the Ritzville Branch that we have had.

A description was immediately prepared and furnished Division Counsel Cannon, and was checked and approved by the Assistant Engineer. Your office was advised of this on the same day and copy of corrected description sent you.

The Danakes case was called for hearing on the 4th of October, and the preliminary order was entered allowing the Company to condemn this right of way. The trial of the case, as I advised you in telegram of the 14th, was set for the 21st of this month.

You state that you understand the condemnation cases were postponed twice. This is not the case. The preliminary hearing was postponed until October 4th because the first time Mr. Cannon attempted to bring it on, Mr. M. P. Martin, the Secretary of the Connell Northern Ry. Co., did not have, nor did any one here, have the map of definite location approved by the Board of Trustees. That was received by Mr. Martin some time between the 17th of September and the 4th of October, at the time which the postponed hearing was had.

Between Mile posts 30 and 34 are two tracts of land owned by Margaretha Vehrs and Margaretha Thom, who are sisters of Danakes. It was impossible to settle with them for the same reasons that apply to the Danakes case, and descriptions for condemnation were furnished Mr. Cannon on September 25th, which was as soon as they could have been made after receipt of the corrected map.

The matter is now in Mr. Cannon's hands, and this office has had no advice from him as to how soon he expects to bring the

cases on for trial, nor can I say what is delaying them. It is presumed that Division Counsel, acting under instructions to begin these actions, is using due diligence.

This office is following your instructions in promptly sending such cases as it is impossible to settle, to the Legal Department for attention, with instructions to hurry them.

I trust this explains the situation.

Yours truly,

EDMUND RICE.

Principal Right of Way Agent.

2871 A

Northern Pacific Railway Company.

1

Ritzville, October 14, 1909.

Mr. W. L. Darling,

Chief Engineer,

St Paul, Minn.

Dear Sir:

As per your request of the 13th, I am sending you memorandum letter in regard to condemnation of right of way across the Danakes farm.

This preliminary hearing to establish the necessity of a railroad was set for trial on the 30th of August but was postponed for two weeks because the line had not been adopted by the board of directors. For some reason the case was again postponed for three weeks and the preliminary was not heard until the 4th of October.

The trial has been set for October 21st.

J. F. Krumm

Yours truly,

TZK-L

Ass't Engineer.

Northern Pacific Railway Company.

COPY

St. Paul, Minn., Oct. 11, 1909.

Mr. C. A. Clark,
Treasurer.

Dear Sir:

I return for cancellation the following vouchers for right of way on the Ritzville Branch:

✓ #23668	Christian Greger	\$199.
✓ #23667	Wm. Foscht	199.
✓ #23671	Tena Buckman	99.
✓ #23670	Harvey G. Reuther	249.

Yours truly,

THOMAS COOPER.

JLW-LH Encls.

Land Commissioner.

Copy to G. J. Mayer.

Copy to W. L. Darling.

W. L. Darling:

These vouchers cover right of way across the following tracts:

Lots 4, 3 and 2 in Section 6-18N-31E. 367-12. ✓
 Lots 4, 3, 2 and 1, in Section 4-18N-31E. " ✓
 SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 34-19N-31E. " ✓
 SE $\frac{1}{4}$ SW $\frac{1}{4}$ and S $\frac{1}{2}$ SE $\frac{1}{4}$ of Section 34-19N-31E. " ✓

T. C.

MP.
 Pls. make paper
 correct in
 Pl. of Map maps.
 10/11/09. ADB

Record made
 on Map #367-12.
 10/14/09. H. B.

Northern Pacific Railway Company.

COPY



St. Paul, Minn., Oct. 11, 1909.

Mr. C. A. Clark,

Treasurer.

Dear Sir:

I return for cancellation voucher,
Auditor's No. 23662, in favor of Leonard Franz,
for right of way on the Adrian-Connell Line.

Yours truly,

THOMAS COOPER

JLW-LH

Land Commissioner.

Encl.

Copy to C. J. Mayer.

Copy to W. L. Darling.

Mr. W. L. Darling:

We find it will be necessary to condemn
the right of way for the relocated line across this
land, viz: in Section 9-18-30. - 367-12 ✓

T. C.

JMP
Pls make proper
correction
Re 1 way map
10/12
MB

Record made in
map 367-12. M.A.B.J.
10/14/09.

Northern Pacific Railway Company.

COPY

St. Paul, Minn., October 11, 1909.

Mr. C. A. Clark,
Treasurer.

Dear Sir:

I return for cancellation voucher,
Auditor's No. 28778, in favor of Charles F.
Berlet, for \$499, for right of way across
SW $\frac{1}{4}$ of NE $\frac{1}{4}$ of Section 24-22-27, Adrian-Connell
line.

Yours truly,

THOMAS COOPER.

JLW-LH

Land Commissioner.

Encl.

Copy to G. J. Mayer.

Copy to W. L. Darling.

W. L. Darling:

Please note that owing to line change
it was necessary to take a new contract.

T. C.

MP
Pls. make proper
connection in
at 1 way map.
10/12
SPB

Record made on
Map No. 367-16
W.A.B.J.
10/13/09.

OFFICE OF
CHIEF ENGINEER
OCT 12 1909
NOR. PAC. RY.
ST. PAUL, MINN.

Northern Pacific Railway Company.

COPY

St. Paul, Minn., Oct. 11, 1909.

Mr. C. A. Clark,
Treasurer.

COPY

Dear Sir:

I return for cancellation voucher,
Auditor's No. 18702, in favor of L. Gaiser,
for \$324.00.

Yours truly,

THOMAS COOPER

JLW-IH

Land Commissioner.

Encl.

Copy to G. J. Mayer.

Copy to W. L. Darling.

Mr. W. L. Darling:

This is for right of way in the
SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 13-14N-31E., Adrian-Connell
Line. A new contract will be taken for corrected
area. 367-18.

T. C.

*Sup
9/6 made proper
connection
at 1/4 way map.
1912*

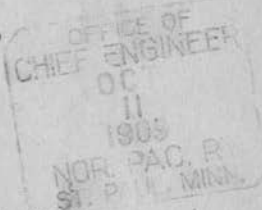
*Record made on
Map No. 367-18
10/13/09.
W.A.B.J.*

● Northern Pacific Railway Company.

2871A

WLD-G

October 6, 1909.



Mr. R. E. Gemmell,-

Please see that this right of way map showing change of line Stations 717 to 756, Ritzville Branch, in accordance with my letter to Mr. Cooper of to-day, is furnished him at once.

R. L. Darling.

Encl.
On Train No. 10,
P. & L. Branch.

R.E.G.
Prints herewith
10/11

Imp
Please furnish
new work quickly
11/11

Encl. Eng's Map of Rev.

2871 A

COPY.

WLD-G

October 6, 1909.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Beg to hand you herewith blue prints showing
slight change of line between Stations 717 and 756 on the
Ritzville Branch. Change made on account of expensive
right of way.

Yours truly,

Encl.
On Train No.10,
P. & L. Branch:

Chief Engineer.

Map #367-20
Profile 451-33

2871A COPY.

WLD-G

October 6, 1909.

Mr. S. J. Bratager,-

Wish you would have incorporated on
our approved map and profile of the Ritzville Branch, the
following changes,-

Change in grade, Station 50 to 86,

" 242 - 275,

" 418 - 480,

" 808 - 845,

Also Change of Line, Station 717 to 756,

" 1125 - 1155,

Maps and profiles showing these changes attached.

W. L. Darling.

Encl.
On Train No.10,
P. & L. Branch.

2871 A

Northern Pacific Railway Company.

St. Paul, Minn., Sept. 25, 1909.

OFFICE OF
SPECIAL
ENGINEERS
SEP 27 1909
NOR. PAC. RY.
ST. PAUL, MINN.

Mr. Darling:

Re Mr. Krumm's wire of the 22nd and contractors' wire of the 23rd in regard to delay on Adrian-Connell Line and Ritzville Extension on account of right of way, please note following wire from Mr. Rice, dated 24th instant:

"Krumm is mistaken. Palmer and Upright are now and have been continuously at work on right of way Connell Northern and Ritzville Branch. Contracts and deeds are being taken rapidly as possible."

I have wired Mr. Rice as follows:

"Instruct Palmer and Upright to get in touch with Krumm immediately, find out what particular pieces of right of way are delaying work and try and get them settled. Right of way men must work closely with engineer, which I judge they are not doing."

I have also wired Mr. Krumm as follows:

"Your wire to Darling about delay account right of way. Rice wires me that Palmer and Upright are now and have been continuously at work on your right of way. I have wired Rice that right of way men must work more closely with you so you will know what they are doing and can advise them the particular pieces of right of way that are in greatest hurry and so they can also inform you as to pieces of right of way they are unable to acquire on account of high price or other difficulties. With two men on job they should be able to handle this without any difficulty excepting that which is forced upon us by high prices or inability to find owner."

TC-H

2c.



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, and 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
				_____ M.					_____ M.		

FROM

DATED

11

12-sf-f-ar---245a--24th.

AT

W.L. Darling,

Connell Sept 23-9.

St.Pail.

Outfits on Connell Adrian Line and Ritzville extension at Great disadvantage account no vitrified pipe and unsettled right of way matters when can we expect relief.

W.S. Co.

Mr Darling

It was only ordered recently
adrian-Connell letter part of August
Ritzville early in September = will endeavor to hurry R88

Relief letter is the trouble with the
Adrian

NORTHERN PACIFIC
RAILWAY
SEP 23 1899
ST. PAUL
COMM. ST. PAUL



Form 1386

2871 A

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	Route 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 Edmund Rice
DATED Sept 23, 1909 AT Tacoma COPY.

Engineer Krumm wires Chief Engineer from Ritzville contractors delayed account right of way. No right of way men on work for past two weeks. What does this mean? What are Palmer and Upright doing?

THOMAS COOPER

TC-H

Cy Mr W L Darling ✓

2871 A +
St. Paul, Minn., September 23rd, 1909.

SJB-D

Mr. T. Z. Krumm,
Assistant Engineer,
Ritzville, Washington.

Dear Sir:-

Replying to your letter of August 30th relative to
right of way at Ritzville:

Mr. Cooper advises as follows:

"The Northern Pacific Railway Company claims a right
of way 400 feet wide under charter of 1864 across the SE $\frac{1}{4}$ of
section 22 and the NE $\frac{1}{4}$ of Section 27, township 19 north, range
35 east, near Ritzville, Washington."

Yours truly,

Chief Engineer.

Northern Pacific Railway Company.

St. Paul, Minnesota, Sept. 22nd, 1909.

Mr. S. J. Bratager,
Principal Assistant Engineer.

Dear Sir:-

Your letter of the 21st instant:

// The Northern Pacific Railway Company claims
a right of way 400 feet wide under charter of 1864
across the SE $\frac{1}{4}$ of section 22 and the NE $\frac{1}{4}$ of section 27,
township 19 north, range 35 east, near Ritzville, Wash. //

Yours truly,

Thomas Cooper J.
Land Commissioner.

PAJ-FH

OFFICE OF
CHIEF ENGINEER
SEP 22 1909
NOR. PAC. RY.
ST. PAUL, MINN.



Form 1385

*Mr Cooper - ✓***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
250	ST	SM	MD	M.		M.			M.		

FROM

Ritzville sept 22nd-1909

TO

W.L. Darling

DATED

AT

Straul

Contractors delayed account of right of way. No right of way
men on work for past two weeks.

T.Z. Kruman.

1056 pm.

IC Note 9/23

St. Paul, Minn., September 21st, 1909.

SJB-D

COPY

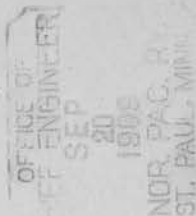
Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Will you kindly advise as soon as possible how much
right of way we have in the SE $\frac{1}{4}$ of Section 22- 19- 35 E. and the
NE $\frac{1}{4}$ of Section 27-19-35 E. at Ritzville.

Yours truly,

Principal Ass't Engineer.

Northern Pacific Railway Company.

Ritzville, September 16, 1909.

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

Dear Sir:-

Referring to Mr. Coopers letter dated August 30th
regarding right of way at Ritzville.

Would like to be advised soon as possible as to how much
right of way in southeast Section 22-19N-35E and northeast
Section 27-19N-35E.

Yours truly,

A handwritten signature in cursive script, appearing to read "T. F. Krumm".

Ass't Engineer.

TZK-L

2871 A

WLD-G

Saint Paul, September 14, 1909.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Referring to your letter of the thirteenth instant relative to map of the Ritzville Branch. Beg to advise that the map sent you with my letter of the eighth instant supersedes all maps, and shows the correct location to date.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company.

St. Paul, Minnesota, September 13, 1909.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

Your letter of September 11th in reference to Ritzville Branch map. The corrected map sent me with your letter of September 8th did not agree with the maps heretofore furnished us. There were a number of differences, none of them serious however. I understand the map sent with your letter of the 8th instant supersedes the maps heretofore furnished me on that line.

Yours truly,

Wm. Cooper
Land Commissioner.

JLW-W

OFFICE OF
CHIEF ENGINEER
SE 14
100
NOR PAC RY
ST PAUL MINN

✓

✓

2871-A

WLD-G

Saint Paul, September 11, 1909.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Referring to your letter of the ninth instant relative to checking up corrected map of the Ritzville Branch.

I understand that Mr. Krumm took this up with you and that the two maps now agree.

Yours truly,

Chief Engineer.

2871
X
St. Paul, Minn., September 10th, 1909.

SJB-D

Mr. T. Z. Krumm,
Assistant Engineer,
Ritzville, Washington.

Dear Sir:-

Replying to your letter of December 1st:

I hand you herewith blue prints in duplicate of
proposed standard plan of right of way fences dated October
24, 1908.

Yours truly,

Chief Engineer.

Enclosure.

Northern Pacific Railway Company.

St. Paul, Minnesota, September 9, 1909.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

Replying to your letter of the 8th instant:

We have checked up the corrected map of the Ritzville Branch transmitted with your letter, and find there are a number of differences between that map and the maps heretofore furnished us.

Your letter makes reference to other maps, but the only map received was the Ritzville Branch map. If there are others you desire checked up, please furnish me copies.

If the map of the Ritzville Branch enclosed with your letter of the 8th instant is to supersede all other maps heretofore furnished me between the same points, please let me have two more copies of the corrected map as soon as possible. In the meantime I will hold the map sent with your letter of the 8th instant until you advise me that it does supersede other maps between the same points.

Yours truly,

JLW:W

Land Commissioner.

Mr. Darling -

Have checked up maps with R. of Wy. Rept. and they have correct map of present alignment. 9/10/09
R. F. Krumm

OFFICE OF
CHIEF ENGINEER
SEP 9 1909
NOR. PAC. RY.
ST. PAUL, MINN.

Mr. Darling - see copies of maps
collected for reply to the paragraph
ref 9/1/2

WLD-G

2
Saint Paul, September 8, 1909.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

On account of the several changes of line made on the Ritzville Branch and on the Connell Northern extension, beg to hand you herewith a set of corrected right of way maps, 400 feet to the inch, for check on the maps you now have.

Yours truly,

Encl.

Chief Engineer

*Jup
Munk not furnished
correct response. Please
Jup is preparing amended maps*

Northern Pacific Railway Company.

Ritzville, Sept 1, 1909.

OFFICE OF THE
CHIEF ENGINEER
1909
NOR. PAC. RY.
ST. PAUL, MINN.

Mr. W. L. Darling,

Chief Engineer,

St Paul Minn.

Dear Sir:

Please send me standard plans for right of way fence.

Yours truly,

T. Z. Krumm

Ass't Engineer.

TZK-L

coll

O.T. Pls furnish
9/6
MB

2871 A

X

St. Paul, Minn., August 31st, 1909.

SJB-D

Mr. T. Z. Krumm,
Assistant Engineer,
Mandan, N.D.

Dear Sir:-

Referring to your letter of August 21st relative to
right of way on the main line at Ritzville:

I hand you herewith a copy of Land Commissioner
Cooper's letter of August 30th, which explains our ownership at
that point.

Yours truly,

Chief Engineer.

Enc.

Northern Pacific Railway Company.

St. Paul, Minnesota, August 30, 1909.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

Replying to your notation on the attached letter
from T. F. Krunner:

Ritzville is in Section 23-19N-35E, W. M. Between A. Street and G. Street our right of way is 100 feet wide on the northwesterly side and 125 feet wide on the southeasterly side of the center line of the main track. Across the balance of the section our right of way is 400 feet wide under the Charter of July 2nd, 1864, and we may put our fences out to the right of way limits, provided no adverse possession title had ripened on the outer 100 foot strips of the 400 foot right of way on April 28th, 1904, under the decision in the Ely case. If Engineer Krunner finds any one claiming any portion of the 400 foot strip I suggest this office be promptly advised.

Yours truly,

Wm. Croft
Land Commissioner.

JLW-W

2871A

St. Paul, Minn., August 27th, 1909.

SJB-D

Mr. T. Z. Krumm,
Assistant Engineer,
Ritzville, Wash.

Dear Sir:-

Your wire 26th:

Have requested Land Commissioner to hurry right of
way matters on the Ritville Line. Map of revised line,
in duplicate, is handed you herewith.

Yours truly,

Chief Engineer.

Enclosure.

COPY.

U - - -

St. Paul, Minn., August 27th, 1909.

SJB-D

COPY

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Mr. T. Z. Krumm wires under date of August 26th that
contractors are waiting on right of way on the Ritzville Line.
Will you kindly do what you can to hurry.

Yours truly,

Chief Engineer.

Copy to
Mr. Krumm.



Form 1338

2871A

TELEGRAM.

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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	RECEIVED

FROM

St. Paul, Minn., August 27th, 1909

T. Z. Krumm,

DATED

AT

Ritzville, Wash.

Your wire 26th: Have requested Land Commissioner to hurry right of way matters Ritzville Line. Map in duplicate revision line to you by mail today.

W. L. Darling.

COPY



TELEGRAM.

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NUMBER	RECEIVED	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
28	sf	kh	hm	126am							

FROM

TO

DATED

Ritzville Aug 26

W L Darling

Np

Contractors waiting on right of way when can we have maps.

T Z Krumm

*Prints ordered
J.D. 8-27-04*

Northern Pacific Railway Company.

Ritzville Wash. Aug. 21, 9'9.

Mr. W. L. Darling,

Chief Engineer,

St. Paul Minn.

Dear Sir:

Division Engineer's map of Ritzville checked by Right of Way Dep't. 8-1-07 shows 200' right of way on each side of present track while fences are 78' from center of track. If this distance is correct (200') may we extend the fences to that limit to enable us to put in a material yard. Propose to extend the siding now ending at 7932 Div. Eng'rs. numeration about 3000'. Please advise me as soon as possible regarding this.

Yours Respectfully,

J. Z. Krumm

Ass't. Eng'r.

T. Z. K. - L.

*Mr. Thomas Cooper
Pls advise
8/27*

2571 A
COPY
St. Paul, Minnesota, August 21, 1909.

Mr. Edmund Rice,
Principal Right of Way Agent,
Tacoma, Washington.

Dear Sir:

Confirming my wire this date: Mr. Darling has decided in view of your statement that only two deeds have been taken on the old location, Ritzville Branch, between Stations 0 and 800, to adopt the revised location; he has also decided to adopt the revised line between Stations 890 and 1210. I understand that the line is now O K from the Junction to Ritzville, and it is desired that the purchase of the right of way be hurried as speedily as possible. Please give the matter prompt attention.

I enclose maps in duplicate of the revised line.

Yours truly,

THOMAS COOPER
Land Commissioner.

JLW-W Encls.

Copies to:
W.L. Darling, ✓
T.Z. Krumm, Asst. Eng'r.
Ritzville.

For Mr. Rice



TELEGRAM.

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

FROM St. Paul, August 6-09. TO T. Z. Krumm,
 DATED St. Paul, August 6-09. AT Ritzville, Wash.

Do not understand your message of fourth asking to hurry right of way between Mile Post 23 and 38. Your letter July 25th requested to hold purchases west Mile Post 23 up. See my letter to you July 28th.

W. L. Darling,
 5p

REG-G



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	RECEIVED
				M.		M.			M.		

FROM

147 SF N Q
DATED

TO

AT

Prosser 4th -5th

W L Darling,

S t, Paul.,

Eight of Way men waiting Maps of revised lines mile post 23 to 38

Please hurry to Ritzville.

T Z Krumm

.558PM.

Station
1213
1954

CHIEF OF DIVISION
ENGINEER
AUG 1 1909
NORFOLK, VA
PAUL, MINN

, 1909.

SoC no 94

Volunt 10/2/09

Volunt 10/2/09

Volunt 10/2/09


Volunt 10/2/09


Volunt 10/2/09

Volunt 10/2/09

Volunt 10/2/09

Volunt 10/2/09

Ly,

 J. H. H. H.

Ly,

 J. H. H. H.

Northern Pacific Railway Company.

M e m o

W. L. Darling:-

Herewith station plat of Ritzville with right of way shown according to our records. Please note heading of the plat should be corrected so as to read range "35" East, instead of range "23".

Thos. Cooper.

JLW-C.

8/1/07.

Idaho Div

8-1-07

Mr. W.

Herewith Sta. Plat of Putzville.
R. of W. is shown therein according to our records.
Reading of Plat should be corrected so as to read
Range 35 E. instead of Range 23

G. L.

State Records

Northern Pacific Railway Company.

REC-17

St. Paul, Minn.,

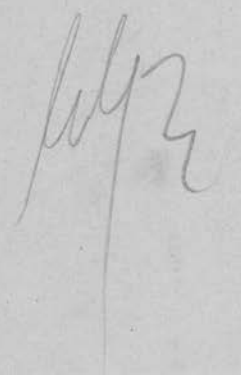
Memo. .

Mr. Thomas Cooper:

Herewith print of new station plat of Ritzville. Please advise if right of way shown is correct.

Yours truly,

W. L. Darling





Form 1896

2871A

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

FROM TO T. Z. Krumm,
DATED St. Paul, *Recy not* July 31-09. AT Ritzville, Wash.

Claude Siems reports outfits on the ground but no right of way.

Please look up and advise quickly.

W. L. Darling,
12a

WLD-G

678

2nd

W. Lane Phillips

W. Lane Phillips

W. Lane Phillips

St. Paul, July 31-03.

Please find report on the ground but no right of way.

Please look up and advise quickly.

W. Lane Phillips
124

W. Lane Phillips

2871 A

WLD-G

Saint Paul, July 29-09.

Mr. J. N. Pariseau,-

Please have this transferred to our
maps accordingly. 50 feet on either side.

W. L. Darling,

Encl.

R. E. L.
Prints herewith for
Mr. Cooper
7/30 *[Signature]*

WLD-C

Saint Paul, July 29, 1909.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Am handing you herewith revision of line
between Stations 1560 and 1600, showing right of way
necessary, on the line from Ritzville to the Junction
with the Connell-Adrian Line.

Yours truly,

Encl.

Chief Engineer.

WLD-C

Saint Paul, July 29, 1909.

Mr. T. Z. Krump,

Assistant Engineer,

Ritzville, Washington.

Dear Sir:-

Replying to your letter of the twenty-seventh.
It is O.K. to change line same as before, to old location between Stations 1564 and 1592.

Please take up with Right of Way men on the ground and see that this is thoroughly understood.

Yours truly,

Chief Engineer.

2871 A

WLD-G

Saint Paul, July 28, 1909.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Would like very much if you would confine the purchase of right of way for the Ritzville extension to that portion East of Mile Post 23, until such time as Mr. Krumm can complete the revision.

He has had to leave this work in order to locate the Sunnyside Extension, and it will probably be ten days before he gets back to Ritzville. Meanwhile would like to have purchases west of Mile Post 23 held up.

Yours truly,

Chief Engineer.

WLD-G

Saint Paul, July 28, 1909.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir:-

Replying to your letter of the twenty-fifth instant.

I have arranged with Mr. Cooper to hold up purchase of right of way West of Mile Post 23 until changes of line have been decided upon. Will you not also please take it up with the local men.

Yours truly,

Chief Engineer.

Pittsboro, Wash., July 27-09

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

Dear Sir:

In regard to the revision between stations 1564 to 1592 which I sent you some time ago and which you approved; in looking up drainage, I find the revision will necessitate the instead of one bridge. At the time the revision was made I was unable to be in the field and the man in charge advised me that the creek of the channel could be changed. I find this would be impracticable and so would recommend that the original location be adopted between these points. This right of way has not been purchased so the change can be made unless wish to build line as re-located.

Please advise me as soon as possible

Yours respectfully,
P. F. Krumm
Assistant.

Ritzville, Wash. July 25th 20

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

Dear Sir:-

Please instruct the right of way
department not to buy any right of way
west of mile post 23 until you have decided
upon the proposed revisions west of here re-
ferred to in my letter of same date.

Yours respectfully,
P. L. Kramer
Asst. Engr.

V

OFFICE OF
CHIEF ENGINEER
JUL
28
1906
NOR. PAC. R.
ST. PAUL

Ritzville, Wash. July 23/09

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

✓

Dear Sir:-

I will probably finish the re-location of the Ritzville Branch this ^{week} but ^{will} have it in such shape that I will be able to leave here Wednesday or Thursday ^{next} for the location of the extension of the Sunnyside Branch.

I found it necessary to run a preliminary line from the junction with the Adrian line almost the entire distance to mile post 22 and will make an entire new location. It is my opinion that for almost the entire distance the present location is on the wrong side of the center and altho the new ^{line} may increase the pay quantities slightly it will reduce the curvature and distance an amount greatly in excess of the cost of the increased yardage. We will also have a line which ^{will be} free from the danger of washouts. The line ~~to~~ as now located is below high water elevation for more than five miles and in order ^{to} prevent ~~the~~ washouts, it would be necessary to allow several bridge openings and also rip

DEPT. OF
ENGINEERING
NOR. PAC. RY.
ST. PAUL, MINN.

rap the slopes for almost the entire distance
and also build an embankment five feet
high.

This part of the line is between mile
posts six and twelve. All high water marks
we have found are about two feet higher
than grade line on the original line.

Yours respectfully,
P. L. Krumm
Asst. Engr.

2871

Northern Pacific Railway Company.

WLD-G

Saint Paul, July 25, 1909.

Mr. J. N. Pariseau,-

Please have incorporated on our approved location, both map and profile, the attached changes of line recently made by Mr. Krumm and approved to-day, all of which are on maps 400 feet to the inch, dated Ritzville, Washington, July 16, 1909: changes being as follows,-

Station 1106 plus 91.8 to Station 1123 plus 67.4,

" 1160	-	" 1206
" 1205	-	" 1322
" 1330	-	" 1446
" 1486	-	" 1557

Please have blue prints made showing right of way in accordance with notations made on maps and profiles.

Encl.

W. L. Darling.

*W. L. Darling**Revisions plotted on maps + profile
Blueprints herewith for Land Dept -**Map # 367-15**7/28 JH*

WLD-G

Saint Paul, July 25, 1909.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Beg to hand you herewith blue prints showing changes of line and right of way necessary for the line from Ritzville to the Junction with the Adrian to Connell Line, as follows,-

Station 1106 plus 91.8 to Station 1123 plus 67.4

" 1160	-	" 1206
" 1205	-	" 1322
" 1330	-	" 1446
" 1486	-	" 1557

Yours truly,

Encl.

Chief Engineer.

WLD-G

Saint Paul, July 25, 1909.

Mr. T. Z. Krumm,

Assistant Engineer,

Ritzville, Washington.

Dear Sir:-

Beg to acknowledge receipt of the following changes of line, and which have been approved. Blue prints showing right of way necessary will be sent you as soon as can be obtained,-

Station 1106 plus 91.8 to Station 1123 plus 67.4

" 1160	-	" 1206
" 1205	-	" 1322
" 1330	-	" 1446
" 1486	-	" 1557

all dated July 16, 1909.

Yours truly,

Chief Engineer.

Ritzville, Wash., July 22-09

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



Dear Sir:-

I am sending you under separate cover
profile and sketch of revision from station 1329
1446. The object of this revision was to eliminate
scratch rock cuts also reduce solid rock excavation.
We will require 100 feet right of way on this
revision.

Yours respectfully,
P. L. Thomson
Per. Eng.

Ritzville, Wash., July 27-09.

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

RECEIVED
CHIEF ENGINEER
JUL 28 1909
PAC. RAIL. DIV.
ST. PAUL, MINN.

Dear Sir:-

I am enclosing you under separate cover maps and profiles of four divisions, 1106-1124, 1160-1200, 1200-1340 and 1486-1557.

Some time ago I sent you profiles and sketches of divisions stations 1565-1595 also 1585-1870. In a few days will also send you a number of other divisions. Will have to make an entire new location of the west fourteen miles and also another division from station 940-1160.

Yours respectfully,
P. Z. Krumm

P.S.

Ant. Hugo.

"Please advise if all divisions are O.K."

P. Z. Krumm



2871 A

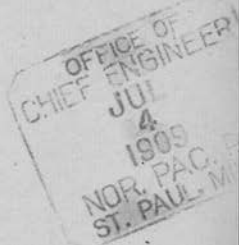
Northern Pacific Railway Company.

Mr. Darling:-

Referring to Engineer's Krumm's wire June 29th right of way across sections 28 and 29 T.19, R.35 Rätzville branch. Please note Mr. Cooper's wire next attached which will answer your inquiry.

Thomas Cooper.

7 / 4 / 09.



2871 A

Northern Pacific Railway Company.

Saint Paul, July 9th, 09.

Mr. W. L. Darling,

Chief Engineer.

Dear Sir:-

I have your letter of July 7th enclosing corrected map of the Ritzville line between stations 1614 and 1868. Please let me have as quickly as possible two more copies of this map.

In sending me these right of way maps I should always have three copies for territory in the western district and two copies in the eastern district.

Yours truly,

Wm. C. Coffey
Land Commissioner.

JLW-JH

✓ please furnish
WPA 719
furnished 7110

CHIEF OFFICE OF
ENGINEERING
JUL 9 1909
NOR. PAC. CO.
ST. PAUL, MINN.

WLD-G

Saint Paul, July 7, 1909.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Beg to hand you herewith a corrected map showing right of way between Stations 1614 and 1868, on the Ritzville Line.

This is one of the places I told you in my letter of twenty-fourth ultimo was subject to change. Revision is now complete there.

Yours truly,

Encl.

Chief Engineer.

JMP
R. E. H. Herewith 7/8 JH



TELEGRAM.

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27	BY RN	N				COPY					

FROM Tacoma July 3rd. 09. TO E. R. Wales,
DATED AT St.P.

Your wire Rice 30th ulto about striding across Sects 28 and 29. T.P. 19 R G 35, Ritzville Branch, which message received before receiving maps, therefore before he could have done anything about purchasing. Sec. 29 is marked for revision, therefore he can only deal with Sect. 28 and will hurry negotiations as fast as possible. If contractors forces try to commence work before we have acquired striding, or as in this case before we receive map showing what striding to purchase, they must expect delay.



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
84	sf b f			M.		M.			M.		

FROM Ritzville June 29-09 TO W.L. Darling,
DATED AT StPaul.

Have been ordered off sections 28 and 29, T.19, R.35. Will require
legal action before we can cross, advise.

T.Z. Krumm.

Asst. Engr.

337 pm

WLD-G

Saint Paul, June 24, 1909.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Beg to hand you herewith blue prints showing right of way needed on the Third Coulee, from the junction near Mile Post 30 on the Main Line of the Donnell Northern northeasterly to Ritzville. Contract has been let for its construction and will need right of way at once.

There are some changes which we are figuring on making, as follows,-

From Station	to Station
725+25.7	853+95.1
996+55.5	1028+75.6
1205+00'	1486+80.6
1564+68.7	1650+56.8
1776+98.6	1868+40.7

balance of right of way is all right and can be bought on width of fifty feet.

Yours truly,

Encl.

Chief Engineer.