



Northern Pacific Railway Company.
Engineering Department Records.

Copyright Notice:

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit www.mnhs.org/copyright.

Form 1757

N. Y. CO.

OFFICE OF *Chief Engineer*

FILE NO.

3075-1

SUBJECT:

*Cornell Northern Ry
Crossing Contracts**Quay 24 - Per C 440*

3075
1

3075

R

St. Paul, August 10, 1949

MR. C. E. KILBERG:

Your letter of July 30, transmitting prints of your drawings 93250 and 93249, showing proposed permanent bridging over the Milwaukee near their station of WARDEN Washington, where their line passes under our Connell Northern line:

In line with our discussion today will you revise drawing 93250 to provide a skew bent on the Warden end of the bridge so that it would fit in as a center bent for a second track of the Milwaukee line that might be built on the northerly side of their present main track.

bb/s

Trace 6EE —

new plans being trace
MM 9/4/50

St. Paul, Minnesota
July 30, 1949

Mr. H. R. Peterson:

Referring to your letter of July 14th regarding plans for reconstruction of Bridge 24, Connell Branch.

I am attaching print of Drawing 93250 which was sent to the Milwaukee Railroad. This plan provides for only one track as we have made the ends of span square. One reason for so doing was to avoid interfering with the existing timber bents as much as possible.

The attached print of Drawing 93249 shows a skewed span which costs more money than the span which we proposed. However, it still does not provide for two tracks, and if we were to provide for one track only at this time, we would have to arrange for triangular towers at each end of the steel span.

We do not now know where the Milwaukee might want to place the second track. If they should decide to place it to the left of the existing track it would be necessary to remove the entire structure shown on Drawing 93249.

If plan shown on Drawing 93250 is now put in we could salvage the 50 ft. span but would have to discard the tower and footings. There is a rather remote possibility that the Milwaukee will be adding new tracks within the foreseeable future, and I would recommend that we proceed with the plan outlined on Drawing 93250.

C. E. Ekberg

~~Mr. Blum~~

Enc.
CEE:1

See Mr. Middleton's letter
July 13 - possibly we shd
inquire if they have any plans
for addl tracks - say at least
to determine which side will be on.
HRT 8/8

RECEIVED
JAN 10 1960

RECEIVED JAN 10 1960



RECEIVED JAN 10 1960

RECEIVED JAN 10 1960

RECEIVED JAN 10 1960

RECEIVED JAN 10 1960

RECEIVED JAN 10 1960

RECEIVED JAN 10 1960

St. Paul, Minnesota
July 30, 1949

Mr. H. R. Peterson;

Referring to your letter of July 14th regarding plans for reconstruction of Bridge 24, Connell Branch.

I am attaching print of Drawing 93250 which was sent to the Milwaukee Railroad. This plan provides for only one track as we have made the ends of span square. One reason for so doing was to avoid interfering with the existing timber bents as much as possible.

The attached print of Drawing 93249 shows a skewed span which costs more money than the span which we proposed. However, it still does not provide for two tracks, and if we were to provide for one track only at this time, we would have to arrange for triangular towers at each end of the steel span.

We do not now know where the Milwaukee might want to place the second track. If they should decide to place it to the left of the existing track it would be necessary to remove the entire structure shown on Drawing 93249.

If plan shown on Drawing 93250 is now put in we could salvage the 50 ft. span but would have to discard the tower and footings. There is a rather remote possibility that the Milwaukee will be adding new tracks within the foreseeable future, and I would recommend that we proceed with the plan outlined on Drawing 93250.

C. E. EKBERG

Enc.
CEE:1

Design loading E65
N.P. Specs E112, dated June 1, 1925

3075

St. Paul, Minn., July 22, 1949.

Mr. J. F. Alsip:

COPY

Referring to your letter of July 15 about contracting painting and other B&B work on the Western District:

Mr. Keyes is not in town and this matter cannot be progressed further with him until he returns. This will be done at first opportunity.

Mr. Keyes has agreed to the contracting of the following work and machinery should be set in motion to get this work started and completed as soon as possible.

Paint Work

Rocky Mountain Division - None

Idaho Division

- Item No. 8 - cleaning and painting Bridge No. 94.1, 1st. Subdivision
- Item No. 9 - cleaning and painting Bridge No. 25, 1st Subdivision
- Item No. 23 - cleaning and painting Bridge No. 1, 3rd Subdivision

Tacoma Division

- Item No. 30 - cleaning and painting Bridge No. 74, 1st Subdivision
- Item No. 31 - cleaning and painting Bridge No. 29, 2nd Subdivision
- Item No. 32 - cleaning and painting Bridge No. 21, So. Tac. Terminal.
- Item No. 33 - cleaning and painting old Bridge No. 3, Tac. Terminal.

Repair Work

Rocky Mountain Division - None

Idaho Division:

- Item No. 11 - repairing walk on west side Columbia Street, Ritzville
- Item No. 20 - raising abutments and building concrete walls, Bridge No. 71, 2nd. Subdivision
- Item No. 21 - replacing timber approaches with steel spans for Bridge No. 107-1, 6th Subdivision.
- Item No. 22 - placing steel span over Milwaukee tracks, Bridge No. 24 8th Subdivision. *Green River Branch Wash Cent. Bldg*

Tacoma Division

- Item No. 33 - renewing Piers 3 and 5 in concrete, Bridge No. 1 20th Subdivision.

W. W. JUDSON

CC--Mr. Bernard Blum.

Original on File 6489 X

St. Paul, Minn.
July 14, 1949.

3075.

Mr. C. E. Ekberg:

I have Mr. Middleton's letter July 13, print copy attached, evidently in reply to your submission of plan to cover proposed reconstruction of span over their tracks at our Bridge No. 24, Connell Branch.

I assume you will consider further future construction in the event of additional Milwaukee tracks.

I presume you have noted the minimum clearances referred to in contract covering this crossing.

HRP:e

Chief Engineer.

St. Paul, Minn.
July 14, 1949.

3075.

Mr. C. E. Ekberg:

I have Mr. Middleton's letter July 13, print copy attached, evidently in reply to your submission of plan to cover proposed reconstruction of span over their tracks at our Bridge No. 24, Connell Branch.

I assume you will consider further future construction in the event of additional Milwaukee tracks.

I presume you have noted the minimum clearances referred to in contract covering this crossing.

HRP:e

Chief Engineer.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company

3075

ENGINEERING DEPARTMENT
Union Station

R. J. MIDDLETON,
Chief Engineer

Chicago 6, July 13, 1949.

M 62609

Mr. B. Blum
Chief Engineer
Northern Pacific Ry.
St. Paul, Minn.

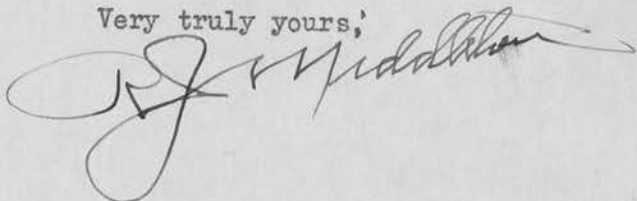
Dear Mr. Blum:

You submitted to us for approval a drawing dated April 28, 1949, showing proposed steel spans replacing temporary bridge known as Northern Pacific No. 24 which will carry your track over ours at a point near Warden, Washington, which temporary bridge was constructed in accordance with agreement between our respective companies dated Dec. 31, 1909.

This plan for permanent work is approved with the distinct understanding that it is only partial compliance with the provisions of the contract mentioned for the construction of permanent work.

Furthermore, it must be understood that when and if we construct additional tracks at this location, up to a maximum of four, you will at your own cost and expense make all necessary changes in the permanent single track bridge structure now proposed, to provide for additional tracks which we may later construct.

Very truly yours,



RJM

cc - Mr. E. B. Crane
Mr. B. J. Ornburn
Mr. T. W. Burtness

Chicago, Milwaukee, St. Paul and Pacific Railroad Company

3075

ENGINEERING DEPARTMENT

Union Station

R. J. MIDDLTON,
Chief Engineer

Chicago 6, July 13, 1949.

M 62609

Mr. B. Blum
Chief Engineer
Northern Pacific Ry.
St. Paul, Minn.

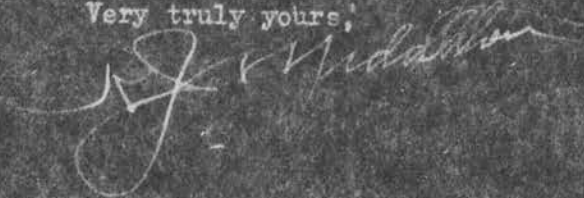
Dear Mr. Blum:

You submitted to us for approval a drawing dated April 28, 1949, showing proposed steel spans replacing temporary bridge known as Northern Pacific No. 24 which will carry your track over ours at a point near Warden, Washington, which temporary bridge was constructed in accordance with agreement between our respective companies dated Dec. 31, 1909.

This plan for permanent work is approved with the distinct understanding that it is only partial compliance with the provisions of the contract mentioned for the construction of permanent work.

Furthermore, it must be understood that when and if we construct additional tracks at this location, up to a maximum of four, you will at your own cost and expense make all necessary changes in the permanent single track bridge structure now proposed, to provide for additional tracks which we may later construct.

Very truly yours,



RJM

cc - Mr. B. B. Crane
Mr. B. J. Ornburn
Mr. T. W. Burtness

NORTHERN PACIFIC RAILWAY COMPANY, hereinafter called the first party, hereby grants to

PUBLIC UTILITY DISTRICT NO. 2 OF GRANT COUNTY, a municipal corporation of the State of Washington, hereinafter called the second party, the right to construct, maintain and operate an electric line with the necessary poles, crossarms, wires, conduits and other fixtures appurtenant thereto across the premises of the first party along the course described as follows:

Crossing the first party's 200-foot right of way for the part of its Washington Central Branch often called the "Connell Northern Branch" in the north half of the northwest quarter of section 16 in township 17 north of range 30 east of the Willamette Meridian at WEST WARDEN station in the County of Grant and State of Washington, extending along or near the north line of said section and intersecting the center line of the main track of said branch line as now constructed at a point therein distant 1292 feet north-erly, measured along said center line, from Mile Post 26 (which mile post is located 1321.7 feet southerly, measured along said center line, from said section line).

This permission is granted upon the following terms:

1. The second party will pay a rental of five and no/100 dollars (\$5.00) in advance for the full term hereof and will also pay all taxes and assessments that may be levied or assessed against the improvements.
2. The electric line and appurtenances shall be constructed and maintained in accordance with the National Electric Safety Code and laws of the State of Washington and in accordance with plans heretofore submitted by the second party and approved by the first party.
3. All cost of construction and maintenance shall be paid by the second party; the Superintendent of Telegraph of the first party will decide what portion, if any, of the work will be done by the first party, and for such work the second party will pay the estimated cost thereof before the work is commenced. If the actual cost exceeds the estimate, the second party will pay the additional amount when called upon and if the actual cost is less than the estimate the first party will repay the surplus.
4. If in the judgment of the Superintendent of Telegraph of the first party, the construction or maintenance of the electric line herein contemplated necessitate any change or alteration in the location or arrangement of any other electric wires or appurtenances located upon the premises of the first party, the cost of such change or alteration will be paid by the second party.
5. The first party shall have the right to decide of the necessity of repairs to said electric line or appurtenances and upon written request from the first party the second party shall promptly make such repairs. If at any time it becomes necessary in the judgment of the first party for reasons of safety or otherwise, to change the location, elevation or method of construction of the electric line and appurtenances, such changes will be made by the second party within thirty days after being requested to do so and in such manner as the first party shall direct.
6. The electric line shall be used for the sole purpose of conducting electric currents at a potential not to exceed 13,200 volts.
7. This permit shall not be transferred or assigned by the second party without the written consent of the first party.
8. The second party agrees that the wires and appurtenances and the use of the same for conducting electric current shall not damage the railroad or structures of the first party, or the property of The Western Union Telegraph Company, or any other property upon the premises of the first party, or be a menace to the safety of the first party's operations or any other operations conducted on said premises. The second party will release, indemnify and save harmless the first party and The Western Union Telegraph Company, their successors and assigns, from and against all loss, damages, claims, demands, actions, causes of action, costs, and expenses of every character which may result from any injury to or death of any person whomsoever, or from loss of or damage to property of any kind or nature to whomsoever belonging, when such injury, death, loss, or damage is caused or contributed to by, or arising from, the construction, installation, maintenance, condition, use, operation, or existence of said electric line upon such railroad premises.
9. After the completion of said electric line and appurtenances or any subsequent repairs thereof the second party shall remove from the premises of the first party, to the satisfaction of the Superintendent of Telegraph of the first party, all false work and equipment used in the installation or repair work.
10. If the second party at any time shall cease to maintain and operate the said electric line or shall fail faithfully to perform every agreement herein contained to be observed or performed by the second party, this permit may forthwith be terminated by the first party. The second party agrees upon termination of this permit to restore said premises to their former state.
11. It is understood by the parties that said electric line will be in danger of injury or destruction by fire or other causes incident to the operation, maintenance or improvement of the railway, and the second party accepts this permit subject to such dangers. It is therefore agreed, as one of the material considerations of this permit, without which the same would not be granted, that the second party assumes all risk of loss, damage or destruction to said electric line without regard to whether such loss be occasioned by fire or sparks from locomotive engines or other causes incident to or arising from the movement of locomotives, trains or cars of any kind, misplaced switches, or in any respect from the operation, maintenance or improvement of the railway, or to whether such loss or damage be the result of negligence or misconduct of any person in the employ or service of the first party, or of defective appliances, engines or machinery, and the second party shall save and hold harmless the first party from all such damage, claims and losses.
12. It is agreed that the provisions of Sections 8 and 11 are for the equal protection of any other railroad company or companies heretofore or hereafter granted the joint use of the first party's property upon which the above described electric current line is located.

IN WITNESS WHEREOF the parties hereto have executed these presents this 1st day June 19 49

W. H. Britt
Recorded W-36
July 1st 1953
J. S. S.

Witnesses to Signature of Permittee:

NORTHERN PACIFIC RAILWAY COMPANY,

By J. T. Moore
Industrial Agent.

PUBLIC UTILITY DISTRICT NO. 2 OF GRANT COUNTY

By Archie Zickler
(SEAL) President

Attest: William Schenpp
Secretary

W. H. Britt

МОИТЕ БВЕНЕ СЪВМЕСТНО СЪВМЕСТНО

business of the first party from the contract described as follows:

[illegible]

This permission is granted upon the following terms:

3. The first of these is the need to provide a more effective and appropriate means of communication with the public and the media. This is particularly important in the case of the second party, which is the second party to the second party.

[illegible][illegible][illegible]

7. This permit shall not be transferred or assigned by the second party without the written consent of the first party. Violated shall entitle to rescind the contract and to be held liable for damages.

[illegible]

101. The second part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) for $t \rightarrow \infty$. It is shown that the solutions of the system (1) are bounded and tend to zero as $t \rightarrow \infty$. The proof is based on the results of the previous section.

[illegible][illegible]

IN WITNESS WHEREOF, the FOREMAN ESSENTIALLY IN

Winnipeg to St. Paul, Minn.

УМАННОЕ УМЛАН ДИГЛА9 ИЖЕНТРОН

6700H, 7, 6

troglodytes

REPORT ATTILA ILLUMINOL 20* 5 46 007445 COMPLY

Villosities

[illegible][illegible]

3075

On Line
April 17, 1949 k

Mr. C. E. Ekberg:

Your letter of the 12th about reconstruction of Bridge 24 on the Connell Northern Branch which was authorized under AFE 599-E-48 estimated to cost \$22,360:

It is too bad these Form 134 estimates are not made up closer to what the expense is going to be.

While I appreciate your recommendations for Scheme No. 3 which provides for a 50-foot 4" deck plate girder span, I would like to make the following suggestion: Submit to the Milwaukee Scheme No. 2 indicated in Drawing 93250, to which should be added Milwaukee track and sufficient information to show them what the clearance will be and asking for their approval. Assuming that they will approve those clearances, we can then install a plate girder instead of the roll beams if they so desire.

My reason for submitting the roll beam design instead of the plate girder design is that it will tend to induce them to approve clearances, as they will appreciate that is all you can give them with that design. On the other hand, if you submit drawing for deck plate girder they will know that span can be lengthened a couple of feet.

I do not have with me Mr. Tremaine's letter of November 30, 1948, which you attached. You may have sent it to me but I do not have it with me.

BB:k

St. Paul, Minnesota
April 12, 1949

Mr. Bernard Blum:

We have made a study of the reconstruction of Bridge 24 on the Connell Northern Branch. This work is authorized under AFE 599-E-48 and was estimated to cost \$22,360.

This bridge crosses over the Milwaukee Railroad and consists of 14 spans of timber trestle having a total length of 238 ft. The span over the Milwaukee Railroad has a length of 32.1 ft. In 1944 under AFE 296-D-44, four bents were renewed with treated piling. It is now proposed to replace the timber span over the Milwaukee tracks with a steel span and rebuild the remainder of the west approach with treated timber.

We have made a number of estimates to determine the most economical permanent structure which we can place over the Milwaukee tracks, and I am attaching prints of the three schemes which we have considered.

Scheme No. 1 shown on Drawing Index No. 93249 consists of a skewed steel bridge with a 34' span over the tracks and one steel approach span about 31' long including five spans of treated timber trestle approach on the west end. The steel structure is to rest on steel bents and masonry. The total cost is \$39,120. This scheme will require that the track be raised about 1', the cost of which is included in above estimate.

Scheme No. 2 shown on Drawing Index 93250 provides for a square crossing having a 50' span over the Milwaukee tracks and a 20' 4 $\frac{1}{2}$ " tower span on the approach. This structure rests on steel bents and concrete pedestal. The estimate also provides for three spans of treated timber trestle. The span over the tracks consists of six 36" wide flange 260 lb. beams and requires that the N. P. tracks be raised 12 3/4". The estimated cost of this structure is \$36,325 which includes raising of track. The horizontal clearance for the Milwaukee Railroad at top of rail is 9'7" and 10' 0" at 4' above top of rail.

Scheme No. 3 shown on Drawing Index 93251 provides for a 50' 4" steel DPG span over the Milwaukee tracks and a 20' tower approach span at one end. The superstructure is supported by steel bents on masonry. The estimate also includes the construction of three spans of treated timber trestle. The N. P. track is to be raised 1' 11". The estimated cost of this structure including track raise is \$36,850.

Our information regarding the grading of the approach is not too complete. We have had to guess on the amount of grading required. The clearance provided for the Milwaukee Railroad is 9'7" at top of rail and 10' at 4' above top of rail. There is not a great deal of difference in cost between Scheme No. 2 and Scheme No. 3.

It would be my recommendation that we submit Scheme No. 3 to the Milwaukee for their approval of our clearance.

In Scheme No. 3 it would be possible to increase our horizontal clearance without much change, whereas with Scheme No. 2 any increase in clearance will probably prohibit the use of 36" wide flange beams on account of the increase in the L/D ratio.

Mr. Tremaine in his letter of November 30, 1948 to me which I am attaching infers that the entire bridge is ready for renewal altho we have only included the new steel structure and west approach in our estimate.

Will you please advise your preference and we will arrange to complete the plans or possibly you prefer that a print of general plan be sent to the Milwaukee Railroad before completing plans.

C. E. Thiborg

Enc.
CEE:l

St. Paul, Minnesota
April 12, 1949

Mr. Bernard Blum;

We have made a study of the reconstruction of Bridge 24 on the Connell Northern Branch. This work is authorized under AFE 599-E-48 and was estimated to cost \$22,360.

This bridge crosses over the Milwaukee Railroad and consists of 14 spans of timber trestle having a total length of 238 ft. The span over the Milwaukee Railroad has a length of 32.1 ft. In 1944 under AFE 296-D-44, four bents were renewed with treated piling. It is now proposed to replace the timber span over the Milwaukee tracks with a steel span and rebuild the remainder of the west approach with treated timber.

We have made a number of estimates to determine the most economical permanent structure which we can place over the Milwaukee tracks, and I am attaching prints of the three schemes which we have considered.

Scheme No. 1 shown on Drawing Index No. 93249 consists of a skewed steel bridge with a 34' span over the tracks and one steel approach span about 31' long including five spans of treated timber trestle approach on the west end. The steel structure is to rest on steel bents and masonry. The total cost is \$39,120. This scheme will require that the track be raised about 1', the cost of which is included in above estimate.

Scheme No. 2 shown on Drawing Index 93250 provides for a square crossing having a 50' span over the Milwaukee tracks and a 20' 4 1/2" tower span on the approach. This structure rests on steel bents and concrete pedestal. The estimate also provides for three spans of treated timber trestle. The span over the tracks consists of six 36" wide flange 260 lb. beams and requires that the N. P. tracks be raised 12 3/4". The estimated cost of this structure is \$36,325 which includes raising of track. The horizontal clearance for the Milwaukee Railroad at top of rail is 9'7" and 10' 0" at 4' above top of rail.

Scheme No. 3 shown on Drawing Index 93251 provides for a 50' 4" steel DPG span over the Milwaukee tracks and a 20' tower approach span at one end. The superstructure is supported by steel bents on masonry. The estimate also includes the construction of three spans of treated timber trestle. The N. P. track is to be raised 1' 11". The estimated cost of this structure including track raise is \$36,850.

Our information regarding the grading of the approach is not too complete. We have had to guess on the amount of grading required. The clearance provided for the Milwaukee Railroad is 9'7" at top of rail and 10' at 4' above top of rail. There is not a great deal of difference in cost between Scheme No. 2 and Scheme No. 3.

It would be my recommendation that we submit Scheme No. 3 to the Milwaukee for their approval of our clearance.

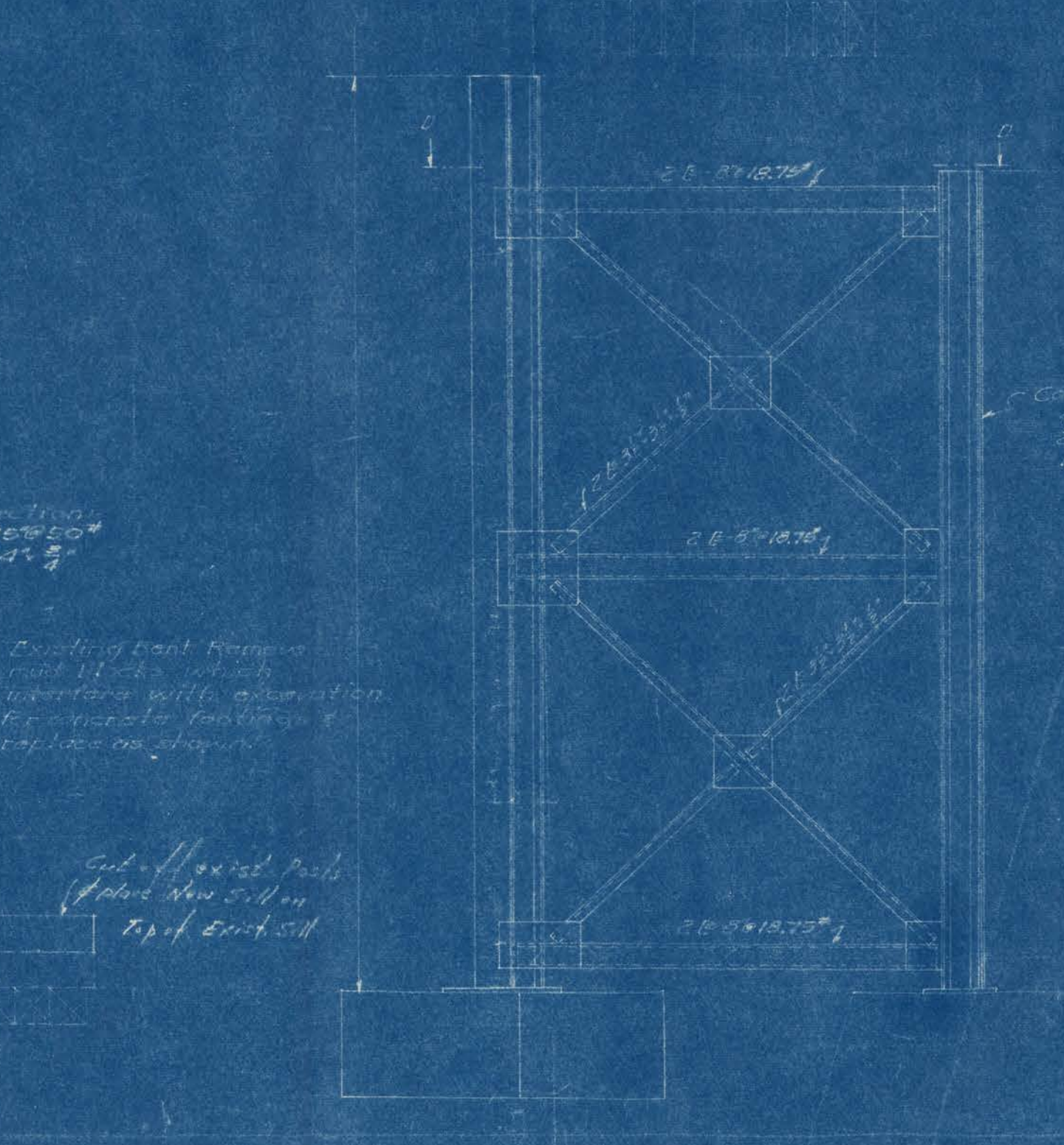
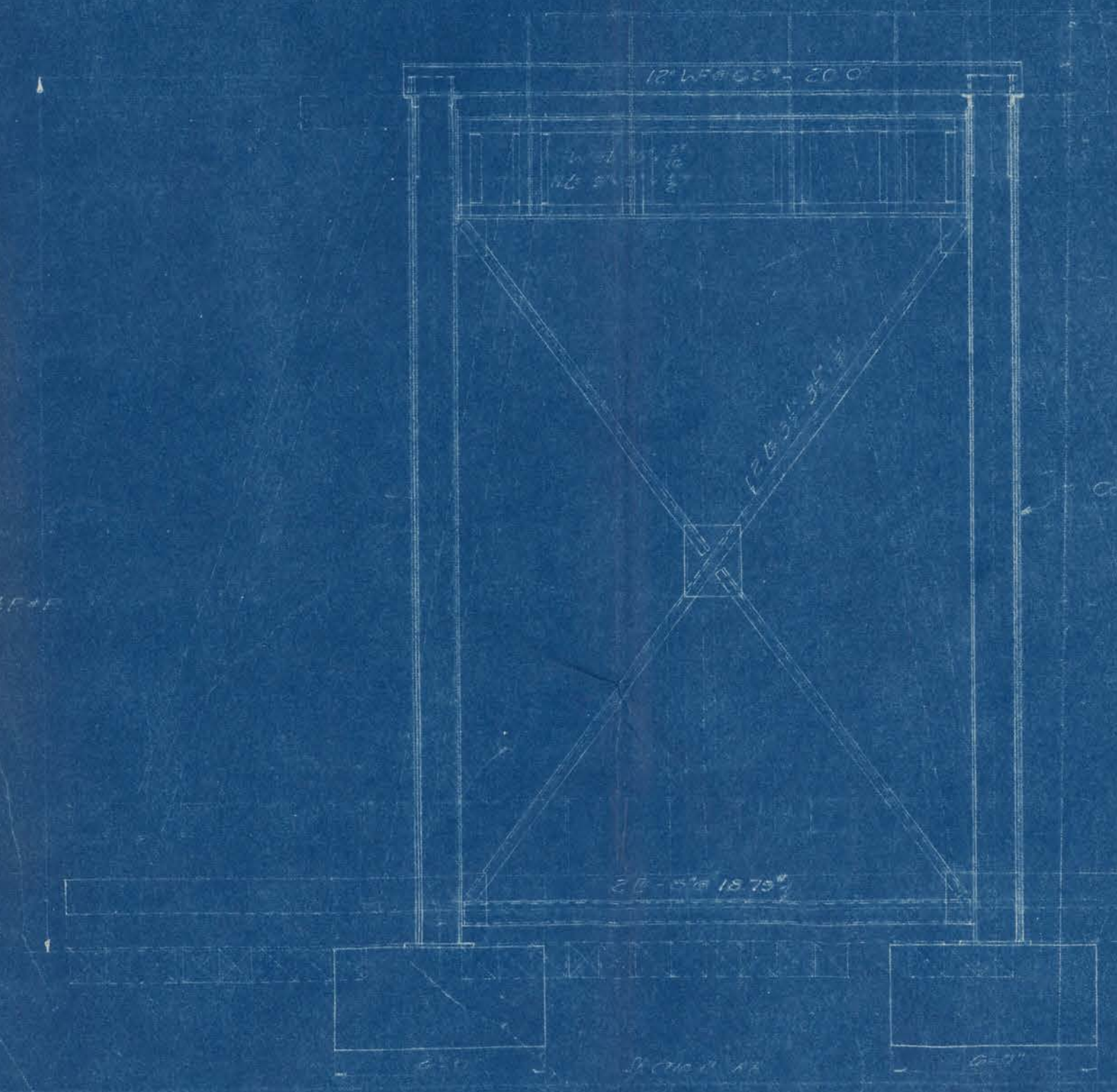
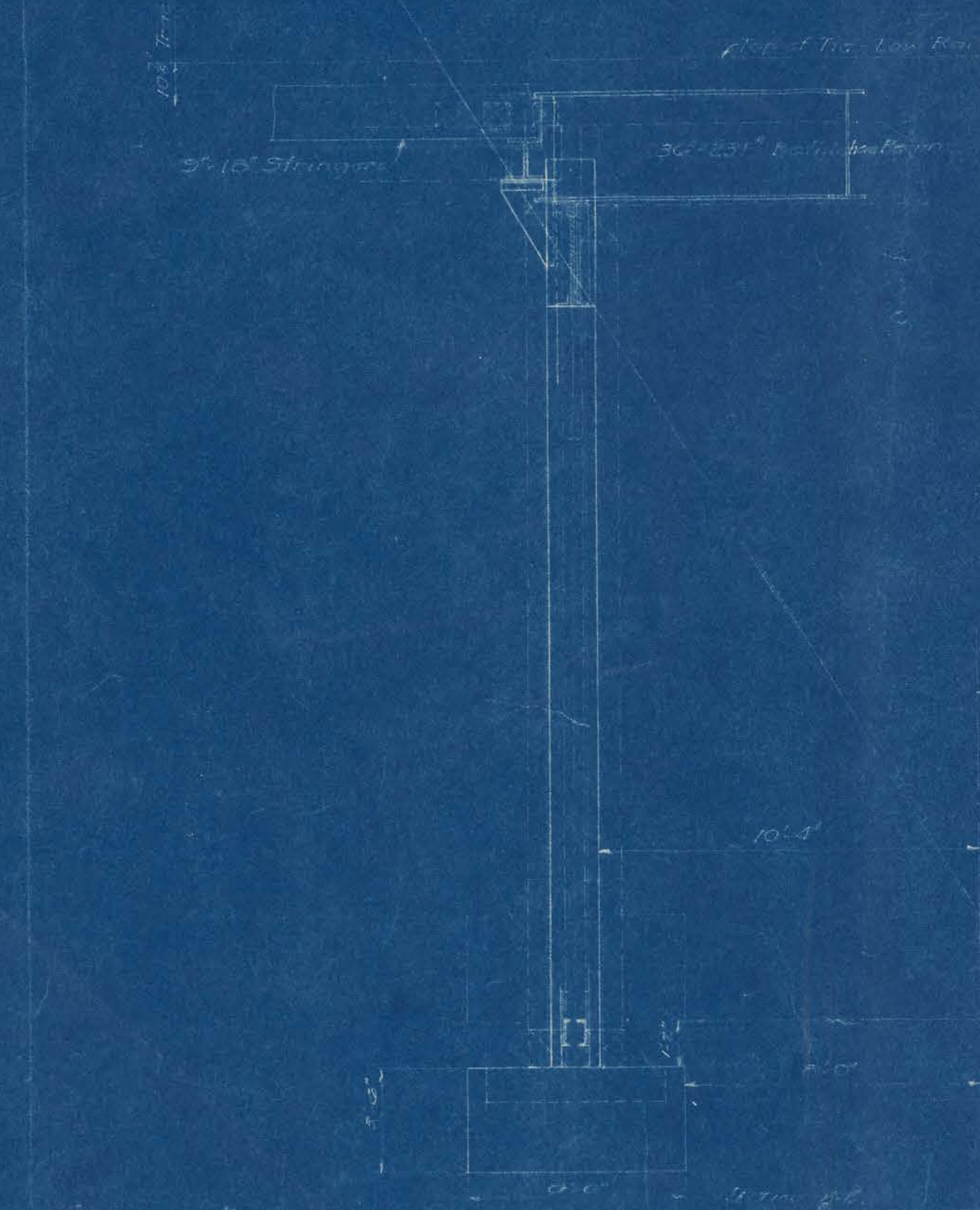
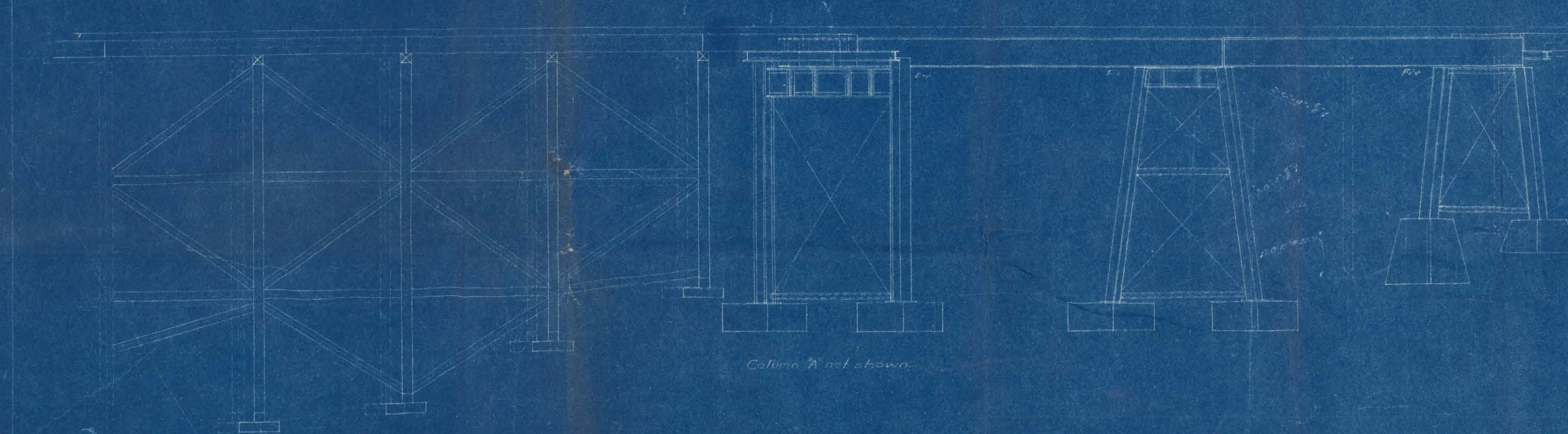
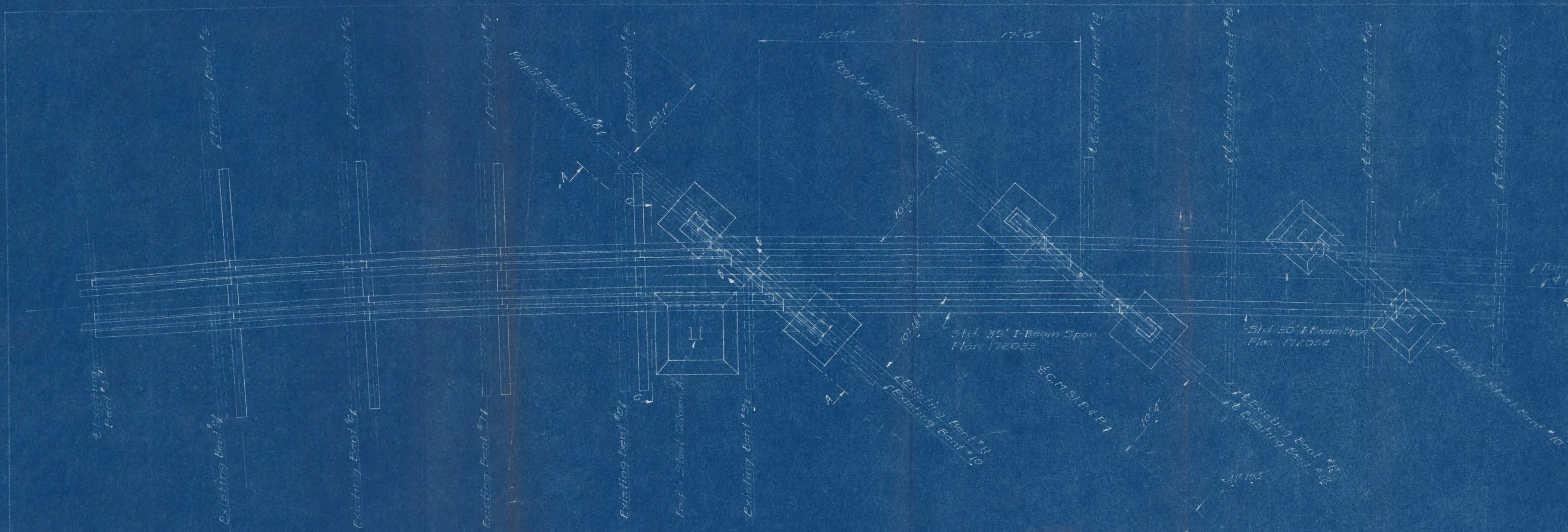
In Scheme No. 3 it would be possible to increase our horizontal clearance without much change, whereas with Scheme No. 2 any increase in clearance will probably prohibit the use of 36" wide flange beams on account of the increase in the L/D ratio.

Mr. Tremaine in his letter of November 30, 1948 to me which I am attaching infers that the entire bridge is ready for renewal altho we have only included the new steel structure and west approach in our estimate.

Will you please advise your preference and we will arrange to complete the plans or possibly you prefer that a print of general plan be sent to the Milwaukee Railroad before completing plans.

G. E. EKBERG

Enc.
CEE:1



ESTIMATED QUANTITIES
 Steel 15' 15'
 Concrete 12' 0"
 Timber 17' 0" (Plants)
 17' 0" (Plants)
 17' 0" (Plants)

Estimated Cost \$39120-

Scales $\frac{1}{8}" = 10'$

Index No. 93249

Scales $\frac{1}{8}" = 4' = 160''$

Index No 22

Index No. 93251

3075

St. Paul, Minn.
Jan. 6th, 1949.

Mr. J. T. Derrig:

Yours of Dec. 29, file 188-8-10, about plans for permanent steel span over Milwaukee tracks near West Warden, Bridge 24: AFE 599-E-48:

Referring to our letter of Aug. 21 about field survey for this job, Mr. Ekberg now advises this survey was not received until Dec. 3. In the meantime he has been unable to start his plans on this job due to other important work but will endeavor to get his plans under way within the next week which will require about a six weeks period to complete and check the drawings, also submit requisition and secure approval of the Milwaukee RR. as to layout.

A new structural steel span will be required which, under present day conditions, will involve from six to eight months' delivery period and it would, therefore, appear that actual construction work will not be started much before October 1949.

HRP:e

Chief Engineer.

St. Paul, Minn.
Jan. 6th, 1949.

Mr. J. T. Derrig:

Yours of Dec. 29, file 188-8-10, about plans for permanent steel span over Milwaukee tracks near West Warden, Bridge 24: AFE 599-E-48:

Referring to our letter of Aug. 21 about field survey for this job, Mr. Ekberg now advises this survey was not received until Dec. 3. In the meantime he has been unable to start his plans on this job due to other important work but will endeavor to get his plans under way within the next week which will require about a six weeks period to complete and check the drawings, also submit requisition and secure approval of the Milwaukee RR. as to layout.

A new structural steel span will be required which, under present day conditions, will involve from six to eight months' delivery period and it would, therefore, appear that actual construction work will not be started much before October 1949.

HRP:e

Chief Engineer.

St. Paul, Minnesota
January 5, 1949

Mr. H. R. Peterson:

Referring to notation on Mr. Derrig's letter of December 29th to Mr. Blum regarding the status of plans and requisitions for Bridge 24, Milwaukee Undercrossing, near West Warden, Washington.

This work is covered by AFE 599-E-48 and provides for the placing of permanent steel spans over the Milwaukee track.

We have been waiting for a survey by Mr. Tremaine for some time. This survey was received on December 3rd, but we have not yet done any work on the preparation of plans.

File returned.

C & Ebborg

*will start 1 week
Brown who to complete & check drawings
& submit again.
we 6-8 months*

Enc.
CEE:1

St. Paul, Minnesota
January 5, 1949

Mr. H. R. Peterson:

Referring to notation on Mr. Derrig's letter of December 29th to Mr. Blum regarding the status of plans and requisitions for Bridge 24, Milwaukee Undercrossing, near West Warden, Washington.

This work is covered by AFE 599-E-48 and provides for the placing of permanent steel spans over the Milwaukee track.

We have been waiting for a survey by Mr. Tremaine for some time. This survey was received on December 3rd, but we have not yet done any work on the preparation of plans.

File returned.

C. E. EKBERG

Enc.
CEE:1

3075

Seattle, Washington
December 29, 1948

188-8-10

Mr. Bernard Blum:

West Warden, Wash. - Bridge #24,
Milwaukee Undercrossing

AFE 599-E-48, ED 64-48, covers placing of permanent steel span over Milwaukee tracks near West Warden.

Mr. Alsip is tracing me regarding the plans for this work, and I wish you would please advise when the plans will be furnished.

In connection with this subject, I sent you a copy of my letter to Mr. Tremaine of August 16 and also a copy of Mr. Alsip's letter to me of August 13, in which Mr. Alsip stated this work should be handled by contract.

J T DeLong
Assistant Chief Engineer

ANB:dl

cc JFA

C.E.C.
*What is status of
your plans & spec?
Assume survey has
been rec'd?
HLP 1/2*

OFFICE OF THE
JAN 2 1941
NEW YORK

RECEIVED
JAN 2 1941
NEW YORK

CLERK

100-100000-100

100-100000-100

100-100000-100

100-100000-100

100-100000-100

100-100000-100

100-100000-100

100-100000-100

100-100000-100

Seattle, Washington
December 29, 1948

188-8-10

Mr. Bernard Blum:

West Warden, Wash. - Bridge #24,
Milwaukee Undercrossing

AFE 599-E-48, ED 64-48, covers placing of permanent steel span over Milwaukee tracks near West Warden.

Mr. Alsip is tracing me regarding the plans for this work, and I wish you would please advise when the plans will be furnished.

In connection with this subject, I sent you a copy of my letter to Mr. Tremaine of August 16 and also a copy of Mr. Alsip's letter to me of August 13, in which Mr. Alsip stated this work should be handled by contract.

J. T. DERRIG
Assistant Chief Engineer

ANB:d1

cc JFA

3075

Saint Paul, August 21, 1948

MR. J. T. DERRIG:

Your letter of the 16th to Mr. Tremaine, copy to me, about reconstruction of bridge 24, CONNELL NORTHERN line:

You ask as to the status of plans, and to advise if any field survey is necessary.

When AFE 599-A/I (E1-64) was approved the bridge engineer wrote Mr. Tremaine for information so that plans could be prepared. This has not yet been received. If you will hurry then Mr. Ekberg will give the matter attention.

In view of what Mr. Alsip wrote you on August 13 it does not seem to me we should be raising question as to the necessity of carrying out the work this year, considering that AFE was prepared on the basis of its necessity.

cc-Mr. H. M. Tremaine

bb/s

*See letter to Ekberg Oct 2 na -
regarding Contract items in Laake*

St. Paul, Minnesota
August 20, 1948

Mr. Bernard Blum;

Referring to your notation on Mr. Derrig's letter of August 16th to Mr. Tremaine, copy to you, regarding replacement of Bridge 24, Connell Northern Branch.

When AFE 599A/I, ED-64, was approved, I wrote to Mr. Tremaine for information so that plans could be prepared.

We have not yet received a reply from him and therefore have done no work on this project.

C. E. Thorg

CEE:1

OFFICE OF
CHIEF ENGINEER
AUG
20
1948
LDR PAL. RY

and therefore was found to be of a higher
quality than the one found in the other.

It is noted that the one found in the other
was of a lower quality than the one found in the other.

The one found in the other was of a higher
quality than the one found in the other.

The one found in the other was of a higher
quality than the one found in the other.

The one found in the other was of a higher
quality than the one found in the other.

St. Paul, Minnesota
August 20, 1948

Mr. Bernard Blum:

Referring to your notation on Mr. Derrig's letter of August 16th to Mr. Tremaine, copy to you, regarding replacement of Bridge 24, Connell Northern Branch.

When AFE 599A/I, ED-64, was approved, I wrote to Mr. Tremaine for information so that plans could be prepared.

We have not yet received a reply from him and therefore have done no work on this project.

C. E. EKBERG

CEE:1

3075

Seattle, Wash.

Aug. 16, 1948

188-8-10

AUG 19 1948
RECEIVED
ST. PAULConnell Northern Branch - Bridge #24

CC 440

Mr. H. M. Tremaine:

I am attaching hereto copy of Mr. Alsip's letter of Aug. 13th in reference to necessity of handling reconstruction of approaches at Bridge #24, Connell Northern Branch, and the necessity of doing the work immediately - indicating that it may be necessary to handle by contract.

I will thank you to please confirm as to the necessity of doing this work in the immediate future as indicated; also, advise what cost will be required if the work is carried over until next year, anticipating that labor conditions might improve.

In the mean time I am sending copy of this letter together with copy of Mr. Alsip's letter of Aug. 13th to Mr. Blum making inquiry as to the status of plans; also, requesting him to advise if any field survey is necessary in connection with the completion of plans. I will advise you further if any field work is necessary.

J. T. DERRIG

Assistant Chief Engineer

JTD:c

cc BB

M. E. Ekberg

Please advise

Bernard Blum

8/19

C
O
P
Y

Seattle, Washington,
August 13, 1948

Mr. J. T. Derrig:

AFE 599-E-48 includes Bridge 24 on the Connell Northern Branch - place steel span and replace west approach at Milwaukee crossing.

This bridge is on a 4-degree curve and Supervisor advises that it is very difficult to hold track in line, particularly at the long span over the Milwaukee, and that the bridge is in such condition that plans for the new work should be progressed immediately and the work done at the earliest possible date. Supervisor also states that he has insufficient force to do this job and arrangements should be made to handle by contract.

Will you please determine when the plans for this construction will be available and let me have your comments about the necessity for carrying out this work in the immediate future which will evidently mean that it will have to be contracted.

s/ J. F. ALSIP

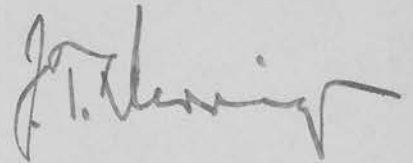
Seattle, Washington
October 27, 1944

Mr. Bernard Blum:

Bridge 24 - Connell Northern.

I am attaching for your information and file, two copies of Mr. Crane's letter of October 9th advising that our proposed plan for the reconstruction of Bridge 24 on the Connell Northern meets with their approval.

Please note that Mr. Crane advises that our proposed change in plan will not affect the provisions of the Construction and Maintenance agreement of December 31st, 1909 and a supplementary agreement will not be necessary. This manner of handling the change appears to be in accordance with your suggestions. However, I thought you might wish to write a formal letter to Mr. Penfield or have our Legal Department confirm the procedure.



BJO/hms



[illegible]

CHIEF OF ENGINEER
OCT 130
1944
WDR. PAC. RY.

Seattle, Washington
October 27, 1944

Mr. Bernard Blum:

Bridge 24 -- Connell Northern.

I am attaching for your information and file, two copies of Mr. Crane's letter of October 9th advising that our proposed plan for the reconstruction of Bridge 24 on the Connell Northern meets with their approval.

Please note that Mr. Crane advises that our proposed change in plan will not affect the provisions of the Construction and Maintenance agreement of December 31st, 1909 and a supplementary agreement will not be necessary. This manner of handling the change appears to be in accordance with your suggestions. However, I thought you might wish to write a formal letter to Mr. Penfield or have our Legal Department confirm the procedure.

J. T. DERRIG

BJO/nms

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RR CO.

Seattle 1, Washington

October 9, 1944

Mr. J. T. Derrig,
Asst. Chief Engr., N.P.Ry.Co.,
Seattle, 4, Wash.

Dear Sir:

Referring to your letter of September 25 and previous correspondence regarding the filling of a portion of your bridge #24 (Our EE-220 $\frac{1}{2}$) which carries your Connell Branch over our main line west of Warden.

Your plan 93211, dated August 9, 1944 and revised to provide for filling of five spans on the Connell end of your bridge and one span on the other, has our approval. It will not affect the provisions of the agreement of December 31, 1909, which provides for this overcrossing, and a supplementary agreement will not be necessary.

I am giving our Division Engineer at Spokane a copy of this letter, together with a copy of your letter of September 25 and the plan. I am asking him to permit you to set the right of way fence in slightly so as to permit stock to travel under your bridge between the fence and the toe of your slope. If it is necessary to change the location of our telephone line slightly that can be handled with Mr. L.W.Smith, our Assistant Superintendent of Telegraph, here at Seattle.

Yours truly,

S/ E.B. Crane

Principal Assistant Engineer.

BEC-k
LFD
WHP
GHH
EHJ
LWS

COPY

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RR CO.

Seattle 1, Washington

October 9, 1944

Mr. J. T. Derrig,
Asst. Chief Engr., N.P.Ry.Co.,
Seattle, 4, Wash.

Dear Sir:

Referring to your letter of September 25 and previous correspondence regarding the filling of a portion of your bridge #24 (Our EE-220 $\frac{1}{2}$) which carries your Connell Branch over our main line west of Warden.

Your plan 93211, dated August 9, 1944 and revised to provide for filling of five spans on the Connell end of your bridge and one span on the other, has our approval. It will not affect the provisions of the agreement of December 31, 1909, which provides for this overcrossing, and a supplementary agreement will not be necessary.

I am giving our Division Engineer at Spokane a copy of this letter, together with a copy of your letter of September 25 and the plan. I am asking him to permit you to set the right of way fence in slightly so as to permit stock to travel under your bridge between the fence and the toe of your slope. If it is necessary to change the location of our telephone line slightly that can be handled with Mr. L.W.Smith, our Assistant Superintendent of Telegraph, here at Seattle.

Yours truly,

S/ E.B. Crane

Principal Assistant Engineer.

BEC-k
LFD
WHP
GHH
EHJ
LWS

COPY

2970



October 23, 1944

Mr. E. B. Crane,
Principal Assistant Engineer,
C. M. St. P. & P. Company,
White Building,
Seattle, Washington.

Bridge 24, Connell Northern

Dear Sir:

I wish to acknowledge receipt of your letter of October 9th advising that our proposed plan for filling five spans on the Connell end and one span on the Adco end of our Bridge 24 (your bridge # NE-220 $\frac{1}{2}$) on our Connell Branch is satisfactory. I am writing Mr. Tremaine, our District Engineer at Spokane and asking him to contact your Division Engineer there in regard to resetting your right-of-way fence as required to permit stock to pass between the fence and the toe of our new slope. I am suggesting that we have our contractor reset your right-of-way fence in accordance with the plan agreed to by your Division Engineer and our Mr. Tremaine. This would eliminate the necessity of requiring one of the Company forces to do the work.

Our plan indicates that your telephone line will have to be carried under the bridge one span north of its present location or raised in its present location. I am asking Mr. Tremaine to check this detail in the field and advise definitely whether or not a change will have to be made in your telephone line. I will advise you further as soon as I receive his reply.

Very truly yours,

J. T. DERRIG

ASSISTANT CHIEF ENGINEER

BJO/hms

CC: DSC
HMT

BB

Saint Paul, October 16, 1944

MR. J. T. DERRIG:

Your letter of the 14th about filling bridge 24 on the Connell Northern Line:

If it is not economical to fill the one span on the Adco end, then there is no argument to do the filling. I assume that originally it was figured that this was the economical thing to do. As I view it the length of the bridge we leave in place is of no concern to the Milwaukee so long as we adequately take care of their trackage; and I see no necessity for taking up with Mr. Crane for permission to omit the filling of the span on the Adco end.

bb/s

AIRMAIL

Seattle, Washington
October 14, 1944

Mr. Bernard Blum:


Bridge 24 - Connell Northern
Idaho Division.

Mr. Crane of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company has advised that our plan of filling five spans on the Connell End and one span on the Adco end of our Bridge 24, near Warden, meets with their approval and that it will be satisfactory to change their telegraph line and fence line to fit in with this new plan. A copy of his letter is attached, herewith, for your information.

The filling of Span #1 on the Adco end, in my opinion should not be done at this time because of the difficulty of obtaining or placing suitable fill material. Mr. Tremaine was unable to locate suitable fill material on the north side of the Milwaukee track and using the pit selected for the fill material on the other side would necessitate installing a crossing for only 500 cubic yards of material.

I presume that the Milwaukee would have no objections to our perpetuating the use of this span and will advise Mr. Crane of our change in plan if you concur in my recommendation that we not fill span #1 on the Adco end at this time.

I am attaching for your information, copies of Mr. Tremaine's and Mr. Young's letters of October 10th regarding the filling of this bridge. I will thank you to advise by wire, whether or not you concur in the above recommendation so that I can arrange for handling the work.



BJO/hms

CC: BB (RR Mail)
RRB

AIRMAIL

Seattle, Washington
October 14, 1944

Mr. Bernard Blum:

Bridge 24 - Connell Northern
Idaho Division.

Mr. Crane of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company has advised that our plan of filling five spans on the Connell End and one span on the Adco end of our Bridge 24, near Warden, meets with their approval and that it will be satisfactory to change their telegraph line and fence line to fit in with this new plan. A copy of his letter is attached, herewith, for your information.

The filling of Span #1 on the Adco end, in my opinion should not be done at this time because of the difficulty of obtaining or placing suitable fill material. Mr. Tremaine was unable to locate suitable fill material on the north side of the Milwaukee track and using the pit selected for the fill material on the other side would necessitate installing a crossing for only 500 cubic yards of material.

I presume that the Milwaukee would have no objections to our perpetuating the use of this span and will advise Mr. Crane of our change in plan if you concur in my recommendation that we not fill span #1 on the Adco end at this time.

I am attaching for your information, copies of Mr. Tremaine's and Mr. Young's letters of October 10th regarding the filling of this bridge. I will thank you to advise by wire, whether or not you concur in the above recommendation so that I can arrange for handling the work.

BJO/hms

J. T. DERRIG

CC: BB (RR Mail)
RRB

Box 24
Chicago, Milwaukee, St. Paul and Pacific Railroad Company

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, TRUSTEES

LINES WEST OF MOBRIDGE

OFFICE OF PRINCIPAL ASSISTANT ENGINEER

E. B. CRANE
PRINCIPAL ASSISTANT ENGINEER

SEATTLE 1 WASHINGTON

October 9, 1944

Mr. J.T. Derrig,
Asst. Chief Engr., N.P. Ry. Co.,
Seattle, 4, Wash.

Dear Sir:

Referring to your letter of September 25 and previous correspondence regarding the filling of a portion of your bridge #24 (our EE-220½) which carries your Connell Branch over our main line west of Warden.

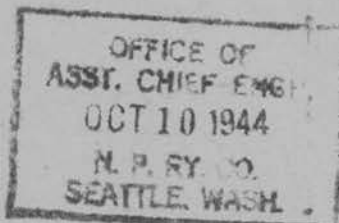
Your plan 93211, dated August 9, 1944 and revised to provide for filling of five spans on the Connell end of your bridge and one span on the other, has our approval. It will not affect the provisions of the agreement of December 31, 1909, which provides for this overcrossing, and a supplementary agreement will not be necessary.

I am giving our Division Engineer at Spokane a copy of this letter, together with a copy of your letter of September 25 and the plan. I am asking him to permit you to set the right of way fence in slightly so as to permit stock to travel under your bridge between the fence and the toe of your slope. If it is necessary to change the location of our telephone line slightly that can be handled with Mr. L.W. Smith, our Assistant Superintendent of Telegraph, here at Seattle.

Yours truly,

E. B. Crane
Principal Assistant Engineer.

EBC-k
LFD
VHP
GHH
EHJ
LWS



OFFICE OF
ASST. CHIEF ENGR.
OCT 11 1944
N. P. RY. CO.
SEATTLE, WASH.

Spokane, Washington
October 10, 1944

Mr. J. T. Derrig:

Bridge 24, Connell Northern

Please be referred to yours of September 25 enclosing prints of bridge Engineer's drawing 88211, revised to provide for the filling of five spans on the Connell end and one span on the Adco end of Bridge 24.

You ask to have location of the Milwaukee telegraph line and right of way fence shown for your further handling with the Milwaukee. I am attaching one print upon which the location of these things are shown in yellow, and a copy of report from Division Engineer Young of this date.

You will note that Mr. Young estimates that it is feasible to fill the five west spans, involving 6700 cubic yards of truck-haul borrow from gravel pit off the right of way. The material in the ~~cuts~~ cuts is not suitable for train hauling in, as it is of the volcanic ash nature and because it assumes such a flat slope would not be suitable for this work. As you know, this volcanic ash is of such a light nature that much of it has to receive a blanket of other material hauled in in order to hold it in place. Therefore, if we are to fill this portion of the bridge, the truck haul borrow must be made as outlined.

With respect to the one span on the east end which also has been suggested for filling. This will require about 500 cubic yards but it is not very practicable to fill this with truck haul borrow from the site selected for the five spans on the west end, and therefore the cost of filling would be much more than it should be. I see no reason why we should fill this span at this time. We cannot employ the ordinary train haul material available and I do not like to initiate an operation of truck haul borrow, with the acquisition of the borrow privilege, for only 500 cubic yards of dirt, which would be required because we cannot truck across the Milwaukee railroad.

You understand of course that if the five spans on the west end are filled, we cannot pull the stringers this fall until settlement has taken place. This has been discussed with Supervisor Stang and he goes along with that decision. There are no section men available for picking up the track on this branch, which would be required if the stringers were pulled this fall.

HMT-b
encls

District Engineer

Spokane, 10-10-44

Mr. H. M. Tremaine:

Bridge 24, Connell Northern Branch.

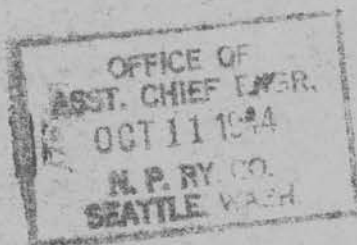
Attached are blue prints on which I have shown the location of the C. M. St. P. & P. telegraph line and fence. The fence can be moved to next span east to provide for cattle pass.

The yardage for filling the five west spans is 6700 cu. yds. and for the one east span is 500 cu. yds.

The only suitable material for filling which I could locate in this vicinity is a gravel pit off the right of way (a gravel pit apparently worked by County) about 1000' to left of MP 24. This would make a truck haul of about 2600 to 2800 feet. There is a dirt cut about MP 25½ but this is not suitable material, as it is of volcanic ash nature.

(S) J. A. Young
Division Engineer

C O P Y



AIRMAIL

Seattle, Washington
October 14, 1944

Mr. Bernard Blum:

Bridge 24 - Connell Northern
Idaho Division.

Mr. Crane of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company has advised that our plan of filling five spans on the Connell end and one span on the Adco end of our Bridge 24, near Warden, meets with their approval and that it will be satisfactory to change their telegraph line and fence line to fit in with this new plan. A copy of his letter is attached, herewith, for your information.

The filling of Span #1 on the Adco end, in my opinion should not be done at this time because of the difficulty of obtaining or placing suitable fill material. Mr. Tremaine was unable to locate suitable fill material on the north side of the Milwaukee track and using the pit selected for the fill material on the other side would necessitate installing a crossing for only 500 cubic yards of material.

I presume that the Milwaukee would have no objections to our perpetuating the use of this span and will advise Mr. Crane of our change in plan if you concur in my recommendation that we not fill span #1 on the Adco end at this time.

I am attaching for your information, copies of Mr. Tremaine's and Mr. Young's letters of October 10th regarding the filling of this bridge. I will thank you to advise by wire, whether or not you concur in the above recommendation so that I can arrange for handling the work.

J. T. DERRIG

BJO/hms

CC: BB (RR Mail)
RRB





WJW/mms

REC'D (MR. MATT)

J. T. DERRIG

Recommendation so that I can arrange for handling the work.

I will thank you to advise by wire, whether or not you concur in the above Mr. Young's letters of October 10th regarding the killing of this bridge.

I am attaching for your information, copies of Mr. Tremaine's and one of this time.

I presume that the Milwaukee would have no objections to our bringing the use of this when and will advise Mr. Crane of our change in plan if you concur in my recommendation that we not kill when #1 on the video

ing for only 200 cubic yards of material.

for the kill material on the other side would necessitate installing a cross-member on the north side of the Milwaukee track and using the pit selected suitable kill material. Mr. Tremaine was unable to locate suitable kill material as this time because of the difficulty of obtaining or placing

The killing of Green #1 on the video and, in my opinion should not be done at this time.

attached, herewith, for your information. A copy of his letter, in line and hence line to the in with this new plan. A copy of his letter, in their approval and that it will be satisfactory to change their telephone and one upon on the video and of our Bridge 3A, near Hudson, meets with Company has advised that our plan of killing five spans on the Connelly

Mr. Crane of the Chicago, Milwaukee, St. Paul and Pacific Railroad

Mr. Bernard Hines

Isabel Division
Bridge 3A - Connelly Northern

ATTN: J. T. DERRIG

October 14, 1944
Seattle, Washington

Br 24
Chicago, Milwaukee, St. Paul and Pacific Railroad Company

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, TRUSTEES

LINES WEST OF MOBRIDGE

OFFICE OF PRINCIPAL ASSISTANT ENGINEER

E. B. CRANE
PRINCIPAL ASSISTANT ENGINEER

SEATTLE 1, WASHINGTON

October 9, 1944

Mr. J.T. Derrig,
Asst. Chief Engr., N.P. Ry. Co.,
Seattle, 4, Wash.

Dear Sir:

Referring to your letter of September 25 and previous correspondence regarding the filling of a portion of your bridge #24 (our BE-2204) which carries your Connell Branch over our main line west of Warden.

Your plan 93211, dated August 9, 1944 and revised to provide for filling of five spans on the Connell end of your bridge and one span on the other, has our approval. It will not affect the provisions of the agreement of December 31, 1909, which provides for this overcrossing, and a supplementary agreement will not be necessary.

I am giving our Division Engineer at Spokane a copy of this letter, together with a copy of your letter of September 25 and the plan. I am asking him to permit you to set the right of way fence in slightly so as to permit stock to travel under your bridge between the fence and the toe of your slope. If it is necessary to change the location of our telephone line slightly that can be handled with Mr. L.W. Smith, our Assistant Superintendent of Telegraph, here at Seattle.

Yours truly,

E. B. Crane
Principal Assistant Engineer.

EBC-k
LFD
WMP
GHE
EHJ
LWS

OFFICE OF
ASST. CHIEF ENGR.
OCT 10 1944
N. P. RY. CO.
SEATTLE, WASH.

OFFICE OF
ASST. CHIEF ENGR.
OCT 11 1944
N. P. RY. CO.
SEATTLE, WASH.

Spokane, Washington
October 10, 1944

Mr. J. T. Derrig:

Bridge 24, Connell Northern

Please be referred to yours of September 25 enclosing prints of Bridge Engineer's Drawing 83211, revised to provide for the filling of five spans on the Connell end and one span on the Adco end of Bridge 24.

You ask to have location of the Milwaukee telegraph line and right of way fence shown for your further handling with the Milwaukee. I am attaching one print upon which the location of these things are shown in yellow, and a copy of report from Division Engineer Young of this date.

You will note that Mr. Young estimates that it is feasible to fill the five west spans, involving 3700 cubic yards of truck-haul borrow from gravel pit off the right of way. The material in the ~~road~~ cuts is not suitable for train hauling in, as it is of the volcanic ash nature and because it assumes such a flat slope would not be suitable for this work. As you know, this volcanic ash is of such a light nature that much of it has to receive a blanket of other material hauled in in order to hold it in place. Therefore, if we are to fill this portion of the bridge, the truck haul borrow must be made as outlined.

With respect to the one span on the east end which also has been suggested for filling. This will require about 500 cubic yards but it is not very practicable to fill this with truck haul borrow from the site selected for the five spans on the west end, and therefore the cost of filling would be much more than it should be. I see no reason why we should fill this span at this time. We cannot employ the ordinary train haul material available and I do not like to initiate an operation of truck haul borrow, with the acquisition of the borrow privilege, for only 500 cubic yards of dirt, which would be required because we cannot truck across the Milwaukee railroad.

You understand of course that if the five spans on the west end are filled, we cannot pull the stringers this fall until settlement has taken place. This has been discussed with Supervisor Stang and he goes along with that decision. There are no section men available for picking up the track on this branch, which would be required if the stringers were pulled this fall.

HMT-b
encls

District Engineer

Spokane, 10-10-44

Mr. H. M. Tremaine:

Bridge 24, Connell Northern Branch.

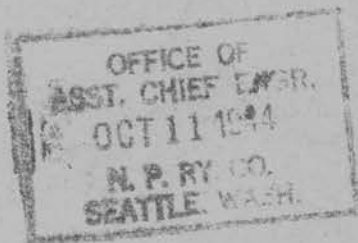
Attached are blue prints on which I have shown the location of the C. M. St. P. & P. telegraph line and fence. The fence can be moved to next span east to provide for cattle pass.

The yardage for filling the five west spans is 6700 cu. yds. and for the one east span is 500 cu. yds.

The only suitable material for filling which I could locate in this vicinity is a gravel pit off the right of way (a gravel pit apparently worked by County) about 1000' to left of MP 24. This would make a truck haul of about 2600 to 2800 feet. There is a dirt cut about MP 25½ but this is not suitable material, as it is of volcanic ash nature.

(S) J. A. Young
Division Engineer

C O P Y



3075

RRB
To note
BB 9/28Noted
RRB
9/28

September 25, 1944

Mr. E. B. Crane,
Prin. Assistant Engineer
C. M. St. P. & P. Ry.,
White-Henry-Stuart Building
Seattle (22), Washington

Bridge 24 - Connell Northern

Dear Sir:

In reference to your letter of September 18th and our other correspondence regarding filling of portion of our Bridge #24, your Bridge #EE-220 $\frac{1}{2}$, west of Warden, I wish to advise that the plan has been corrected to fill only five spans on the Connell end and one span on the Adco end as suggested as an alternate by you and Mr. Ornburn.

This plan eliminates the necessity of the culvert referred to in your letter of September 1st and provides ample room between the toe of our proposed fill and your embankment for any run-off without wash, that might be experienced at this location.

We do not have ties to your telephone line which goes under span 14. We will check this detail in the field and if it is found that it is necessary or advisable to change your telephone line due to the construction of the new fill, we will advise you. Our recent inspection showed that some stock passed under our bridge in getting from one side of our track to the other. We would appreciate being permitted to set your right-of-way fence in slightly to permit stock to travel between it and the toe of our slope. The only location that this would be required would be in the vicinity of where Section AA is taken on our plan #93211.

We are mailing to you, herewith, two prints of our Drawing #93211 for your review and comments. I will thank you to advise at your earliest convenience, whether or not this plan meets with your approval and if it will be necessary to prepare a supplementary agreement covering the changes in this bridge.

Very truly yours,

J. T. DERRIG
ASSISTANT CHIEF ENGINEER

BJO:hms
CC: BB, HMT

3072

September 25, 1944

Bridge 2A - Connell Northern

Mr. E. B. Crane,
Principal Assistant Engineer
C. M. St. P. & P. Ry.,
White-Henry-Seward Building
Seattle (22), Washington

Dear Sir:

In reference to your letter of September 18th and our other correspondence regarding filling of portion of our Bridge 2A, your Bridge 2202, west of Warden, I wish to advise that the plan has been corrected to fill only five spans on the Connell end and one span on the Adco end as suggested as an alternate by you and Mr. Graham.

This plan eliminates the necessity of the culvert referred to in your letter of September 1st and provides ample room between the toe of our proposed fill and your embankment for any run-off without wash, that might be experienced at this location.

We do not have data on your telephone line which goes under span 1A. We will check this detail in the field and if it is found that it is necessary or advisable to change your telephone line due to the construction of the new fill, we will advise you. Our recent inspection showed that some stock passed under our bridge in getting from one side of our track to the other. We would appreciate being permitted to set your right-of-way fence in slightly to permit stock to travel between it and the toe of our slope. The only location that this would be required would be in the vicinity of where Section AA is taken on our plan 493211.

We are mailing to you, herewith, two prints of our Drawing 493211 for your review and comments. I will thank you to advise at your earliest convenience, whether or not this plan meets with your approval and if it will be necessary to prepare a supplementary agreement covering the changes in this bridge.

Very truly yours,

J. T. DERRIG
ASSISTANT CHIEF ENGINEER

CC: Mr. BMT
B10:mas



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

3075

M.

St. Paul, Minn. Sept. 22, 1944. 10 15 am

J. T. Derrig Seattle

D-725. Eight prints sent you yesterday
will follow today. P221.

Two additional prints

HRP:e

Bernard Blum.

Mail copy: Br. 24 Connell Northern.



NP2140 EK

N.P. RY. ST. PAUL
TELEGRAPH OFFICE

SEATTLE 21

1944 SEP 21 PM 7 45

BERNARD BLUM

STP

P-196 PLEASE EXPEDITE PLANS BRIDGE NBR 24 ALL POSSIBLE ALSO
SEND TWO ADDITIONAL PRINTS FOR MR CRANES USE D-725

J T DERRIG

TELEGRAM



TELEGRAM

7 1 DENNIS

SEND TWO ADDITIONAL BRIMS FOR ME CAMELERS ARE D-132
1-132 BRIDGE EXHIBIT BRIMS BRIDGE WITH 54 VLT POSSIBLE VT20

216

REMAINED FROM

25VILLAGE ST

12314 EK

SEP 22 1974

3075

St. Paul, Minn.
Sept. 21, 1944.

Mr. J. T. Derrig:

Your wire D-715, about revision of Bridge Engineer's drawing, index No. 93211, for Bridge 24 on the Washington Central Branch:

Attached are eight prints of Bridge Engineer's plan revised Sept. 20, to eliminate one span on the Adco end, and five spans on the Connell end.

HRP:e
enc.

Chief Engineer.

RRB

Saint Paul, Sept. 20, 1944.

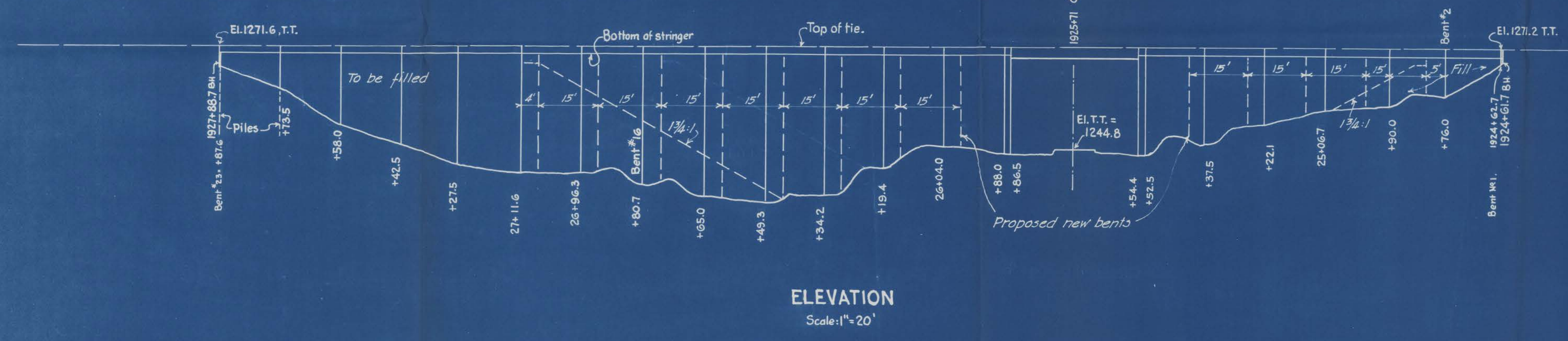
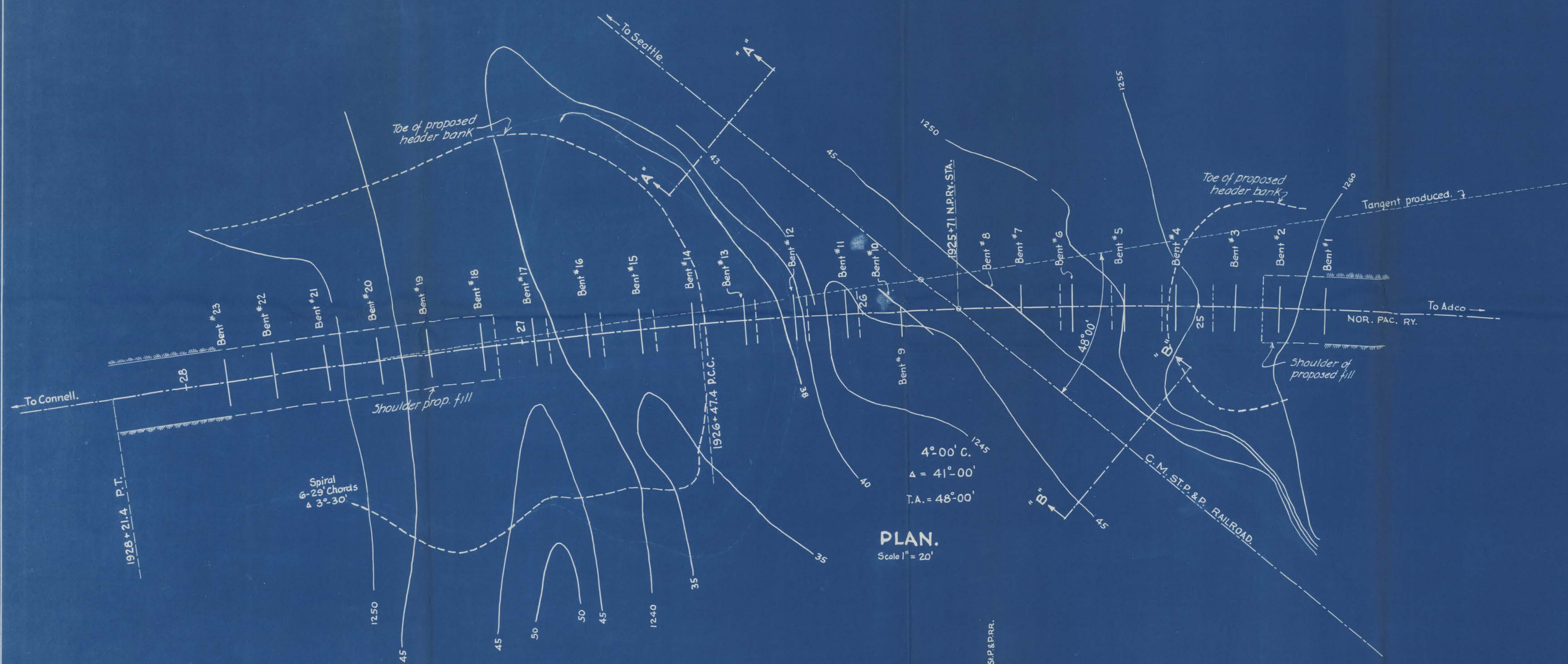
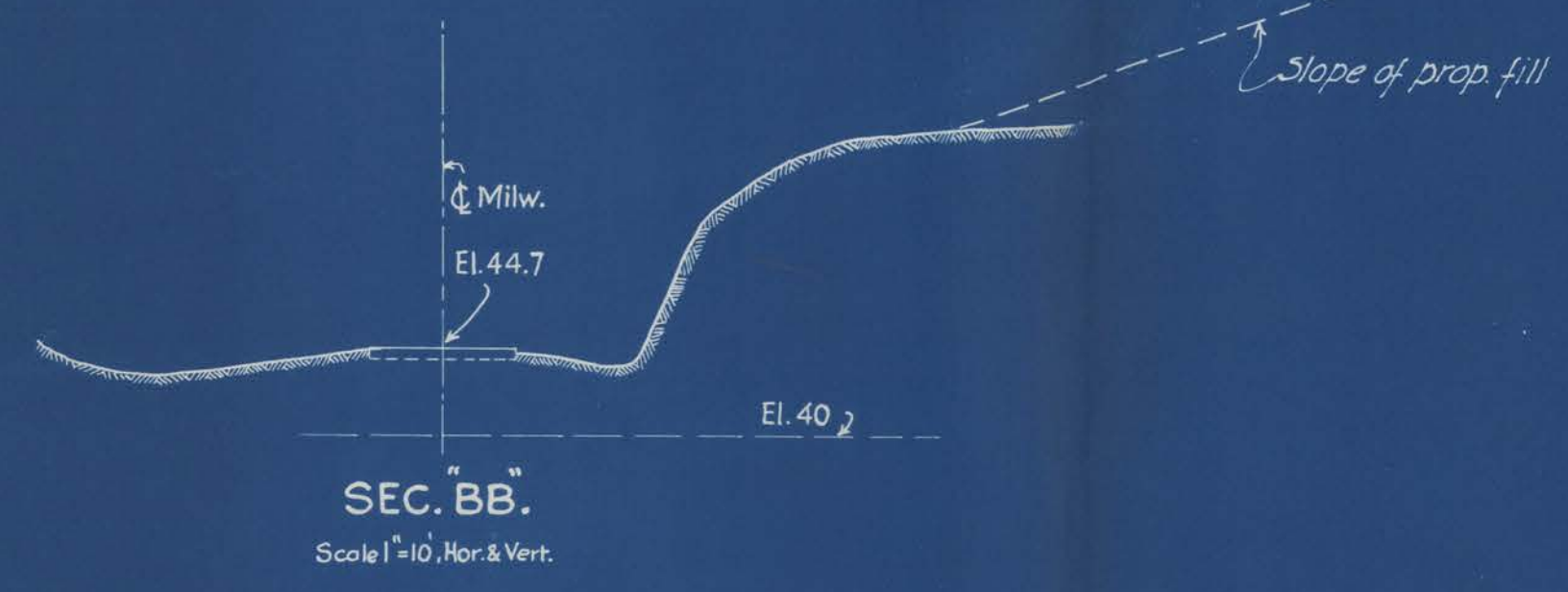
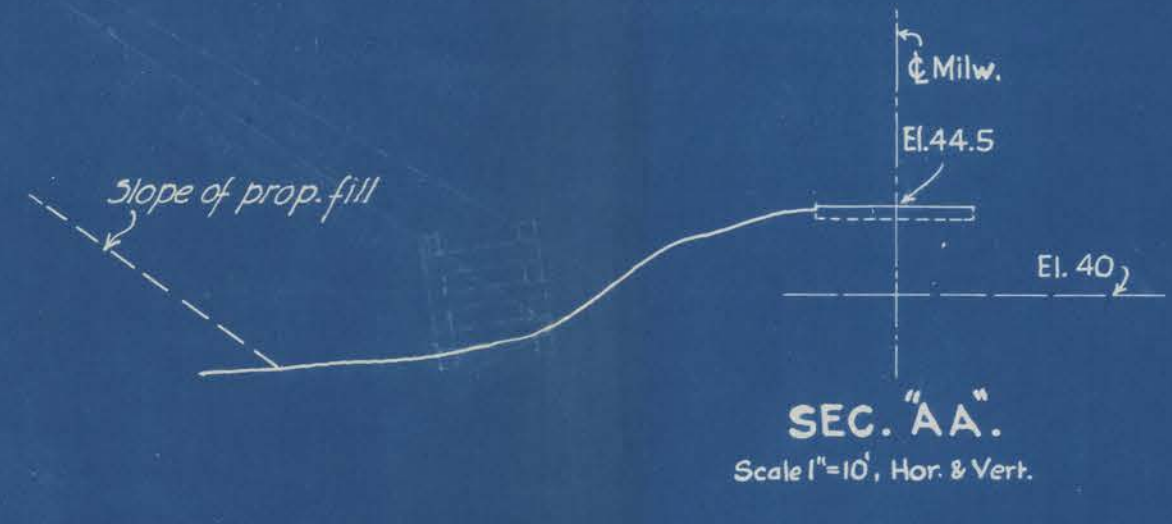
Mr. Bernard Blum:

Referring to Mr. Derrig's wire D-715 to you, copy to me, in regard to drawing 93211, plan covering reconstruction of Bridge 24 on the Connell Northern.

As requested by Mr. Derrig, I have revised the plan to eliminate one span at the Adco end and five spans at the Connell end in accordance with your letter of September 14 to Mr. Derrig. Eight prints of revised plan are attached.

RRBrockway





Reference: Blue print, Ravine's Cross sec's., Dated, Office of Div. Engr., Spokane, Wash. No. 131/6

NORTHERN PACIFIC RAILWAY
IDAHO DIVISION 8TH SUB-DIV. WASH. CENT. BRANCH.
BRIDGE NO. 24.
OVER CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD,
NEAR WEST WARDEN, WASH.

**GENERAL PLAN FOR PROPOSED
RECONSTRUCTION & FILLING OF BRIDGE.**

Scale: As shown.
Office of Bridge Engineer St. Paul, Minn. Aug. 3, 1944.
Approved

Bridge Engineer	Chief Engineer			
Revision of	D	C	Date	Index No. 93211
Revised for filling 3 spans at Connell end	D.L.D.	9/29/44		
			Sheet No.	
			D.	TR.
			D.L.D.	CK.



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

3075

M.

St. Paul, Minn. Sept. 19, 1944 5 pm

J.T.Derrig Seattle

D-715. Brockway will complete revised plan within next few days. P196

HRP:e

Bernard Blum

TELEGRAM

NP83CF WB

SEATTLE 19



BERNARD BLUM

STP

3075
N.P. RY. ST. PAUL
TELEGRAPH OFFICE

1944 SEP 19 PM 2 02

TELEGRAM

PLEASE

2
ARRANGE TO HAVE DRAWING 93211 COVERING PLAN OF RECON-
STRUCTING BRIDGE 24 CONNELL NORTHERN REVISED TO ELIMINATE ONE SPAN
ADCO END AND 5 SPANS CONNELL END AS PER YOUR LETTER SEPTEMBER 14TH
AND SEND US EIGHT REVISED PRINTS STOP MR CRANE HAS REQUESTED REVISED
PLAN AND THINKS MR PENFIELD WILL WANT SUPPLEMENTARY AGREEMENT I WILL
DISCUSS WITH HIM AS SOON AS I RECEIVE REVISED PLAN D-715 ORIG



B CY RRB

J T DERRIG.

LEGRAM

3075

At Seattle, September 14, 1944

MR. J. T. DERRIG:

Your letter of the 5th about proposed filling of portion of our bridge 24 on the CONNELL NORTHERN line:

In view of Mr. Ornburn's report, which summarizes the conclusions of Messrs. Crane, Tremaine, and himself, I agree that the plan now proposed is satisfactory, i.e., fill span 1 on the Idco end, and fill five spans only on the Connell or southerly end. That will make it unnecessary to provide culvert, which Mr. Crane has suggested, and will also not change the situation with respect to the use of this bridge as a cattle pass.

RK 5
I do not recall whether this work has been covered by AFE, and would be glad to have you send in the necessary AFE data.

I do not think that this will nullify any of the provisions of the December 31, 1909 contract, as it affects the temporary bridge only, and does not change the Northern Pacific obligation to construct a permanent bridge with the clearances provided for in the contract when it becomes necessary to build such a structure.

cc-Mr. R. A. Brockway
Mr. W. H. Penfield
Mr. E. B. Crane

bb/s

*RR Brockway?
B.B. 9/18*

September 5, 1944

*B.B. Blum
as bridge can
be carried over
with small spans
I think that
should be done
and then bridge
rebuild as recommended
by J.A. 9/18/44*

Mr. Bernard Blum:

Bridge 24 - Connell Northern

In accordance with your letter of August 20th, we contacted Mr. Crane regarding filling a portion of bridge 24 on the Connell Northern and were advised that the Milwaukee would be agreeable to permitting us to fill a portion of the bridge with the understanding that when they desire to place additional tracks we will change our bridge to permit such construction as proposed in your letter of August 10th to Mr. Penfield. However, Mr. Crane requested that a culvert be provided under the fill on the Connell end of the bridge instead of concentrating the run-off from 1200 acres between the timber bulkhead and their track as shown on Drawing Index No. 93211, print attached for your convenience.

In Mr. Tremaine's letter of August 25th, he calls attention to the Milwaukee telegraph line thru span 9, Connell End (Span 14, Drg. 93211) and, also, the use of this span as a stockpass. The telegraph line would have to be changed in case any of the proposed filling was done on the Connell End. Provision could be made for routing stock between the toe of our fill and the Milwaukee fence as suggested in Mr. Ornburn's letter of September 2, if only five spans on the Connell end are filled, otherwise, the stock could cross the track at grade as they do elsewhere along this line, which is not fenced in this vicinity.

In view of the fact that the plan as shown on Drawing Index No. 93211 is not satisfactory and that the Milwaukee will require a culvert thru our fill if we fill seven spans on Connell end, I recommend that we fill only five spans on the Connell end which will do away with the required culvert and permit stock to still go under the structure at a lower cost even if the structure were replaced completely with treated timber at this time. Also, I recommend that the structure be used with minor required repairs until the structure has served its useful life and then it can be replaced in accordance with the proposed new spacing of bents.

Span 1, Adco~~End~~, should be filled as shown on Drawing, Index No. 93211, but it will not be necessary to place new bents at existing bents two to seven at this time.

I will thank you to advise your desire in the filling and repairs of this bridge and have Mr. Brockway revise Drawing Index No. 93211 accordingly as soon as possible so that we can line up materials and the Contractor.

I am sending a copy of this letter and one copy of each of the attached letters to Mr. Brockway so that he will have the information in case you desire

Bernard Blum:

September 5, 1944

to communicate with him while on line.



J. T. DERRIG

BJO:hms

CC: RRB

HMT

BJO

1 cy. ea. BB - St. Paul, 1 cy. ea. BB- Car #4 - Seattle

Encls.

2 copies Tremaine's letter of August 25, 1944

" " C Crane's " " September 1, 1944

" " Ornburn's " " September 2, 1944

2 print Drawing Index No. 93211

Seattle, Washington
September 2, 1944

Mr. J. T. Derrig:

Bridge 24 - Connell Northern

In accordance with your request of August 24th, I contacted Mr. Crane on August 26th, regarding the filling of a portion of Bridge 24, on the Connell Northern and at that time, his file was in the hands of the Milwaukee Division Engineers in Spokane. It was not until September 1st that this file was returned and we were able to get together and discuss the proposed plan.

The proposed plan for revising this bridge as shown on Bridge Engineers Drawing, Index #93211 shows that one span on the Adco end and seven spans on the Connell end are to be filled and that a timber bulkhead is to be provided where our embankment encroaches upon the Milwaukee, also, this plan notes proposed new bents for all bents except the bents adjacent to the Milwaukee track. The work covered on 134 Forms for 1944 and previous work covered filling of eight spans on the Connell end and two spans on the Adco end and repairs to the existing bents. I assumed that the proposed new bents are to be constructed at such time as the condition of existing structure would justify its replacement.

Mr. Crane's file shows that there is 1200 acres of drainage that has to be taken care of at this point and that they have had two wash-outs some 600' west of the above referred to overpass in the past 30 years, therefore, he requested that a culvert be placed through our embankment in order that the runoff from the 1200 acres would not have to be carried between our proposed crib and their track, as shown in Section AA on Drawing Index #93211.

I agree with Mr. Crane that confining the runoff from 1200 acres into the water way area shown in Section AA, would possibly cause damage to the Milwaukee track during extreme runoffs. This condition can be corrected either by placing a pipe through our fill as noted in Mr. Crane's letter of September 1st, or by only filling five spans on the Connell end of the existing bridge. The 36" pipe suggested by Mr. Crane is, in my opinion, inadequate as it would have only a coefficient of .2. The 48" pipe proposed by Mr. Tremaine would be possibly, satisfactory, although, it only has a coefficient of .36. 60" pipe would have a coefficient of .58 for this drainage area.

Mr. J. T. Derrig:

September 2, 1944

The cost of pipes, if placed between bents 15 and 16, as suggested by the Milwaukee Division Engineer, would be as follows:

	<u>Material</u>	<u>Labor</u>	<u>Total</u>
36" RCP x 136'	\$544	\$136	\$580
48" RCP x 136'	816	170	986
60" RCP x 136'	1428	204	1632

The cost of pipes, if placed between bents 13 and 14 as agreed to by Mr. Crane and myself would be as follows:

	<u>Material</u>	<u>Labor</u>	<u>Total</u>
36" RCP x 110'	\$ 440	\$110	\$550
48" RCP x 110'	660	137	797
60" RCP x 110'	1155	165	1320

The following cost of filling and replacing spans 6 and 7 with treated timber when necessary, in my opinion, justifies filling only five spans on the Connell end of the bridge:

Cost of Filling Span 6 and 7 on Minimum Size
Pipe Proposed

	<u>Material</u>	<u>Labor</u>
3240 Cu. Yd. at .20/.40	\$648	\$1296
Ballast	15	15
Pipe	440	110
Removing Old Bridge	-	50
Changing Mil. Tel. & Tel. Line -	50	100
Changing Mil. Fence	10	15
	<u>\$1163</u>	<u>\$1586</u>
		1163
		<u>\$2749</u>
10% Eng. & Cont.		275
Total		<u>\$3,024</u>

Cost of Replacing Spans 6 & 7 with Treated
Timber

	<u>Material</u>	<u>Labor</u>
3.5 MFBM Tr. Lumber at 65./85	\$230	\$300
10 - 50' Tr. Piles .70/.70	350	350
Removing Old Bridge	-	50
Changing Mil. Tel. & Tel. Line	50	100
Changing Mil. Fence	10	15
	<u>\$640</u>	<u>\$815</u>
		640
		<u>\$1455</u>
10% Eng. & Cont.		145
Total		<u>\$1600</u>

J. T. Derrig

September 2, 1944

In regard to Mr. Tremaine's letter of August 25th, calling our attention to the Milwaukee Telegraph line and stock trail through the 9th span from the Connell end of the bridge, I wish to advise that the telegraph line could be changed to fit any plan of construction we decide to build. I checked for an agreement covering the use of the structure as a stockpass after my inspection of June 6th, 1944 and found that there was no such agreement in either our office or the Right-of-Way Office. Any rights that the adjacent property owner would have would be because of his use of the structure as a stockpass.

I recommend that we fill span one on the Adco end of the bridge as shown on Drawing Index No. 93211 and five spans on the Connell end and repair the remainder of the existing structure as proposed and approved on the 134 forms with such additional repairs as are required to repair bents 2,15, 16 and 17 that the 134 forms proposed to eliminate.

By making the above recommended repairs and filling, we would eliminate the required long culvert, eliminate the timber bulkhead shown on Drawing, Index No. 93211 and could make provision for a stockpass between the toe of our slope and the Milwaukee Right-of-Way fence. When the existing structure has served its life, it can be replaced with a new structure with bent spacing proposed on Drawing Index No. 93211.

For your information, I wish to advise that Mr. Crane's file showed that the proposed future tracks would be required on the North or Adco side of their existing track and Mr. Crane stated that his company would be agreeable to permit us to fill a portion of the bridge with the understanding that when they desire to place additional tracks, we will change our bridge to permit such construction. This proposal was made in Mr. Blum's letter of August 10th to Mr. Penfield, Chief Engineer of the CMStP&P Railroad.

BJO:hms
CC: HMT

Spokane, Washington
August 25, 1944

Mr. B. J. Ornburn:

Please see Mr. Derrig's letter to Mr. Crane of August 24th, copy to you, stating that you would get in touch with him and handle the outline of what was in mind in the way of filling a portion of Bridge 24 on the Connell Northern.

Please be referred to the sketch dated Office of Division Engineer, Spokane, July 3, 1944, which was sent to Mr. Derrig with mine of July 6.

Yesterday on bridge inspection I noted that the Milwaukee telegraph line crosses underneath this trestle in Span 9 from the Connell end, and the low wires are 10' above the ground. I also noted that Span 9 is likewise used as a stockpass. Neither one of these features appear on Mr. Young's cross-sections. Provision of course will have to be made for the Milwaukee telegraph line and you should check with Mr. Williams to determine if the right to use Span 9 as a stockpass could have been acquired by use. I do not suppose it will be possible to get an exact date of when this use has started and we would have to presume it has been indefinite.

S/ H M Tremaine
District Engineer

HMT-b
c Mr. J.A.Young

COPY

Spokane, Washington
August 25, 1944

Mr. B. J. Ornburn:

Please see Mr. Derrig's letter to Mr. Crane of August 24th, copy to you, stating that you would get in touch with him and handle the outline of what was in mind in the way of filling a portion of Bridge 24 on the Connell Northern.

Please be referred to the sketch dated Office of Division Engineer, Spokane, July 3, 1944, which was sent to Mr. Derrig with mine of July 6.

Yesterday on bridge inspection I noted that the Milwaukee telegraph line crosses underneath this trestle in Span 9 from the Connell end, and the low wires are 10' above the ground. I also noted that Span 9 is likewise used as a stockpass. Neither one of these features appear on Mr. Young's cross-sections. Provision of course will have to be made for the Milwaukee telegraph line and you should check with Mr. Williams to determine if the right to use Span 9 as a stockpass could have been acquired by use. I do not suppose it will be possible to get an exact date of when this use has started and we would have to presume it has been indefinite.

S/ H M Tremaine
District Engineer

HMT-b
c Mr. J.A.Young

COPY

CHICAGO, MILWAUKEE, St. PAUL AND PACIFIC RAILROAD
COMPANY

Seattle 1, Washington

September 1, 1944

Mr. J. T. Derrig:
Asst. Chief Engineer, N.P.Ry.,
Seattle, Washington

Dear Sir:

Referring to your letter of August 24 and previous correspondence about proposed filling of a portion of your bridge #24, our EE-220½, west of Warden, on our main line.

On the basis of your proposed plan, your Index #93211, our Division Engineer recommends, and I concur, that you provide a 36" pipe culvert thru your proposed fill; the pipe to be located between your present bents 15 and 16, with invert elevation at 1238.

Mr. Ornburn and I have looked over the data that we have and it appears in the event of filling your bridge as planned this culvert, and at about that elevation, would be necessary to protect our railroad altho its location might be placed between bents 13 and 14 or 14 and 15, as best fits the ground.

The construction of the crib as suggested on your plan would not be satisfactory as it would endanger our roadbed. There have been at least two cloudbursts in that territory that had to be taken care of and you will see that the crib plan would not be satisfactory.

Our information is that there is drainage from about 1200 acres that may come this way.

In our discussion we thought it might be more economical to increase the length of the bridge two spans on the west end and eliminate the culvert and the crib and if this is found true consideration will be given to it.

Yours truly,
s/ EBC Crane
Principal Assistant Engineer

EBC-k
WHP
EHJ

COPY

CHICAGO, MILWAUKEE, St. PAUL AND PACIFIC RAILROAD
COMPANY

Seattle 1, Washington

September 1, 1944

Mr. J. T. Derrig:
Asst. Chief Engineer, N.P.Ry.,
Seattle, Washington

Dear Sir:

Referring to your letter of August 24 and previous correspondence about proposed filling of a portion of your bridge #24, our EE-220 $\frac{1}{2}$, west of Warden, on our main line.

On the basis of your proposed plan, your Index #93211, our Division Engineer recommends, and I concur, that you provide a 36" pipe culvert thru your proposed fill; the pipe to be located between your present bents 15 and 16, with invert elevation at 1238.

Mr. Ornburn and I have looked over the data that we have and it appears in the event of filling your bridge as planned this culvert, and at about that elevation, would be necessary to protect our railroad altho its location might be placed between bents 13 and 14 or 14 and 15, as best fits the ground.

The construction of the crib as suggested on your plan would not be satisfactory as it would endanger our roadbed. There have been at least two cloudbursts in that territory that had to be taken care of and you will see that the crib plan would not be satisfactory.

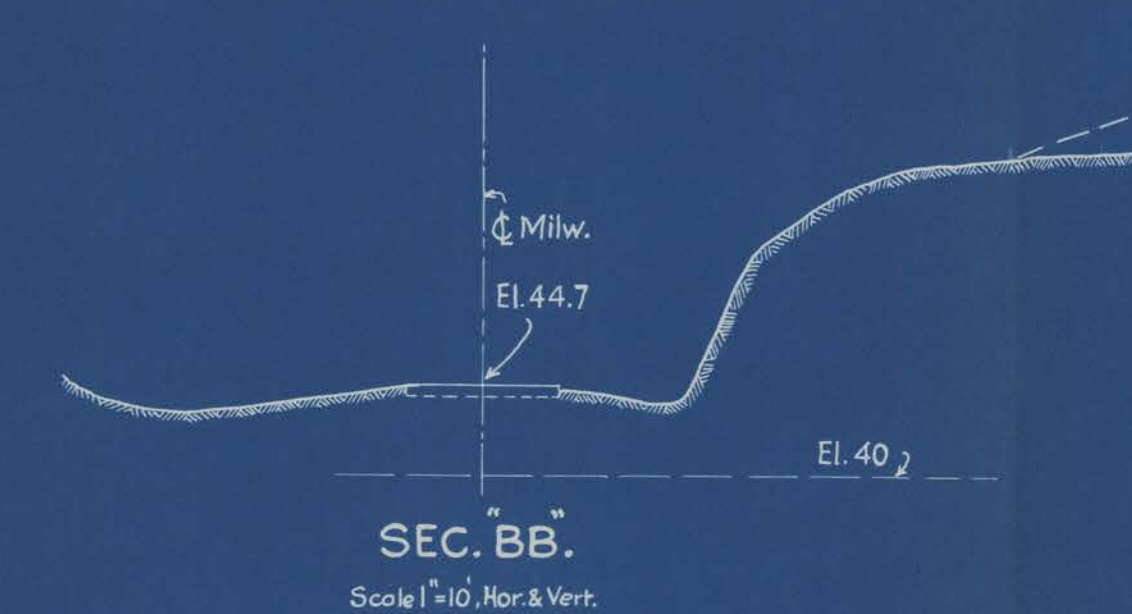
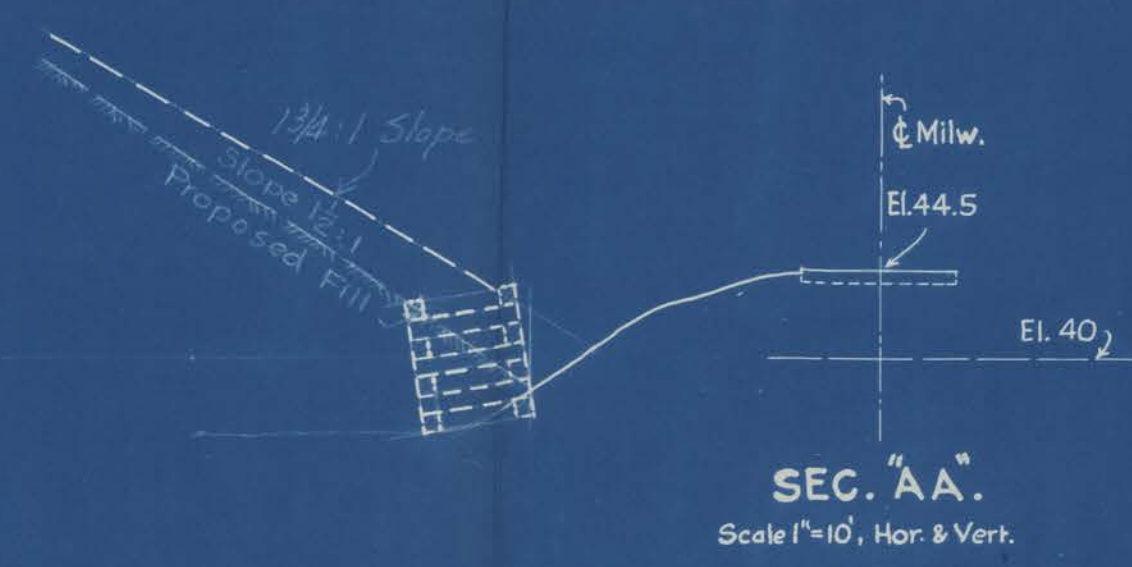
Our information is that there is drainage from about 1200 acres that may come this way.

In our discussion we thought it might be more economical to increase the length of the bridge two spans on the west end and eliminate the culvert and the crib and if this is found true consideration will be given to it.

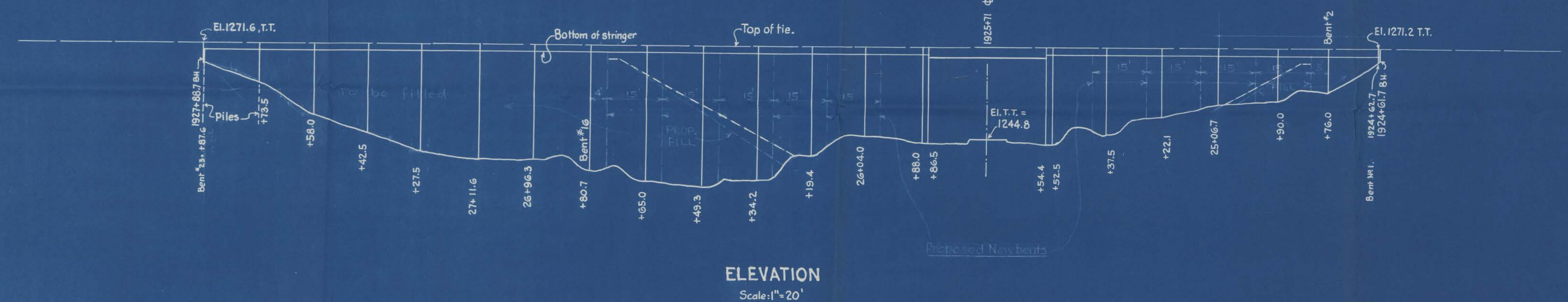
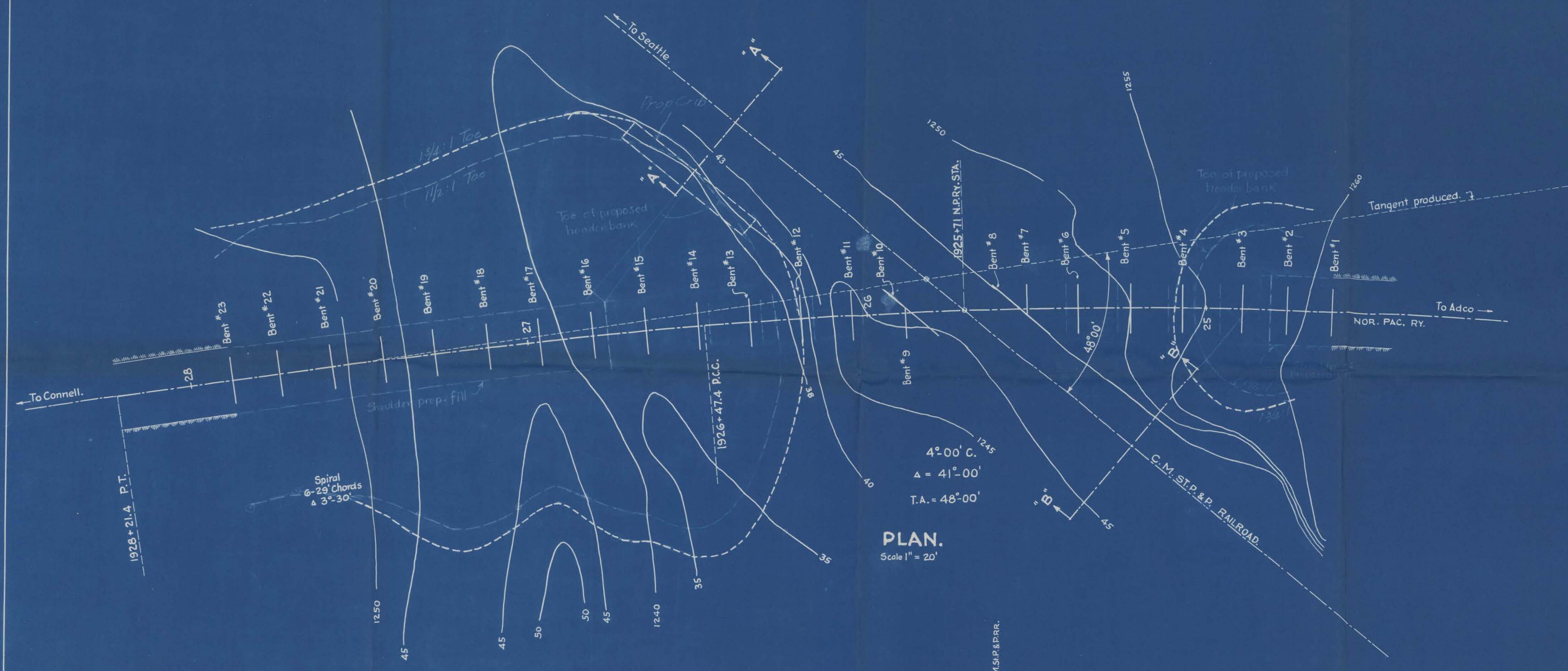
Yours truly,
s/ EB Crane
Principal Assistant Engineer

EBC-k
WHP
EHJ

COPY



Note: slope as shown in plan view is for the top of the fill. The actual slope of the bank is 1 1/2:1.



Reference: Blue print, Ravine & Cross Secs., Date, Office of Div. Engr. Spokane, Wash. No. 131

NORTHERN PACIFIC RAILWAY
IDAHO DIVISION 8TH SUB-DIV. WASH. CENT. BRANCH.
BRIDGE NO. 24.
OVER CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD.
NEAR WEST WARDEN, WASH.

GENERAL PLAN FOR PROPOSED RECONSTRUCTION & FILLING OF BRIDGE.
Scale: As shown.
Office of Bridge Engineer St. Paul, Minn. Aug. 9, 1944.
Approved

Bridge Engineer	Chief Engineer
Revision of	Index No. 93211
D. C. Date	Sheet No.
D. L. D.	TR. CK

OFFICE OF
NAVY
JUL 31 1944
NAVY CO.
SEATTLE WASH.

September 5, 1944

Mr. Bernard Blum:

Bridge 24 - Connell Northern

In accordance with your letter of August 20th, we contacted Mr. Crane regarding filling a portion of bridge 24 on the Connell Northern and were advised that the Milwaukee would be agreeable to permitting us to fill a portion of the bridge with the understanding that when they desire to place additional tracks we will change our bridge to permit such construction as proposed in your letter of August 10th to Mr. Penfield. However, Mr. Crane requested that a culvert be provided under the fill on the Connell end of the bridge instead of concentrating the run-off from 1200 acres between the timber bulkhead and their track as shown on Drawing Index No. 93211, print attached for your convenience.

In Mr. Tremaine's letter of August 25th, he calls attention to the Milwaukee telegraph line thru span 9, Connell End (Span 14, Drg. 93211) and, also, the use of this span as a stockpass. The telegraph line would have to be changed in case any of the proposed filling was done on the Connell End. Provision could be made for routing stock between the toe of our fill and the Milwaukee fence as suggested in Mr. Ornburn's letter of September 2, if only five spans on the Connell end are filled, otherwise, the stock could cross the track at grade as they do elsewhere along this line, which is not fenced in this vicinity.

In view of the fact that the plan as shown on Drawing Index No. 93211 is not satisfactory and that the Milwaukee will require a culvert thru our fill if we fill seven spans on Connell end, I recommend that we fill only five spans on the Connell end which will do away with the required culvert and permit stock to still go under the structure at a lower cost even if the structure were replaced completely with treated timber at this time. Also, I recommend that the structure be used with minor required repairs until the structure has served its useful life and then it can be replaced in accordance with the proposed new spacing of bents.

Span 1, Adco End, should be filled as shown on Drawing, Index No. 93211, but it will not be necessary to place new bents at existing bents two to seven at this time.

I will thank you to advise your desire in the filling and repairs of this bridge and have Mr. Brockway revise Drawing Index No. 93211 accordingly as soon as possible so that we can line up materials and the Contractor.

I am sending a copy of this letter and one copy of each of the attached letters to Mr. Brockway so that he will have the information in case you desire

Bernard Blum:

September 5, 1944

to communicate with him while on line.

BJO:hms

CC: RRB
HMT
BJO

Blum - 1 cy. ea. St. Paul, 1 cy. ea. BB, Car #4, Seattle
Encls.

2 copies Tremaine's letter of August 25, 1944
" " C Crane's " " September 1, 1944
" " Ornburn's " " September 2, 1944
1 print Drawing Index No. 93211

Seattle, Washington
September 2, 1944

Mr. J. T. Derrig:

Bridge 24 - Connell Northern

In accordance with your request of August 24th, I contacted Mr. Crane on August 26th, regarding the filling of a portion of Bridge 24, on the Connell Northern and at that time, his file was in the hands of the Milwaukee Division Engineers in Spokane. It was not until September 1st that this file was returned and we were able to get together and discuss the proposed plan.

The proposed plan for revising this bridge as shown on Bridge Engineers Drawing, Index #93211 shows that one span on the Adco end and seven spans on the Connell end are to be filled and that a timber bulkhead is to be provided where our embankment encroaches upon the Milwaukee, also, this plan notes proposed new bents for all bents except the bent adjacent to the Milwaukee track. The work covered on 134 Forms for 1944 and previous work covered filling of eight spans on the Connell end and two spans on the Adco end and repairs to the existing bents. I assumed that the proposed new bents were to be constructed at such time as the condition of existing structure would justify its replacement.

Mr. Crane's file shows that there is 1200 acres of drainage that has to be taken care of at this point and that they have had two wash-outs some 600' west of the above referred to overpass in the past 30 years, therefore, he requested that a culvert be placed through our embankment in order that the runoff from the 1200 acres would not have to be carried between our proposed crib and their track, as shown in Section AA on Drawing Index #93211.

I agree with Mr. Crane that confining the runoff from 1200 acres into the water way area shown in Section AA, would possibly cause damage to the Milwaukee track during extreme runoffs. This condition can be corrected either by placing a pipe through our fill as noted in Mr. Crane's letter of September 1st, or by only filling five spans on the Connell end of the existing bridge. The 36" pipe suggested by Mr. Crane is, in my opinion, inadequate as it would have only a coefficient of .2. The 48" pipe proposed by Mr. Tremaine would be possibly, satisfactory, although, it only has a coefficient of .36. 60" pipe would have a coefficient of .58 for this drainage area.

Mr. J. T. Derrig:

September 2, 1944

The cost of pipes, if placed between bents 15 and 16, as suggested by the Milwaukee Division Engineer, would be as follows:

	<u>Material</u>	<u>Labor</u>	<u>Total</u>
36" RCP x 136'	\$544	\$136	\$580
48" RCP x 136'	816	170	986
60" RCP x 136'	1428	204	1632

The cost of pipes, if placed between bents 13 and 14 as agreed to by Mr. Crane and myself would be as follows:

	<u>Material</u>	<u>Labor</u>	<u>Total</u>
36" RCP x 110'	\$ 440	\$110	\$550
48" RCP x 110'	660	137	797
60" RCP x 110'	1155	165	1320

The following cost of filling and replacing spans 6 and 7 with treated timber when necessary, in my opinion, justifies filling only five spans on the Connell end of the bridge:

Cost of Filling Span 6 and 7 on Minimum Size
Pipe Proposed

	<u>Material</u>	<u>Labor</u>
3240 Cu. Yd. at .20/.40	\$648	\$1296
Ballast	15	15
Pipe	440	110
Removing Old Bridge	-	50
Changing Mil. Tel. & Tel. Line -	50	100
Changing Mil. Fence	10	15
	<u>\$1163</u>	<u>\$1586</u>
		1163
		<u>\$2749</u>
10% Eng. & Cont.		275
Total		<u>\$3,024</u>

Cost of Replacing Spans 6 & 7 with Treated
Timber

	<u>Material</u>	<u>Labor</u>
3.5 MFEM Tr. Lumber at 65./85	\$230	\$300
10 - 50' Tr. Piles .70/.70	350	350
Removing Old Bridge	-	50
Changing Mil. Tel. & Tel. Line	50	100
Changing Mil. Fence	10	15
	<u>\$640</u>	<u>\$815</u>
		640
		<u>\$1455</u>
10% Eng. & Cont.		145
Total		<u>\$1600</u>

J. T. Derrig

September 2, 1944

In regard to Mr. Tremaine's letter of August 25th, calling our attention to the Milwaukee Telegraph line and stock trail through the 9th span from the Connell end of the bridge, I wish to advise that the telegraph line could be changed to fit any plan of construction we decide to build. I checked for an agreement covering the use of the structure as a stockpass after my inspection of June 6th, 1944 and found that there was no such agreement in either our office or the Right-of-Way Office. Any rights that the adjacent property owner would have would be because of his use of the structure as a stockpass.

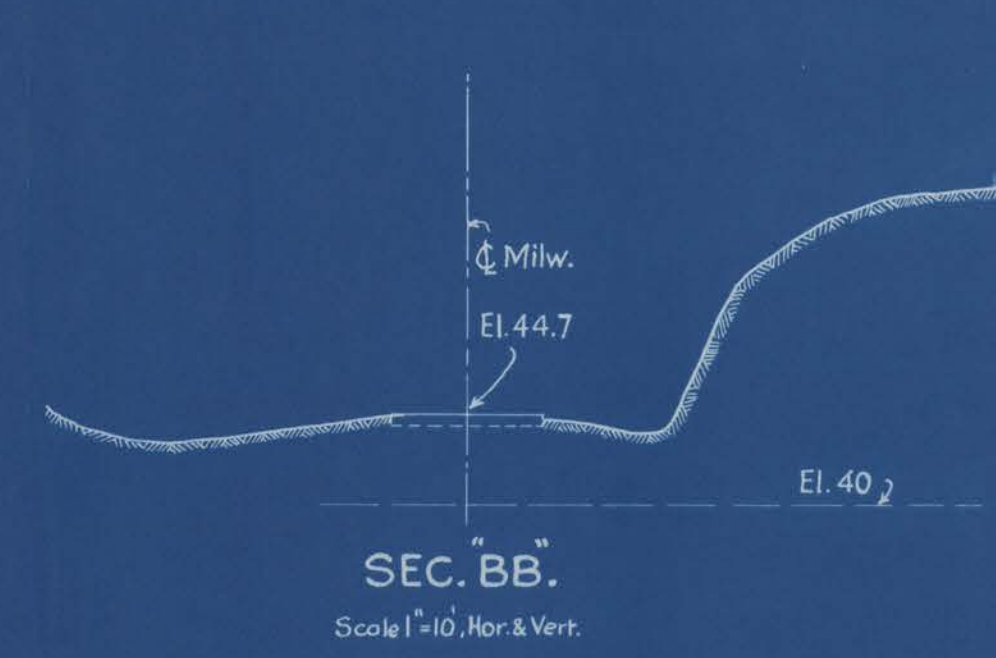
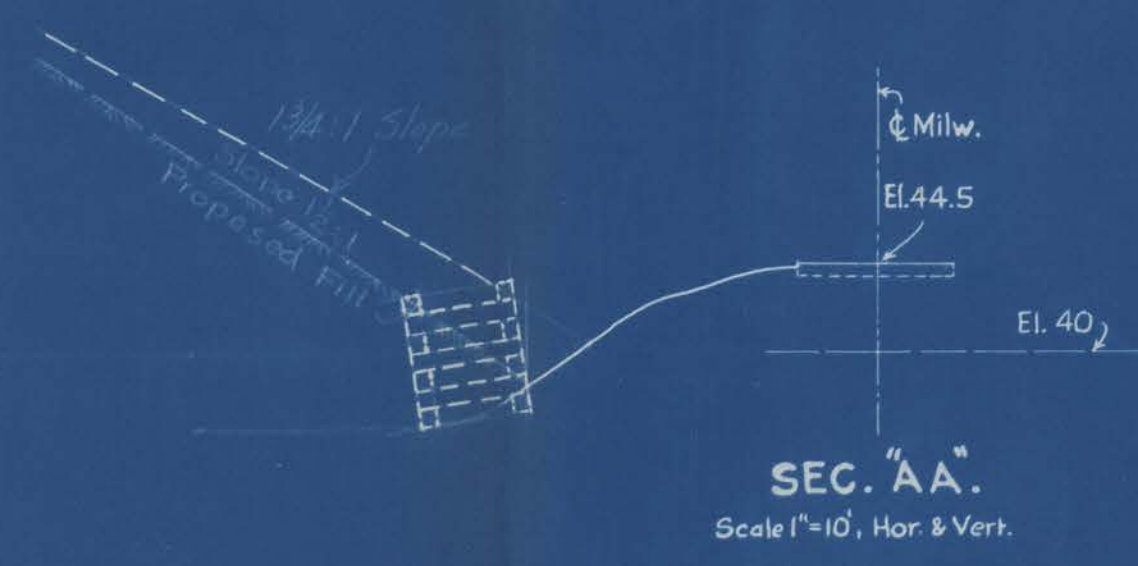
I recommend that we fill span one on the Adco end of the bridge as shown on Drawing Index No. 93211 and five spans on the Connell end and repair the remainder of the existing structure as proposed and approved on the 134 forms with such additional repairs as are required to repair bents 2, 15, 16 and 17 that the 134 forms proposed to eliminate.

By making the above recommended repairs and filling, we would eliminate the required long culvert, eliminate the timber bulkhead shown on Drawing, Index No. 93211 and could make provision for a stockpass between the toe of our slope and the Milwaukee Right-of-Way fence. When the existing structure has served its life, it can be replaced with a new structure with bent spacing proposed on Drawing Index No. 93211.

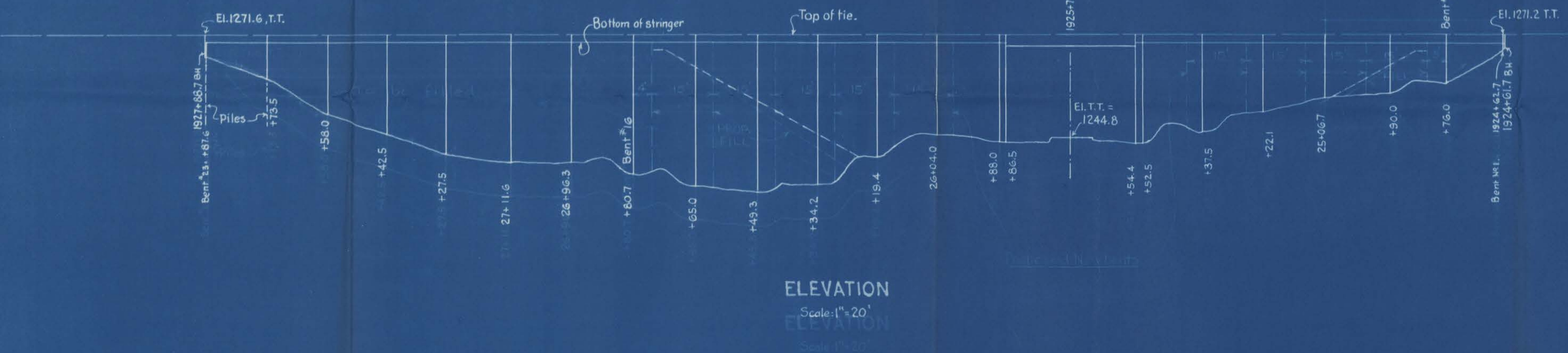
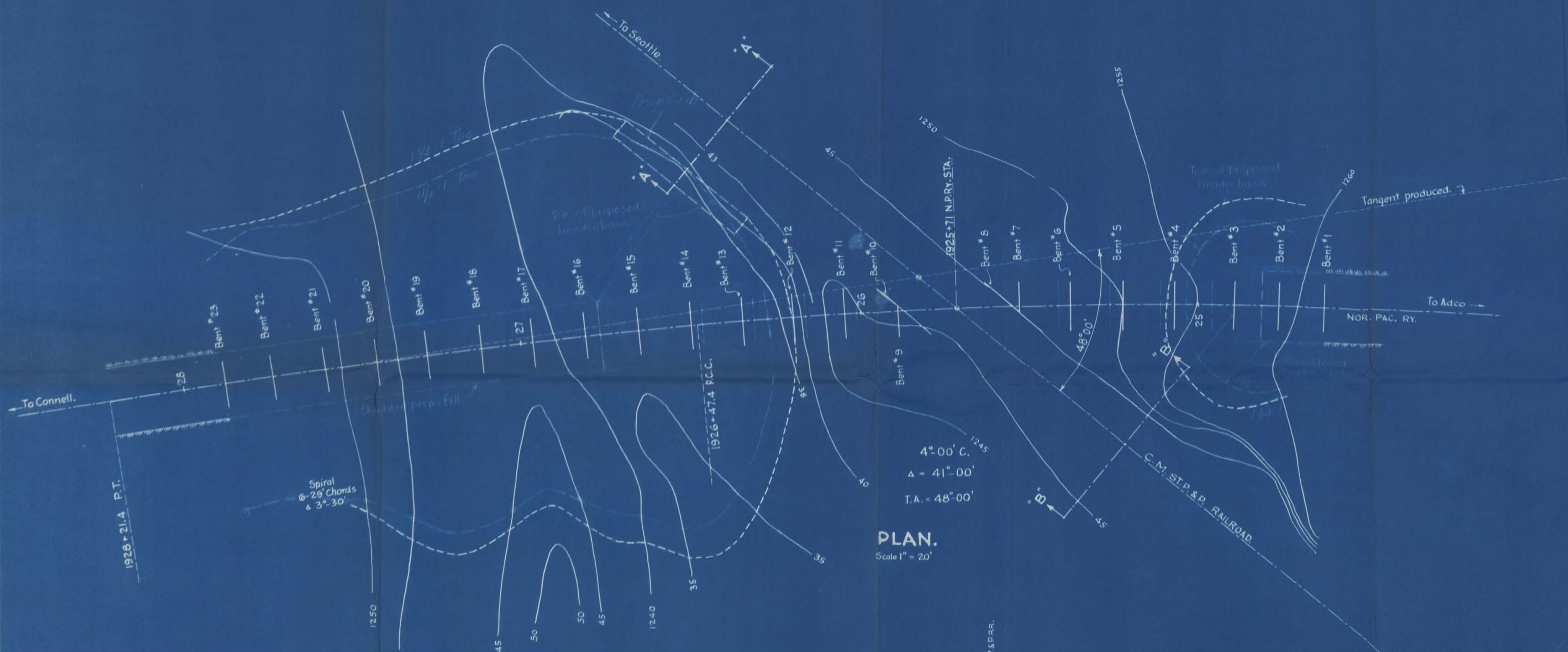
For your information, I wish to advise that Mr. Crane's file showed that the proposed future tracks would be required on the North or Adco side of their existing track and Mr. Crane stated that his company would be agreeable to permit us to fill a portion of the bridge with the understanding that when they desire to place additional tracks, we will change our bridge to permit such construction. This proposal was made in Mr. Blum's letter of August 10th to Mr. Penfield, Chief Engineer of the CMStP&P Railroad.

BJO:hms

CC: HMT



Note slope as shown is flatter than B.P. 1 because in B.P. 1 is not normal to centerline of bridge but river



Reference: Blue print, Ravine & Cross Secs., Debed, Office of Div. Engr. Spokane, Wash. N.E. 131

NORTHERN PACIFIC RAILWAY
IDAHO DIVISION 8th SUB-DIV. WASH. CENT. BRANCH.
BRIDGE NO. 24.
OVER CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD,
NEAR WEST WARDEN, WASH.
**GENERAL PLAN FOR PROPOSED
RECONSTRUCTION & FILLING OF BRIDGE.**

Scale: As shown
Office of Bridge Engineer, St. Paul, Minn. Aug. 9, 1924.
Approved

Revision of	By	C	Date	Index No.
1	D.	TR.	1924	93211
2	D.L.D.	TR.	1924	
3	D.L.D.	TR.	1924	

20 X 26 IN.
OFFICE OF
ASST. CHIEF ENGR.
AUG 31 1944
N. P. RY. CO.
SEATTLE, WASH.

On Second Train 1, Fargo Divn,
August 20, 1944

MR. J. T. DERRIG:

Referring to your letter of July 31 about filling a portion of bridge 24 on the Connell Northern line, which carries our track over the Milwaukee Moses Lake line:

I wrote Mr. Penfield on August 10, copy attached, and in acknowledgment he wrote me that he is sure something can be worked out to permit the Northern Pacific to do this. He has asked Mr. Crane to work out the details with their division officers, and he has promised to draw up a supplemental agreement to permit carrying out the work in accordance with our request.

If Mr. Crane needs any further data will you arrange to supply it.

cc-Mr. W. H. Penfield
Mr. E. B. Crane

bb/s

att.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, TRUSTEES

ENGINEERING DEPARTMENT

Union Station

W. H. PENFIELD,
Chief Engineer

Chicago, Aug. 14, 1944.

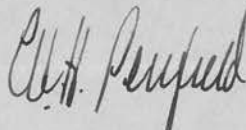
Mr. Bernard Blum
Chief Engineer
Northern Pacific Railway Co.
St. Paul, Minnesota

Dear Mr. Blum:

This will acknowledge receipt of yours of the 10th relative to filling several bents in the structure carrying your tracks over our main line two miles west of Warden, Ida., your Br. No. 24, our Br. EE-220 $\frac{1}{2}$.

I am sure that something can be worked out to permit you to do this. I am sending the plan to Mr. Crane to handle with our division people, and just as soon as I have his report, will undertake to draw up a supplemental agreement to carry out the work as per your request.

Very truly yours,



cc - Mr. E. B. Crane

THE UNITED STATES OF AMERICA
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
WASHINGTON, D. C. 20250

TO: [illegible]
FROM: [illegible]
SUBJECT: [illegible]

DATE: [illegible]

BY: [illegible]

RE: [illegible]

100-100000-100000
100-100000-100000
100-100000-100000
100-100000-100000

3075

August 10, 1944

W. H. PENFIELD, Chief Engineer
~~CSST&P~~ Railroad
C h i c a g o

Dear Mr. Penfield:

I believe Mr. Derrig has been having some discussion with Mr. Crane about reconstruction of our bridge 24 on our line between Connell and Adrian, Washington, which carries our track over your main line near W. Worden.

This bridge is covered by agreement of December 31, 1909 between our two companies, and provides for the ultimate placement of four tracks spaced not more than 13' centers, with clearance not less than 8' laterally and 22' vertically above the top of your rails,

I presume that your company has no thought of providing additional tracks at this time; and I am writing you to inquire if it will be agreeable to your Company to permit us to fill certain of the spans with the understanding of course that when and as your Company desires to place additional tracks we will change our bridge to permit such construction. In other words, have a supplementary agreement to cover, which would not abridge any of the rights you now have under the 1909 agreement.

On the attached print of our drawing Index 93211 there is shown the relative position of the two tracks and the location of the present bents in our bridge. What we would like to do is to fill seven spans on the Connell end and one span on the Adco end. The outline of the toe of the slope of the new fill is shown in dotted lines. At Section AA the new fill would come closest to your track, and it is our intention to provide suitable bulkhead or riprap to insure provision for adequate drainage, which I understand from the file passes through a 42" culvert under your track, located 600 feet west of the crossing.

Will you kindly advise if this will be agreeable. We would like to start at an early date, as we now have a crew repairing bridges on this line.

Very truly yours,

bb/s
x
att.

Seattle, Washington
July 31, 1944

Mr. Bernard Blum:

In reference to proposed filling of a portion of Bridge #24 on the Connell Northern Branch. I had the proposed drainage opening requirements investigated by Mr. Tremaine and I am quoting herewith his letter of July 25th:

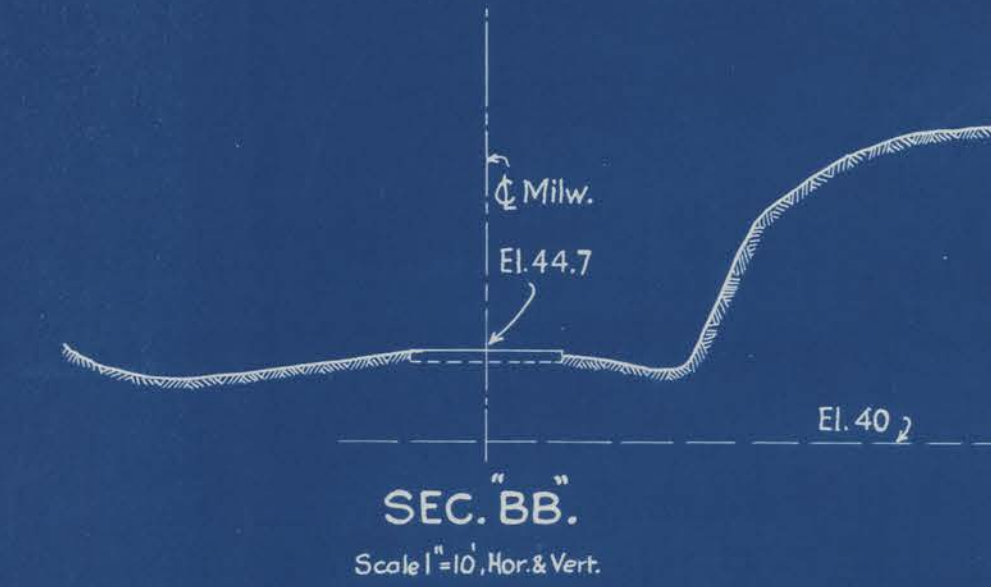
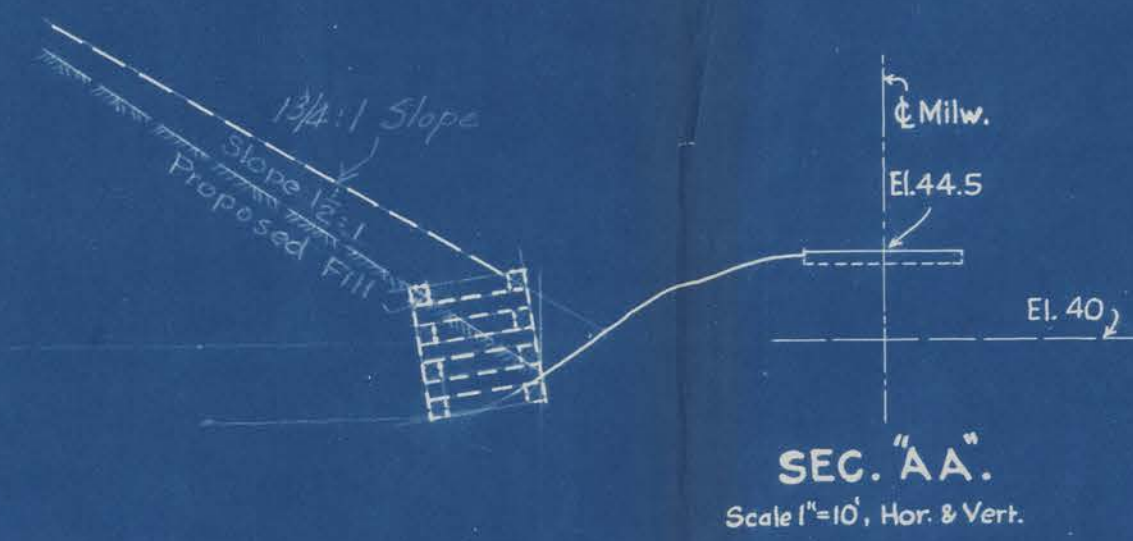
"Division Engineer Young has contacted the Division Engineer's office of the Milwaukee at Spokane, who now advise him that there is a culvert in their track about 600' west of the Connell Northern crossing, a 42" culvert 60' long. Mr. Young advises that the drainage area served is about 400 acres, in which are found numerous potholes and flat show drainage otherwise, and he suggests that an installation of 48" culvert in our track would be sufficient; this gives a coefficient of only .63 but in view of the conditions which make for retardation of the water flow, I agree with Mr. Young that the 48" pipe should be all right."

I have not taken this drainage opening up further with Mr. Crane as it is apparent the question of approval on the bridge opening comes from their Milwaukee Office and we will probably save time by you getting the approval direct from the Chief Engineer of the Milwaukee. I suggest that you ^{write} Mr. Penfield, Chief Engineer, and obtain his approval of the 48" pipe opening.

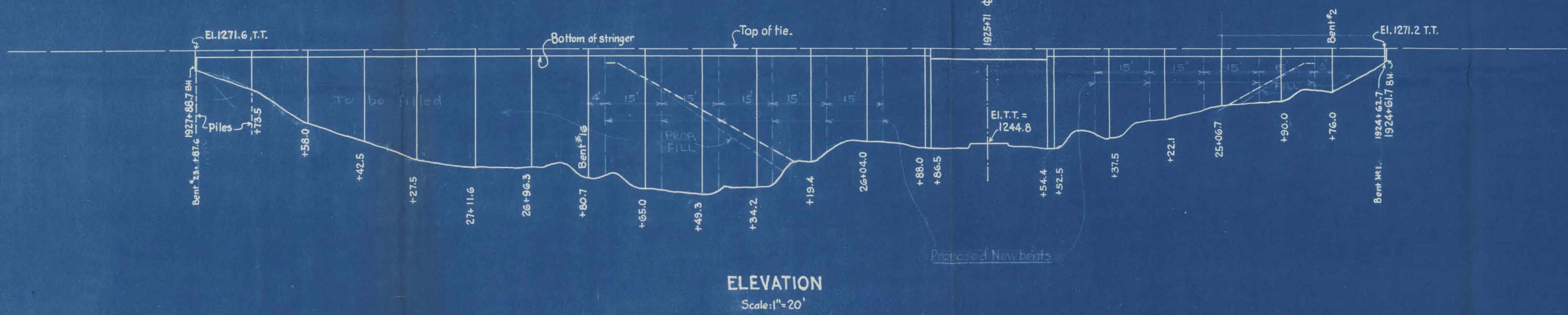
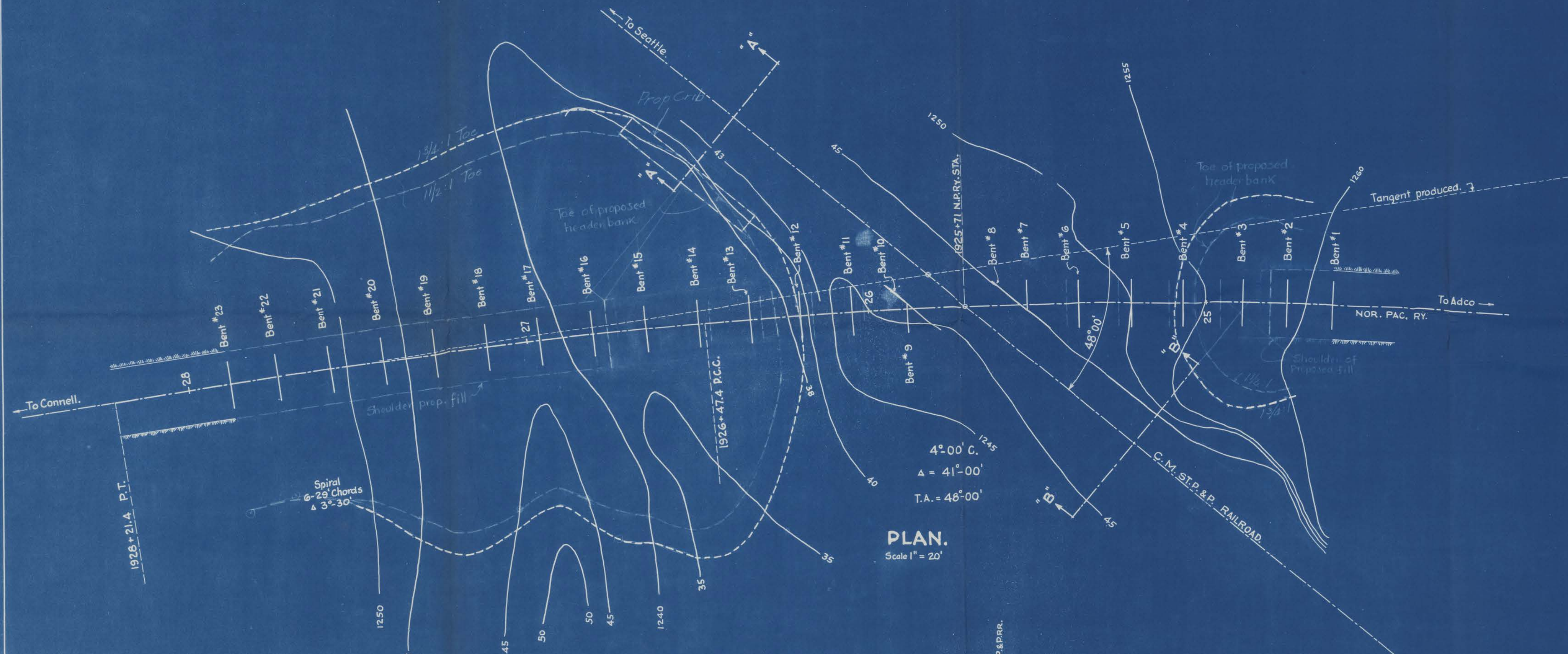


JTD:p





Note slopes as shown as flatter than 1 1/2:1 because the B.B. is not normal to centerline of bridge but curve



Reference: Blue print, Ravine & Cross Sec's, Dated, Office of Div. Engr., Spokane, Wash. No. 131

NORTHERN PACIFIC RAILWAY				
IDAHO DIVISION 8 TH SUB-DIV. WASH. CENT. BRANCH.				
BRIDGE NO. 24.				
OVER CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD.				
NEAR WEST WARDEN, WASH.				
GENERAL PLAN FOR PROPOSED RECONSTRUCTION & FILLING OF BRIDGE.				
Scale: As shown				
Office of Bridge Engineer St. Paul, Minn. Aug. 9, 1944.				
Approved				
Bridge Engineer		Chief Engineer		
Revision of	D	C	Date	Index No. 93211
				Sheet No.
				D. TR. CK
				D.L.D. <i>[Signature]</i>

Exposure Sheet

RECONSTRUCTION & FILING OF BRIDGE
GENERAL PLAN FOR PROPOSED
BRIDGE NO. 24
DIVISION OF SUB-DIV. WASH. CO.
BRIDGE NO. 24
DIVISION OF SUB-DIV. WASH. CO.
BRIDGE NO. 24
DIVISION OF SUB-DIV. WASH. CO.



549 X 65

Seattle, Washington
July 22, 1944

Mr. Bernard Blum:

Bridge 24 - Connell Northern

I am in receipt of your letter of July 18th regarding the layout and drainage at the above noted bridge and wish to advise that I have asked Mr. Tremaine to furnish information as soon as possible. It is my feeling that there will not be much drainage to take care of at this point. There are many low places in this section of the country where the water, impounded in low sections, seeps away very rapidly. It is my understanding that the Milwaukee Company diverts the drainage that will come under our bridge 24 to such an area and there it disappears.

I will advise you regarding the required waterway area that should be provided under our bridge as soon as I hear from Mr. Tremaine.

J. T. Derrig

*Hold for further
advise.
B.B.*

BJO:hms

cc: HMT

100-111111-111111

100-111111-111111

100-111111-111111

100-111111-111111

100-111111-111111

Seattle, Washington
July 22, 1944

Mr. Bernard Blum:

Bridge 24 - Connell Northern

I am in receipt of your letter of July 18th regarding the layout and drainage at the above noted bridge and wish to advise that I have asked Mr. Tremaine to furnish information as soon as possible. It is my feeling that there will not be much drainage to take care of at this point. There are many low places in this section of the country where the water, impounded in low sections, seeps away very rapidly. It is my understanding that the Milwaukee Company diverts the drainage that will come under our bridge 24 to such an area and there it disappears.

I will advise you regarding the required waterway area that should be provided under our bridge as soon as I hear from Mr. Tremaine.

J. T. DERRIG

BJO:hms

cc: HMT

Saint Paul, July 18, 1944

MR. J. T. DERRIG:

Your letter of the 13th with copy of Mr. Crane's letter of the 11th about filling portion of bridge 24 on the Connell Northern:

If you will advise with respect to the drainage that must be taken care of along the Milwaukee track we can I think determine very quickly the length of bridge that we will ask the Milwaukee to approve.

I note that you have written Mr. Crane on July 12th. Do we not have information of our own with respect to the drainage carried through our bridge?

It is my present thought that we will ask Mr. Penfield to approve shortening the bridge to provide ample roadbed for their present track and for the drainage ditch, and asking him if there is any possibility of their building a second track in the near future. If not, it is my thought that there is no necessity of maintaining a longer bridge. Of course we would have to assume responsibility for extending the bridge whenever the Milwaukee desired to place an additional track. That is a responsibility I think we can safely assume, and certainly the Milwaukee would not give up that right.

Please let me know further as soon as possible as to the drainage situation.

cc-Mr. R. A. Brockway

bb/s

Seattle, Washington
July 13, 1944

Mr. Bernard Blum:

For your information I am attaching hereto copy of Mr. Crane's letter of July 11th in reference to proposed filling of a portion of Bridge #24 on the Connell Northern Branch. I assume that you will arrange to take this matter up with Mr. Penfield as soon as Mr. Brockway has completed his plans showing the portion of the bridge that can be filled.

JTD:P

cc HMT - Copy of letter attached.
FGC " " "

A handwritten signature in dark ink, appearing to be "J. T. D.", is located to the right of the distribution list.



179.24 (3)
Chicago, Milwaukee, St. Paul and Pacific Railroad Company

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, TRUSTEES

LINES WEST OF MOBRIDGE

OFFICE OF PRINCIPAL ASSISTANT ENGINEER

E. B. CRANE

PRINCIPAL ASSISTANT ENGINEER

SEATTLE 1, WASHINGTON

July 11, 1944

File 355.1

Mr. J.T. Derrig,
Asst. Chief Engineer, N.P. Ry.,
Seattle, Wash.

Dear Sir:


Referring again to your letter of June 26 about the overhead crossing of your line with ours near Warden, your bridge #24, our bridge BE-220 $\frac{1}{2}$.

I wrote Mr. Penfield about it and have a letter from him in which he says that he is sure some satisfactory arrangement can be worked out so that it will not be necessary for you at this time to maintain the entire opening called for under the contract, that if you are to continue a timber structure similar to the one now in service it will be quite simple. He agrees that the room for drainage I spoke of in my letter to you should be taken care of.

Mr. Penfield says when Mr. Blum writes him he will let me know and he thinks that we should do anything reasonable to take care of your interests and to protect our own.

Yours truly,

EBC-k


Principal Asst. Engineer.

OFFICE OF
ASST. CHIEF ENGR.
JUL 12 1944
N. P. RY. CO.
SEATTLE, WASH.

July 12, 1944

Mr. E. B. Crane
Principal Assistant Engineer
C. M. St. P. & P. Railway
Seattle 1, Washington

Dear Sir:

With further reference to my letter of June 26th and your letter of July 1st regarding our overhead crossing of your line near Warden, Washington, your Bridge No. EE-220 $\frac{1}{2}$, our Bridge 24, I will thank you to advise further, in regard to the drainage trouble that you have had at this point if such information is available.

We are informed that you have a culvert through your fill about 600 feet west of the grade separation structure, however, the ends of this culvert have been covered up during bank widening and we are unable to measure its size on the ground. I will thank you to advise the size of this culvert and whether or not your records show that it is adequate to take care of the drainage at this point.

Our field investigation showed that your culvert about 600' west of the grade separation structure would have to carry all of the drainage that would come under the overpass on the south side of your track. If your culvert is adequate to take care of the drainage, then one of the same size through our fill should be adequate providing we fill a portion of the bridge.

Very truly yours,

J. T. DERRIG
ASSISTANT CHIEF ENGINEER

BJO:hms

CC: EB
HMT

100-100000

100-100000
100-100000
100-100000
100-100000

100-100000
100-100000
100-100000
100-100000
100-100000

100-100000
100-100000
100-100000
100-100000
100-100000

100-100000
100-100000
100-100000
100-100000
100-100000

100-100000

100-100000

100-100000

100-100000

100-100000

Seattle, Washington
July 5, 1944

Mr. Bernard Blum:

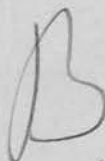
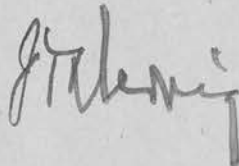
For your information I am attaching hereto copy of Mr. Crane's letter of July 1st advising that he has recommended to Mr. Penfield we be permitted to close two openings for Milwaukee tracks at our Bridge #24, Connell Northern Branch, and suggests that space for additional openings be left on the north side of the Milwaukees present track.

In your letter of June 30th you raised a question about providing waterway opening. It was noted that Mr. Crane stated that trouble has been encountered at this location due to highwater.

I am requesting Mr. Tremaine to develop information in respect to the highwater area passing thru this bridge opening as that information will be necessary before Mr. Brockway can complete his plans.

JTD:p

cc RRB
HMT



20

10

10

THE INFORMATION WILL BE USED ONLY FOR THE PURPOSES OF THE ACT AND NOT FOR ANY OTHER PURPOSES.

THE INFORMATION WILL BE USED ONLY FOR THE PURPOSES OF THE ACT AND NOT FOR ANY OTHER PURPOSES.

THE INFORMATION WILL BE USED ONLY FOR THE PURPOSES OF THE ACT AND NOT FOR ANY OTHER PURPOSES.

10

REF ENCL
JUL
8
1944
BKA

Chicago, Milwaukee, St. Paul and Pacific Railroad Company

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, TRUSTEES

LINES WEST OF MOBRIDGE

OFFICE OF PRINCIPAL ASSISTANT ENGINEER

E. B. CRANE

PRINCIPAL ASSISTANT ENGINEER

SEATTLE 1, WASHINGTON

July 1, 1944

Mr. J.T. Derrig,
Asst. Chief Engineer, N.P. Ry.,
Seattle, Washington.



Dear Sir:

Your letter of June 26 about the overhead crossing of your line with ours near Warden, Washington--your bridge #24, our EE-220 $\frac{1}{2}$.

I have written Mr. Penfield about it. You do not say definitely whether you are suggesting a permanent structure or not but personally I would see no objection to reducing the provision from four tracks to two. I imagine the four track provision was because it was your practice at that time to include such a provision for permanent work where we crossed you. I have told Mr. Penfield that in my opinion if additional track were to be built it should be on the north side of the present track. I have also indicated to him the necessity for sufficient opening for drainage as I understand there has been trouble at this point because of water from the hillside south flowing into cut east of the bridge and following down the track to the bridge.

I see no objection to shortening your bridge by filling and, if you were figuring on permanent work, to providing for only two tracks. If you were figuring on temporary work I would see no objection to permitting it with the understanding, of course, of the continuance of the provisions of the present agreement.

Yours truly,

Principal Assistant Engineer.

EBC-k

6440

3075

Saint Paul, June 30, 1944

MR. J. T. DERRIG:

Your letter of the 26th, about proposed filling of eight spans of bridge 24 over the Milwaukee track on the CONNELL NORTHERN:

The 1909 contract was made at a time when railroads were rather ambitious in their ideas with respect to future developments. As you know we demanded that the Milwaukee build its overhead bridge to permit four NP tracks underneath: witness the layout at Terry, and at Easton.

It is inconceivable to me that there will be a four-track line on the Milwaukee, at least for the life of the pile bridge. I have in mind taking up with Mr. Penfield, telling him that it is our intention to fill some of the spans, which may encroach on the requirement to provide opening for four tracks on 13' centers, with the understanding that when and as they may decide to place additional tracks we will restore the necessary opening.

In the mean time I have asked Mr. Brockway to lay out the openings required to provide adequate drainage for the Milwaukee track.

This raises question whether there is actual drainage that goes through our bridge 24. According to the track profile the Milwaukee track is on a bench above the bottom of the ravine section. Will you please advise as to that point, and also your recommendation as to providing a minimum length of bridge.

cc-Mr. F. R. Bartles
Mr. R. R. Brockway

x

bb/s

Seattle, Washington,
June 26, 1944.

Mr. Bernard Blum:

Form 134 covers proposed filling of eight spans of Bridge #24 over Milwaukee tracks on the Connell Northern Branch, near Warden, Wn., location of which is shown on the attached print, dated June 20, 1944.

The Milwaukee agreement, dated December 31, 1909, specifies that provision shall be made for four Milwaukee tracks, spaced not more than 13-ft. centers. The profile of the trestle as platted on tangent is somewhat misleading, as due to the angle and curvature of our track, the filling of the eight spans cannot be accomplished and provide the opening specified in agreement.

I suggest that we ascertain from the Milwaukee on which side of their present line they contemplate additional tracks and possibly they would be willing to modify the present agreement as to the number of track openings, in order to permit the filling of a portion of this trestle, which is reaching the end of its life.

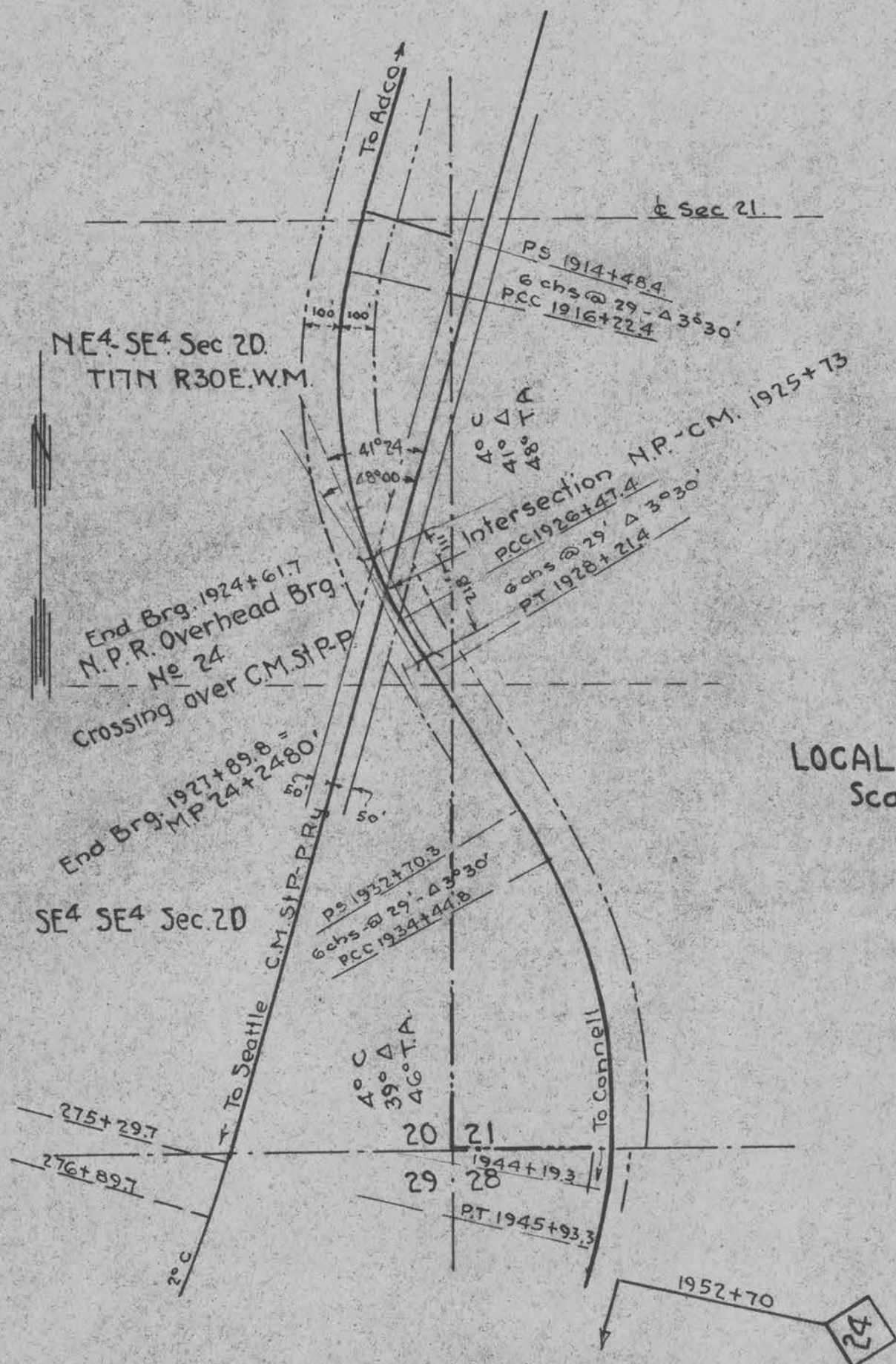
In the meantime I am asking Mr. Tremaine to take sufficient cross sections thru the bridge section and proposed embankment slopes within the area of the bridge, to permit preparation of a plan for the filling of the structure, together with an exhibit for the revised agreement with the Milwaukee. This field information should be available by the time you get a ruling from the Milwaukee as to the minimum number of track openings they will require if the trestle is partly filled at this time.

JTD:L

Copy to

Mr. F. R. Bartles
Mr. J. F. Alsip
Mr. R. E. Brockway
Mr. F. G. Cook
Mr. H. M. Tremaine





N.P.R.
Idaho Div'n. Connell Northern Br.
N.P. Overhead Crossing of C.M. St P-P.
N.P. BRG. No 24.
(near) WARDEN WASH.
Office Assl. Ch Engr. Seattle Wash.
June 20, 1944.

3075
Jan. 21st, 1914..

Mr. E. O. Reeder, Asst. Chief Engineer,
Chicago, Milwaukee & St. Paul Ry. Co.,
Seattle, Washington.

Dear Sir:-

As requested in your letter of January 18th I hand you
herewith negative of exhibit A, dated November 2nd, 1909, attached
to agreement with the C. M. & P. S. Ry. covering crossing of the
Connell Northern Railway Company near Warden, Washington.

Yours truly,

Chief Engineer.

REG R

Encl.

Chicago, Milwaukee & St. Paul Railway Company 3075

Seattle, January 15, 1914.

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

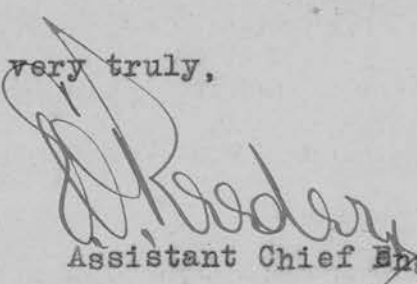


Dear Sir:

If consistent, will you please send me Van Dyke Positive print of your Exhibit A, dated November 2nd, 1909, attached to agreement of December 31st 1909 covering crossing of the Connell Northern Railway Company over our main line near Warden, Washington.

#265-369

Yours very truly,


Assistant Chief Engineer.

JMG/CJ

JMP
Please furnish
to RY 117

REC.
negative herewith
1/20 JH

Saint Paul, April 24, 1911.

Mr. A. R. Cook,
Engineer Maintenance of Way,
Tacoma, Wash.

Dear /Sir:

Referring to your letter of April 20th about the Chicago, Milwaukee & Puget Sound Railway Company's crossing about 4 miles West of Warden on the Connell Northern Railway:

The Chicago, Milwaukee & Puget Sound is the senior road in this contract as you will note by referring to the copy in your files. Assistant Secretary has your acknowledgement of receipt of a copy of this contract.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company

Tacoma, Washington, April 20, 1911.

Mr. W. L. Darling,

Chief Engineer, St. Paul.

Dear Sir:

Mr. E. J. Pearson writes that Connell Northern Bridge over the Milwaukee's track about four miles west of Warden has not been protected against fire, adding: "I beg to suggest that you have whatever your company thinks necessary in this regard given attention." Will you kindly advise which Company is the senior in this contract and if all the expense in connection with the crossing is to be taken care of by the Northern Pacific?

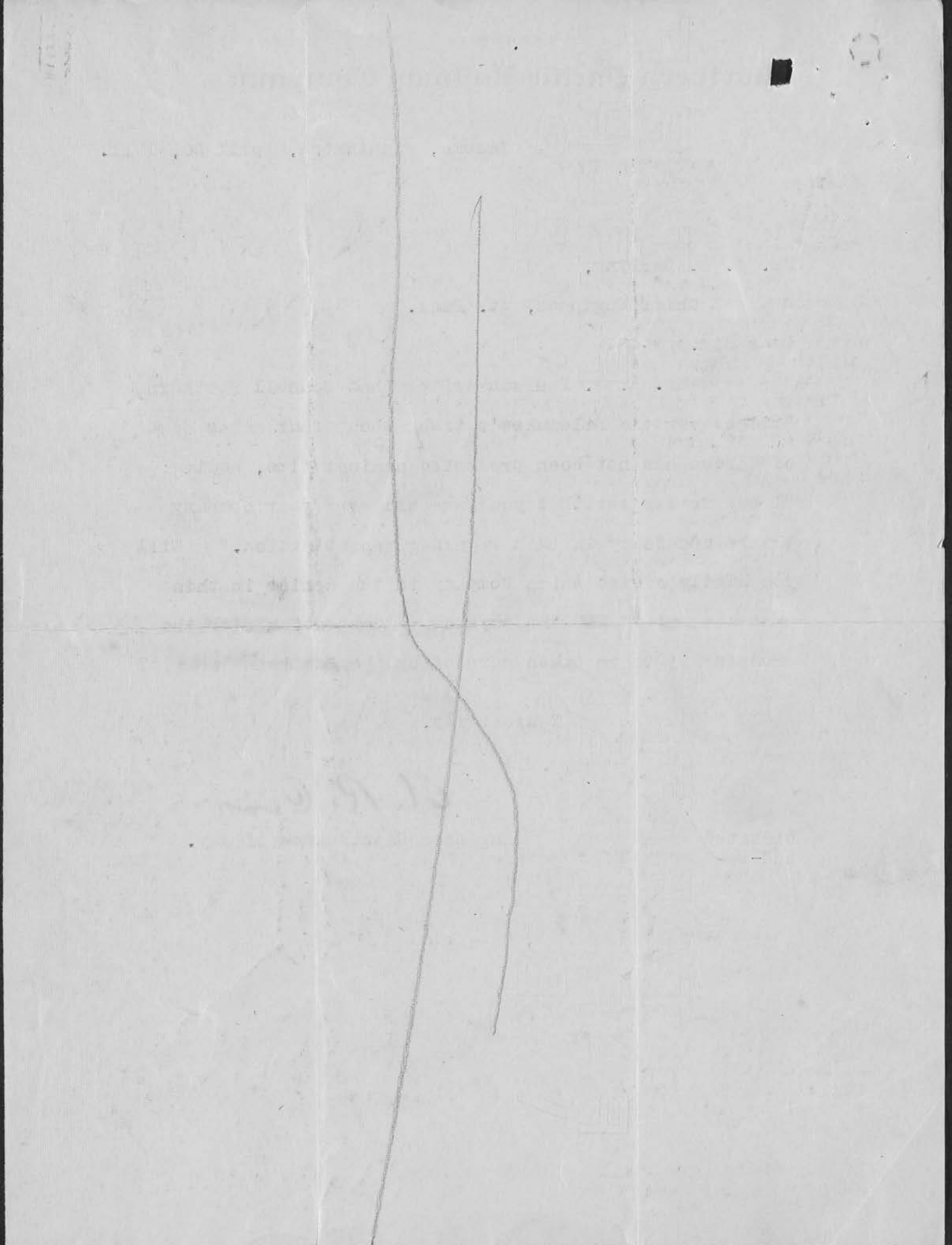
Yours truly,

A. R. Cook

Engineer Maintenance of Way.

Dictated
ARC-P

ST. PAUL, MINN.
APR 20 1911
NOR. PAC. CO.
ST. PAUL, MINN.



COPY.

5112

Doc. of Ass't Secy.

THIS AGREEMENT made this 31st day of December A.D. 1909, between the CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY COMPANY hereinafter called the "Milwaukee Company", party of the first part, and the CONNELL NORTHERN RAILWAY COMPANY, hereinafter called the "Connell Company", party of the second part, WITNESSETH:

The Milwaukee Company, in consideration of the covenants and agreements of the Connell Company, herein contained, hath granted, and by these presents doth grant, unto the Connell Company, upon the conditions and for the purposes hereinafter set forth, the right, at its sole cost, charge and expense, to construct, maintain and operate a temporary timber bridge, to be afterwards replaced by a permanent steel bridge upon a concrete or masonry foundation, to be used as an overhead crossing, carrying a single or double track of railroad over the right of way and track of the Milwaukee Company on the Southeast Quarter of Section Twenty (20) Township Seventeen (17) north, Range Thirty (30) East of the Willamette Meridian in Grant County, State of Washington, being a point near Warden Station. The track of the Milwaukee Company with reference to said crossing is shown on a map thereof hereto attached and made a part hereof, marked "Exhibit A", and identified by the signatures of the Chief Engineers of the respective parties.

The foregoing grant is expressly conditioned upon the performance by the Connell Company of all and singular the following covenants and agreements:

1. The Connell Company may forthwith enter upon the right of way of the Milwaukee Company and construct, for the purposes aforesaid, a temporary bridge, which it shall replace within a reasonable time, or when required by the Milwaukee Company on account of the construction of additional tracks, or other necessary uses of its property, by a permanent structure, in accordance with plan and specifications to be approved by the Milwaukee Company.

The temporary bridge shall be constructed to give an overhead clearance of not less than twenty-two and five tenths (22.5) feet above the top of the rail of the present temporary grade of the main track of the Milwaukee Company which is five-tenths (5/10) of a foot below ~~present~~ permanent grade, and to span said track at the point of crossing with the nearest part of the supports not closer than ten (10) feet from the center of said track.

The permanent bridge shall be constructed so as to give an overhead clearance of not less than twenty-two (22) feet above the permanent grade of the top of the rail of the Milwaukee Company, and a side clearance, measured from the center line of track, of not less than eight (8) feet, and shall provide for four (4) tracks of the Milwaukee Company spaced not more than thirteen (13) feet centers.

Said bridges shall be constructed at such times and in such manner as will not interfere with the Milwaukee Company in the operation of its railway.

2. The Connell Company assumes and indemnifies and insures the Milwaukee Company against all loss and damage whatsoever suffered by the Milwaukee Company or by any other person or corporation, caused or in any way growing out of the construction, maintenance, reconstruction, repair or operation of the said structures or either of them; provided that each party shall bear all loss caused by its own employees or trains.

3. The Connell Company shall maintain the said structures in such a state of repair that the operation of the Milwaukee Company will in no way be obstructed, inconvenienced or rendered dangerous.

If at any time it shall reasonably appear to the Milwaukee Company that said structure is likely to endanger or interfere with its operation, it shall notify the Connell Company in writing to make such repairs as will obviate the danger of obstruction.

In case the Connell Company fails to make such repairs as will make the said structures safe or remove any obstruction to operation within fifteen (15) days after receiving notice, then the Milwaukee Company shall have the right to proceed to make the repairs at the expense of the Connell Company.

4. The grants, covenants and stipulations hereof shall be extended to and be binding upon the representatives, successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereto duly authorized, on the day and year first above written, and in duplicate originals.

CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
COMPANY

(SEAL)

By A.M. Ingersoll,
Vice President.

Attest:

E.W. Cook, Secretary.

CONNELL NORTHERN RAILWAY COMPANY

Attest:

M.P. Martin, Secretary.

By H. C. Nutt,
president.

(SEAL)

Copied by *K.N.*
Checked by *ML*

COPY.

St. Paul, June 25, 1910.

REG-W

Mr. R. H. Relf,

Assistant Secretary.

Dear Sir:

Herewith fourteen copies of Exhibit "A"
showing crossing near Warden, Washington, as requested
in your memorandum of the 11th.

Yours truly,

Enc.

Chief Engineer.

Chicago, Milwaukee and Puget Sound Railway Co.

Seattle, Wash., June 21st, 1910.

Mr. W.L. Darling,
Chief Engr., N.P. Ry.,
St. Paul, Minn.

Dear Sir:-

In compliance with your request June 15th, there is
being sent to you under separate cover 14 blue prints - Exhibit
"A" showing crossing near Warden.

Yours truly,

E. Pearson
Chief Engineer.

HJW-O

1115-0

CHIEF ENGINEER

ADVICE

ADVICE

ADVICE

ADVICE

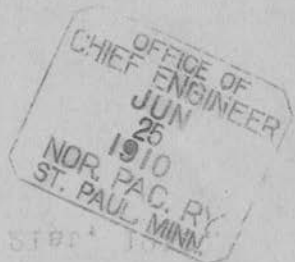
ADVICE

ADVICE

ADVICE

ADVICE

ADVICE



REG-W

St. Paul, June 15, 1910.

Mr. E. J. Pearson,
Chief Engineer - C. M. & P. S. Ry. Co.,
S e a t t l e, W a s h i n g t o n .

Dear Sir:

If consistent will be glad if you will
furnish me fourteen blue print copies of Exhibit "A"
showing crossing near Warden, Washington, as per
contract dated May 20th, 1910. Tracing was
prepared in your office at Seattle on March 7th, 1910.

Yours-truly,

Chief Engineer.

Northern Pacific Railway Company

3075-
OFFICE OF
CHIEF ENGINEER
JUN 12
1910
NOR. PAC. RY.
ST. PAUL, MINN.

Mr. W. L. Darling,

Will you kindly obtain for me fourteen
copies of Exhibit "A" showing crossing near Warden, Wash.
as per contract dated May 20, 1910 between the Connell
Northern Ry.Co. and Chicago, Milwaukee & Puget Sound
Ry.Co. Tracing was prepared in office of Chief
Engineer C.M. & P.S.Ry.Co. at Seattle on March 7, 1910.

R.H.Relf

6/11

8903

Should we ask Mr Pearson to
furnish or make a tracing ourselves

ref
6
14

By
Ask Mr Pearson to
furnish
6/15 - SFB

WLD R

St. Paul, June 19th, 1910.

Mr. A. R. Cook,

Engr. Mtce. of Way, Tacoma.

Dear Sir:

The C. M. & P. S. Ry. Co's contract with the Northern Pacific provides that they shall furnish a ten foot horizontal clearance for overcrossings of the main line at Kanaskat and Bayne and the Ritzville Branch just north of Warden. The C. M. & P. S. Through error ordered their material and went ahead with the work on the basis of eight foot clearances not having noticed in the contract that ten foot clearances were necessary.

Under the conditions the President has authorized them to go ahead with the work at these two crossings on the basis of eight foot clearances for their temporary work as eight feet is all that is required when permanent work is put in.

Yours truly,

Copies HCN WCS

Chief Engineer.

*Copy
correspondence
in this on file 374*

WLD R

St. Paul, June 18th, 1910..

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

Dear Sir:-

The C. M. & P. S. Ry. Co. have been authorized to construct an over-crossing of the Ritzville Branch by the Warden Branch on the basis of eight foot clearance from center line instead of ten feet as shown on the contract. This for the reason that they have already ordered material for eight foot clearance having overlooked the fact that the contract provides for ten feet.

Yours truly,

Chief Engineer.

See correspondence on file 3241

Chicago, Milwaukee and Puget Sound Railway Co.

30757

Seattle, Wash., June 13th, 1910.

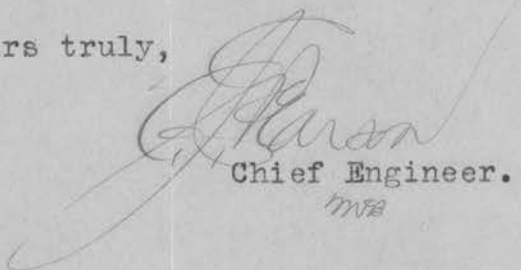
Mr. W. L. Darling,
Chief Engineer, N. P. Ry. Co.,
ST. PAUL, MINN.

Dear Sir:-

I beg to acknowledge your favor 9th inst., File 3075,
enclosing the original executed contract dated May 20th 1910
between this Company and the Connell Northern Railway Company
covering crossing of our Warden Branch.

Yours truly,

MBM-O


Chief Engineer.
mfb

1910-0

CHIEF ENGINEER

1910-0

CHIEF ENGINEER OF THE GREAT NORTHERN RAILWAY

CHIEF ENGINEER OF THE GREAT NORTHERN RAILWAY

CHIEF ENGINEER OF THE GREAT NORTHERN RAILWAY

CHIEF ENGINEER OF THE GREAT NORTHERN RAILWAY

CHIEF ENGINEER

CHIEF ENGINEER

CHIEF ENGINEER

CHIEF ENGINEER

CHIEF ENGINEER

OFFICE OF
CHIEF ENGINEER
JUN
16
1910
NOR. PAC. RY.
ST. PAUL, MINN.

CHIEF ENGINEER

REG-W

June 9, 1910.

Mr. E. J. Pearson,
Chief Engineer - C. M. & P. S. Ry. Co.,
S e a t t l e, W a s h i n g t o n .

Dear Sir:

I return contract, dated the 20th of
May, 1910, between the Connell Northern Railway
Company and the C. M. & P. S. Ry. Co., covering
crossing near Warden, which has been executed
on behalf of the Connell Northern.

Yours truly,

Enc.

Chief Engineer.

St. Paul, June 9, 1910.

REG-W

Mr. R. H. Relf,
Assistant Secretary.

Dear Sir:

I hand you herewith contract, dated the
20th of May, 1910, between the Connell Northern
Railway Company and the C. M. & P. S. Ry. Co.,
covering crossing near Warden Station, Washington.

Yours truly,

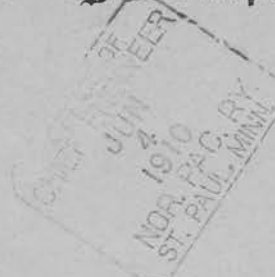
Enc.

Chief Engineer.

Northern Pacific Railway Company

5

3075



IN YOUR REPLY PLEASE

REFER TO FILE _____

Tacoma, June 1, 1910-

Mr. W. L. Darling,

Chief Engineer, St. Paul.

Dear Sir:

I have your letter of May 27th and return herewith contracts in duplicate between the Connell Northern Railway Company and the Chicago, Milwaukee & Puget Sound Railway Company, dated May 20th, 1910, covering crossing of the Milwaukee's line over right of way and track of the Connell Northern in the NW $\frac{1}{4}$ of NE $\frac{1}{4}$ Sec. 17-18-30, in Adams County, Washington, north of Warden Station, which has been executed by myself and Mr. Martin for the Connell Northern.

Yours truly,

Encl

In Darling - These are now complete & I will send to Mr. Reif & Mr. Pearson



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 names of sending operators, call of sending office and name of receiving station must be entered in proper spaces in every instance. After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

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

FROM

DATED

St Paul

May 28th, 1910..

TO

AT

E J Pearson, C M & P S

Seattle.

COPY.

Your wire 27th. Warden Branch crossing contract appears to be alright. Have sent it to Mr Nutt President of Connell Northern for signature. You can get results by telephoning him in couple days.

W L Darling.

WLD R

FORM 96.

Chicago, Milwaukee & St. Paul Railway Co.

RECEIVED TELEGRAM.

Rec'd from

Sent by

Rec'd by

Time Rec'd.

From

19

Time Filed.

To

At

Please advise if Warden Branch Crossing
 Contract my letter 21st been Recd found
 Satisfactory and will be Completed if not
 What further steps if any Should we take.

E. J. Pearson

Operators are required to write all messages in ink.

The **TIME** filed as well as **DATE** filed must be transmitted. Telegrams for parties on trains (except those addressed to train men) must be enclosed in sealed envelopes.

WLD R

3075
St. Paul, May 27th, 1910..

Mr. H. C. Nutt, President,
Connell-Northern Railway Co.,
Tacoma, Washington.

Dear Sir:-

I hand you herewith for execution in behalf of the Connell-Northern Railway Company, contract for over-crossing of the Ritzville Branch of the Northern Pacific by the Chicago, Milwaukee & Puget Sound Railway Company's Warden Branch.

This provides for over-crossing of four tracks on the Ritzville Branch.

Yours truly,

Chief Engineer.

Encl.

Northern Pacific Railway Company

WLD R

St. Paul, May 26th, 1910..

Mr. C. W. Bunn,

General Counsel.

Dear Sir:-

I hand you herewith for approval contract between the Connell-Northern Railway Company and the Chicago, Milwaukee & Puget Sound Railway Company for separation of grades.

Will you please approve this as to form. The engineering conditions are correct.

Yours truly,

Chief Engineer.

Encl.



WLD R

St. Paul, May 26th, 1910..

Mr. C. W. Bunn,

General Counsel.

Dear Sir:-

I hand you herewith for approval contract between the Connell-Northern Railway Company and the Chicago, Milwaukee & Puget Sound Railway Company for separation of grades.

Will you please approve this as to form. The engineering conditions are correct.

Yours truly,

Chief Engineer.

Encl.

Chicago, Milwaukee and Puget Sound Railway Co.

OFFICE OF
CHIEF ENGINEER
MAY
26
1910
NOR. PAC. RY.
ST. PAUL, MINN.

Seattle, Washington, May 21st, 1910.

Mr. W. L. Darling,
Chief Engineer, N.P. Ry.,
St. Paul, Minn.

Dear Sir:-

Beg to hand you herewith proposed contract in duplicate covering crossing of our Warden Branch and your Connell Northern Railway and referred to in our telegrams.

The contract has been executed on part of this Company and if satisfactory will you kindly have it completed on part of your company and return one of the documents for our files.

Yours truly,

MBM-O

Enclo-

J. H. Larson
CHIEF ENGINEER.
mbm

REGISTERED MAIL

70
WLD R

3075-

At Forsythe, June 7th, 1910..

Mr. E. J. Pearson, Chief Engineer,

C. M. & P. S. Ry. Seattle, Washington.

Dear Sir:-

Referring to your letter of the 25th ult.
relative to blueprint plan of proposed temporary
crossing of the Ritzville Branch by your Warden Branch.
See no objection to the proposed clearance except that
for side clearance we would like to have ten feet and the
overhead clearance 22 feet after the ballast has been put
on, which would make it about 23 feet above the present
grade of track when laid.

Yours truly,

Chief Engineer.

3075

HES

Northern Pacific Railway Company

Saint Paul, June 2, 1910.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

Your memorandum on attached letter from Mr. Pearson with blueprint of proposed temporary crossing of the Ritzville Branch by the C. M. & P. S. Warden Branch:

I do not find any contract covering this proposed crossing, but note in previous correspondence a wire from Mr. Pearson, dated May 13th, advising that contract would be drawn up with the same specifications as the Lind crossing. This latter contract required 10 ft. side clearance for temporary bridge and 22 ft. overhead. Plan shown for the Ritzville Branch crossing provides 8 ft. side clearance for temporary bridge. In other respect it seems to be O.K.

Yours truly,



Bridge Engineer.

Encl.

Chicago, Milwaukee and Puget Sound Railway Co.

Seattle, Wash., May 25th, 1910.

Mr. W. L. Darling,
Chief Engineer, N. P. Ry.,
St. Paul, Minn.

Dear Sir:-

I am sending you herewith for consideration and your approval detailed blue print plan of proposed temporary crossing with your Ritzville Branch and our Warden Branch.

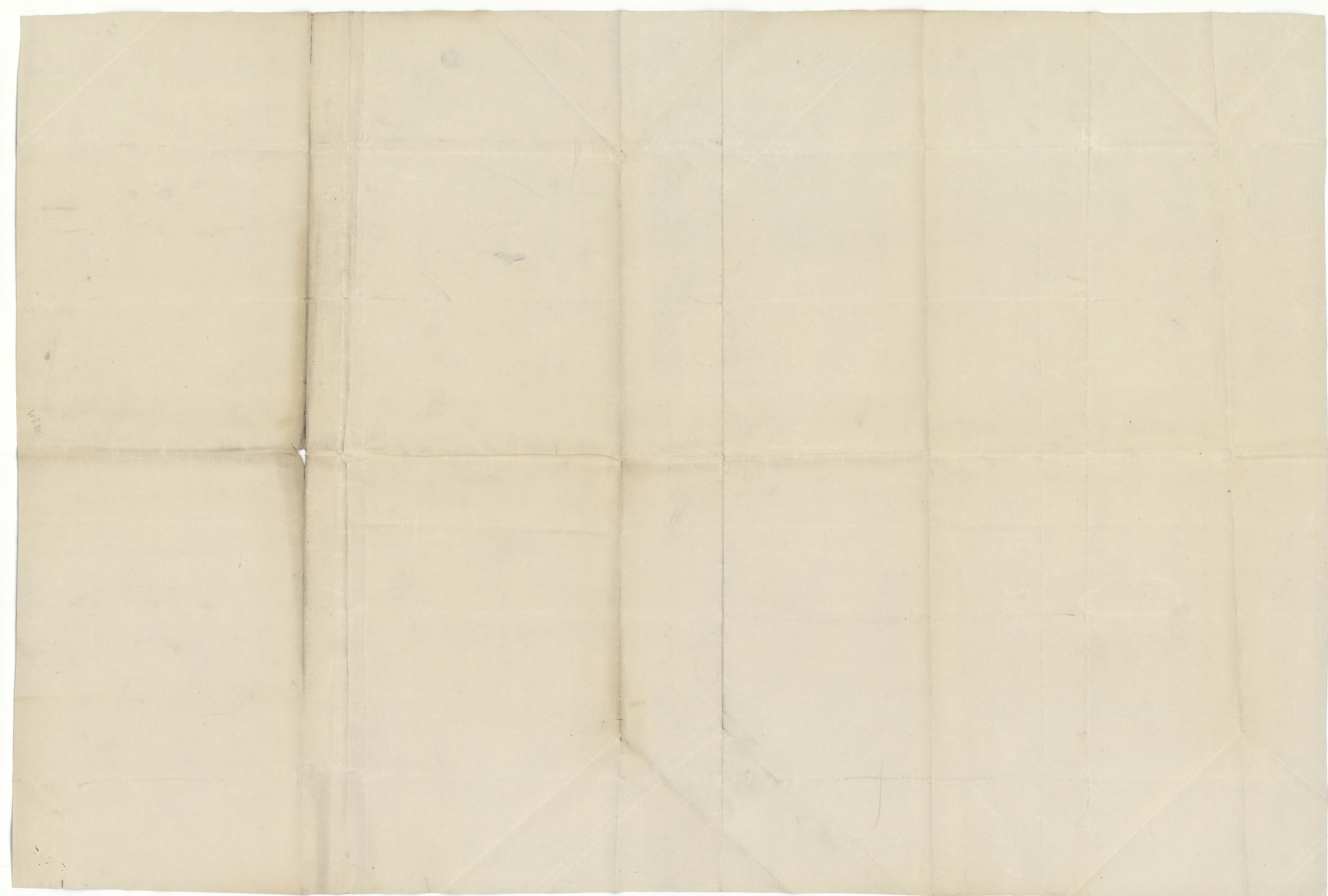
Yours truly,

E. Pearson
Chief Engineer.

JW-0

enclo-

W. S. Pearson is this Dept





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, receiving operators, call of sending office and name of receiving station must be entered in every instance. After submitting telegrams which in their judgment would have served the Company, telegrams will not be 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 Telegraphs.

3

3075

COPY

NUMBER	Rec'd From	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME SENT	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM

St Paul

TO E J Pearson,
C M & P S,

DATED

May 16th, 1910..

AT Seattle, Wash.

Your wire 14th. Name of railroad is Connell Northern
Railway Company.

W L Darling.

WLD R

340p



Form 1386

TELEGRAM.

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

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

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

FROM

3 MT RE SN Seattle 5/I4

DATED

TO

W.J. Darling.

AT

St Paul.

What is corporate name of your ritzville
ellensburg line which will cross our warden Branch want to prepare
crossing contracts.

E.J. Pearson.

917 PM.

*"Bonneville Northern Ry Co"**W.E. Pearson*
16

Minnesota Transfer Railway Company.

Number	Rec'd From	Sender	Receiver	Time Rec'd	TELEGRAM	Rec'd via
			M.		R. R.

3075

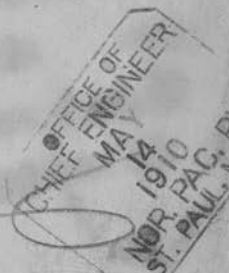
C R RB Seattle may 13

W L Darling. N P. St Paul.

Will accept your terms for our over crossing of your Ritzville Line providing four future tracks for your Company, I understand this contract should be A duplicate of contract under which we crossover your line at Lind, changing only the description as to localcaly and as we have the exhibits we will if it is agreeable to you make exact copy of that contract, execute and forward you. if not will you kindly have contracts drawn and send us at once and oblige.

E J Pearson. 1043 P.M.

Handwritten: a u b



3075-
4
St. Paul, Minn., April 24th, 1910.

WLD-D

COPY
Mr. E. J. Pearson, Chief Engr.,
Chicago, Milwaukee & Puget Sound Ry.,
Seattle, Wash.

Dear Sir:-

Referring to the matter of crossing on the Ritzville
Branch:

It is very necessary for us that we have structure
to cross four tracks as the Ritzville Branch will probably
develop into an important main line. Hope you can see
your way clear to furnish necessary clearances.

Yours truly,

Chief Engineer.

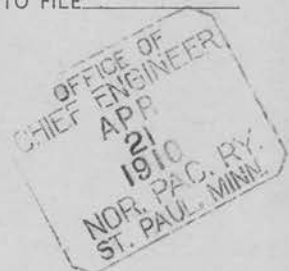
Northern Pacific Railway Company

W

Saint Paul, April 20, 1910.

IN YOUR REPLY PLEASE

REFER TO FILE



Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

I have yours of April ninth with telegram from Mr. Pearson about two or four tracks on the Ritzville line. If you cannot get the Puget Sound Company to pay for a permanent overhead structure to cover four tracks, we will pay the difference between the expense of such structure for two and four. I think, however, if you make a hard push, you can get Mr. Pearson to agree to four tracks; if you explain to him that this is to be one of our important main lines, and eventually our heavy transcontinental route between Spokane and Puget Sound.

Yours truly,

Encl.

President.

2
COPY.

WLD R

At Mandan, April 17th, 1910..

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

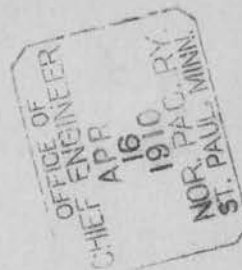
Dear Sir:-

Referring to your letter of recent date with attached blueprint of proposed over-head crossing of the Warden Branch by the Milwaukee Road. I beg to advise that I already have this matter up with Mr. Pearson, and I presume that he will submit another plan for approval.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company.



Ritzville, April 13, 1910.

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

Dear Sir:

Herewith blue print of C.M. & P.S. Ry., overhead crossing of Ritzville Branch at station 69 plus 87 just east of the Junction with Connell Northern Ry.

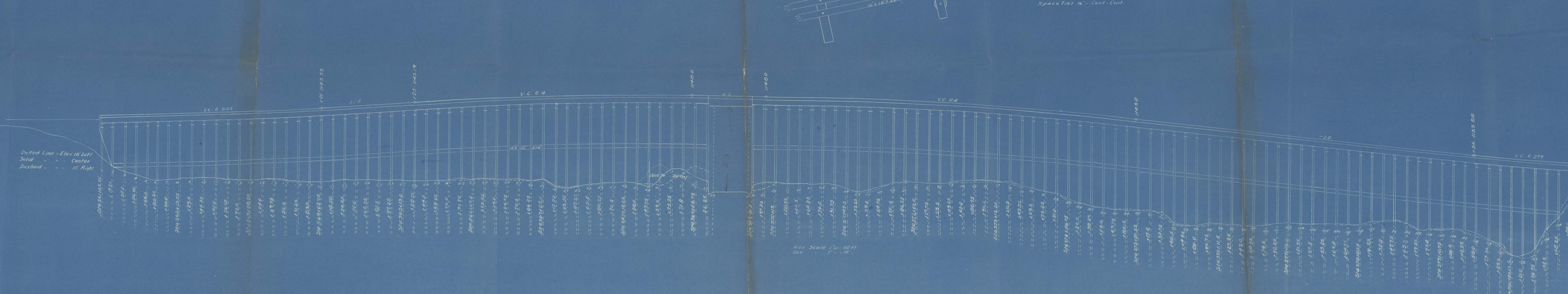
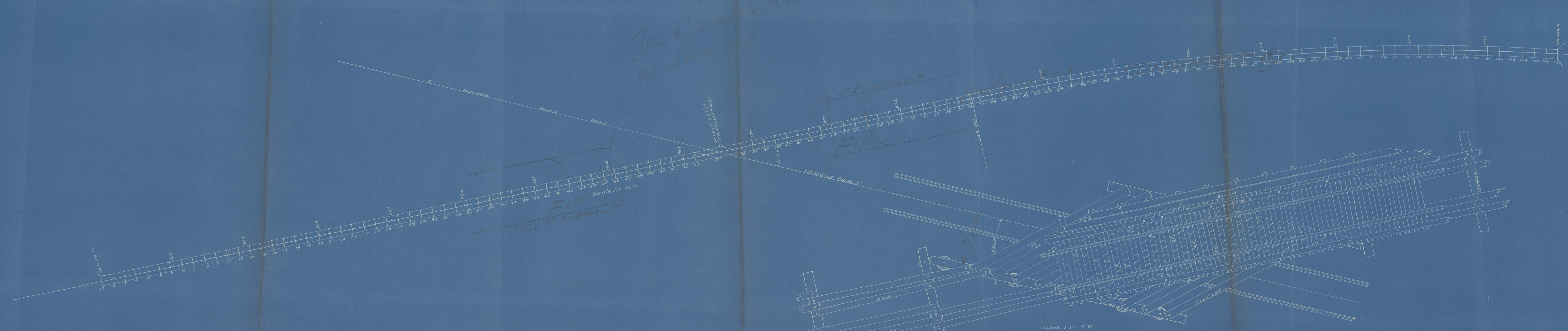
The plan does not show sufficient clearance overhead nor from centre of our track to bents each side and I have informed the C.M. & P.S. Ry Engineer that it would be necessary to submit his plan for approval.

The embankment as they propose to grade it, will leave room for a track each side of our present line and it occurs to me that we might want the bridge constructed to accommodate more tracks. Please advise.

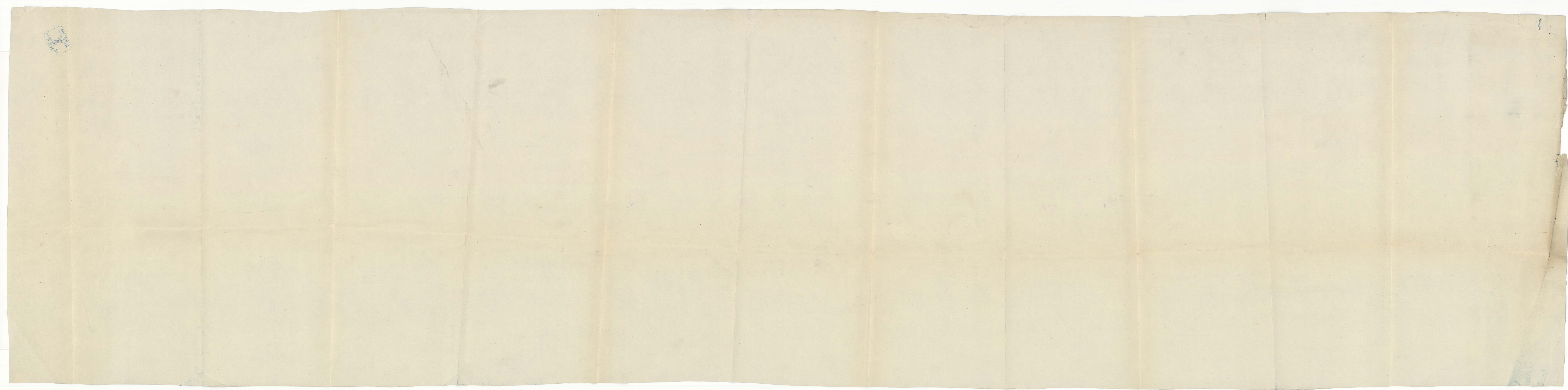
Yours truly,

Assistant Engineer.

MWH



C. M. & P-S. Ry. Co.
 PLAN OF PROPOSED OVERCROSSING
 OF WARDEN BRANCH
 OVER N.P.R.R. RITZVILLE BRANCH.
 STA 361+15.38 TO 360+00 WARDEN, WASH.
 WARDEN, WASH., FEB. 28, 1910
 Corrected by *J. E. Brundage* Dist. Engineer
 Approved by *J. E. Brundage* Chief Engineer



WLD R

St. Paul, April 9th, 1910..

Mr. Howard Elliott,

Please note attached from Mr. Pearson relative to crossing over four tracks on the Ritzville Branch. Will you please advise if you want to insist on the four tracks over the Ritzville Line.

Would suggest that if the Puget Sound Company would not pay for the four tracks, that the Northern Pacific pay merely the difference in cost between the bridge crossing the two tracks and the bridge crossing four tracks, which, as far as steel work is concerned, would amount to about \$2000.00.

W. I. Darling.

Encl.

Copy of message.

Seattle, April 7th, 1910..

W L Darling, Chief Engr. NP

St Paul, Minnesota.

COPY

Yours 5th, for such lines as Ritzville Branch former arrangement was that permanent overhead structure should only take care of two tracks and it seems only fair with ~~request~~ respect to the Ritzville Branch for proficing for cross overhead. Hope you will see your way clear to accept the contract on that basis. Appreciate early advise.

E J Pearson,

512 pm

Chicago, Milwaukee & St. Paul Railway Co.

RECEIVED TELEGRAM.

At

1040a 80

114 GS C CG

Seattle Apr 7 1910 110 PM

W L Darling,

Chief Engr-- N P Ry-- St Paul.

Yours 5th, for such lines as Ritzville branch former arrangement was that permanent overhead structure should only take care of two tracks and it seems only fair with respect to the Ritzville branch for providing for cross overhead. Hope you will see your way clear to accept the contract on that basis. Appreciate early advice.

E J Pearson

512 PM

THE WESTERN UNION TELEGRAPH COMPANY.

INCORPORATED

24,000 OFFICES IN AMERICA.**CABLE SERVICE TO ALL THE WORLD.****ROBERT C. CLOWRY, President and General Manager.**

Receiver's No.

Time Filed

Check

Frank 8947.

COPY.

SEND the following message subject to the terms
on back hereof, which are hereby agreed to.

St. Paul, April 5th, 1910..

E. J. Pearson, Chief Engineer,

C. M. & P. S. Ry. Seattle.

Your wire 3rd. Crossing of our Ritzville Branch must
provide for four tracks.

W. L. Darling.

WLD R

READ THE NOTICE AND AGREEMENT ON BACK.

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it REPEATED; that is, telegraphed back to the originating office for comparison. For this, one-half the regular rate is charged in addition. It is agreed between the sender of the following message and this Company, that said Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery of any UNREPEATED message, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery of any REPEATED message, beyond fifty times the sum received for sending the same, unless specially insured, nor in any case for delays arising from unavoidable interruption in the working of its lines, or for errors in cipher or obscure messages. And this Company is hereby made the agent of the sender, without liability, to forward any message over the lines of any other Company when necessary to reach its destination.

Correctness in the transmission of a message to any point on the lines of this Company can be INSURED by contract in writing, stating agreed amount of risk, and payment of premium thereon, at the following rates, in addition to the usual charge for repeated messages, viz, one per cent. for any distance not exceeding 1,000 miles, and two per cent. for any greater distance. No employee of the Company is authorized to vary the foregoing.

No responsibility regarding messages attaches to this Company until the same are presented and accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

Messages will be delivered free within the established free delivery limits of the terminal office. For delivery at a greater distance, a special charge will be made to cover the cost of such delivery.

The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

ROBERT C. CLOWRY, President and General Manager.

QJ RB 656a Seattle 4/2-3 3975
H. L. Darling
MP St Paul 930 A

Your letter twenty ninth. How many
tracks must we provide for crossing
your Ritzville Branch

E J Pearson

Four tracks



11

11

2871

Chicago, Milwaukee and Puget Sound Railway Co.

3075



Seattle, Wash., March 28, 1910.

Mr. W. L. Darling,

Chief Engr., N. P. Ry.,

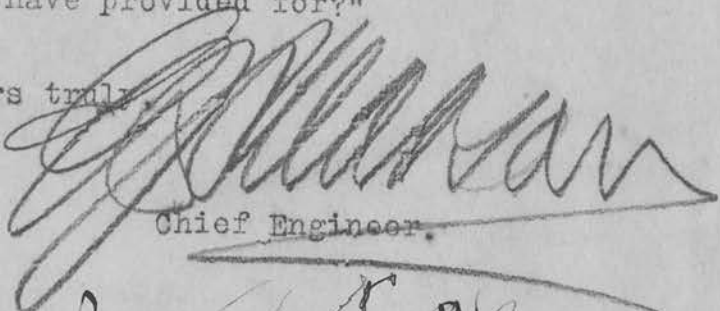
St. Paul.

Dear Sir:-

Enclosed is map on which the location of crossing of your Ritzville line, for which we made application, is shown. The application referred to, by telegraph, is as follows:-

"We want crossing contract for our Warden Branch over your Ritzville line which crossing could be located almost due north of Warden. We prefer to cross at grade and wish advice as to terms at which crossing will be arranged on that basis. Also should we cross overhead how many future tracks would you expect to have provided for?"

Yours truly,


 Chief Engineer.

EJP-O

enclo-

*Mr. Darling's
Recorded on maps
& profiles 4/9 JHP*

*3-29-10
J. H. [unclear]
W. H. [unclear]*

*2700.
Put in [unclear]
in [unclear] to [unclear]*



W. S. Darling
Capt. 1st Regt. 1st Cavalry
S. W. P. 1871

Received
on 1st & 2nd Regts.
1000
J. H. M.

WLD R

March 29th, 1910..

Mr. E. J. Pearson, Chief Engineer,
Chicago, Milwaukee & St. Paul Rwy. Co.,
Seattle, Washington.

Dear Sir:-

Referring to your message today. We would very much prefer to have your Warden Branch separate grades when crossing our Ritzville Branch. The latter is liable to be an important line and we would very much desire separation of grades. As you are using heavy grades for Branch Lines I apprehend there will be no difficulty. Our Connell Northern Line is located for overcrossing of both the Ritzville Branch and your line.

Yours truly,

Chief Engineer.

Chicago, Milwaukee & St. Paul Railway Co.

RECEIVED TELEGRAM.

At

10 30 a 29
11 30 a

9 GS Jo- Seattle Mar 28-29--235PM

W L Darling, NP Ry, StPaul.

We want crossing contract for our warden Branch over your Ritzville line which crossing could be located almost due north of warden we prefer to cross at Grade and wish advice as to terms at which crossing will be arranged on that basis. also should we cross over head how many future tracks would you expect to have provided for.

E J. PReasson.

234AM

WLD*G

3075-
Saint Paul, February 16, 1910.

WLD
Recd from J. B. Westfall
2/16

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

Dear Sir:-

Referring to your message of the fourteenth instant.

I am handing you herewith three blue prints of Howe Truss Span over Great Northern tracks at Adrian, 62 feet long. The contractors have bill of the timber: the Railway Company will furnish the iron.

Yours truly,

Encl.

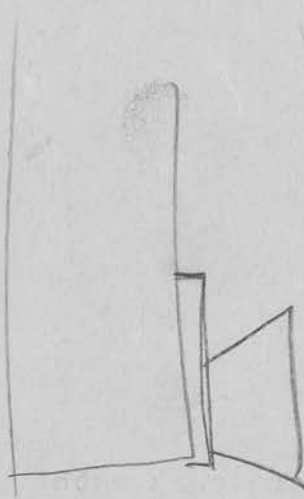
Chief Engineer.

J. B. Westfall
Will you please
furnish 3 prints of
Howe Truss span
J. B. 2/16

1910

1910

1910



1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

1910

WLD*G

February 16, 1910.

Messrs. Caughren, Winters, Smith & Company,
541 Peyton Block,
Spokane, Washington.

Dear Sirs:-

I hand you herewith blue prints with details
and bill of material for the 62 foot Howe Truss Span over
the Great Northern and Washington Central tracks at Adrian.
The contractors will furnish the timber, the Railway Com-
pany to furnish the iron.

Yours truly,

Encl.

Chief Engineer.

*J.A.B.
1 set of prints
please B/W*

Mr. Gibson
I understand you
sent me prints
for the same colors not
colored

Yes sir. Prints
Maui 2/21/10.
M. H. 7/23/10

REC-S

3075
Saint Paul, Minnesota, Feb 2nd, 1910.

Mr. R. H. Relf,
Assistant Secretary.

Dear Sir:-

I hand you herewith crossing contract dated the 31st of December 1909, between the Chicago, Milwaukee and Puget Sound Railway Company and the Connell Northern Railway covering crossing near Warden, Washington.

The Milwaukee Company retained the ribbon copy of the contract although we asked them to return it to us.

Yours truly,

Enc.

Chief Engineer.

REG-S

3075-

Saint Paul, Minnesota, Jan 31st, 1910.

Mr. C. W. Bunn,
General Counsel.

Dear Sir:-

I hand you herewith contract dated the 31st of December 1909, between the C. M. & P. S. and the Connell Northern Railway covering crossing near Warden. The ribbon copy of this contract was initialed by you, but as you will note by the file attached the Milwaukee retained this, and I am therefor asking you to initial carbon copy for our records.

Yours truly,

Enc.

Chief Engineer.

Northern Pacific Railway Company.

WLD*G

January 30, 1910.

Mr. R. E. Gemmell,-

Please send complete file to Legal
Department for approval as to form of contract, as the
Milwaukee Company retained the original.

W. L. Darling.

Encl.

On Train No.8:
Yellowstone Division.

*Importance in Bureau
approved neg*

*W. L. Darling
J. E. Gemmell*

Northern Pacific Railway Company.

REG-S

Saint Paul, Minnesota, Jan 31st, 1910.

Mr. C. W. Bunn,
General Counsel.



Dear Sir:-

I hand you herewith contract dated the 31st of December 1909, between the C. M. & P. S. and the Connell Northern Railway covering crossing near Warden. The ribbon copy of this contract was initialed by you, but as you will note by the file attached the Milwaukee retained this, and I am therefor asking you to initial carbon copy for our records.

Yours truly,

W. W. Darling
Chief Engineer.

Enc.

*WLD
CWB
2/4/10*

WLD*G

January 27, 1910.

2970
3075 COPY.

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

Dear Sir:-

Replying to your letter of the fifteenth
instant.

I have already asked Siems & Company to get
price on Howe Truss work over Great Northern and
Washington Central tracks at Adrian.

Yours truly,

At Spokane, Washington.

Chief Engineer.

Northern Pacific Railway Company.

IN YOUR REPLY PLEASE

REFER TO FILE 725-10

Tacoma, January 24, 1910-

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

Dear Sir:

I return herewith correspondence received with your letter of December 30th, also one draft of executed contract between the C.M. & P.S. and Connell Northern, covering overhead crossing of the C.M. & P.S. by the Connell Northern at Warden.

The contract has been executed for both companies and is returned to you as requested in your letter. The Milwaukee Company, however, has retained for their files the ribbon copy of the contract, in spite of the fact that we asked them to return it to us, and the copy I am sending you herewith bears no approvals.

Yours truly,

Encl.

Northern Pacific Railway Company.

WLD*G

January 23, 1910.

Messrs. Siems & Company:

We should have price from contractors for Howe truss work.

W. L. Darling.

Encl.
At Tacoma, Wash.

3078

REG-S

January 21st, 1910.

Mr. A. H. Hogeland,

Chief Engineer, Great Northern Ry.,

Saint Paul, Minnesota.

Dear Sir:-

As requested in your letter of the 15th I
hand you additional set of prints of overhead crossing
Connell-Adrian Line over Great Northern and Washington
Central at Adrian, Washington.

Yours truly,

Enc.

Chief Engineer.



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

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

FROM St. Paul, Minn., TO W.L. Darling,
DATED January 19th, 1910. AT On Line.

Your wire date: Great Northern contract requires a 62 foot
How truss span for the Connell Northern crossing at Adrian. Plans have
been approved by Chief Engineer Hogeland.

Contract for bridging does not include Howe truss work. Mr.
Westfall asks to have requisition made here and material rushed. Shall we
do so? Mr. Westfall has plans of bridge and can obtain bid from
contractors if you desire have them furnish.

S.J. Bratager.

SJB-D



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 233, 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.			M.		

FROM

TO

S. J. Bratager,

DATED

Tacoma, January 19-10.

AT

St. Paul, Minn.

COPY

Does Great Northern contract require Howe truss work. If so we will have to make an additional contract.

W. L. Darling,

10a

WLD-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. As 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
224	BY.Sc.A			M.		M.			M.		

FROM

Tacoma Jany 19-10.

TO

S J Braetager.

DATED

AT

ST.Paul.

Does G.N.Contract require Howe Truss work. If so we will have to make an additiona| contract.

W.L.Darling .

24opm.



Form 1385

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	SEND	RECEIVER
315.	NP.	us.	Y.								
				M.		M.			M.		

St Paul, Jan. 18th. 1910

W. L. Darling,

FROM

TO

On line.

DATED

AT

Mr. Hogeland has approved plans for overhead crossing of Great Northern at Adrian. Contract does not provide for Howe truss work. Shall we make reqn for the truss material.

S. J. Bratager

9.47 P.M.

**TELEGRAM.**

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

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

FROM St. Paul, Minn., TO W.L. Darling,
DATED January 18th, 1910. AT On Line.

Mr. Hogeland has approved plans for overhead crossing of the Great Northern Railway at Adrian. Contract does not provide for Howe Truss work. Shall we make requisition for the truss material.

S.I. Bratager.

Great Northern Railway Company.
Engineering Department.

3075
F 8080

St. Paul, January 15, 1910.

Mr. W. L. Darling, Chief Engineer,
Northern Pacific Railway,
St. Paul, Minn.

Dear Sir:

Your letter of January 10th with plans for overhead crossing of the Great Northern Railway at Adrain, Wash., received. I find these to be in accordance with contract between the Connell Northern and the Great Northern, dated October 20, 1909.

I return herewith one set of prints with my approval.

Yours truly,

J. P. Fitzgerald
Chief Engineer.

JAB-P

Enc.

H. E. Stevens
Pls note + return.
1/20
Noted + 1/21

3078

Great Northern Railway Company.
Engineering Department.

A. H. HOGELAND,
CHIEF ENGINEER

St. Paul, Minnesota, January 15, 1910.

Mr. W. L. Darling,
Chief Engineer, N. P. Ry.,
C i t y.

Dear Sir:

Please furnish one additional set of prints of overhead
crossing Connell-Adrian Line over Great Northern and Washington Central
at Adrian, Washington.

Yours truly,

A. H. Hogeland
Chief Engineer. *A.*

JAB-b.

H. S. Stevens ✓

Please furnish
1/15

WLA
Handled
HES 1/20/10

Northern Pacific Railway Company. J-10

HES

Saint Paul, January 10, 1910.

Mr. W. L. Darling:-

Hand you herewith for approval, plan of proposed
Howe truss for carrying the Connell Northern over the tracks
of the Great Northern and Washington Central Railways, near
Adrian, Washington.

H. E. Stevens.

Encl.

WLD*G

3075
January 10, 1910.

Mr. A. H. Hogeland,
Chief Engineer, Great Northern Railway Company,
Saint Paul, Minnesota.

Dear Sir:-

I beg to hand you herewith for approval plan
of overhead crossing of the Great Northern Railway at
Adrian, Washington. This in accordance with contract
between the Connell Northern and Great Northern, dated
October 20, 1909.

Yours truly,

Encl.

Chief Engineer.

Handwritten notes:
H. B. Blueprints
please
checking and you
1/12
Give these to Gibson
yesterday morning
Benson

WLD-G

Saint Paul, December 30, 1909.

Mr. H. C. Nutt,

President, Connell Northern Railway Company,
Tacoma, Washington.

Dear Sir:-

I am returning herewith contract which you executed for the Connell Northern, with another contract in duplicate made by Mr. Field of the Puget Sound Company, which Mr. Bunn has decided to approve in place of the original one which was sent you and executed. Personally I can see no difference between the two contracts, although the Puget Sound Company seem to think that there is. Would recommend, therefore, that the original contract executed be destroyed and the new contract executed in its place. If you agree will you please send to Mr. Pearson for execution on the part of the Puget Sound Company.

I attach copy of my letter to Mr. Bunn of the twenty-seventh instant and his reply. Would be glad if you will return all papers, with copy of contract for Mr. Relf's files.

Yours truly,

Encl.

Chief Engineer.

WLD-G

Saint Paul, December 27, 1909.

Mr. C. W. Bunn,

General Counsel.

Dear Sir:-

Some time ago contract was forwarded to the Chicago, Milwaukee & Puget Sound Company for an overhead crossing of the Puget Sound Company's tracks by the Connell Northern. The Connell Northern executed it, but the Puget Sound Company objected to doing so because it was left with the Connell Northern Company to name the date at which the permanent structure should be built. The Puget Sound think it should be left with that Company to state when the permanent structure should be constructed. There is, however, no disagreement with them except in the manner of stating. In the Connell Northern draft of contract - page 1, clause 1: it recites that the Connell Company shall remodel the bridge whenever required by the Puget Sound Company to provide for the construction of additional tracks; the Puget Sound Company's draft - page 1, clause 1, states in a little different way, although the requirements appear to me to be identical.

*(Copy of memorandum in
original of this letter from
Mr. Bunn)
Mr. Darling
I see no material
difference in the two contracts,
and therefore have approved
Mr. Field's draft*

*CWB
12/29/09*

Mr. C. W. Bunn:

-2-

Matter is referred to you as to which form of
contract to accept.

Yours truly,

Encl.

Chief Engineer.

Northern Pacific Railway Company

WLD-G

Saint Paul, December 27, 1909.

*Mr Darling
I see no material
difference in the two
contracts - and therefore
have approved
Fitch's draft*

Mr. C. W. Bunn,

CCWB

General Counsel.

Dear Sir:-

Some time ago contract was forwarded to the Chicago, Milwaukee & Puget Sound Company for an overhead crossing of the Puget Sound Company's tracks by the Connell Northern. The Connell Northern executed it, but the Puget Sound Company objected to doing so because it was left with the Connell Northern Company to name the date at which the permanent structure should be built. The Puget Sound think it should be left with that Company to state when the permanent structure should be constructed. There is, however, no disagreement with them except in the manner of stating. In the Connell Northern draft of contract - page 1, clause 1: it recites that the Connell Company shall remodel the bridge whenever required by the Puget Sound Company to provide for the construction of additional tracks; the Puget Sound Company's draft - page 1, clause 1, states in a little different way, although the requirements appear to me to be identical.

Mr. C. W. Bunn:

-2-

Matter is referred to you as to which form of
contract to accept.

Yours truly,



Chief Engineer.

Encl.

Chicago, Milwaukee & Puget Sound Railway Company

Seattle, Wash., December 21st, 1909.

Mr. W. L. Darling,

Chief Engineer, Nor. Pac. Ry.,

St. Paul, Minn.

Dear Sir:-

I beg to return the two copies of the Warden contract submitted by you, and with them copy of my letter of December 11th to Mr. H. H. Field and copy of letter from Mr. Field dated December 15th to myself, also copies of proposed contract modified as per the letters mentioned.

If the matter looks all right to you, as explained in those letters, would you please arrange accordingly for the completion of the two new copies.

Yours truly,


CHIEF ENGINEER

EJP-WP

enclo-



COPY.

Seattle, December 15th, 1909.

Mr. E.J. Pearson,
Chief Engineer, Bldg.
Dear Sir:-

Returning the file received with your letter of December 11th relating to the Warden crossing agreement with the Connell Northern Ry.-- I have examined the agreement submitted by the latter Company, and agree with you that it does not comply with the understanding that the terms of the Warden and Rainier crossings agreements should conform to those that we executed on our main line.

In one respect, at least, the agreement submitted by the Connell Northern is not in line with former agreements, inasmuch as it seems to leave it optional with the Connell Northern when to replace the temporary bridge with a permanent structure.

In view of our understanding and the fact that the Northern Pacific has executed the Rainier crossing agreement, as prepared by us, I see no reason why the Warden agreement should not be the same. I have, therefore, redrawn it, and enclose two copies herewith, which, if they meet your approval, should be completed by attaching the exhibits from the agreement submitted by Mr. Darling and should be executed by our Company and forwarded to the Connell Northern for execution, returning the former agreements which were executed by that Company.

Yours truly,

(sgd) H.H. Field,

Gen'l Counsel.

COPY.

Seattle, Wash., December 11th, 1909.

Mr. H.H. Field,
General counsel, Bldg.

Dear Sir:-

Enclosed are two copies of contract sent us by the N.P. covering crossing of its branch line over the top of our main line near Warden. The N.P.'s branch is known as the Connell Northern Railway Company. There is also attached copies of our existing crossing contract with the Portland & Seattle for crossing west of Rock Lake; also copy of contract with the N.P. for the Lind crossing.

It was agreed that the Warden contract, and our recently executed Rainier Contract should be similar and conform to previous contracts covering similar crossings previously arranged in connection with the construction of our main line.

In paragraph one of the Warden Contract it does not seem to me that the Puget Sound Company has the right to require a permanent structure of any kind of a structure, although no structure can be built until the plans thereof have been approved by the Puget Sound Company.

Will you be kind enough to outline the changes or additions if any that you think should be made in the Warden contract so that the terms thereof may accord with the mutual understanding of each as outlined above.

Yours truly,

Chief Engineer.

of the covenants and agreements hereinbefore contained hereby grants the Connell Company the right to so replace the same. The permanent bridge shall be constructed so as to give an overhead clearance of not less than twenty-two (22) feet above the top of the rail of the Puget Sound Company and a side clearance, measured from the centre line of track, of not less than eight (8) feet and shall provide for four (4) tracks of the Puget Sound Company, spaced not more than thirteen (13) feet centres.

5. The grants, covenants and stipulations hereof shall be extended to and be binding upon the respective successors and assigns of the parties hereto.

IN WITNESS WHEREOF the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized on the day and year first above written, and in duplicate originals.


Attest:

CHICAGO, MILWAUKEE & PUGET SOUND
RAILWAY COMPANY,

BY _____
President.

Attest:

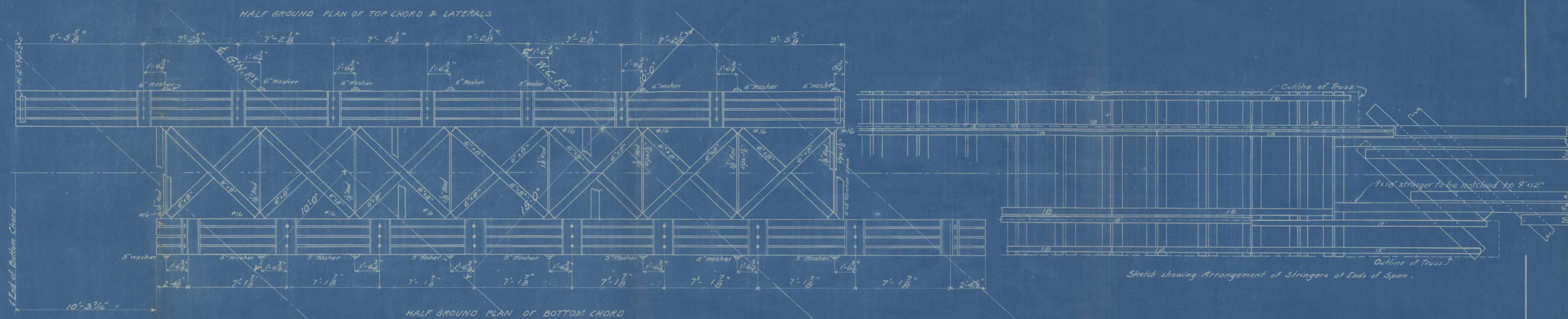
CONNELL NORTHERN RAILWAY COMPANY,

BY  _____
President.

Signed, sealed and delivered
in the presence of:



5075



BILL OF TIMBER FOR HOWE TRUSS SPAN

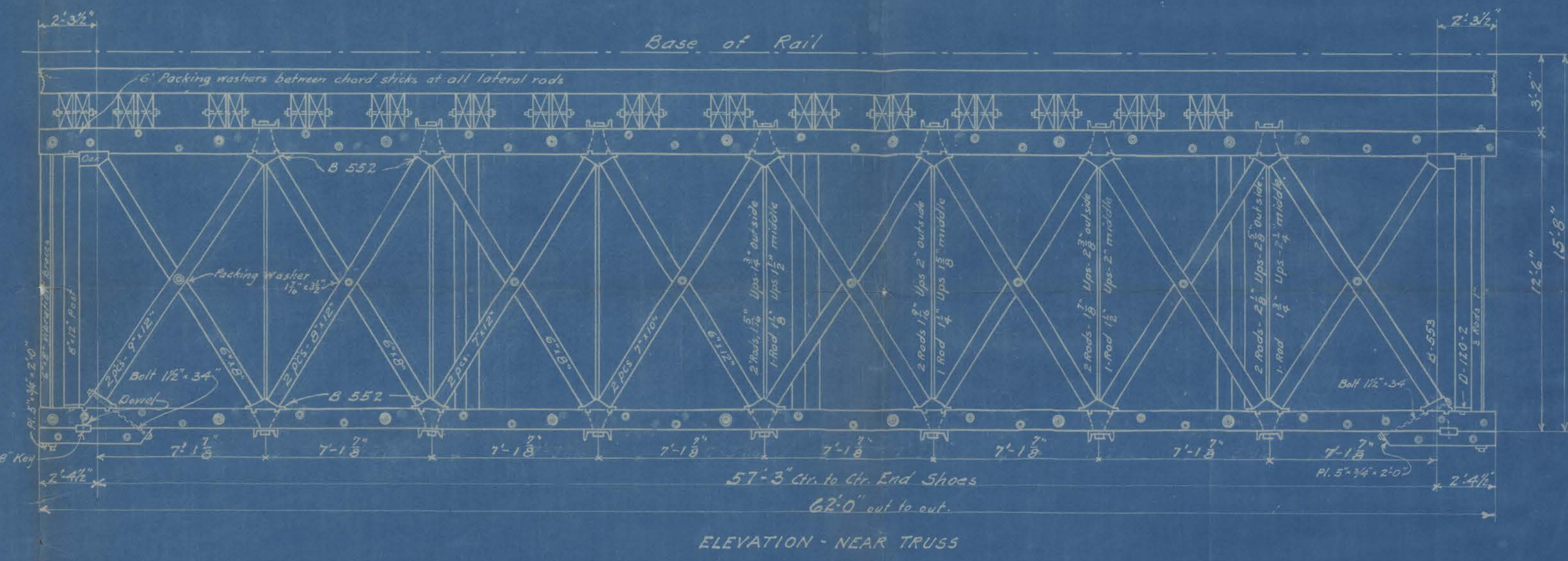
No.	Size	Length	F.B.M.	Purpose
8	2"x10"	62'	3761	Top Chord
8	2"x10"	62'	2852	Bottom Chord
8	2"x12"	14'	1008	Braces
8	2"x12"	14'	856	
8	2"x12"	14'	856	
12	6"x8"	14'	672	Guys
4	2"x12"	14'	496	End Braces
10	2"x12"	14'	2060	Stringers
4	2"x12"	14'	520	
4	2"x12"	14'	520	
8	2"x12"	14'	856	Guard Rail
20	2"x12"	14'	1120	Top Bot. Laterals
8	2"x8"	12'	448	Bolsters
1	5"x8"	12'	24	Aggs
1	6"x8"	12'	112	Deck Boards
	Total		23179	

BILL OF WROUGHT IRON & STEEL

	Weight
Main Rods	
8 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	1470
8 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	1470
4 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	497
8 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	750
4 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	284
4 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	253
12 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	447
Top & Bottom Lateral Rods	
6 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	300
10 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	417
12 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	297
10 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	273
10 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	241
10 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	206
10 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	68
10 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	10
10 Rods 1/2" dia. 135' over all 5' thread both ends & 2 nuts	49
110 Spikes 1/2" x 10"	29
16 Driftbolts 3/4" x 10"	20
100 Bolts 1/2" x 10"	112
12 Gib Plates 5" x 3/4" x 2'0"	403
160 Plate washers	16
Total	10265

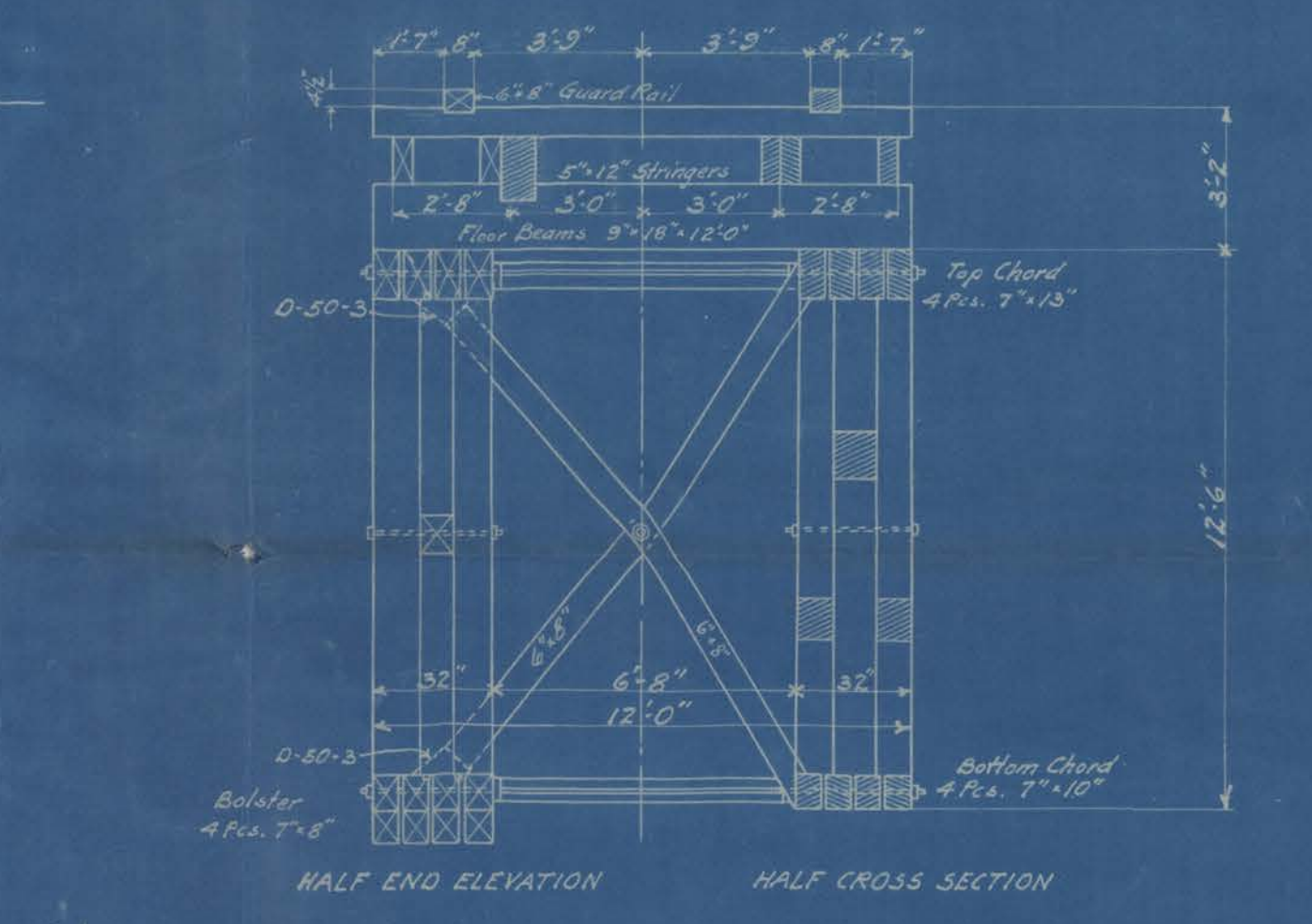
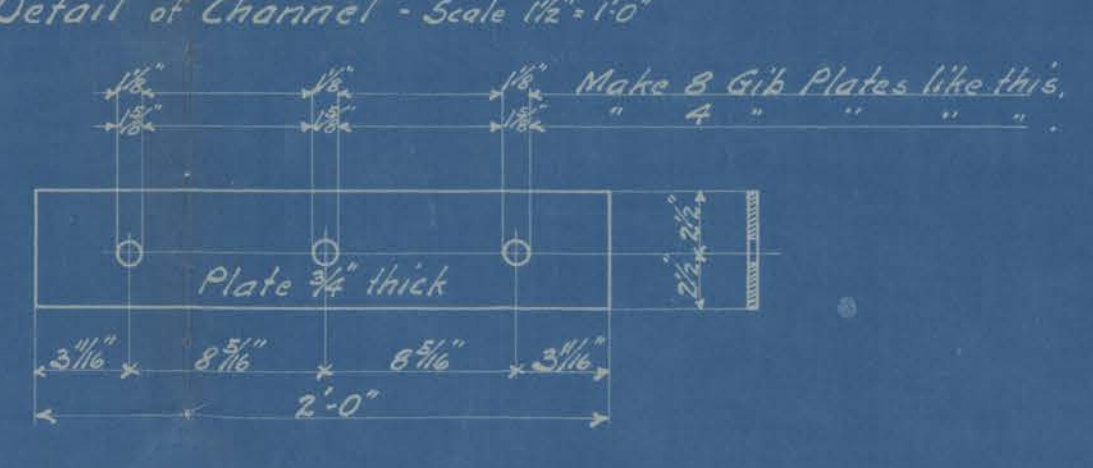
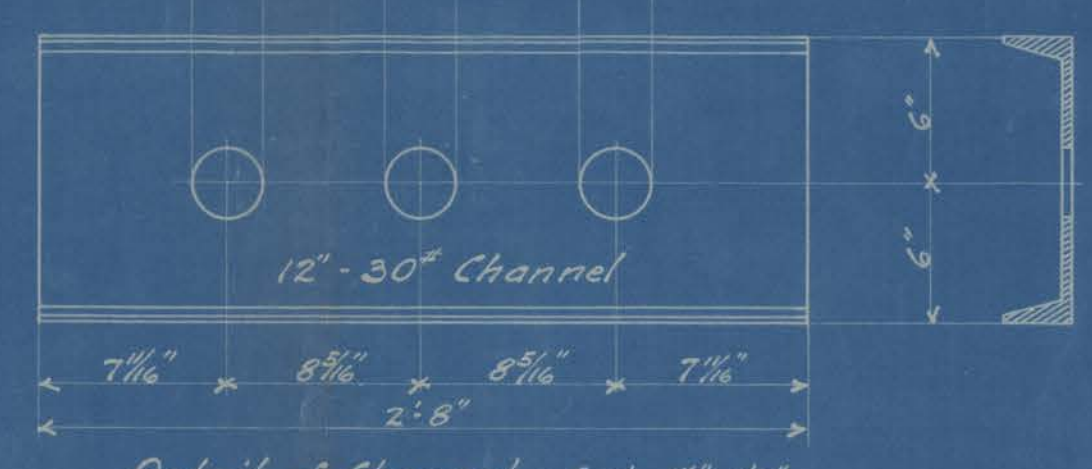
BILL OF CAST IRON

	Weight	Detail as Shown
4 End Brace Blocks No. 8, 553	1040	R-10-28
14 " " " " " " " " " " " "	5200	do.
14 " " " " " " " " " " " "	5200	do.
28 Lateral Brace Blocks No. 10	242	R-10-29
8 End Plate Shoes 0-12-1-2	410	R-10-27
8 Brace Blocks for Vibrating Braces 0-50-3	304	R-10-27
12 Cast Iron Washers 6" dia.	12	R-10-27
20 " " " " " " " " " " " "	20	do.
600 " " " " " " " " " " " "	600	do.
40 " " " " " " " " " " " "	20	do.
270 " " " " " " " " " " " "	1343	R-10-27
28 " " " " " " " " " " " "	140	do.
28 " " " " " " " " " " " "	140	do.
Total	15786	

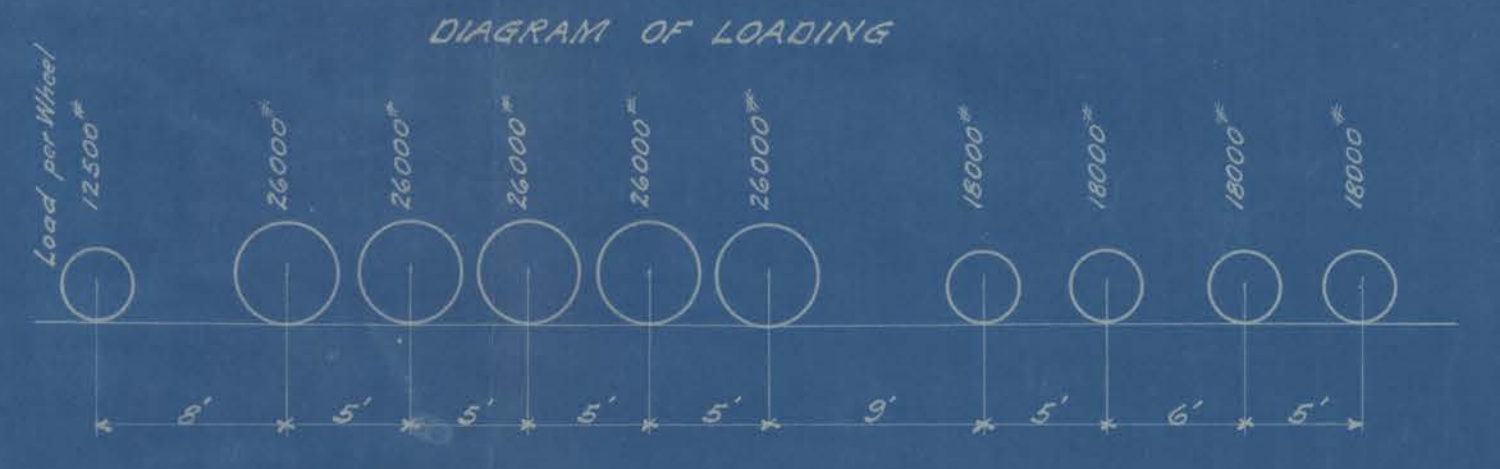


Make 8 Channels like this.

Size	Quantity	Weight
12" x 30" Channel	8	178
12" x 30" Channel	8	178
12" x 30" Channel	8	178
12" x 30" Channel	8	178
12" x 30" Channel	8	178
12" x 30" Channel	8	178
12" x 30" Channel	8	178
12" x 30" Channel	8	178



Note: Packing bolts for chords 3/4" x 35" with 1 1/2" x 5" cast separator between chord sticks. For details not shown follow standard plans for Deck Howe Truss Span R-10-17.



C.N.R.
CONNELL - ADRIAN LINE
OVERHEAD CROSSING.
GREAT NORTHERN RY. & WASHINGTON CENTRAL RY.
ADRIAN, WASH.
DETAILS OF TRUSS.

APPROVED
M. H. Hogeland
Chief Engineer

OFFICE OF BRIDGE ENGINEER - ST. PAUL, MINN. DEC. 20th 1909

APPROVED
BRIDGE ENGINEER
CHIEF ENGINEER

W.S.D. Del.	T.S. P.	T.H.B.
1	2	2

3075-

WLD-G

Saint Paul, December 8, 1909.

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

Dear Sir:-

We have agreed with the Puget Sound Company to provide 22-1/2 feet clearance above the top of their present rail at the crossing at Warden. Please see that crossing is put in in accordance therewith.

Yours truly,

Chief Engineer.

THE WESTERN UNION TELEGRAPH COMPANY.

INCORPORATED

24,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.**ROBERT C. CLOWRY, President and General Manager.**

Receiver's No:

Time Filed

Check

SEND the following message subject to the terms
on back hereof, which are hereby agreed to.

St. Paul, December 6, 1909.

E. J. Pearson,
Chief Engineer, C. M. & P.S.Ry.,
Seattle, Wash.

Your wire second. O.K. to change contract to read twenty-two
and five-tenths feet clearance for the Connell Northern crossing
at Warden.

W. L. Darling,
lp

Frank No. 9528.
WLD-G

READ THE NOTICE AND AGREEMENT ON BACK.

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it REPEATED ; that is, telegraphed back to the originating office for comparison. For this, one-half the regular rate is charged in addition. It is agreed between the sender of the following message and this Company, that said Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery of any UNREPEATED message, beyond the amount received for sending the same ; nor for mistakes or delays in the transmission or delivery, or for non-delivery of any REPEATED message, beyond fifty times the sum received for sending the same, unless specially insured, nor in any case for delays arising from unavoidable interruption in the working of its lines, or for errors in cipher or obscure messages. And this Company is hereby made the agent of the sender, without liability, to forward any message over the lines of any other Company when necessary to reach its destination.

Correctness in the transmission of a message to any point on the lines of this Company can be INSURED by contract in writing, stating agreed amount of risk, and payment of premium thereon, at the following rates, in addition to the usual charge for repeated messages, viz, one per cent. for any distance not exceeding 1,000 miles, and two per cent. for any greater distance. No employee of the Company is authorized to vary the foregoing.

No responsibility regarding messages attaches to this Company until the same are presented and accepted at one of its transmitting offices ; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

Messages will be delivered free within the established free delivery limits of the terminal office. For delivery at a greater distance, a special charge will be made to cover the cost of such delivery.

The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

ROBERT C. CLOWRY, President and General Manager.

WLD-G

3078-
December 6, 1909.

Mr. E. J. Pearson,

Chief Engineer, C. M. & P. S. Ry.,

Seattle, Washington.

Dear Sir:-

Confirming my wire of to-day, which read as follows:-

"Your wire second. O.K. to change contract to read twenty-two and five-tenths feet clearance for the Connell Northern crossing at Warden."

We are going to this additional expense in order to provide an opportunity for you to raise your track for one foot of ballast, as requested.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company.

Jc

Saint Paul, December 4th, 1909.

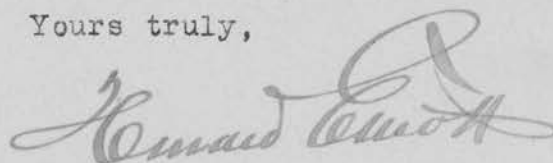
Mr. W. L. Darling,

Chief Engineer.

Dear Sir:-

I have your letter of December 3rd about clearances at the overhead crossings of the Milwaukee Line on our Connell Northern Branch. In view of your recommendation, it will be agreeable to grant the Milwaukee Company the concession asked for by Mr. Pearson.

Yours truly,



President.

WLD-G

Saint Paul, December 3, 1909.

Mr. Howard Elliott,
President.

Dear Sir:-

Please note attached copy of message from Mr. Pearson, under date of second instant, about making the clearance in the Connell Northern crossing contract 22'6" above the top of their present rail, as they have but five inches of ballast under their rail at the present time.

I would like authority to say to Mr. Pearson that the Northern Pacific will grant them this concession for the reason that their track is but half ballasted. Would like to say this because it will make no difference to the Connell Northern as the proposed clearance is already about 23 to 23-1/2 feet; and it will leave the Milwaukee under obligation to the Northern Pacific should the latter Company ever desire the same condition inserted in their agreement.

Yours truly,

Encl.

Chief Engineer.

Chicago, Milwaukee & St. Paul Railway Co.

RECEIVED TELEGRAM.

At

64 GS RX N Seattle 12/2 P 1145AM

W L Darling

N P Ry

St. Paul.

Connell North rd Crossing Contract Exhibits show twenty two feet Clearance over top of present rail, instead of over top of rail when at permanent grade. This track only half ballasted. Twenty two foot clearance should be from point Five Tenths of a foot above present top of rail. Is it satisfactory for me to correct exhibits accordingly?

E J Pearson

331PM

Res B-30

WLD-G

Saint Paul, November 26, 1909.

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

Dear Sir:-

Replying to your letter of the twenty-second instant.

Contract with the Puget Sound Company for overhead bridge at Warden requires twenty-two feet clearance.

Yours truly,

Chief Engineer.

WLD-G

November 24, 1909.

Mr. E. J. Pearson,

Chief Engineer, C. M. & P.S. Ry.,

Seattle, Washington.

Dear Sir:-

Beg to hand you herewith contract executed by the Connell Northern Company for the overcrossing of your tracks in the SE $\frac{1}{4}$ of Section 20-Township 17North-Range 30 East, southwest of Warden.

Will you please have your Company execute, and forward one copy to me for this Company's use.

Yours truly,

Encl.

Chief Engineer.

Northern Pacific Railway Company.

CHIEF
NOV 23
10
NOR. PAC. RY.
ST. PAUL - MINN.

Connell, Wash. Nov. 22, 1909.

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

Dear Sir:-

On the Milwaukee Overhead Bridge near Warden we have twenty-two feet ten inches clearance.

Is this enough to fulfill our contract with them or do they require more head room?

Yours truly,

Herbert S. Seafall
Assistant Engineer.

HCW

*Mr. Darling - Contract provides for 22'
see same herewith*

WLS

Northern Pacific Railway Company.

IN YOUR REPLY PLEASE

REFER TO FILE _____

Tacoma, November 20, 1909-

Mr. W. L. Darling,

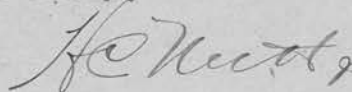
Chief Engineer, St. Paul.

Dear Sir:

I have executed and return to you herewith as requested in your letter November 9th, contract in duplicate between the C.M. & P.S. Railway Company and the Connell Northern Railway Company, covering crossing by the Connell Northern line over the Milwaukee Company's track near Warden, Washington.

It is my understanding from your letter that you will secure execution by the Milwaukee Company and will then make proper disposition of the executed agreements.

Yours truly,



Encl.

WLD-G

Saint Paul, November 9, 1909.

Mr. H. C. Nutt,

President, Connell Northern Railway Co.,
Tacoma, Washington.

Dear Sir:-

Beg to hand you herewith agreement with the Puget Sound Company for the construction by the Connell Northern of an overhead crossing at Warden. If you will please execute, will send to Mr. Pearson to ask for execution by the Puget Sound Company. Contract made in accordance with Mr. Elliott's agreement with the Puget Sound Company, and provides for a single or double track structure over the Puget Sound Company's line: building first a temporary bridge, then a permanent bridge over four tracks whenever the Puget Sound Company may request.

Yours truly,

Encl.

Chief Engineer.

Northern Pacific Railway Company.

St. Paul, Minn., November 5th, 1909.

REG-D



Mr. C. W. Bunn,

I hand you herewith for approval proposed contract between the Connell Northern Railway Company and the Chicago, Milwaukee & Puget Sound Railway Company covering crossing near Warden, Washington.

W. L. Darling.

Enc.

Approved as to form
11/8
EPL

Northern Pacific Railway Company.

Connell, Wash. Nov. 2, 1909.

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

Dear Sir:-

Enclosed find tracing to accompany crossing contract
for W.C.Ry.

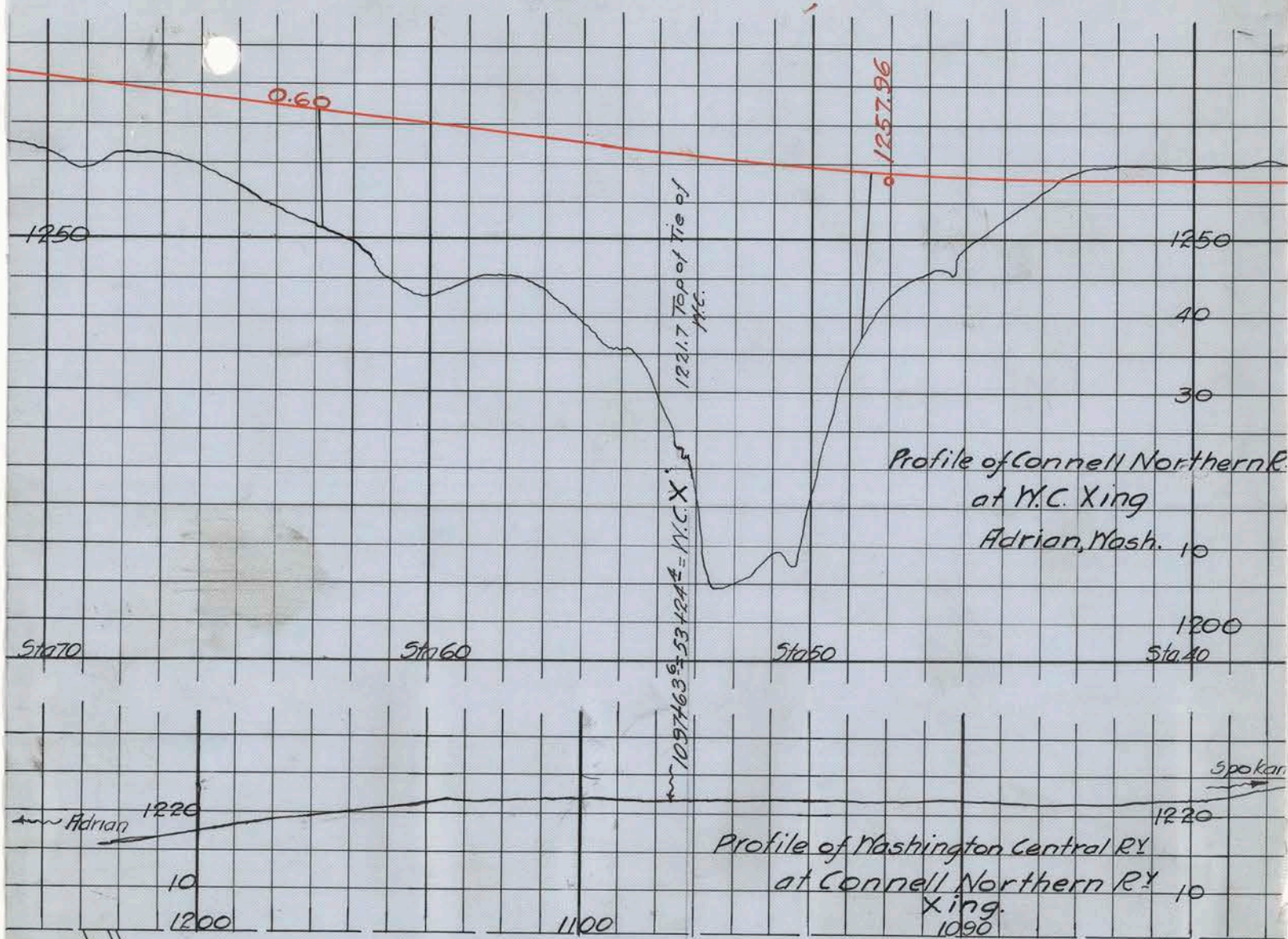
Didn't suppose we needed one for this.

Yours truly,

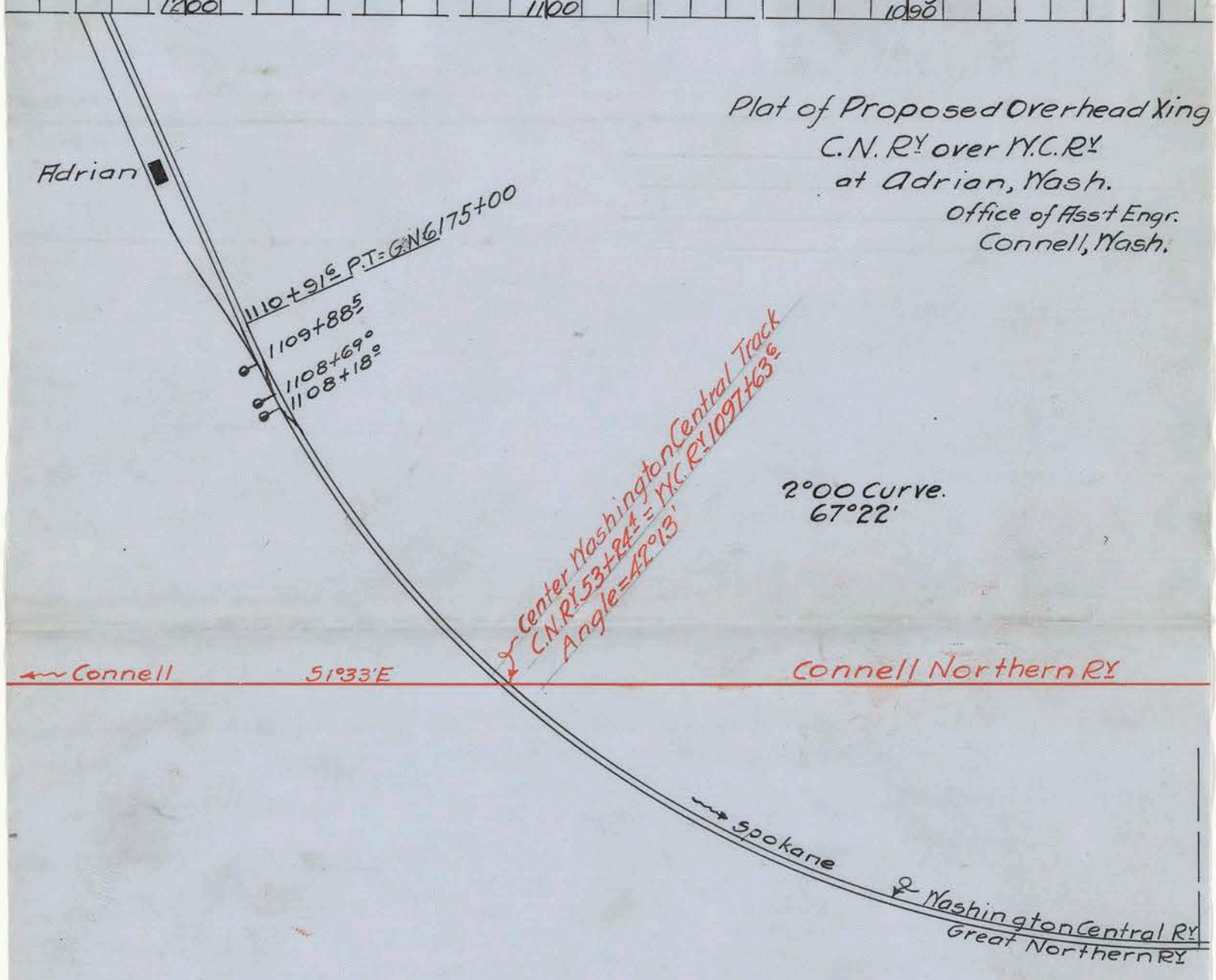
H. C. Wesque
Assistant Engineer.

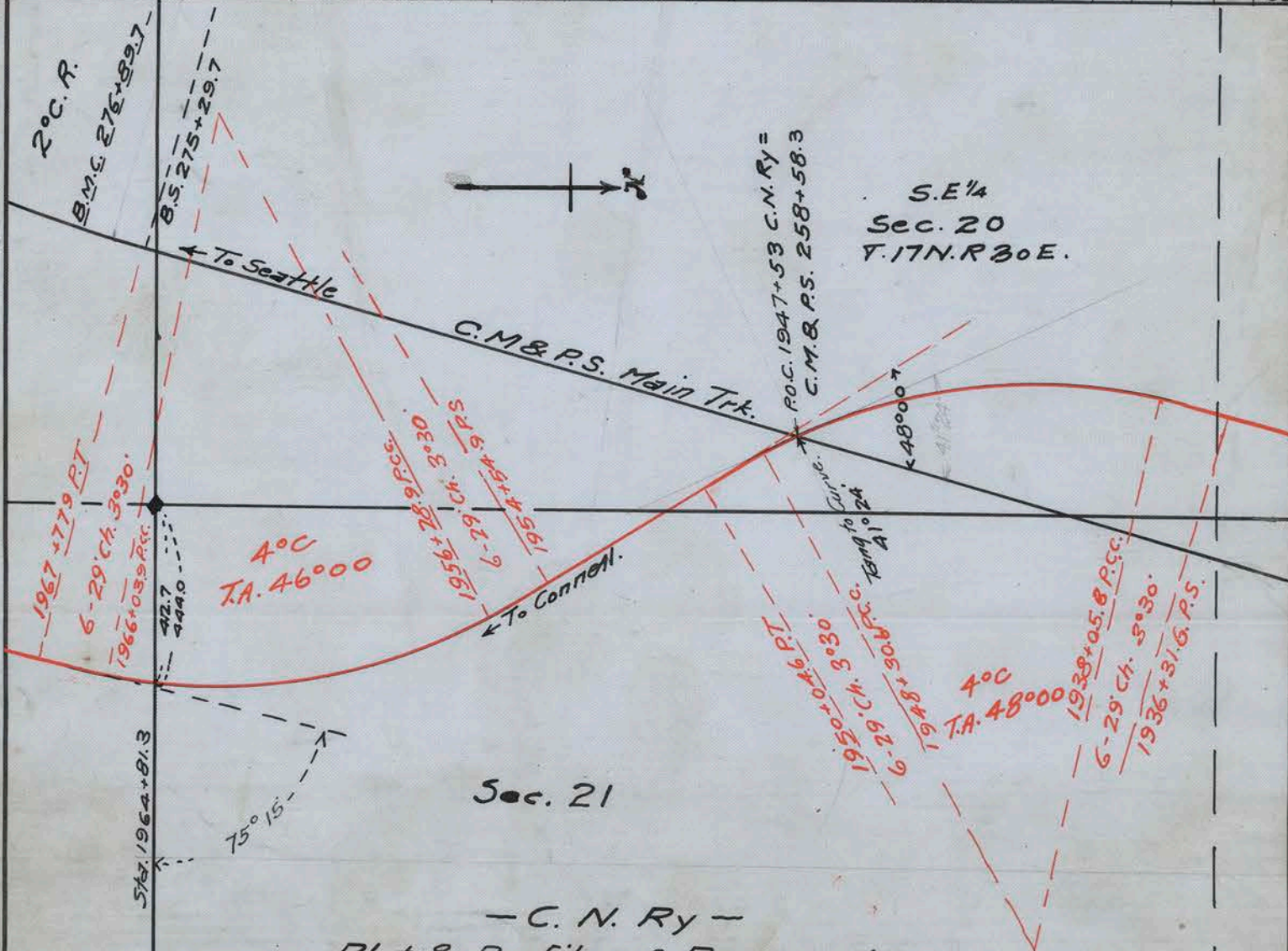
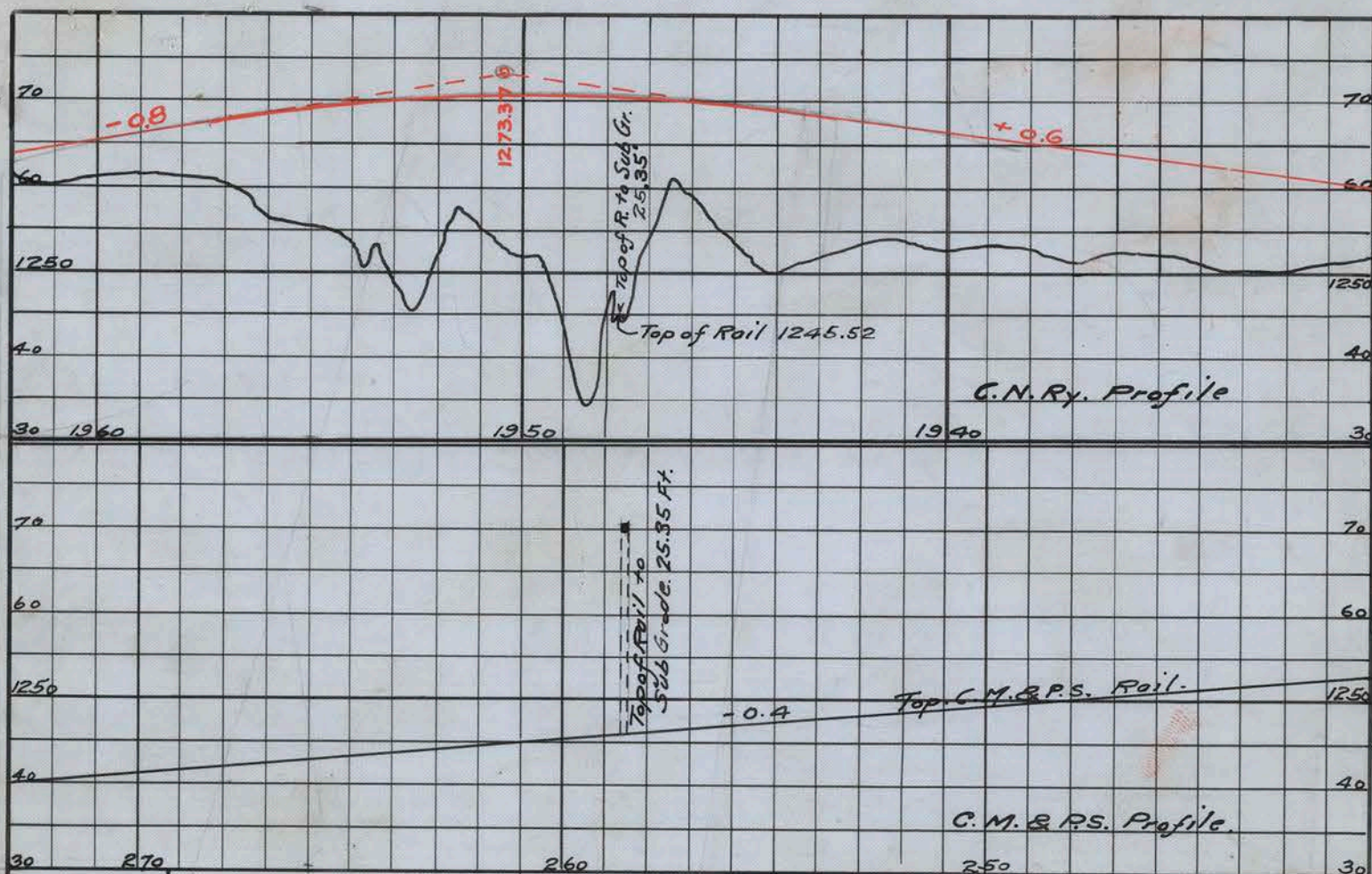
HCW

*Not necessary
for the District
on memo of October 17*



Plat of Proposed Overhead Xing
 C.N. R.R. over W.C. R.R.
 at Adrian, Wash.
 Office of Asst Engr.
 Connell, Wash.





- C. N. Ry -
Plat & Profile of Proposed
Overhead Crossing with C.M. & P.S. Ry.
Near Warden, Wash.
Scale 400'
Connell, Wash. 7-20-09 H.C. Westfall, Asst. Engr.

Northern Pacific Railway Company.

WLD-G

Saint Paul, October 30, 1909.

Mr. R. E. Gemmell,-

Will you please prepare contract for Northern Pacific over-crossing at Warden. Matter should be handled promptly.

W. L. Darling.

Encl.

*imp please furnish X-9
points - see
having known
ref*

10/31

*R&B
Hewitt
11/2*

*8/25
Wm
check
I have written all
11/2
on please
was before
written all
ref*

Rel.

Do not think this will
be acceptable to the
C. Mr. & P. Co. - Think
we shall have to use
one of the former
C. Mr. & P. Co.
11/15/1901

REG-Q

October 30, 1909.

Mr. A. H. Hogeland,
Chief Engineer, Gt. Nor. Ry. Co.,
City.

Dear Sir:

I hand you herewith executed contract, dated
the 20th of October, 1909, between the Great Northern Railway
and Connell Northern Railway Companies, covering overhead
crossing at Adrian.

Yours truly,

Chief Engineer.

Encl.

REG-Q

Saint Paul, October 30, 1909.

Mr. R. H. Relf,
Assistant Secretary,

Dear Sir:

I hand you herewith contract dated the 20th
of October, 1909, between the Great Northern Railway Company
and the Connell Northern Railway Company, covering overhead
crossing near Adrian.

Yours truly,

Chief Engineer.

Encl.

THE WESTERN UNION TELEGRAPH COMPANY.**INCORPORATED**
23, OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.**ROBERT C. CLOWRY, President and General Manager.**

Receiver's No.

Time Filed

Check

SEND the following message subject to the terms
on back hereof, which are hereby agreed to.

Saint Paul, October 30-09.

E. J. Pearson,
Chief Engineer, C. M. & P.S. Ry.,
Seattle, Wash.

Your wire twenty-seventh. I agree with you for your Company to
prepare contract for Rainier and this Company to prepare contract
for Warden crossing, and will do so at once.

W. L. Darling,
11a

Frank No.9528.
WLD-G

READ THE NOTICE AND AGREEMENT ON BACK.

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it REPEATED; that is, telegraphed back to the originating office for comparison. For this, one-half the regular rate is charged in addition. It is agreed between the sender of the following message and this Company, that said Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery of any UNREPEATED message, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery of any REPEATED message, beyond fifty times the sum received for sending the same, unless specially insured, nor in any case for delays arising from unavoidable interruption in the working of its lines, or for errors in cipher or obscure messages. And this Company is hereby made the agent of the sender, without liability, to forward any message over the lines of any other Company when necessary to reach its destination.

Correctness in the transmission of a message to any point on the lines of this Company can be INSURED by contract in writing, stating agreed amount of risk, and payment of premium thereon, at the following rates, in addition to the usual charge for repeated messages, viz, one per cent. for any distance not exceeding 1,000 miles, and two per cent. for any greater distance. No employee of the Company is authorized to vary the foregoing.

No responsibility regarding messages attaches to this Company until the same are presented and accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

Messages will be delivered free within the established free delivery limits of the terminal office. For delivery at a greater distance, a special charge will be made to cover the cost of such delivery.

The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

ROBERT C. CLOWRY, President and General Manager.

Chicago, Milwaukee & St. Paul Railway Co.

RECEIVED TELEGRAM. | At

87 GS DO N Seattle Oct 27 F 1045AM.

W L Darling

N F Ry

St Paul

Understand it is agreed on terms for the Warden and Ranier crossings which will be same for example as where our main line passes over yours at Lind or Murdock and if agreeable I will prepare contract for Ranier and you for Warden, please advise.

E J Pearson

418PM

Rest 5:30

2245

1724

CHIEF OF ENGINEER
28
MAY 28 1904
ST. PAUL, MINN.

COPY.

THIS AGREEMENT, made this _____ day of _____, A.D., 1909, between the Chicago, Milwaukee & Puget Sound Railway Company, hereinafter called the Puget Sound Company, party of the first part, and the Connell Northern Railway Company, hereinafter called the "Connell Company", party of the second part, WITNESSETH:

The Puget Sound Company in consideration of the covenants and agreements of the Connell Company herein contained, hath granted, and by these presents doth grant, unto the Connell Company upon the conditions and for the purposes hereinafter set forth, the right at its sole cost, charge and expense to construct, maintain and operate a timber bridge to be used as an overhead crossing carrying a single or double track of railroad over the right of way and track of the Puget Sound Company in the Southeast quarter (SE $\frac{1}{4}$) of section twenty (20) Township seventeen (17) North, Range thirty (30) East of the Willamette Meridian, in Grant County, State of Washington. The track of the Puget Sound Company with reference to said crossing is shown on a map thereof hereto attached and made a part hereof and marked "Exhibit A" and identified by the signatures of the Chief Engineers of the respective parties.

The foregoing grant is expressly conditioned upon the performance by the Connell Company of all and singular the following covenants and agreements:

1. The Connell Company may forthwith enter upon the right of way of the Puget Sound Company and construct for the purposes aforesaid such bridge, which it shall remodel whenever required by the Puget Sound Company to provide for the construction of additional tracks, not exceeding four (4), or other necessary uses of its property in accordance with plans and specifications to be approved by the Puget Sound Company. The said bridge shall be constructed to give an overhead clear-

ance of not less than twenty-two (22) feet above the top of the rail of the present track of the Puget Sound Company, and to span the existing main track of the Puget Sound Company at the point of crossing, with the nearest part of supports not closer than ten (10) feet from centre of said track. Said bridge shall be constructed at such times and in such manner as will not interfere with the Puget Sound Company in the operation of its railway.

2. The Connell Company assumes, and indemnifies and insures the Puget Sound Company against, all loss and damage whatsoever suffered either by the Puget Sound Company or by any other person or corporation, caused or in any way growing out of the construction, maintenance, re-construction, repair or operation of the said bridge, provided that each party shall bear all loss caused by its own employes or trains.

3. The Connell Company shall maintain the said structure in such a state of repair that the operation of the Puget Sound Company will in no way be obstructed, inconvenienced or rendered dangerous. If, at any time, it shall reasonably appear to the Puget Sound Company that said structure is likely to endanger or interfere with the operation of the Puget Sound Company, the Puget Sound Company shall notify the Connell Company in writing to make such repairs as will obviate the danger of obstruction. In case the Connell Company fails to make such repairs as will make the said structure safe or remove any obstruction to operation within fifteen (15) days after receiving said notice, then the Puget Sound Company shall have the right to proceed to make the repairs at the expense of the Connell Company.

4. If at any time the Connell Company shall desire to replace the said timber bridge with a permanent construction of concrete and steel, the Puget Sound Company in consideration

of the covenants and agreements hereinbefore contained hereby grants the Connell Company the right to so replace the same. The permanent bridge shall be constructed so as to give an overhead clearance of not less than twenty-two (22) feet above the top of the rail of the Puget Sound Company and a side clearance, measured from the centre line of track, of not less than eight (8) feet and shall provide for four (4) tracks of the Puget Sound Company, spaced not more than thirteen (13) feet centres.

5. The grants, covenants and stipulations hereof shall be extended to and be binding upon the respective successors and assigns of the parties hereto.

IN WITNESS WHEREOF the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized on the day and year first above written, and in duplicate originals.

Attest:

CHICAGO, MILWAUKEE & PUGET SOUND
RAILWAY COMPANY,

BY _____
President.

Attest:

CONNELL NORTHERN RAILWAY COMPANY,

BY _____
President.

Secretary.

Signed, sealed and delivered
in the presence of:

WLD-G

October 17, 1909.

COPY

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

Dear Sir:-

As yet we have had no information relative
to overcrossing of the Washington Central tracks at Adrian.
Please send me the necessary information so that contract
can be made.

Yours truly,

On Train No.6,
Fargo Division.

Chief Engineer.

COPY.

WLD-G

October 17, 1909.

Mr. R. E. Gemmell,-

I note we have no crossing contract with
the Washington Central for overcrossing of their tracks at
Adrian. Will you please have one made.

W. L. Darling.

Encl.
On Train No.6,
Fargo Division.

Northern Pacific Railway Company.

IN YOUR REPLY PLEASE

REFER TO FILE _____

Tacoma, October 21, 1909-

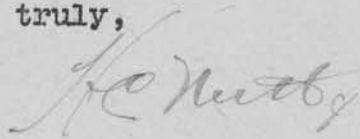
Mr. W. L. Darling,

Chief Engineer, Saint Paul.

Dear Sir:

I enclose herewith as requested in your letter October 7th, executed contract between the Connell Northern Railway Company and the Great Northern Railway Company, for overcrossing of the Great Northern tracks near Adrian, which I have executed, and which may be delivered to the Great Northern Company. Before delivering the contract to them, however, the tracing attached should be signed by yourself as Chief Engineer of the Connell Northern.

Yours truly,



Encl .

Northern Pacific Railway Company.

IN YOUR REPLY PLEASE

REFER TO FILE _____

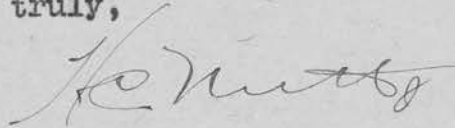
Tacoma, October 21, 1909-

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

Dear Sir:

Will you please sign the tracing with attached
executed contract between the Connell Northern and the Great
Northern for over crossing near Adrian as Chief Engineer of
the Connell Northern Railway and then forward these papers to
Mr. Relf.

Yours truly,



Encl.

Northern Pacific Railway Company.

WLD-G

October 17, 1909.

Mr. R. E. Gemmell,-

I note we have no crossing contract with the Washington Central for overcrossing of their tracks at Adrian. Will you please have one made.

W. L. Darling.

Encl.
On Train No.6,
Fargo Division.

Mr. W. L. Darling:-

The Washington Central has leased its lines to the Northern Pacific for 999 years: should contract be with both Washington Central and Northern Pacific. Note also Washington Central has only an easement to occupy Great Northern Right of Way at this point, which can be terminated on 6 months notice.

R.E.G.
10/22/09.

See 10/22/09

24
WLD-G

October 7, 1909.

Mr. H. C. Nutt,
President, Connell Northern Railway Company,
Tacoma, Washington.

Dear Sir:-

I beg to hand you herewith for execution
on behalf of the Connell Northern Railway Company, agree-
ment with the Great Northern Railway Company for an over-
head crossing of their tracks near Adrian.

Will you please have executed and return one
copy to me for transmittal to the Great Northern Company.

Yours truly,

On Train No.1,
S. P. & S. Ry.

Chief Engineer.

St. Paul, Minn., October 4th, 1909.

SJB-D

MEMO.

COPY.

Mr. W. L. Darling,

Contract with the Great Northern Railway Company covering crossing by the Connell Northern Railway near Adrian, Washington, has been made up, in accordance with your notation on Chief Engineer Hogeland's letter of July 31st, and the same is handed you herewith.

The Great Northern made certain changes in the original contract that we submitted to them for approval. These are mentioned in my letter of October 1st to General Counsel Bunn. Mr. Bunn has approved the contract and as I do not think the changes are material I have also initialled.

Principal Ass't Engineer.

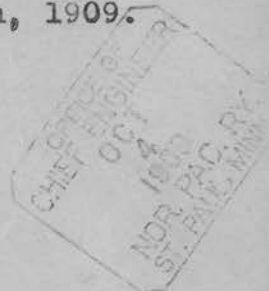
Enclosure.

Northern Pacific Railway Company.

St. Paul, Minn., October 4th, 1909.

SJB-D

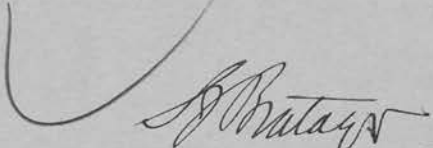
MEMO.



Mr. W. L. Darling,

Contract with the Great Northern Railway Company covering crossing by the Connell Northern Railway near Adrian, Washington, has been made up, in accordance with your notation on Chief Engineer Hogeland's letter of July 31st, and the same is handed you herewith.

The Great Northern made certain changes in the original contract that we submitted to them for approval. These are mentioned in my letter of October 1st to General Counsel Bunn. Mr. Bunn has approved the contract and as I do not think the changes are material I have also initialled.


Principal Ass't Engineer.

Enclosure.

St. Paul, Minn., October 1st, 1909.

SJB-D

COPY

Mr. C. W. Bunn,
General Counsel.

Dear Sir:-

The Great Northern Company have redrawn the contract we submitted to them for the crossing of the Connell Northern Railway over their track at Adrian, Washington. They have added a clause to paragraphs 2 and 4; paragraph 5 is new; and paragraph 6 corresponds to our paragraph 5, except the last three lines.

If you see no objection to the changes from a legal stand-point and the contract is otherwise O.K. will you please approve both copies.

Yours truly,

Chief Engineer.

Enclosure.

Northern Pacific Railway Company.

St. Paul, Minn., October 1st, 1909.

SJB-D



Mr. C. W. Bunn,

General Counsel.

Dear Sir:-

The Great Northern Company have redrawn the contract we submitted to them for the crossing of the Connell Northern Railway over their track at Adrian, Washington. They have added a clause to paragraphs 2 and 4; paragraph 5 is new; and paragraph 6 corresponds to our paragraph 5, except the last three lines.

If you see no objection to the changes from a legal stand-point and the contract is otherwise O.K. will you please approve both copies.

Yours truly,

W. Darling
Chief Engineer. *J.*

Enclosure.

WLD
CLW Bu 10/2/09

Northern Pacific Railway Company.

W. L. Darrington
Pay on
CURB 7 1/2 / 9

THIS AGREEMENT, made this _____ day of _____
A.D. 1909, between the GREAT NORTHERN RAILWAY COMPANY, herein-
after called the "Northern Company", party of the first part,
and the CONNELL NORTHERN RAILWAY COMPANY, hereinafter called
the "Connell Company", party of the second part, WITNESSETH:

The Northern Company in consideration of the covenants
and agreements of the Connell Company herein contained, hath
granted, and by these presents doth grant, unto the Connell
Company upon the conditions and for the purposes hereinafter
set forth, the right at its sole cost, charge and expense to
construct, maintain and operate a timber bridge to be used as
an overhead crossing carrying a single or double track of rail-
road over the right of way and track of the Northern Company
in the northeast quarter (NE $\frac{1}{4}$) of Section twenty-four (24),
Township twenty-two (22) north, Range twenty-seven (27) east
of the Willamette Meridian, in Grant County, State of Washing-
ton. The track of the Northern Company with reference to
said crossing is shown on a map thereof hereto attached and
made a part hereof and marked "Exhibit A" and identified by
the signatures of the Chief Engineers of the respective parties.

The foregoing grant is expressly conditioned upon the
performance by the Connell Company of all and singular the
following covenants and agreements:

1. The Connell Company may forthwith enter upon the right
of way of the Northern Company and construct for the purposes
aforesaid such bridge. The said bridge shall be construc-
ted to give an overhead clearance of not less than twenty-
three (23) feet above the top of the rail of Northern Company,
and to span the existing main track of the Northern Company
and the existing track of the Northern Pacific Railway Company

at the point of crossing, with the nearest part of supports not closer than ten (10) feet from centre of said tracks. Said bridge shall be constructed at such times and in such manner as will not interfere with the Northern Company in the operation of its railway.

2. The Connell Company assumes, and indemnifies and insures the Northern Company against, all loss and damage whatsoever suffered either by the Northern Company or by any other person or corporation, caused or in any way growing out of the construction, maintenance, re-construction, repair or operation of the said bridge, [provided that each party shall bear all loss caused by its own employees or trains.]

3. In case any claim for damage is made against the Northern Company, which damage the Connell Company has assumed under the provisions of this contract, the Northern Company may give notice to the Connell Company of the claim or the pendency of suit therefor, and thereafter the Connell Company may handle the compromise of such claim, or the defense of any action brought thereon in the name of the Northern Company, but at its own sole cost and expense.

4. The Connell Company shall maintain the said structure in such a state of repair that the operation of the Northern Company will in no way be obstructed, inconvenienced or rendered dangerous. If, at any time, it shall reasonably appear to the Northern Company that said structure is, or likely to become, dangerous, the Northern Company shall notify the Connell Company in writing to make such repairs as will obviate the danger. In case the Connell Company fails to make such repairs as will make the said structure safe or remove any obstruction to operation within fifteen (15) days after receiv-

ing said notice, then the Northern Company shall have the right to proceed to make the repairs.

5. If at any time the Connell Company shall desire to replace the said timber bridge with a permanent construction of concrete and steel the Northern Company in consideration of the covenants and agreements hereinbefore contained hereby grants the Connell Company the right to so replace the same. Said permanent bridge shall be of such length as to provide a clear opening of sufficient width to give room for four (4) tracks of the Northern Company, spaced not to exceed fourteen (14) feet centre to centre, with a side clearance of ten (10) feet.

6. The grants, covenants and stipulations hereof shall be extended to and be binding upon the respective successors and assigns of the parties hereto.

IN WITNESS WHEREOF the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized on the day and year first above written, and in duplicate originals.

Attest:

Assistant Secretary.

GREAT NORTHERN RAILWAY COMPANY,

BY _____
President.

Attest:

Secretary.

CONNELL NORTHERN RAILWAY COMPANY,

BY _____
President.

Signed, sealed and delivered
in the presence of:

Great Northern Railway Company.
Engineering Department.

A. H. HOGELAND,
CHIEF ENGINEER



St. Paul, Sept. 27, 1909

Mr. W. L. Darling,
Chief Engineer, N.P.Ry.,
C I T Y

Dear Sir:-

Referring to your letter of August 25th last, I hand you herewith contract in duplicate between the Great Northern Ry. and the Connell Northern Ry. for the overhead crossing near Adrian, Wash. Will you kindly arrange for execution on behalf of your Company, returning original to me. I would also request that you sign the tracing attached to the contract.

Yours truly,

A. H. Hogeland
Chief Engineer

r jr-r
9

5903

g n have redrawn the contract - clause 2 has been changed also clause 4 clause 5 is new - clause 6 correspondence to our 5 except for addition of last 3 lines last 2 lines our clause 2 left out of g.n. clause 2 neg

St. Paul, Minn., August 25th, 1909.

SJB-D

Mr. A. H. Hogeland, Chief Engineer,
Great Northern Railway Company,
St. Paul, Minnesota.

Dear Sir:-

Referring to your letter of July 31st:

I beg to hand you herewith, in duplicate, proposed contract to cover the crossing of the Connell Northern Railway over your main line just east of Adrian, Washington. I think you will find that the contract has been drawn up in accordance with your letter.

If satisfactory will you please have executed on behalf of the Great Northern Railway Company and return for execution on behalf of the Connell Northern railway Company.

Yours truly,

Chief Engineer.

Enclosure.

Northern Pacific Railway Company.

REG-G

Saint Paul, August 23, 1909.

Mr. C. W. Bunn,-

Herewith for your approval contract with the
Great Northern Railway covering crossing of the Connell Nor-
thern Railway near Adrian, Washington.

W. L. Darling.

Encl."

WLD
Approved as to form

724

WLD
.....

RR

Pls. submit to Legal Department
for approval.

8/23

RB

210

24

1000
500

20: 6000

Northern Pacific Railway Company.

Connell, Wash. August 11, 1909.

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

Dear Sir:-

As line change at Adrian has been approved I am sending
in new plat for overhead crossing contract with the G.N.Ry.

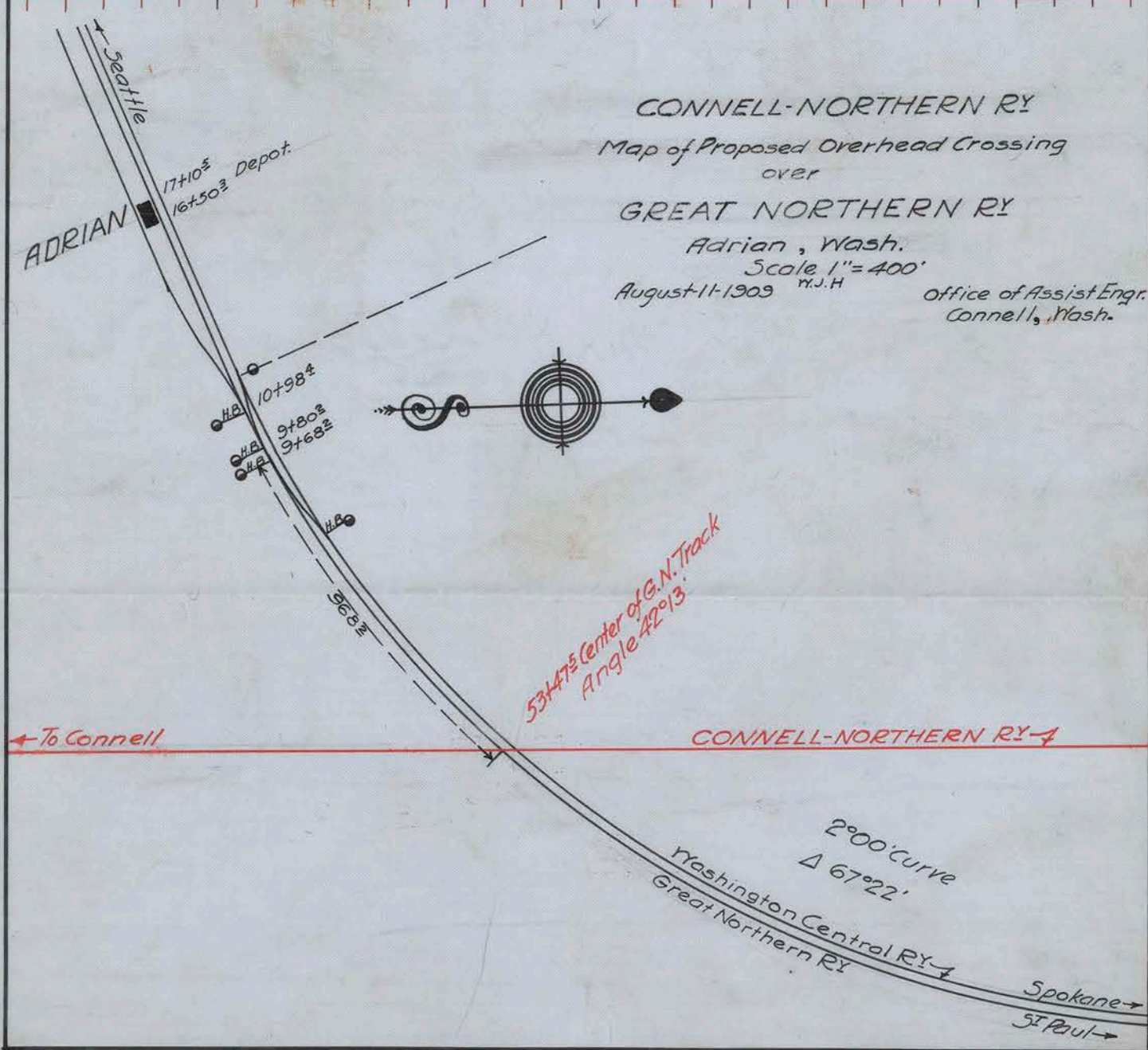
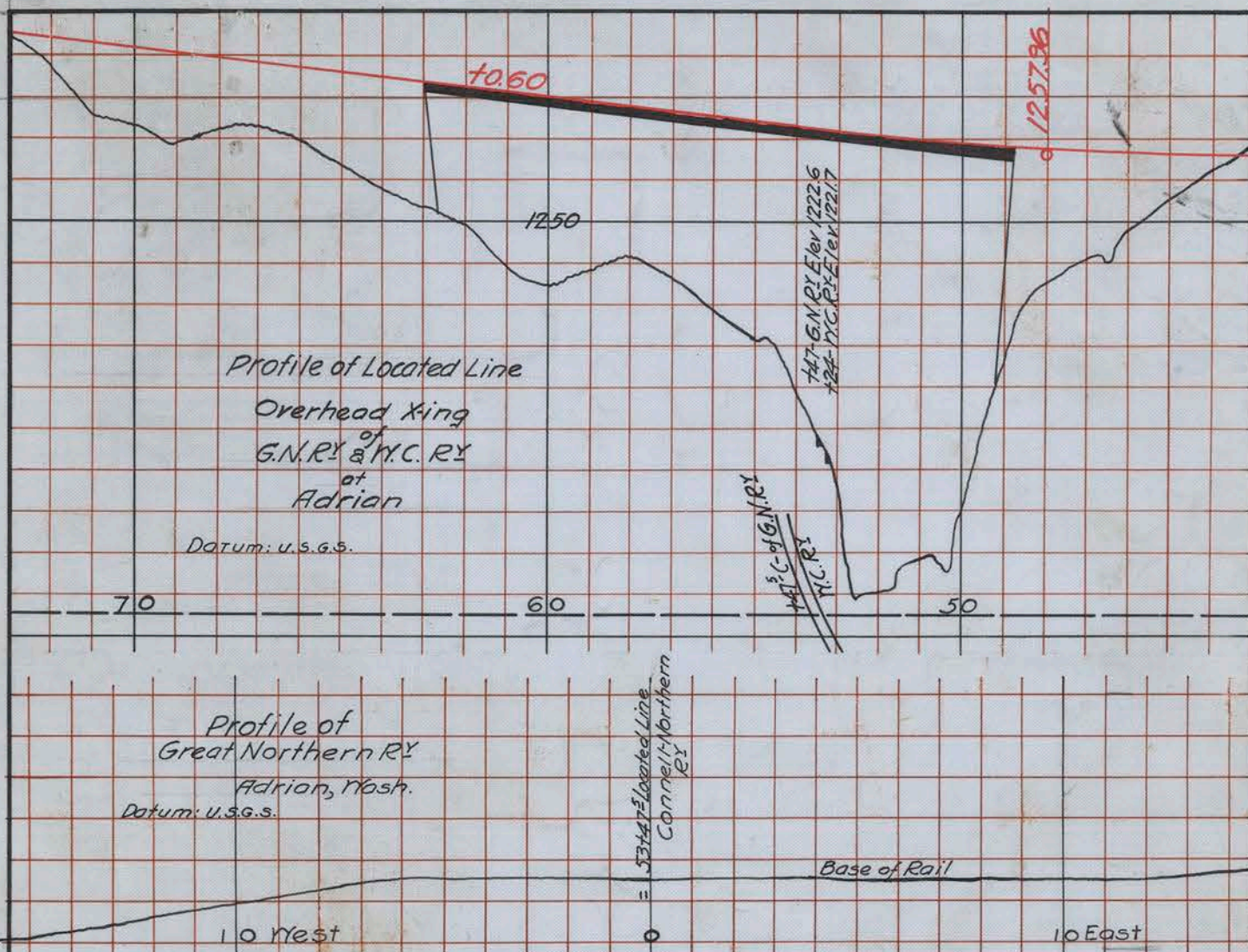
Former tracing will be void.

Yours truly,

Hewes
Assistant Engineer.

H CW

JMP.
For crossing
8/18.
Contract
APB



CONNELL-NORTHERN RY
Map of Proposed Overhead Crossing
over
GREAT NORTHERN RY
Adrian, Wash.
Scale 1" = 400'
August 11-1909 W.J.H.
Office of Assist Engr.
Connell, Wash.

Great Northern Railway Company.

Engineering Department.

A. H. HOGELAND,
CHIEF ENGINEER

St. Paul, Minnesota, July 31, 1909.

Mr. W. L. Darling,
Chief Engineer, N. P. Ry.,
C i t y.

Dear sir:

Replying to yours of the 23rd. The overhead crossing which you propose for your Connell Northern Railway over our main line just east of Adrian station in the N.E. $\frac{1}{4}$ of Section 24, Township 22, Range 27, is satisfactory to this company.

I presume you would put in a wooden structure during your present construction, and if so this should be arranged so as to span both our main track and your track at the point of crossing, with the nearest part of supports not nearer than 10' of center of tracks, and with at least 23' clear head room above top of rail. Whenever a permanent structure is put in, there should be one clear span sufficient to provide for a four-track system for the Great Northern.

Yours truly,

A. H. Hogeland
Chief Engineer.

AHH-b.

SGB

REG

Will you please draw up draft and have JNP furnish exhibit.

SGB 8/4

to 74

OFFICE OF
CHIEF ENGINEER
AUG 2 1909
NOR. PAC. RY.
ST. PAUL, MINN.

*REG
Exhibit in duplicate
renewed location
as per papers attached
JNP
Please furnish
on renewed location
as per papers attached*

WLD-G

July 24, 1909.

Mr. E. J. Pearson,

Chief Engineer, C. M. & P. S. Ry. Co.,

Seattle, Washington.

Dear Sir:-

Beg to hand you herewith in duplicate blue print of crossing which the Connell Northern Railway desire of your line in Washington, in Section 20, Township 17 North, Range 30 East: this crossing to be over your tracks, giving 22 feet or more to the clear, and conditions based on the agreement between Messrs. Barling and Elliott.

Will you please advise what conditions your Company will impose, and if you will approve of crossing.

Yours truly,

Encl.

Chief Engineer.

WLD-G

July 23, 1909.

Mr. A. H. Hogeland,

Chief Engineer, Great Northern Railway Company,
Saint Paul, Minnesota.

Dear Sir:-

Beg to hand you herewith application for crossing by the Connell Northern Railway over the Great Northern tracks in Section 24, Township 22 North, Range 27 West, directly East of Adrian station.

Will you please advise if this overhead crossing is satisfactory, and what conditions the Great Northern will impose.

Yours truly,

Encl.

Chief Engineer.

*MP Case
Bent points
1/2/09
1/2/09*

Northern Pacific Railway Company.



Connell, Wash. July 20th 1909.

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

Dear Sir:-

I am sending enclosed two tracings, one for the crossing contract with the G.N.Ry at Adrian and one for the Milwaukee crossing near Warden per your verbal request of the 18th.

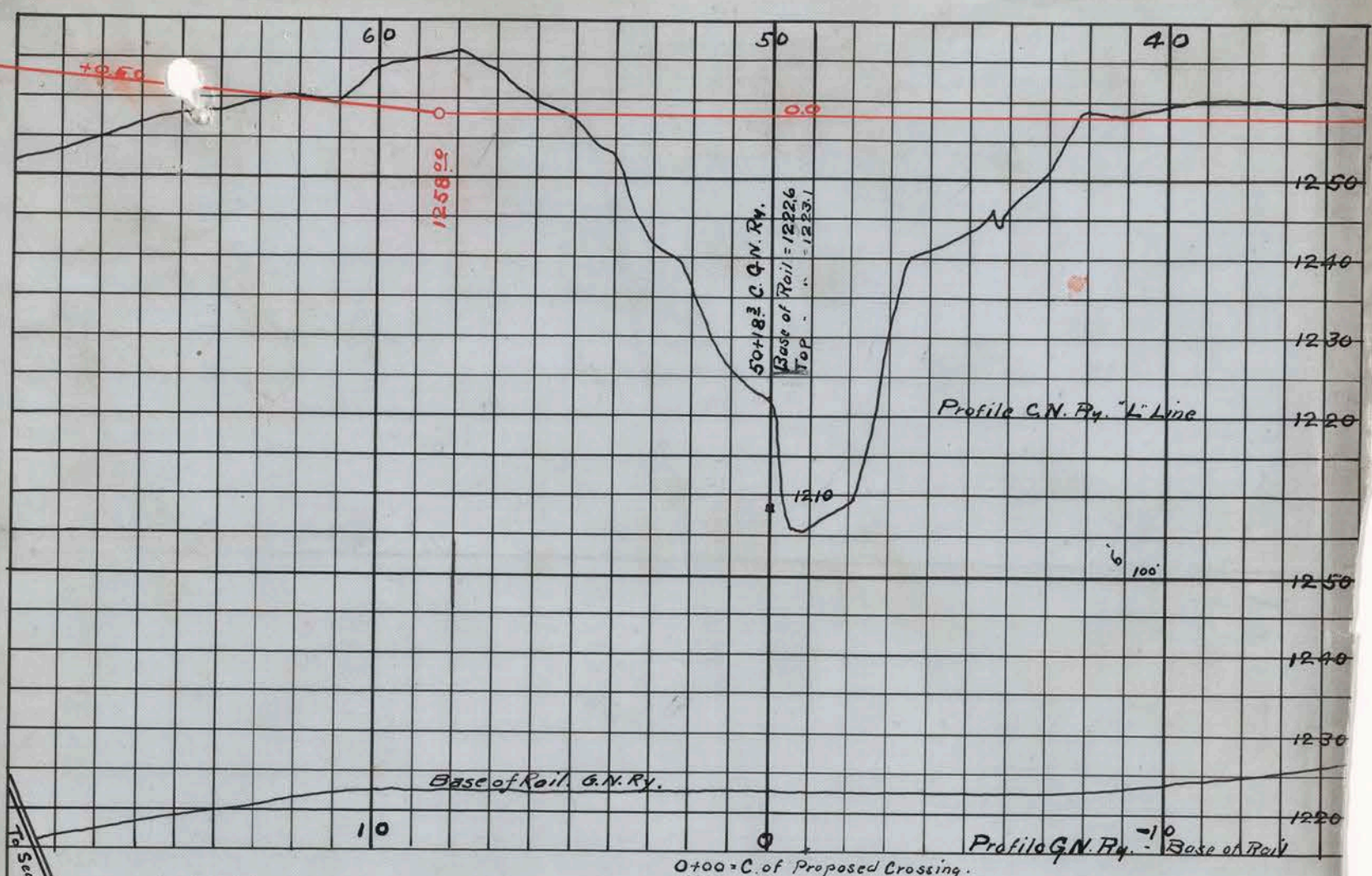
Yours truly,

A handwritten signature in cursive script, appearing to read "H. C. Wadsworth".

Assistant Engineer.



HCW

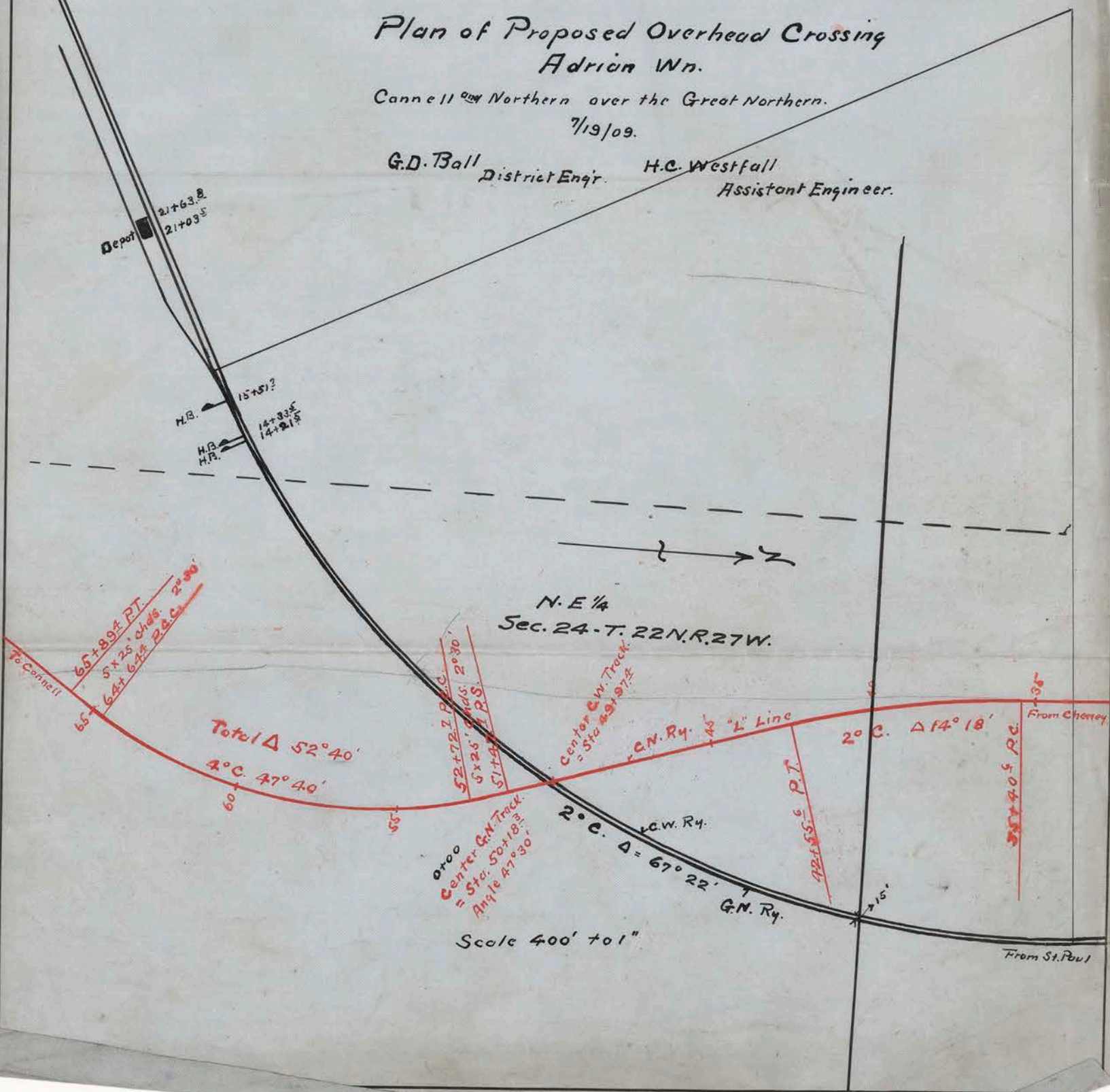


Plan of Proposed Overhead Crossing Adrian Wn.

Cannell ^{and} Northern over the Great Northern.
7/19/09.

G.D. Ball District Engr.

H.C. Westfall Assistant Engineer.



THIS AGREEMENT, made this _____ day of _____
A. D. 1909, between the GREAT NORTHERN RAILWAY COMPANY, herein-
after called the "Northern Company", party of the first part, and
the CONNELL NORTHERN RAILWAY COMPANY, hereinafter called the
"Connell Company", party of the second part, WITNESSETH:

The Northern Company in consideration of the covenants and
agreements of the Connell Company herein contained, hath granted,
and by these presents doth grant, unto the Connell Company upon
the conditions and for the purposes hereinafter set forth, the
right at its sole cost, charge and expense to construct, maintain
and operate a timber bridge to be used as an overhead crossing
carrying a single or double track of railroad over the right of
way and track of the Northern Company in the northeast quarter
(NE $\frac{1}{4}$) of Section twenty-four (24), Township twenty-two (22) north,
Range twenty-seven (27) east of the Willamette Meridan, in Grant
County, State of Washington. The track of the Northern Company
with reference to said crossing is shown on a map thereof hereto
attached and made a part hereof and marked "Exhibit A" and identi-
fied by the signatures of the Chief Engineers of the respective
parties.

The foregoing grant is expressly conditioned upon the
performance by the Connell Company of all and singular the follow-
ing covenants and agreements:

1. The Connell Company may forthwith enter upon the right of
way of the Northern Company and construct for the purposes afore-
said such bridge. The said bridge shall be constructed to
give an overhead clearance of not less than twenty-three (23)
feet above the top of the rail of Northern Company, ^{and a side}
~~the existing main track of the Northern Company and the~~
~~clearance, measured from center line of track, of not less than~~
^{the touch of the Northern Pacific Company at the point of crossing with}
eight (8) feet. Said bridge shall be constructed at such

times and in such manner as will not interfere with Northern
Company in the operation of its railway.

2. The Connell Company assumes, and indemnifies and insures the Northern Company against, all loss and damage whatsoever suffered either by the Northern Company or by any other person or corporation, caused or in any way growing out of the construction, maintenance, re-construction, repair or operation of the said ^{bridge} ~~structures or either of them~~, provided that each party shall bear all loss caused by its own employees or trains.

3. In case any claim for damage is made against the Northern Company, which damage the Connell Company has assumed under the provisions of this contract, the Northern Company may give notice to the Connell Company of the claim or the pendency of suit therefor, and thereafter the Connell Company may handle the compromise of such claim, or the defense of any action brought thereon in the name of the Northern Company, but at its own sole cost and expense.

4. The Connell Company shall maintain the said structure in such a state of repair that the operation of the Northern Company will in no way be obstructed, inconvenienced or rendered dangerous. If, at any time, it shall reasonably appear to the Northern Company that said structure is, or likely to become, dangerous, the Northern Company shall notify the Connell Company in writing to make such repairs as will obviate the danger. In case the Connell Company fails to make such repairs as will make the said structure safe or remove any obstruction to operation within fifteen (15) days after receiving said notice, then the Northern Company shall have the right to proceed to make the repairs.

5. The grants, covenants and stipulations hereof shall be extended to and be binding upon the respective successors and assigns of the parties hereto.

IN WITNESS WHEREOF the parties hereto have caused these presents to be executed by their respective officers thereunto

duly authorized on the day and year first above written, and
in duplicate originals.

GREAT NORTHERN RAILWAY COMPANY,

BY _____
President.

Attest:

Assistant Secretary.

CONNELL NORTHERN RAILWAY COMPANY,

BY _____
President.

Attest:

Secretary.

Signed, sealed and delivered
in the presence of:

3075

1

Glenn Davis Gosh

Irrigation matters