



Northern Pacific Railway Company.
Engineering Department Records.

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N. P. RY. CO.

OFFICE *Chas. Engle*FILE NO. *3127-A*

SUBJECT:

*Witzville - Elmhurst**Rf Way -**See 3004 for report to
President*

3127

A

X
2161
State Lands.
App. #7884.
3127

Tacoma, Washington, Nov. 21, 1911.

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

Dear Sir:-

I enclose herewith for your approval and completion Northern Pacific Railway Company voucher R.D. #2492 in favor of E.W. Ross, Commissioner Public Lands, amount \$11.00, to cover purchase of a strip of land in the SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of section 36, township 17 north of range 22 E.W.M., Kittitas County, Washington, required by the Connell Northern Railway Company for its Ritzville Ellensburg Cut-Off right of Way.

Copy furnished Mr. Darling.

Yours truly,

BF.
Ns.

Western Land Agent.

Mr. Darling.

E.W.ROSS, Commissioner Public Lands,
Olympia, Washington.

R.D.No.2492.
Nov.21st.1911.

c/OG.H.Plummer, Western Land Agent,
Tacoma, Washington.

In full payment of purchase price of \$10.00, together with \$1.00 being statutory fee for issuance of Certificate of Right-of-Way, said consideration also being in full settlement of all claims and demands for damage sustained by reason of the location, construction, maintenance and operation of a railroad on, over and across the following described real estate:

All that part of the southwest quarter of the southwest quarter (SW $\frac{1}{4}$ of SW $\frac{1}{4}$) of section thirty six (36), township seventeen (17) north, of range twenty two (22) east, W.M., lying southwesterly of a line parallel with and fifty (50) feet distant northeasterly from, when measured at right angles to, the located center line of the railroad of the Connell Northern Railway Company as the same is now located and staked out across said section thirty six (36), the course of said center line being more particularly described as follows:

Beginning at a point on the south boundary of said section thirty six (36), at railway survey station one thousand four hundred fourteen plus sixty one (1414+61); running thence North forty five degrees four minutes west (N.45° 04' W) to an intersection with the west line of said section thirty six (36); the southwest corner of said section bearing south fifty degrees sixteen minutes west (S.50° 16' W), nine (9) feet distant from station No. one thousand four hundred fourteen plus fifty three (1414+53) on said center line.

The right of way hereinabove described containing an area of eleven hundredths (0.11) acres, according to the map on file in the office of the Commissioner of Public Lands at Olympia, Washington.

Situated in the County of Kittitas, State of Washington.

TOTAL- - - - - \$ 11.00

CHARGE: (Open Accounts, Ritzville Ellensburg Cut-Off,
) Connell Northern Railway Company.
(Advances, Right-of Way & Station Grounds.

Western Land Agent.

Land Commissioner.

11.00

11

- - - - - Eleven and no/100 - - - - -

X

317a

St. Paul, July 22nd, 1911.

Mr. Thomas Cooper,

Land Commissioner.

Dear Sir:-

Referring to attached voucher your No. 2423 favor E. W. Ross, Commissioner Public Lands, Olympia, Washington, for right of way on the Connell-Northern. I have signed the voucher with the understanding that this right of way has been authorized. My understanding is that all work on that line has been held up pending some negotiations that the President has with another company.

Yours truly,

Chief Engineer.

Encl.

WLD A

Tacoma, Wash., October 2, 1910

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

I beg leave to hand you herewith revised location of the Ellensburg cut-off at M. P. 43 to the Columbia River; a distance of about three and one-half miles.

This file gives you complete corrected right of way maps from Ritzville to a point within five miles of Ellensburg.

Yours truly,

Chief Engineer.

COPY

WLD A

Tacoma, Wash., October 2, 1910..

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

Dear Sir:-

I hand you herewith letter from Mr. Howland under date of September 20th with blueprint showing in plan and profile some proposed lines between M.P. 43 and the Columbia River on the Ellensburg cut-off..

I think we should adopt the P L line with 6° curves and costing but \$20,600 more than the line giving 8° curves.

Will you please have this incorporated on our adopted maps and profiles and furnish Mr. Cooper a copy of the right of way map to go with the letter to Mr. Cooper, which is attached to this.

Yours truly,

Chief Engineer.

*Howlands Est. &
letter on file 3/27*

3127a

St. Paul, September 16, 1910.

REG-W

Mr. Thomas Cooper,

L a n d C o m m i s s i o n e r .

Dear Sir:

Referring to your letter of August 25th:

I return mounted plat showing right of way to be acquired in section 36-17N-22E, Ritzville-Ellensburg Cut-Off, Connell Northern Ry. Co., having signed same.

Yours truly,

Chief Engineer.

Encl.

Mr. Bratager:
crop is
all now. W.B.J.
9/15/10.

Mr. Darling
For your signature.
9/15- A.B.J.

Northern Pacific Railway Company

COPY

St. Paul, Minn., Aug. 25, 1910.

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

Dear Sir:

Referring to application to purchase right of way across State lands in Section 36-17N-22E, Ritzville-Ellensburg line:

We have prepared filing map for this right of way but Mr. Darling is absent and will be for several weeks, so we cannot secure its execution.

If you think it is important that our application get on the State records at an early date, I suggest that the situation be explained to the State authorities and a request made on them to mark their plats in such a way as to insure that the land will not be disposed of without taking the right of way into consideration.

Yours truly,

THOMAS COOPER.

Land Commissioner.

SHM-LH

Copy to S. J. Bratager, Principal Assistant Engineer.

*Mr. Bratager: Map returned to you.
SM 8/24*

Northern Pacific Railway Company

OFFICE OF
CHIEF ENGINEER
AUG
25
1910
NOR. PAC. R.
ST. PAUL, MINN.

St. Paul, Minn., Aug. 25, 1910.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:-

I hand you herewith mounted plat showing right of way to be acquired in section 36-17N-22E, Ritzville-Ellensburg Cut-off, Connell, Northern Ry. Co.

This plat is required for filing with the State Land Commissioner in order to get this right of way. Will you please sign and return.

Yours truly,

Thomas Cooper
Land Commissioner.

JWJ-FH
Encl.

3127a

St. Paul, Sept. 6, 1910.

REG-W

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:

Referring to your letters of August 9th and 17th in reference to map of amended definite location of the Connell-Northern Railway, Ritzville-Ellensburg cut-off, Mile Post 20.92 to Mile Post 36.06, and to suggestion of Britton & Gray that we file an entirely new map as of original location.

I beg to hand you herewith such map in triplicate.

Yours truly,

Chief Engineer.

Encl.

Northern Pacific Railway Company

St. Paul, Minn., August 17, 1910.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

Referring to my letter of August 9th in reference to map of amended definite location of the Connell-Northern Railway, Ritzville-Ellensburg cut-off, M.P. 20.92 to M.P. 36.06:

I attach copy of Britton & Gray's letter of August 15th in reply to mine on the subject, in which they suggest that we file an entirely new map as of original location with the Register and Receiver, and that they do not think it will be necessary to await return of the maps from the Commissioner before filing the new map. Will you please have such map prepared in lieu of the amended map returned to you August 9th and we will then file it as a new map. This map should be prepared in triplicate as a portion of the line lies within two land districts.

Yours truly,

Anna Corfu
Land Commissioner.

JLW-LH

Encl.

Copy to Edmund Rice, Principal R/W Agent, Tacoma, Washington.

Just making filing map

*J.C.
Pls attach letter
referring to
W.L. &*

3127a
CHIEF ENGINEER
AUG 19 1910
NOR. PAC. RY.
ST. PAUL, MINN.

COPY

August 15, 1910.

Thomas Cooper, Esq.,
Land Commissioner, N.P.Ry.Co.,
St. Paul, Minnesota.

Dear Sir:

We have your favor of the 9th instant, in regard to certain map of right of way filed by the Connell-Northern Railway Company, and enclose herewith copy of our letter of this date to the Commissioner, requesting return of the maps filed in the local offices at Waterville and North Yakima on July 16th.

In an informal talk with the officers in charge, they suggest that you file an entirely new map as of original location with the Register and Receiver. We do not believe it will be necessary to await return of the maps from the Commissioner before filing new map in accordance with the suggestion above.

Yours very truly,

Britton & Gray.

Northern Pacific Railway Company

Saint Paul, August 9, 1910.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

I have your letter of the 8th inst., transmitting map of amended definite location, Connell-Northern Railway Company, Ritzville-Ellensburg Cut-off, from M.P. 20.92 to M.P. 36.06. The territory embraced within this map lies in two land districts, and it will, therefore, be necessary to prepare a third copy of the map. The amended map is intended to supersede the map from M. P. 18.05 to M. P. 33.36 heretofore filed, but not yet approved.

I have written to our attorneys at Washington to ascertain if the original maps have reached the general land office, and if so to recall them and we will then file the amended map as an entirely new map. In the meantime will you please prepare a third copy of the map without filling in the certificate, and if our attorneys advise the plan suggested above is satisfactory to the Land Department we can then file the amended map as an entirely new map, making necessary corrections on the same where it refers to it as an "amended" map. *Pres. V*

Yours truly

Land Commissioner.

JLV-W

X. B. X.
on plant -

3127a

2161
Maps

2161

Tacoma, Washington, August 15th, 1910

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

COPY.

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

Dear Sir:-

Enclosed please find copies of reclamation stipulation, power site stipulation and an addendum to the power site stipulation required by the United States Land Office at North Yakima, Wash., in connection with and as a prerequisite to the granting of right of way applied for on the new Hitzville to Ellensburg Cut-off, our Nos. W-3643A, B. & C., respectively; also certified copy of resolution adopted by the Board of Trustees on the 1st instant authorizing the execution of the above named stipulations, our No. W-3643D.

These have already been forwarded to the Register and Receiver of North Yakima, and copies have been furnished Messrs. Nutt, Martin, Darling and Cook.

Yours truly,

(Signed,) EDMUND RICE

Principal Right of Way Agent.

PGZ-W

Ns.

Copies to
H. C. N.
✓ M. P. M.
W. L. D.
A. R. C.

Noted
8/19
SAB

STIPULATION.

WHEREAS, there have heretofore, to-wit: on the 18th day of July, 1910, been filed in the United States Land Office at North Yakima, Washington, two maps, of which the latter was filed in duplicate, showing the definite location of the railroad of the Connell Northern Railway Company from Mile-Post 0 to Mile-Post 20.92, and from Mile-Post 18.05 to Mile-Post 30, the same being from a point in section 11 in township 17 north, of range 18 east of the Willamette Meridian to a point in section 22 in township 17 north of range 21 east and from a point in section 22 in township 17 north of range 21 east of the Willamette Meridian to a point in section 6 in township 16 north of range 23 east of the Willamette Meridian, crossing certain public lands in the State of Washington; and

WHEREAS, the right of way lies upon or across reserved lands of the United States withdrawn by order of the Secretary of the Interior under the provisions of the Reclamation Act of June 17, 1902 (32 Stat., 388), and

WHEREAS, the allowances of such application should be subject to suitable restrictions safeguarding the interests of the United States and of the settlers in accordance with the purposes of the aforesaid withdrawal,

NOW THEREFORE, the applicant agrees and stipulates as follows:

That the right of way is accepted subject to the right of the United States to cross the same and the works constructed thereon with canals or water conduits of any kind, or with roadways or transmission lines for telegraph, telephone or electric power which may in the future be built by the United States across the right of way shown on the map and agrees to build and maintain at its own expense at

the crossing of any works heretofore or hereafter constructed by the United States all special structures rendered necessary by the existence and operation and maintenance of the railroad, that may be required by the operations of the Reclamation Service and hereby releases the United States from all damages which may result from the construction and operation of such structures.

This stipulation is executed in accordance with a resolution of the Board of directors of the company adopted on the first day of August, 1910, copy of which is hereto attached.

IN WITNESS WHEREOF, the parties hereunto signed their names the day and year first above written.

CONNELL NORTHERN RAILWAY COMPANY

By (Sgd) H. C. Nutt
President.

ATTEST:

(CORPORATE SEAL)

By (Sgd) M. P. Martin
Secretary.

W-3643A

STIPULATION

Connell Northern Ry. Co.

to

U.S. Land Office

COPY.

North Yakima Land District.

(SIGNED) J. P. Martin

STIPULATION.

It is hereby stipulated and agreed by the CONNELL NORTHERN RAILWAY COMPANY, in consideration of, and as a prerequisite to the approval of its application for right of way, from a point on the township line between townships 17 and 16 north of range 23 east of the Willamette Meridian, 761 feet east of the northwest corner of section 6 in the last named township and range, to a point in section 22 in township 17 north of range 21 east of the Willamette Meridian, and from the last named point to a point on the main line of the Northern Pacific Railway Company in the northwest quarter of the Northeast quarter of section 11 in township 17 north of range 18 east of the Willamette Meridian, which was filed in the Land Office at North Yakima, Washington, that if said application is granted and approved, it, the said company, will change, move, and elevate its tracks, roadbed, and all appliances appurtenant thereto, at its own proper cost and expense, and without cost to the Government of the United States, its lessees, grantees, their successors in interest, heirs or assigns, upon ninety-day written notice so to do from the Secretary of the Interior, such changing, moving, and elevation of its tracks, roadbed and appurtenances as aforesaid, to be made to such height and distance from the approved right of way and constructed roadbed and in such manner as may be deemed necessary by the Secretary of the Interior, for the purpose of utilizing to the best advantage any public lands of the United States over which said right of way passes and which may now or hereafter be withdrawn by the Secretary of the Interior, or by any other lawful authority, for the conservation or use of power, power sites, or power purposes.

The Connell Northern Railway Company hereby consents to accept said right of way subject to the terms

and conditions of this stipulation.

CONNELL NORTHERN RAILWAY COMPANY.

By (Sgd) H. C. Nutt
President.

ATTEST:

(CORPORATE SEAL)

By (Sgd) M. P. Martin
Secretary.

COBY

W-3643B

STIPULATION.

Connell Northern Ry. Co.

to

U. S. Land Office

COPY.

North Yakima Land District

STIPULATION.

It is hereby stipulated and agreed by the CONNELL NORTHERN RAILWAY COMPANY, in consideration of, and as a prerequisite to the approval and its application for right of way, from a point on the township line between townships 17 and 16 north of range 23 east of the Willamette Meridian, 761 feet east of the northwest corner of section 6 in the last named township and range, to a point in section 22 in township 17 north of range 21 east of the Willamette Meridian, and from the last named point to a point on the main line of the Northern Pacific Railway Company in the northwest quarter of the Northeast quarter of section 11 in township 17 north of range 16 east of the Willamette Meridian, which was filed in the Land Office at North Yakima, Washington, that the right of way is accepted subject to the right of the United States to cross the same and the works constructed thereon with any canals or water conduits of any kind, or with roadways, or transmission lines for telegraph, telephone or electric power which may in the future be built by the United States across the rights of way shown on the map, and the Connell Northern Railway Company agrees to build and maintain at its own expense at the crossing of such works heretofore or hereafter constructed by the United States all structures that may be required by the operations of the Reclamation Service and hereby releases the United States from all damages which may result from the construction and operation of such structures.

The Connell Northern Railway Company hereby consents to accept said right of way subject to the terms and conditions of this stipulation.

CONNELL NORTHERN RAILWAY COMPANY

By (Signed) H. C. NUTT
President

ATTEST:

(CORPORATE SEAL)

By (Signed) M. P. MARTIN
Secretary.

W-3643C

STIPULATION

Connell Northern Ry. Co.

to

U.S. Land Office

COPY.

North Yakima Land District

CONNELL NORTHERN RAILWAY COMPANY

Extract from minutes of Trustees' Meeting held
at Tacoma, Wash., August 1st, 1910.

"On motion of Mr. Geo. T. Heid, seconded by Mr.
J. L. Taggard, unanimously adopted, the President and
Secretary were authorized and instructed to execute on
behalf of the Company, any and all stipulations necessary
to comply with the Government requirements as regards
the right of way through public lands."

I certify that the above is a true and correct
copy of a resolution adopted by the Board of Trustees
of the Connell Northern Railway Co., August 1st, 1910.

(Signed) M. P. Martin,

Secretary.

(CORPORATE SEAL)
Connell-Northern
Railway Company.

W-3643D

RESOLUTION

Connell Northern Ry. Co.

COPY.

3127 a

St. Paul, August 16, 1910.

REG-W

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:

Referring to your letter of the 13th:
I return mounted plat showing right of way to be
acquired in section 16, 17N-27E, Ritzville-Ellens-
burg Cut-Off, Connell Northern Railway, also mounted
plat showing right of way to be acquired in section
16, 17N-21E, same line, having shown section ties
to the center line as requested. Have also signed
the plats.

Yours truly,

Enc.

Chief Engineer.

Northern Pacific Railway Company

St. Paul, Minn., Aug. 13, 1910.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:-

I hand you herewith mounted plat showing right of way to be acquired in section 16, 17N-27E, Ritzville-Ellensburg Cut-off, Connell Northern Ry., also mounted plat showing right of way to be acquired in section 16, 17N-21E, same line. This latter plat does not give section ties to the center line, for the reason that the maps furnished do not show them. If you have them please note same thereon.

These plats are required for filing with the State Land Commissioner in order to get this right of way. Will you please sign and return.

Yours truly,

Thomas Cooper

Land Commissioner.

JWJ-FH
Encl.

JMP please put WLD & M/S

RCY Section ties to center line shown as requested J.M.P.

3127a

Saint Paul, Aug. 13, 1910.

Mr. Howard Elliott,
President.

Dear Sir:

The attached small scale blueprint shows three proposed lines entering Ellensburg from the East on the Ritzville-Ellensburg cut-off. Right of way maps have been furnished Mr. Cooper from Ritzville West to this point. The difficulty with this location is in the crossing of the Saint Paul road. I have run the three lines necessary to determine the proper location.

Line A, grade crossing,	\$58,750.00
Line A, overhead crossing,	256,400.00
Line B, overhead crossing,	100,590.00
Line C, overhead crossing,	151,800.00

Line B is the more economical line but has some bad curvature.

Line A with grade crossing would cost about \$42,000.000 less, but this Company has always assumed the position with the Saint Paul Company that crossing for a

see on file 5104

1
H E -- 2.

8 13 10.

main line should be separated providing it does not
cost to exceed \$100,000.00.

Yours truly,

Encl.

Chief Engineer.

COPY.

Northern Pacific Railway Company

S

Saint Paul, August 10, 1910.

OFFICE OF
CHIEF ENGINEER
AUG 11 1910
NOR. PAC. RY.
ST. PAUL, MINN.

W.L.DARLING, Esq.,

Chief Engineer.

Dear Sir:

The following information, being estimates made by Mr. Rice of the cost of right of way of the various alternate lines into Ellensburg, may be of value to you in deciding which line shall be adopted:

Line "A", from Station 301, near the center of Section 33, Township 18N, Range 19E, to main line connection, \$34,855.

Line "B", between the same points, \$34,035.

Line "C", between the same points, \$37,286.

His estimate of the cost of the right of way from Station 301, aforesaid, easterly to the junction with the Adrian - Connell Line is \$39,499.10. By adding to the latter figure the estimate given above on whichever line is adopted will give the total estimate for the entire line.

Yours truly,

Thomas C. Cope
Land Commissioner.

4

3127 a

WLD R

St. Paul, Aug. 8th, 1910..

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

I hand you herewith for filing amended definite location of the Ritzville Ellensburg cut-off extending from the Columbia River westerly to about the Summit of the divide between the Columbia and Yakima Rivers. I also inclose amended right of way maps 400 feet to the inch where changes of line have been made for the same distance.

Yours truly,

Chief Engineer.

3127a

COPY.

Tacoma, Washington, July 25th, 1910

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

Dear Sir:-

I am advised by State Land Commissioner Ross that the following subdivisions on the Ritzville to Ellensburg cut off are owned by the State of Washington and subject to application at the present time, to-wit:

SUBDIVISION	SECTION	TOWNSHIP	RANGE.
✓ SW $\frac{1}{4}$ of SW $\frac{1}{4}$	16	17 N.	21 E.
X SW $\frac{1}{4}$ of SW $\frac{1}{4}$	16	17 N.	22 E.
✓ NE $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ N $\frac{1}{2}$ & N $\frac{1}{2}$ SW $\frac{1}{4}$	16	17 N.	27 E.

Kindly procure filing maps from Chief Engineer and forward them to me and I will make the necessary applications provided this meets with your approval.

Yours truly,

(Signed,) EDMUND RICE

Principal Right of Way Agent.

PGZ-W

Copy to

W. L. D.

Rec'd by letter 7/29

for phone forward filing maps
net
8/1

*low water
all state land
in Cooper's office are prepared
usual map 3*

ST. PAUL, MINN.
NOV. 28 1890
PAC. RY.
OFFICE OF
CHIEF ENGINEER

X
3127
WLD R

St. Paul, July 7th, 1910..

Mr. Thomas Cooper,

Land Commissioner.

Dear Sir:-

I hand you herewith maps in duplicate for filing, for that portion of the Ellensburg cut-off between the Columbia River and Ellensburg. This now completes filing maps sent you from Ritzville Junction to Ellensburg.

Yours truly,

Chief Engineer.

Encl.

REG-W

3127

St. Paul, July 6, 1910.

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:

Referring to your letter of the 2nd, I
hand you herewith two additional copies of maps
of right of way for the Ellensburg line from Summit
westward, similar to that sent you with my letter
of July 1st.

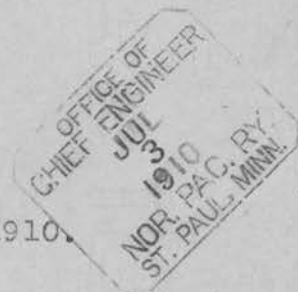
Yours truly,

Enc.

Chief Engineer.

3127

Northern Pacific Railway Company



St. Paul, Minn., July 2, 1910.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

Your letter July 1st, enclosing map
of right of way for the Ellensburg line from Sum-
mit westward. Please let me have two more copies
of this map.

Yours truly,

203-17

Wm. Cooper
Land Commissioner.

JLW-CW

Colby

*Two please forward
w/ 8
7/5*

*Rest
Harcourt
7/5*

WLD R

WLD

St. Paul, July 1st, 1910..

Mr. Thomas Cooper,

Land Commissioner.

Dear Sir:-

Herewith right of way map scale 400 feet to the inch showing right of way needed between the Summit of the divide, between the Columbia and Yakima Rivers westerly, and Ellensburg, which completes right of way maps sent you between Ritzville Junction and Ellensburg.

On this map, however, between stations 301 and Ellensburg, purchase of right of way should be held up pending decision as to actual line to be taken into Ellensburg.

Yours truly,

Chief Engineer.

3127

St. Paul, June 21, 1910.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

I enclose for your information, copy
of letter sent to Mr. Cooper today about right
of way on the Ellensburg line.

Yours truly,

(Signed) Howard Elliott,

(C O P Y)

President.

St. Paul, June 21, 1910.

Mr. Thomas cooper,

Assistant to the President.

Dear Sir:

Mr. Darling will have the completed right of way maps of the Ellensburg line ready very shortly. As soon as they are obtained, you will please proceed with getting of right of way, so that if we want to, we can get to work on the balance of this line in the late summer or early autumn.

Yours truly,

Howard Elliott,

President.

(C O P Y)

3127

COPY

St. Paul, June 13, 1910.

REG-W

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:

Herewith map of definite location, in
duplicate, of the Ritzville Branch cut-off, Milepost
40 to milepost 46.75.

Yours truly,

Enc.

Chief Engineer.

COPY.

St. Paul, June 11, 1910.

REG-W

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:

Referring to your letter of the 10th: I
enclose attached copy of filing map of the Connell-
Northern Railway, Ellensburg cut-off, Milepost 18.05
to 33.26, together with blue print and solar negative.

Yours truly,

Enc.

Chief Engineer.

3127

Northern Pacific Railway Company

Saint Paul, June 10, 1910



Mr. W. L. Darling,

Chief Engineer.

Dear Sir:-

I have your letter of June 7th enclosing filing map of the Connell-Northern Railway, Ellensburg cut-off, M. P. 18.05 to M. P. 33.26. The portion of the line shown on this map lies within two land districts, viz: Waterville and North Yakima. It will, therefore, be necessary to have three copies of the map, one of which will be filed in one Land office and two in the other. Will you please have the third copy of the map prepared.

Yours truly,

R. C. H.
Tracings: negative + print copy
for Land Dept. herewith
6/11

Land Commissioner

JLW-H

P. S.

One copy of the map returned herewith.

T. C.

JMP
Please forward as quickly
as possible

W. R.

St. Paul, June 11th, 1910..

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

With reference to the right of way maps, 400' to the inch sent you yesterday for that part of the line between the Columbia River and the Summit 17 miles east of Ellensburg.

There will be a few changes of line but as the whole property between the River and the Summit belongs either to the Government, Nicholas Snow, or Macolum McLellan, will it not be practicable to take contracts through sections where there are changes of line so that contract will read "as line is located" instead of definitely describing it. These changes will not be serious except near the River where there will be a decided change. The changes referred to are as follows:

SE $\frac{1}{4}$ Sec. 19, and the NE $\frac{1}{4}$ Sec. 30, T 17-R 23;

A little flatter curve to be used through the S $\frac{1}{2}$ Section 1-16-23;

Curve to be flattened in NW $\frac{1}{4}$ Sec. 25-17-22 and SW $\frac{1}{4}$ same township and range, also

Curve to be flattened in Section 30-17-22 and Sec. 25-17-21.

Yours truly,

Cy HBS

Chief Engineer.

WLD R

3127
St. Paul, June 10th, 1910..

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

I hand you herewith 400' right of way maps of the Connell Northern-Elensburg cut off Line, Mile Post 40 to the Columbia River and from the Columbia River west to the divide between the Yakima and Columbia Rivers about M. P. 17, also filing maps of the first forty miles west from Ritzville Junction. You now have complete right of way maps 400' to the inch from Connell Junction to within 17 miles of Ellensburg and filing maps for the same distance except from Mile Post 40 to the Columbia River which will be furnished you.

Yours truly,

Chief Engineer.

Encl.

WLD R

3127

St. Paul, June 10th, 1910..

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

Referring to your letter of the 8th inst.
about right of way through Section 22-16N 23E. I hand
you herewith blueprints showing line running to Beverly
also profile showing character of the country and the
necessary right of way to be reserved for line if built.
The line to Sand Hollow has been authorized consequently
the probabilities are that the line to Beverly will never
be built.

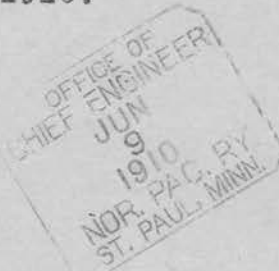
Yours truly,

Chief Engineer.

Encl.

Northern Pacific Railway Company

Saint Paul, June 8, 1910.



Mr. W. L. Darling,

Chief Engineer.

Dear Sir:-

The Northern Pacific Company has selected the SW $\frac{1}{4}$ of section 22-16N-22W, W. M., for a purchaser. Has any line been located across this land and if so what width right of way should be reserved? If you can give me this information before disposing of the tract we will reserve the necessary right of way.

Yours truly,

Mr. Darling

This property is crossed by
the located line from

JLW-H

Sand Hollow to the C.M. & P.S. bridge
at Beverly as shown by print attached. -

The Right of Way required is shown
on the profile print of which is also
attached. -

6/10

SPB

Wm. Cooper
Land Commissioner



Form 1330

3127 A

COPY

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
				M.		M.			M.		

FROM

TO W L Darling,

DATED

June 8, 1910.

AT Car 12, On Line.

Buff. ^{Katyville} Pariseau is making filing maps first 40 miles from stubby junction. Will be completed June 10th. Howlands location map and profile mile 40 to 60 on file in drafting room approved by you May 27th. Prints of ^{Calgary to St. John} striding maps mile 40 to faintly via ^{Sand} swagging hollow and profile to Beverly, also 4000 foot scale maps showing all lines ^{at junction} hydrogen to junction in piper 6 June 7th. ^{mail package}

R. E. Gemmell.

12:15-----A M



FORM 1336

TELEGRAM.

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

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

FROM

171 GI BO CA Forsythe June 7th

TO

R E Gemell

DATED

AT

St Paul

Where is Howlands map and profiles mile post 40 to 60. is
priseau making up filing maps from Ritzville Junction to
Ellensburg.

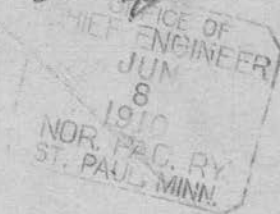
W L Darling

1010PM

inp

Have we this map & profile - what were the
filing maps we sent out ~~reg~~ ⁶ ₈

R.C.A.
 Filming map No. 18 to 33
 from Blounting already furnished
 first 40 miles of Ridgeville. After
 will be ready tomorrow -
 Howland's maps & profiles
 40 to 60 in file for some time
 Maps # $21\frac{5}{8} + 15 + 25 = 51\frac{1}{8}$
 Profile # $47\frac{1}{2} + 13 = 51\frac{1}{2}$
 R/W maps



WLD R

At Forsythe, June 7th, 1910..

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

I hand you herewith maps in duplicate for
filing, Mile Post 18.05 to Mile Post 33.36, extending
from the Summit between Ellensburg easterly to the
Columbia River.

Yours truly,

Chief Engineer.

Encl.

Northern Pacific Railway Company

3127A

MEMORANDUM.

Mr. W. L. Darling:

Your letter May 27th: Please let me have two more copies of map 2000 feet to the inch for Ellensburg cut-off from the river to the Summit.

THOMAS COOPER.

May 31, 1910.

Handwritten notes and signatures:
JWP
please furnish
WHP 8/11
R. C. [unclear]
Here with [unclear]
[unclear] 6/16
[unclear] 6/16

P. H. Hume

3127 A

WLD R

St. Paul, May 27th, 1910..

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

I hand you herewith right of way map 2000 ft
to the inch for Ellensburg cut-off extending from the
River west to the Summit beginning at the River and
ending at Station 1917 plus 23.6 18.5 miles from
Ellensburg. Will send you larger map later on. Expect
to have filing map of this made within next few days.

Yours truly,

Chief Engineer.

Encl.

R. E. L.
Herewith
5/26

moving
filing map under a separate
cover
MSB
5/26

WLD R

St. Paul, May 26th, 1910..

Mr. J. N. Pariseau:

Please have made as soon as possible filing
maps in duplicate for the following lines:

From the junction of the Connell-Northern
with the Ritzville Branch westerly to Ellensburg.

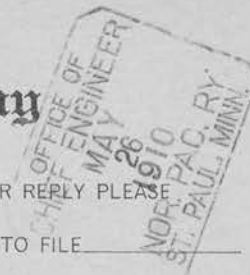
These to be made in the name of the Connell
Northern Railway.

W. L. Darling.

Northern Pacific Railway Company

IN YOUR REPLY PLEASE

REFER TO FILE



Saint Paul, May 25, 1910.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:-

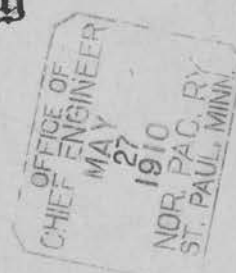
We should have maps as soon as practicable for the Ritzville-Ellensburg Line in the name of the Connell-Northern, which can be used for filing in case there is any government land to be occupied by the proposed line.

Yours truly,

President.

3127 A

Northern Pacific Railway Company



Ritzville, Wash., May 23rd. 1910

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

Dear Sir:--

Herewith right of way maps of the Ritzville
Ellensburg location from the Junction of the Connell Northern M.P. 0.76
to M.P. 40. The map from M.P. 40 to the Columbia River is nearly completed
and will follow tomorrow.

Yours truly,

M. W. Howland

*Ans. phone note
R.G. by filing reference
Filed # 215-23 & 24
Date of maps 4-14-10
6/3*

7
A
WLD R

3127 A
St. Paul, May 31st, 1910..

Mr. Thomas Cooper,

Land Commissioner.

Dear Sir:-

I beg to hand you herewith blueprints in duplicate of the first 40 miles of the Ritzville-Ellensburg cut off, marked revised May 20th, 1910. These blueprints to be substituted for those sent you May 24th, dated April 11th, 1910. Will you please see that the other maps are destroyed and these substituted. There has been some slight changes made for right of way required which is reason for substitution of maps.

Yours truly,

Chief Engineer.

Encl.

Northern Pacific Railway Company

3127

WLD R

St. Paul, May 17th, 1910..

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

I beg to hand you herewith right of way maps
for the line from Ritzville Junction west to Ellensburg
as follows:

Ritzville Junction to the Columbia River,
Columbia River to the Summit by way of Sand
Hollow Crossing,

The map of line from Summit to Ellensburg
cannot be furnished you until line is located.

I would like to with-hold the purchase of
that part of right of way extending from the Columbia
River westerly for three miles until we can make other
surveys to determine whether line cannot be improved.

Yours truly,

Chief Engineer.

Encl.

3127

Northern Pacific Railway Company

WLD R

St. Paul, May 26th, 1910..

Mr. J. N. Pariseau:

Please have made as soon as possible filing maps in duplicate for the following lines:

From the junction of the Connell-Northern with the Ritzville Branch westerly to Ellensburg.

These to be made in the name of the Connell Northern Railway.

W. L. Darling.

*1st 40 miles**R. B. H.**Filing maps of the 1st 40 miles approved by W. L. D. herewith**W. L. D.*

WLD R

St. Paul, May 24th, 1910..

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

I hand you herewith right of way maps, scale
400' to 1" of the first 40 miles of the Ellensburg cut
off extending from Ritzville Branch Junction westerly
forty miles.

Yours truly,

Chief Engineer.

Encl.

make file 3127A

*This location
brushed for
locus with*

WLD R

St. Paul, May 17th, 1910..

Mr. Thomas Cooper,
Land Commissioner.

Dear Sir:-

215-12
13
I beg to hand you herewith right of way maps
for the line from Ritzville Junction west to Ellensburg
as follows:

Ritzville Junction to the Columbia River,
Columbia River to the Summit by way of Sand
Hollow Crossing.

The map of line from Summit to Ellensburg
cannot be furnished you until line is located.

I would like to with-hold the purchase of
that part of right of way extending from the Columbia
River westerly for three miles until we can make other
surveys to determine whether line cannot be improved.

Yours truly,

Chief Engineer.

Encl.

*give
show furnish
WLD*

*R.C.A.
Herewith
of 1st 40 miles
limits
approved
6/23*



3172

A