



Northern Pacific Railway Company.
Engineering Department Records.

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N. P. 1757
6-24

OFFICE OF

Chief Engineer

FILE NO.

7707

SUBJECT:

Cornell Adrean Line

Abandoning from
Wheeler to Odair

7707

7707

7707

Saint Paul, September 4, 1930w

MR. A. F. STOTLER:

Your letter of August 29 in regard to Bridge 59,
Connell Northern Branch, Pasco Division -

I think that careful watch should be made of the Howe
through span over Great Northern tracks. Now that decision has been
reached to maintain the Connell Northern Branch, we will of course
have to go ahead with the repair work.

Chief Engineer.

copy Mr. J. E. Craver

M.F.C.

Seattle, Washington
August 29, 1930

693

Mr. Bernard Blum,
Chief Engineer,
St. Paul, Minn.

Re: Inspection Bridge No. 59 Connell Northern
Branch, Pasco Division.

Form 134 for 1930 covered certain work on Bridge 59 near Adrian on the Connell Northern Branch, and it was proposed to fill bents 1 to 39, renew various posts, caps and sills, and renew stringers and bents 39 to 52 and 53 to 82.

On account of the matter of abandonment of the line, which was a live subject early in the spring, this matter was held up, and it was also included in items to be deferred and carried over.

Mr. Lantry, on July 15, 1930, advised that it had been definitely decided not to apply for the abandonment of the line Wheeler to Adrian, and Adrian Line from Adair to Adrian. This is similar to the advice received from you on July 23, in which you called to attention, at the coming bridge inspection, that it might be possible that some of these structures could be filled more economically than maintained, which was to be considered in the recommendations on Form 134.

Mr. Tremaine advised during the recent bridge inspection of the Connell Northern, that bents 53 to 82, being the approach from the Adrian side, were in a very critical condition and required out of face renewal; that numerous caps are crushing, and found eleven stringers cracking and indications of splitting, and that it was necessary to place a 5-mile slow order over the bridge. On account of this condition, it was necessary to send a bridge crew to replace the most dangerous crushed caps and place helper stringers immediately.

It was reported that the timber is badly decayed, is only a shell and the District Engineer and Supervisor consider immediate replacement necessary. The timber in the structure is about 21 years old.

In view of the above situation, I instructed Mr. Tremaine to submit R.F.A. covering the replacement of the Adrian side, being bents 59 to 82; the balance of the structure will carry over until

*Noted
into
9/4*

Mr. B. Blum

-2-

August 29, 1930

spring at which time Form 134 will carry an item for filling bents 1 to 39, and certain repairs to bents 39 to 52. I understand that the Howe Truss over the Great Northern tracks can be carried over.

While at Spokane on the 27th, this matter was discussed with Mr. Craver and Mr. Tremaine and it was agreed to recommend the plan outlined above, and Mr. Craver would arrange with Superintendent for submitting requisition to cover the replacement of the Adrian approach, bents 59 to 82.

A handwritten signature in dark ink, appearing to be "G. S. Smith", is written in a cursive style.

AFS-K

Cy JEC

Cy HMT

7707

Saint Paul, July 23, 1930.

Mr. A. F. Stotler:

Referring to the question of abandonment of that portion of the Connell Northern between Wheeler and Odair:

The Vice President advises me that for traffic reasons conclusion has been reached that for the time being we will perpetuate this line. This information is furnished you for consideration in connection with the coming bridge inspection as it may be possible that some of these structures can be filled more economically than maintained.

Chief Engineer.

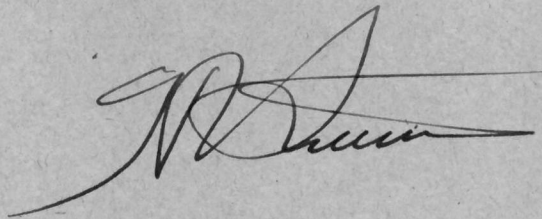
BB:h
cc MFC

St. Paul, Minn., July 18th, 1930.

MR. BERNARD BLUM:

There has been considerable discussion about abandonment of that portion of the Connell Northern between Wheeler and Odair, but for traffic reasons conclusion has been reached that for the time being at least we must perpetuate this line.

This being the case, I wish you would have special attention given to bridge inspection between above points this Summer, particularly with reference to possibility of filling of some of these structures, whose maintenance is about to become heavy.

A handwritten signature in dark ink, appearing to read 'B. Blum', with a long horizontal flourish extending to the right.

Copy to:

Mr. T. H. Lantry,

ST. PAUL, MINN.
JUL 1930
CHIEF ENGINEER

7207

Saint Paul, May 22, 1930.

Mr. H. E. Stevens:

Referring to the matter of abandonment
of portions of the Connell Northern Line:

In passing through Spokane on my return, I spoke
to Mr. Tremaine about the matter and he advised me that there
was some activity going on in favor of the Columbia Basin
Project. I have just received from him folder prepared by
the Columbia Basin Irrigation League, that has no date, but
is evidently of recent publication as it quotes letters dated
1928. It is being used to describe the project in a general
way and shows that the agitation is not dormant.

I understand there is some other literature out which
Mr. Tremaine will try to locate. On the map contained in the
folder I have had our lines shown prominently so as to indicate
the relationship of the project to the Northern Pacific.

Chief Engineer.

BB h

Spokane, May 19, 1930.

Mr. Bernard Blum:- Columbia Basin Irrigation Project, Wash.

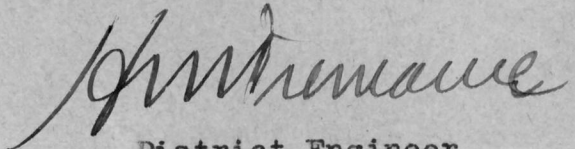
As per your request of the other day, I hand you herewith a map dated State of Washington, Division of Hydraulics, December, 1922, showing in yellow , irrigation projects proposed, and in green, irrigation projects in operation, both in the State of Washington, as of that time. This map is somewhat out of date in some respects, but it does show the Columbia Basin Project.

Am also handing you herewith Folder prepared by the Columbia Irrigation League, without date, but it is one now used currently to describe the project in a general way.

There is some other literature out which I will get and either forward to you or brief to you as soon as I can locate it.

HMT-T

Encl.


District Engineer.

CHIEF OF
ENGINEER
MAY 1930
S. PAUL. MINN.
IOR. PAC. RY.

7207
REG

I note on the prints to go to Mr. Stevens the spur of Foray between Adco and Bacon is not shown. It is referred to in the correspondence and figures shown for it and I think it would be well to add it in chinese white.

BB ✓

At Glendive, May 15, 1930.

Mr. H. E. Stevens:

Your letter April 30 and returning papers about proposed abandonment of the Connell Northern Line between Wheeler and Odair:

As requested I have attached three prints of map of the State of Washington, showing various lines of the Northern Pacific, Great Northern and Milwaukee, and also of the OWRAN, between Spokane and Seattle and Portland.

We have reviewed our files covering 1908 and 1909 when it was decided to construct the Connell Northern Line. There are no estimates contained therein as to the probable business expected. Mr. Darling, in his instructions to Assistant Engineer Westfall, directed him to figure on a location based on ten daily trains each way between Connell and Adrian. There are some statements made that the country was well settled and it was estimated that there would be a good wheat movement. In July, 1908 Mr. Westfall made a report indicating crops of twenty to twenty-five bushels per acre over some ten townships. Half of this acreage would be available for any one year on account of summer fallow farming. It is also stated in letter from Mr. Darling that the country through which the line was to be built was well settled. As a matter of fact, I think most of these farmers have since left.

Last August when I went over the line with Mr. Lantry, we had some discussion about abandoning that portion from Adco to

Mr. H. B. Stevens #2

Odair. As you know, there are a number of bridges which are getting ripe.

The amount of business which the report shows we might lose, as compared with the cost of maintaining the track and running trains, indicates that we have little to lose and considerable to gain by abandoning the portion Adco to Odair. Between Adco and Wheeler the expenses just about equal the earnings.

There has been so much talk about the Columbia Basin development that I am inclined to think that it will go through in some form. While there is apparently no economic justification for the expenditure, considering the agricultural situation of the country as a whole, we know from experience that governmental aid is not always based on economic justification. There appears to be no question but a huge irrigation project in this territory would be of great benefit to the Northern Pacific. I understand that the Government have some men in the territory now investigating the project. For this reason I do not believe it would be wise to abandon the line from Adco to Wheeler. If the Columbia Basin project does go through, we would likewise want the line Adco to Odair. I question if the I.C.C. would permit the abandonment south of Adrian on the basis of the figures presented but I believe there is strong possibility of getting permission to abandon the use of the line Adco to Odair.

It is therefore my suggestion that we apply for cessation

Mr. H. E. Stevens #3

of operation over this portion of the Connell Northern Line
but refrain at this time from taking up the rail. I think our
chances for getting permit would be better under such a scheme.

Chief Engineer.

EB h

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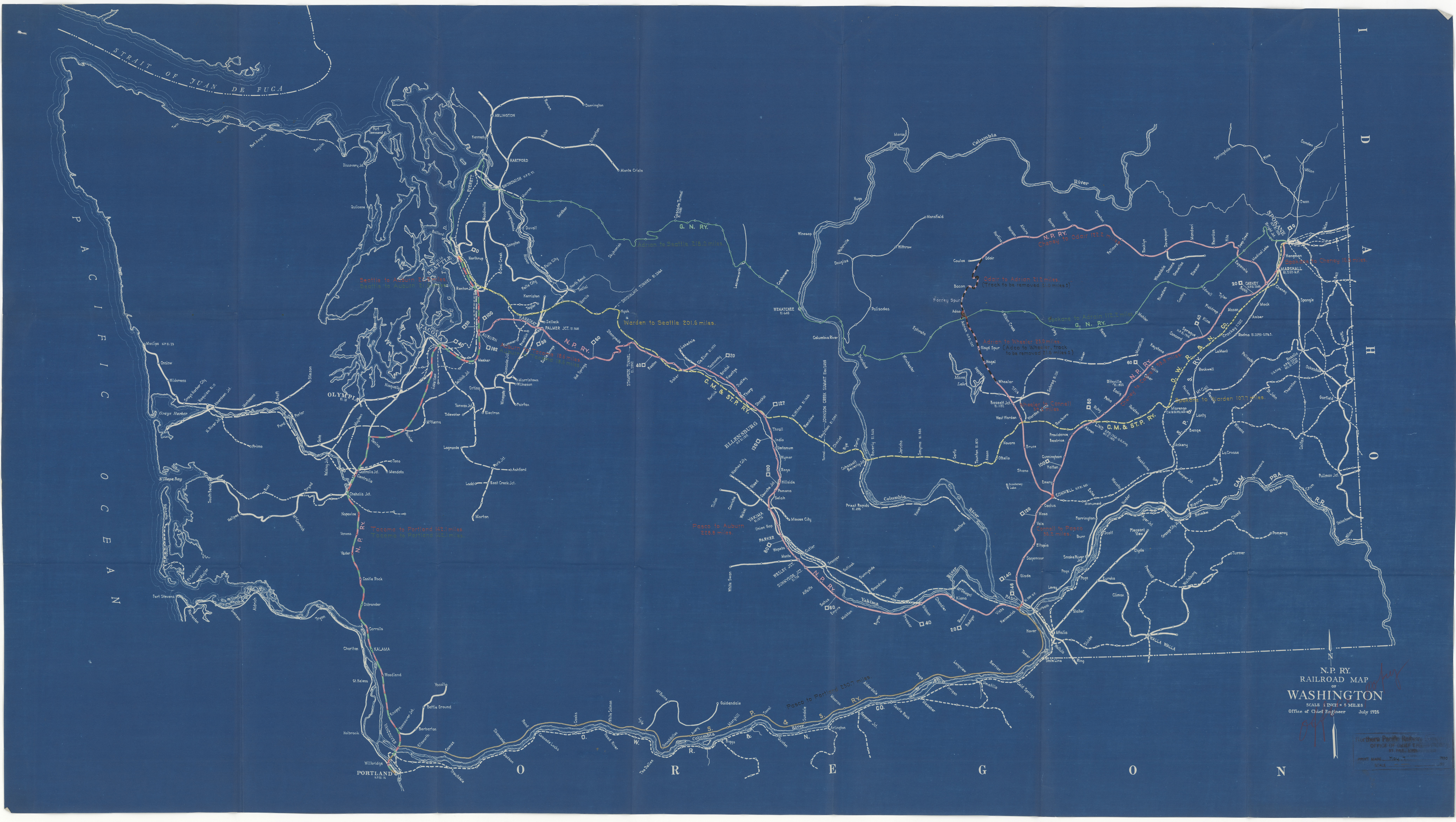
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Mr. H. E. Stevens #5

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Chief Engineer.

BB h



N.P. RY.
RAILROAD MAP
OF
WASHINGTON
SCALE 1 INCH = 5 MILES
Office of Chief Engineer July 1926

Northern Pacific Railway
OFFICE OF CHIEF ENGINEER
ST. PAUL, MINN.
PRINTED BY THE
NATIONAL MAP COMPANY
ST. PAUL, MINN.



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

58 NP N

St. Paul 5-14-30

B Blum

Car 12 Missoula

B 138 have not been able to find any data in our files

M-46

R E Gemmell

426p



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

7707

M.

St. Paul - May 14 1930

Bernard Blum
Car 12 - Missoula

B-138 Have not been able to find any data
in our files M-46

R E Gemmell



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

3MDR

Missoula May 13 1930

R E Gemmell

Stpaul

Your Note 7 th re data i n our files relative to business
on connell Northern Have you developed anything further B 138

Bernard Blum

1231a 14



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Missoula May 15 1930

R E Gemmell St Paul

Your note 7th re data in our files relative to business
on Gemmell Northern. Have you developed anything further B-138

Bernard Blum

Mr Blum -

Herewith 3 sets of prints and
also one for our file requested in Mr
Shivers letter of April 30th - I do not
find any estimates of probable

business - Letter of June 8. 1908 to
Winstroll File 2392 gives instructions
as to survey -

see also letter June 1 1909 to Mr
Ellis with estimate of cost
see 2392 "6" - I will search
further

Nov 8 $\frac{3}{7}$



St. Paul, Minn.,

April 30, 1930e

MR. BERNARD BLUM:

Herewith file about proposed abandonment of that portion of the Connell Northern between Wheeler and Odair.

Wish you would have three sets of prints prepared showing the routes involved in this abandonment from Spokane to Seattle, Tacoma, and Portland. These maps should show the lines of the Northern Pacific, Great Northern and Milwaukee between these terminals, and I would like to have the distances indicated directly on the prints, in order to present a graphic picture of what the routing of business will be and distances after the line is abandoned as compared with the present conditions.

Wish you would also review your files covering the preliminary studies made at the time it was decided to construct the Connell Northern, and if there are any estimates made as to probable business I would like to have the figures.

With return of file and this data, wish you would also advise your view as to the suggested abandonment and its possible effect on the future development of the Northern Pacific territory.

John
Please prepare prints

1003 5/3

REC-1
Four copies attached
#57

7,707